Road Trauma in Victoria

2024 Statistical Summary

VICTORIA State Government | Department of Transport and Planning

Contents

Glossary

Term	Meaning
ABS	Australian Bureau of Statistics
Bicyclist	The operator of a bicycle, e-bicycle, or motorised bicycle.
Casualty	A person who dies or is injured a result of a **crash**[1].
Crash	A collision or non-collision incident resulting from the movement of at least one **road vehicle** on a public road that: • is reported to police, and • results in the death or injury of any person or property damage, and • is not the result of a premeditated act.
DCA	Definitions for Classifying Accidents, a schema for classifying **crashes** according to the movements of the road user(s) involved in the first impact. Every crash is assigned to one of 81 categories, each of which has a numerical code and a text description.
Driver	The operator of a **light vehicle** or **heavy vehicle**.
DTP	Victorian Department of Transport and Planning.
E-scooter	A device that has two wheels (one in front of the other) and a footboard between the two wheels, is steered by a handlebar and transports one standing or seated person. To be legally used on public land in Victoria, the device must also have a maximum speed of 25 km/h when ridden on level ground and weigh not more than 45 kg.
Fatal crash	A road **crash** where at least one person involved died within 30 days of the crash as a result of the injuries sustained in that crash.
Fatality	A person who dies within 30 days of a **crash** as a result of the injuries sustained in that crash. A fatality is excluded from the official count of lives lost if: • it was the result of suicide or another deliberate action • it was the result of a medical event rather than the crash (e.g. the driver has a heart attack and then crashes as a result) • the crash did not occur on a road or within a road reserve.
Financial year	The period from 1 July in one year to 30 June in the next calendar year. Abbreviated to FY.
FY24	The period from 1 July 2023 to 30 June 2024.
Heavy vehicle	A motor vehicle exceeding 4.5 tonnes gross vehicle mass.
IRSAD	The Index of Relative Socio-economic Advantage and Disadvantage is calculated by the **ABS** for an area of Australia, such as a postcode area, not for an individual person. IRSAD is calculated by the ABS using data collected during the 5-yearly Census of Population and Housing. The ABS also calculates quintiles based on this index. The 20% of Australian postcodes with the lowest IRSAD scores (most disadvantaged) fall into quintile 1, and the 20% of Australian postcodes with the highest IRSAD scores (most advantaged) fall into quintile 5.
LGA	Local Government Area.

[1] Bolded terms used in Glossary meanings have been defined in their own Glossary entries.

Term	Meaning
Licence or permit status	The status of a licence or learner permit can be one of: • Current – the holder is entitled to operate the class of vehicle to which the licence or permit applies. • Suspended – the holder's authorisation to operate a vehicle has been temporarily removed and will be automatically reinstated when the suspension ends. • Cancelled – the person's authorisation to operate a vehicle has been removed for a fixed period. When the cancellation period ends, the person will be required to apply to have the licence or permit re-issued. • Disqualified – the person is not eligible to hold or apply for a licence or permit for a fixed period. • Unlicensed – the person has completed a period of cancellation or disqualification, or the person has completed a period of suspension and the licence or permit expired during the suspension period, and the person has not yet applied to have a licence or permit issued. • Expired – the holder was issued a licence or permit valid for a fixed period and the period of validity has ended and the holder has not yet renewed the licence or permit. • Surrendered – the person no longer needs to operate a vehicle in Victoria and no longer requires a licence or permit. • Void – the person has been permanently disqualified from holding or applying for a licence or permit. (Rarely used.)
Light vehicle	A motor vehicle not exceeding 4.5 tonnes gross vehicle mass, including a quad bike, but excluding a motorcycle, motor scooter, moped, mobility scooter, e-scooter, e-bicycle or motorised bicycle.
MAIS 3+ crash	A road **crash** where at least one person involved suffered a **MAIS 3+ injury** as a result of the crash and there were no fatalities.
MAIS 3+ injury	A person is classified as having a MAIS (Maximum Abbreviated Injury Scale) score of 3+ if their most serious (or maximum) injury sustained in a crash results in an AIS (Abbreviated Injury Scale) score of 3, 4, 5, or 6. See Section 5.1 for additional details.
Metropolitan Melbourne	For the purposes of this summary, Metro Melbourne is considered to comprise the following local government areas: Banyule, Bayside, Boroondara, Brimbank, Cardinia, Casey, Dandenong, Darebin, Frankston, Glen Eira, Hobsons Bay, Hume, Kingston, Knox, Manningham, Maribyrnong, Maroondah, Melbourne, Melton, Merri-bek (formerly Moreland), Monash, Moonee Valley, Mornington Peninsula, Nillumbik, Port Phillip, Stonnington, Whitehorse, Whittlesea, Wyndham, Yarra, Yarra Ranges.
Motorcyclist	The operator of a motorcycle, motor scooter or moped.
Movement and Place	Movement classifications represent the mix of transport links that are required to support the overall demand for movement across a network. • Movement classifications communicate the broad aspirational movement function of a transport link in relation to its place function. The classification of M1 to M5 is determined by examining the overall mix and function of different transport modes on the link. • Place classifications are defined by State-level planning strategies such as the Plan Melbourne's activity centre hierarchy, State Planning Policy Framework, Planning Zones, and regional growth plans. Place classifications represent the future vision for a place. It is the first classification applied to a link and takes account of all place characteristics that have an impact on movement.
OECD	Organisation for Economic Cooperation and Development.
Passenger	Any person other than the operator of the vehicle who is inside, boarding, alighting or falling from the vehicle at the time of the **crash**; excludes **pillion passengers**.

Term	Meaning
Pedestrian	Any person who is not in, on, boarding, entering, alighting or falling from a road vehicle at the time of a road **crash**. Includes: • a driver or passenger who has completely alighted from the vehicle • a person pushing, pulling or otherwise attending to a vehicle or wheeling a bicycle • a person operating a non-motorised device, including a wheelchair, scooter, skateboard, tricycle, pedal car or go-cart • a person operating a motorised wheelchair or mobility scooter not capable of exceeding 10 km/h on level ground. Excludes a person who falls from a moving vehicle.
Pillion passenger	A person who is riding on or boarding/alighting, but is not the operator of, a motorcycle, motor scooter or moped at the time of the crash.
Proficiency	The stage a driver or motorcyclist has reached in Victoria's graduated licensing system (i.e. learner permit, P1 probationary licence, P2 probationary licence or full licence).
RCIS	Road Crash Information System, a crash database maintained by the Department of Transport and Planning based on crash reports compiled by Victoria Police and injury information forwarded by the Transport Accident Commission.
Regional Victoria	All of Victoria other than **Metropolitan Melbourne**; sometimes referred to as 'country Victoria'.
Road vehicle	Any device, other than a pedestrian conveyance, upon which or by which a person or property may be transported or drawn on a road, including: • plant machinery and equipment • towed devices such as caravans, trailers and wagons • ridden animals and animal-drawn vehicles • trams and railway vehicles when operating within the road reserve.
Serious injury	A person who is admitted to hospital within 7 days of a **crash** as a result of injuries sustained in the crash and does not die within 30 days of the crash. Note that attendance at a hospital Emergency Department is not the same as admission and does not result in an injury being classified as serious.
Serious injury crash	A road **crash** where at least one person was admitted to hospital within 7 days of the crash as a result of injuries sustained in the crash, and there were no **fatalities**.
Socio-economic status	Refers to the social and economic circumstances of a person or group of people, usually considered in comparison to the average circumstances of the entire population. For the purposes of this summary, socio-economic status is considered to be measured by **IRSAD**.
TAC	Transport Accident Commission, provider of Victoria's compulsory insurance for transport injuries and fatalities.
TIS	Traffic Incident System, a database maintained by Victoria Police to store crash reports compiled by Police members. The report may be based on information collected by the police member (if they attended the crash) or on information reported to police by involved road users (if police did not attend the crash).
VIFM	Victorian Institute of Forensic Medicine.

1 Introduction

1.1 Purpose

This statistical summary has been produced by the Department of Transport and Planning (DTP) with the assistance of the Transport Accident Commission (TAC).

The main purposes of the summary are:

- to report the number of fatalities, serious injuries and MAIS 3+ injuries on Victorian roads utilising the latest available validated crash data at the time of reporting
- to provide summary statistics for road trauma in Victoria, including identifying key changes in road trauma
- to provide a comparison of current road trauma trends with long term averages.

The summary provides information about the people who lost their lives or suffered severe injuries in road crashes, the vehicles in which they were travelling, and the location and circumstances of the crashes. It does not identify the causes of the crashes.

1.2 Method

1.2.1 Scope

This summary is limited to crashes that:

- were reported to Victoria Police, and
- resulted in a fatality, a serious injury or a MAIS 3+ injury (see Glossary for definitions), and
- met the Australian Bureau of Statistics definition of a road crash (see Glossary for definition, which excludes crashes on private property or other non-road locations).

The focus of the summary is on

(1) fatalities during the 2024 calendar year

(2) serious injuries and MAIS 3+ injuries during the 2023/24 financial year (FY24).

To provide context and a standard against which to evaluate road trauma in the most recent year, fatalities in 2024 are compared with those in the previous 10 calendar years, and serious and MAIS 3+ injuries in FY24 are compared with those in the previous 10 financial years. The 10-year comparison period provides a better representation of 'typical' road safety conditions than a 5-year comparison period would have done, being proportionally less affected by the atypical COVID pandemic conditions that existed during most of 2020, 2021 and 2022.

In addition to providing information about road users who suffered fatal or serious injuries, this summary provides information about drivers and motorcyclists who were involved in fatal and serious injury crashes but were not themselves fatally or seriously injured. When seeking to devise measures to reduce the frequency of fatal and serious injury crashes, some of the options to be considered will involve attempts to change the actions of the drivers and riders involved in crashes. It is therefore important to understand the characteristics of the involved drivers and riders, such as their age and level of driving/riding experience.

1.2.2 Crash reporting

In Victoria, a road crash must be reported to police if:

- a person is injured or dies, or
- property is damaged and the owner of the property is not present.

In practice, some crashes that should be reported to police are not reported. The proportion of crashes not reported to police is not known, but is believed to vary with the severity of the crash. It is likely that few, if any, fatal crashes go unreported. However, a proportion of serious injury crashes and a larger proportion of minor injury crashes are not reported. Unreported crashes, and the resulting casualties, are not included in this summary.

Official records of a crash are based either on police attendance at the crash scene or on information supplied by involved road users who later report the crash at a police station. Police record information about the people and vehicles involved in the crash, the resulting deaths and injuries, the location where the crash occurred, and the circumstances surrounding the crash.

A person injured or killed in a crash (including a pedestrian or cyclist), or a representative of the person injured or killed, can claim financial compensation from TAC if:

- the crash resulted from the driving of a motor vehicle, motorcycle, bus, train or tram; or
- the person was a cyclist who collided with a stationary motor vehicle.

If a TAC claim is submitted by or on behalf of an injured person, TAC uses hospital records to ensure the person is correctly classified as having a serious injury (involving admission to a hospital within 7 days of the crash) or a minor injury (not involving hospital admission within 7 days); any correction made by TAC to the person's level of injury (serious or minor) is incorporated into police records of the crash. If no TAC claim is identified for the crash-involved person, the level of injury reported by police is accepted without further review.

Police record the crash in a database called the Traffic Incident System (TIS). If any person died or was injured, the crash records are copied from TIS into DTP's Road Crash Information System (RCIS), where they undergo validation and enhancements. Corrections to injury level made by TAC (and any resulting changes in crash severity) also flow through from TIS to RCIS.

1.2.3 Data sources and limitations

Summaries of lives lost (in Section 3 of this report) and serious injuries (Section 4) were prepared by DTP using data extracted from the RCIS in February 2025.

Summaries of MAIS 3+ injuries (as defined in Section 5.1 and reported in Sections 5.2 to 5.10) were prepared by the TAC, using data on hospital admissions and the TAC's insurance claims to identify people involved in crashes who suffered injuries with a MAIS of 3 or higher.

Information about the licences and learner permits of drivers and motorcyclists involved in fatal and serious injury crashes was extracted from the VicRoads Driver Licensing System in February 2025. Licence and permit information was available only if the licence or permit was issued in Victoria and the licence number was recorded by police when the crash was reported.

DTP has data on motor vehicle travel on a limited selection of roads, but does not have travel data for the entire Victorian road network. It has therefore not been possible to report or compare total vehicle-kilometres of travel, nor rates of trauma per vehicle-kilometre travelled, for particular road types, vehicle types or road user types.

Information presented in this document has been collated and summarised from police reports of tens of thousands of fatal and serious injury crashes that occurred over a period of more than 11 years. Computer checks at the time of data entry are able to detect some incorrect values entered and require the operator to re-enter the data item. Reviews at later stages of data processing also result in the identification and correction of some incorrect values. However, not all incorrect data can be identified and corrected in this way. For the preparation of this report, crash data extracted from official databases underwent limited data cleaning after extraction, with a small number of missing or incorrect values being detected and corrected. However, in such a large body of data, it is almost certain that a small proportion of incorrect values have escaped detection. Readers of this document are advised that the counts and percentages reported may include a small proportion of cases that have been incorrectly classified.

2 The Victorian road transport system

2.1 Resident population

DTP divides Victoria as shown in Figure 1:

- Metropolitan Melbourne comprises the 31 Local Government Areas (LGAs) listed in the Glossary.
- Regional Victoria comprises the remaining 48 LGAs and the unincorporated areas of Victoria.

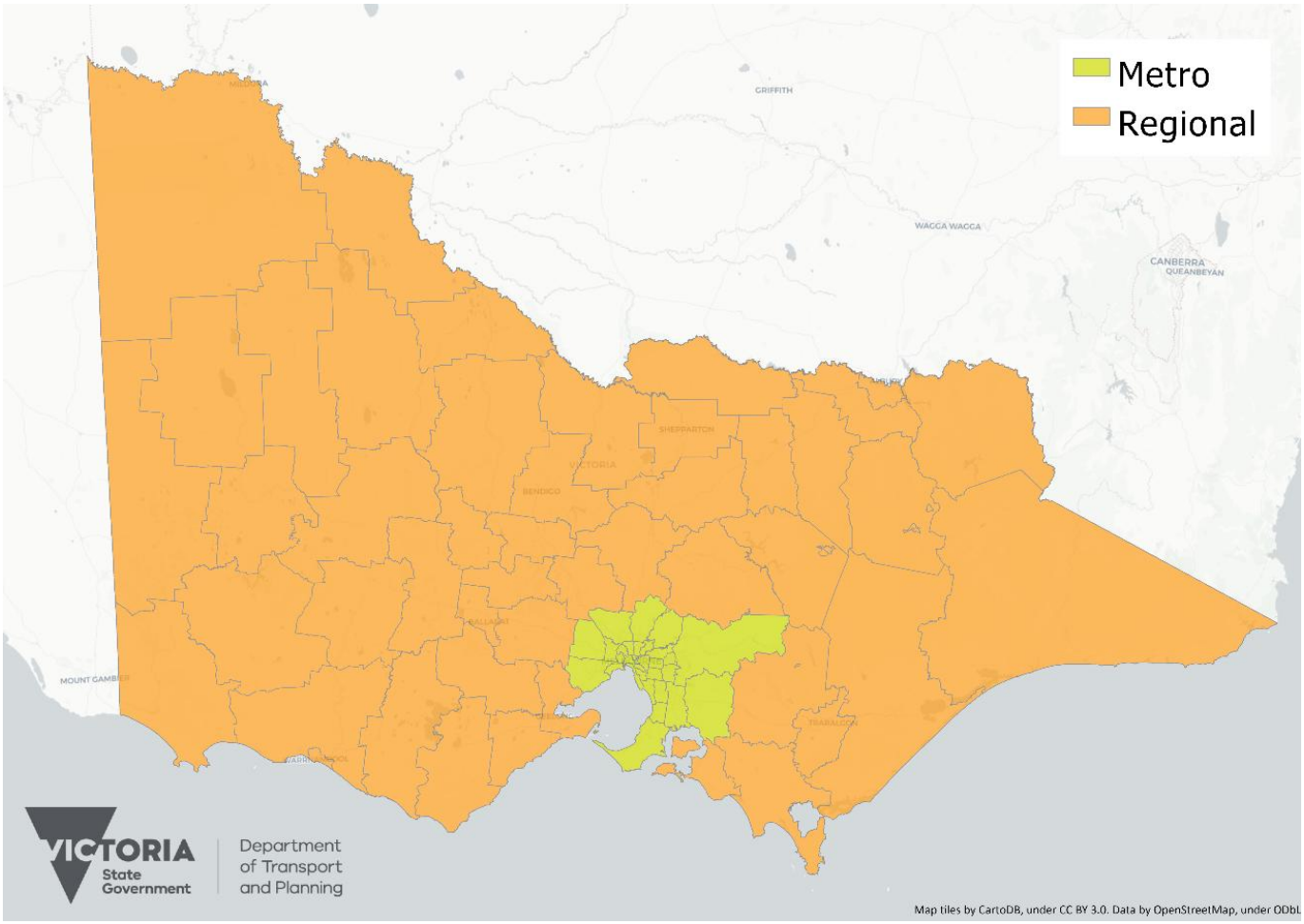


Figure 1. Division of Victoria into Metropolitan Melbourne and Regional Victoria

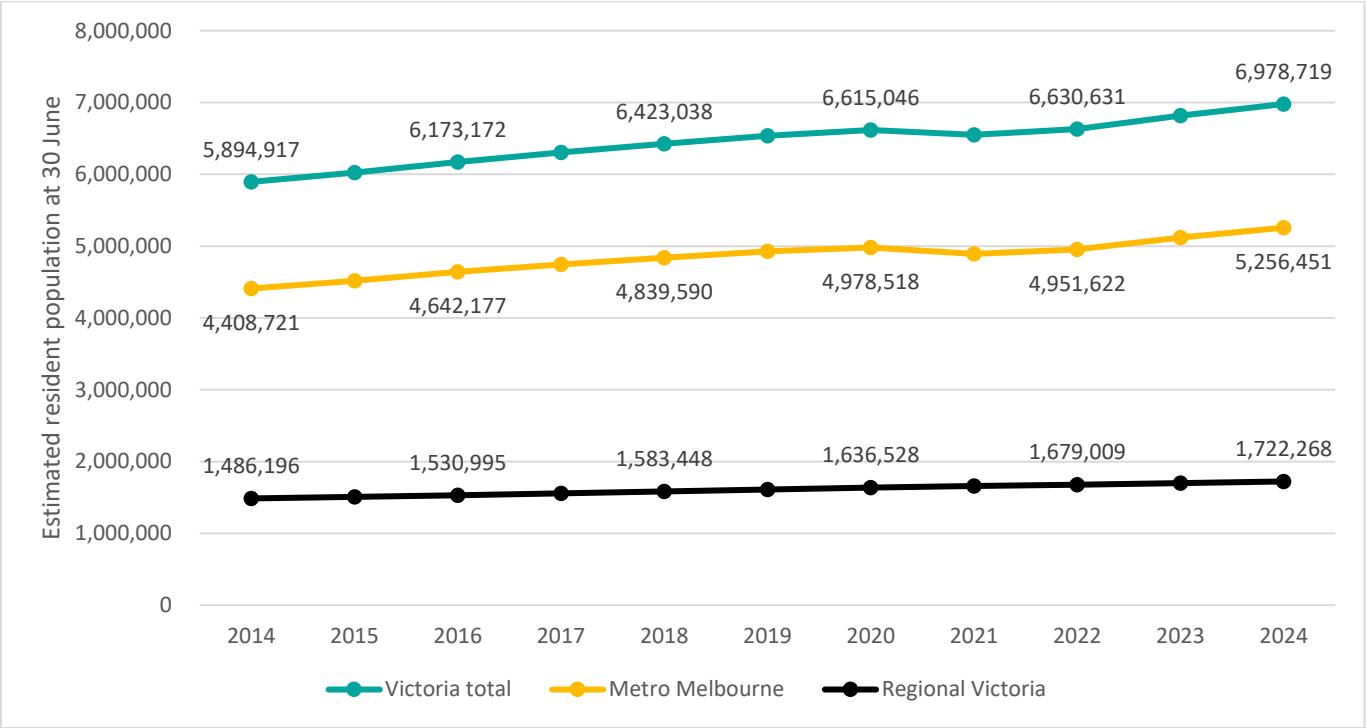


Figure 2. Estimated resident population[2] of Victoria as of 30 June, 2014 to 2024

Table 1. Percentage of estimated resident population by age group as of 30 June, 2020 to 2024

Age (years)	2020	2021	2022	2023	2024
0 to 4	6.0%	5.9%	5.8%	5.7%	5.6%
5 to 12	9.8%	9.9%	9.8%	9.6%	9.5%
13 to 15	3.4%	3.6%	3.6%	3.6%	3.5%
16 to 17	2.2%	2.2%	2.3%	2.3%	2.4%
18 to 21	5.0%	4.7%	4.8%	4.9%	5.0%
22 to 25	5.9%	5.4%	5.4%	5.6%	5.7%
26 to 29	6.3%	6.0%	6.0%	6.1%	6.2%
30 to 39	15.3%	15.4%	15.4%	15.5%	15.5%
40 to 49	12.9%	12.9%	12.9%	12.9%	12.9%
50 to 59	11.9%	12.1%	12.1%	11.8%	11.6%
60 to 64	5.4%	5.5%	5.5%	5.5%	5.4%
65 to 74	8.9%	9.1%	9.0%	8.9%	8.9%
75 to 84	4.9%	5.2%	5.4%	5.5%	5.6%
85 or more	2.1%	2.1%	2.1%	2.1%	2.2%
All	100.0%	100.0%	100.0%	100.0%	100.0%

The Index of Relative Socio-economic Advantage and Disadvantage (IRSAD) is calculated by the Australian Bureau of Statistics (ABS) for various areas of Australia, including postcode areas, based on data collected during the 5-yearly Census of Population and Housing. IRSAD provides a summary of the economic and social condition of people living within a particular area.

The ABS allocates postcode areas in Australia to five IRSAD Australian quintiles, with the 20% of Australian residential postcodes with the lowest IRSAD scores falling into quintile 1 and the 20% of Australian postcodes with the highest IRSAD scores falling into quintile 5. People living in postcode areas in quintile 1 have the greatest level of socio-economic disadvantage. At the other end of

[2] Data on Victoria's estimated resident population downloaded from Australian Bureau of Statistics.

the scale, people living in postal areas in quintile 5 have the greatest levels of socio-economic advantage. Although each quintile includes the same number of postcode areas, the quintiles have differing populations. Table 2 breaks down the usual resident population of Victoria at the 2021 Census according to the IRSAD Australian quintile of the person's residential address.

Table 2. Percentage of usual resident population at 2021 Census by IRSAD Australian quintile based on residential postcode

IRSAD Australian quintile	Percentage of Victorian population
1 (most disadvantaged)	15.9%
2	14.7%
3	18.2%
4	23.1%
5 (most advantaged)	28.0%
All	100.0%

Excludes people living in postcodes that do not have an IRSAD Australian quintile.

2.2 People holding a licence or learner permit

The number of people holding a current Victorian driver or rider licence or learner permit is shown in Table 3. It's important to note that the great majority of motorcycle permit and licence holders also hold a car licence; thus the 'motorcycle only' row of Table 3 represents only a small fraction of all motorcycle licences on issue; people classified into the remaining rows of Table 3 may or may not hold a motorcycle licence or permit in addition to the category specified for the row (car, light rigid, etc.)[3].

Table 3. Count of persons holding a current licence or permit by licence/permit category by year, 2020 to 2024

Licence/permit category[4]	30/6/2020	30/6/2021	30/6/2022	30/6/2023	30/6/2024	Change, 2020 to 2024
Motorcycle only	2,606	2,601	2,637	2,620	2,860	9.7%
Car	4,299,578	4,382,040	4,451,798	4,572,845	4,725,481	9.9%
Light rigid	43,160	43,338	44,095	45,037	46,071	6.6%
Medium rigid	100,937	101,356	101,742	102,534	103,312	2.4%
Heavy rigid	199,955	203,338	205,885	211,045	217,481	8.8%
Heavy combination	127,292	127,075	126,174	125,576	125,159	−1.7%
Multi combination	34,178	35,788	37,149	39,208	41,299	20.8%
All	4,807,706	4,895,536	4,969,480	5,098,865	5,261,663	9.4%

Counts are restricted to holders of 'current' licences/permits; excludes expired, suspended, cancelled, surrendered etc. Each licence/permit holder appears in only one licence/permit category. Counts for car category and the various heavy vehicle categories include some people who also hold a motorcycle licence/permit. Holders of all the heavy vehicle categories (light rigid to multi combination) are also authorised to drive cars and other light vehicles.

Table 4 shows the total number of people who hold a current motorcycle licence or permit (most of whom also hold a car licence or permit).

Table 4. Count of all persons holding a current motorcycle licence or permit by year, 2020 to 2024

Licence/permit category	30/6/2020	30/6/2021	30/6/2022	30/6/2023	30/6/2024	Change, 2020 to 2024
Motorcycle	442,905	452,019	460,284	460,568	465,640	5.1%

Counts include people who only hold a motorcycle licence or permit and people who also hold another category of licence or permit (car, light rigid, medium rigid, heavy rigid, heavy combination or multi combination).

[3] Only counts of motorcycle licences are incomplete. Car and heavy vehicle licence counts are complete.
[4] For more information, see Licence Categories on the VicRoads website.

Victoria's graduated licensing system requires new drivers to hold a learner permit, followed by P1 and P2 probationary licences, before graduating to a full licence[5]. The proficiency of Victorian drivers – the stage they have reached in the graduated licensing system – is shown in Table 5. As in Table 3, the holder of a car licence or permit and the holder of a heavy vehicle licence may also hold a motorcycle licence or permit. A heavy vehicle endorsement (ranging from light rigid to multi combination) can only be added to a car licence, not to a car learner permit. The age of Victorian licence and permit holders is shown in Table 6.

Table 5. Count of licence and permit holders by proficiency by licence/permit category, as at 30/6/2024

Licence/permit category	Proficiency				
	Learner	P1	P2	Full	All
Motorcycle only	83	177	701	1,899	2,860
Car	389,918	58,950	294,807	3,981,806	4,725,481
Light rigid	0	0	57	46,014	46,071
Medium rigid	0	14	1,177	102,121	103,312
Heavy rigid	0	4	1,663	215,814	217,481
Heavy combination	0	0	206	124,953	125,159
Multi combination	0	0	48	41,251	41,299
All	390,001	59,145	298,659	4,513,858	5,261,663

As in Table 3, counts are restricted to holders of 'current' licences/permits; and each licence/permit holder appears in only one licence/permit category.

Table 6. Count of persons holding a current licence or permit by age group, 2020 to 2024

Age (years)	30/6/2020	30/6/2021	30/6/2022	30/6/2023	30/6/2024	Change, 2020 to 2024
16 to 17	73,837	93,736	99,386	108,453	114,187	54.6%
18 to 21	259,805	260,019	264,531	274,699	289,920	11.6%
22 to 25	312,914	312,660	311,337	318,578	332,442	6.2%
26 to 29	359,369	363,659	364,555	374,847	388,953	8.2%
30 to 39	970,255	984,733	993,640	1,017,693	1,053,456	8.6%
40 to 49	847,693	847,793	855,965	876,187	902,648	6.5%
50 to 59	775,244	784,468	792,687	800,120	808,407	4.3%
60 to 64	339,802	345,904	352,752	360,692	366,090	7.7%
65 to 74	540,246	554,671	559,928	570,466	585,824	8.4%
75 to 84	264,540	280,440	302,216	319,519	336,499	27.2%
85 or more	64,001	67,453	72,483	77,611	83,237	30.1%
All	4,807,706	4,895,536	4,969,480	5,098,865	5,261,663	9.4%

[5] For more information, see Graduated Licensing System on the VicRoads website.

2.3 Registered vehicles

Table 7. Count of currently registered vehicles by vehicle use category, 2020 to 2024

Vehicle use category	30/6/2020	30/6/2021	30/6/2022	30/6/2023	30/6/2024	Change, 2020 to 2024
Motorcycle	198,425	203,588	209,569	211,630	214,170	7.9%
Light passenger	3,861,085	3,884,471	3,923,141	3,998,794	4,106,959	6.4%
Light bus	10,615	10,454	10,517	10,580	10,527	−0.8%
Light caravan	12,725	12,973	13,724	14,529	15,379	20.9%
Light goods carrying	815,764	847,072	881,497	913,410	950,101	16.5%
Light trailer	836,985	863,524	893,539	913,973	927,543	10.8%
Other light	100,547	104,316	110,852	119,204	124,428	23.8%
All light vehicles	5,637,721	5,722,810	5,833,270	5,970,490	6,134,937	8.8%
Heavy	52,795	55,993	58,915	61,583	63,618	20.5%
Heavy trailer	69,034	71,936	74,652	77,894	80,761	17.0%
Heavy bus	9,366	9,274	9,345	9,574	9,859	5.3%
Heavy caravan	2,450	2,471	2,467	2,505	2,571	4.9%
Heavy goods carrying	116,695	120,320	123,467	127,216	129,780	11.2%
All heavy vehicles	250,340	259,994	268,846	278,772	286,589	14.5%
All vehicles	6,086,486	6,186,392	6,311,685	6,460,892	6,635,696	9.0%

Light vehicles are not more than 4,500 kg Gross Vehicle Mass (GVM); heavy vehicles are more than 4,500 kg GVM; most prime movers do not have a GVM but are classified as heavy vehicles; light and heavy caravans are self-propelled (not towed caravans).

Table 8. Percentage of currently registered vehicles by vehicle age by vehicle use category, 31 December 2024

Vehicle use category	Vehicle age (based on year of manufacture)						
	0 to 4 years	5 to 9 years	10 to 14 years	15 to 19 years	20+ years	Unknown	All
Motorcycle	24.5%	22.2%	17.5%	17.7%	18.0%	0.0%	100.0%
Light passenger	22.8%	27.5%	23.3%	15.1%	11.3%	0.0%	100.0%
Light bus	17.3%	29.2%	22.3%	17.1%	14.1%	0.0%	100.0%
Light caravan	27.5%	19.0%	13.6%	14.0%	25.9%	0.0%	100.0%
Light goods carrying	28.3%	25.8%	18.2%	13.2%	14.6%	0.0%	100.0%
Light trailer	20.2%	17.7%	14.9%	11.8%	34.9%	0.5%	100.0%
Other light	49.6%	15.1%	6.8%	5.2%	23.4%	0.0%	100.0%
All light vehicles	23.8%	25.5%	20.8%	14.1%	15.7%	0.1%	100.0%
Heavy	22.9%	19.0%	13.4%	12.8%	31.9%	0.0%	100.0%
Heavy trailer	22.0%	17.7%	14.5%	15.2%	30.3%	0.3%	100.0%
Heavy bus	20.9%	23.5%	21.5%	17.9%	16.2%	0.0%	100.0%
Heavy caravan	12.7%	12.1%	11.2%	11.1%	52.9%	0.0%	100.0%
Heavy goods carrying	22.8%	19.7%	14.5%	15.3%	27.8%	0.0%	100.0%
All heavy vehicles	22.4%	19.0%	14.5%	14.8%	29.2%	0.1%	100.0%
All vehicles	23.8%	25.1%	20.5%	14.2%	16.3%	0.1%	100.0%

2.4 Road network

The management, maintenance and development of Victoria's road network is shared between DTP, municipal councils, Transurban (operator of the CityLink tollway), Connect East (operator of the EastLink tollway), Southern Way (operator of Peninsula Link), the Department of Energy, Environment and Climate Action (DEECA) and other government departments.

2.4.1 Road length, intersections and total travel

Over 210,000 kilometres of roads are open for general traffic, ranging from major freeways to minor local roads, and including minor roads and tracks in parks and forests. Of this road network:

- 24,000 kilometres of freeways and arterial roads (approximately 12% of total network length) are managed by DTP.
- Approximately 190,000 kilometres of road are managed by local councils and DEECA, of which one-third are sealed.
- Approximately 15% of the road network (by length) is in Metro Melbourne, with the remaining 85% in Regional Victoria.

The Victorian road network includes intersections between two or more roads. In Victoria there are an estimated:

- 43,000 intersections where at least one of the intersecting roads is a freeway or arterial road managed by DTP
- 190,000 intersections between roads managed by local councils or DEECA
- approximately 3,000 signalised intersections across both DTP-managed and local council roads.

The most recent ABS Survey of Motor Vehicle Use (2020) estimated that Victorian roads:

- carried 6.3 billion vehicle-km of travel, second in Australia only to NSW with 6.9 billion vehicle-km travelled
- had the highest road freight estimate of all Australian states and territories, transporting 59 million tonne-kilometres.

2.4.2 Speed zones

In Victoria, default speed limits are imposed by Rule 25 of the *Road Safety Road Rules 2017* and provide a legal speed limit when speed limit signage is not present. The default speed limit for built-up areas is 50 km/h and the default speed limit outside built-up areas is 100 km/h.

In Victoria:

- Across the whole state, almost 79% of roads by network length have a speed limit of 100 km/h or 110 km/h.
- In Regional Victoria, 89% of roads by length have a speed limit of 100 km/h or 110 km/h.
- Roads with speed limits from 60 km/h to 90 km/h make up approximately 6% of the road network by length.
- 14% of roads by network length have a speed limit of 50 km/h.
- Just over 1% of roads by length have speed limits of 40 km/h or less.

2.4.3 Movement and Place classifications

DTP has adopted Movement and Place as an overarching strategic planning framework that recognises both movement and place functions of roads and streets. Movement classifications range from M1 (nationally significant movement function) down to M5 (local movement function). Place classifications range from P1 (places of state or national significance) down to P5 (places of local significance). DTP's Movement and Place Framework, illustrated in Figure 3, was released in 2019 to help practitioners make integrated decisions when developing, designing, and delivering roads and streets.[6]

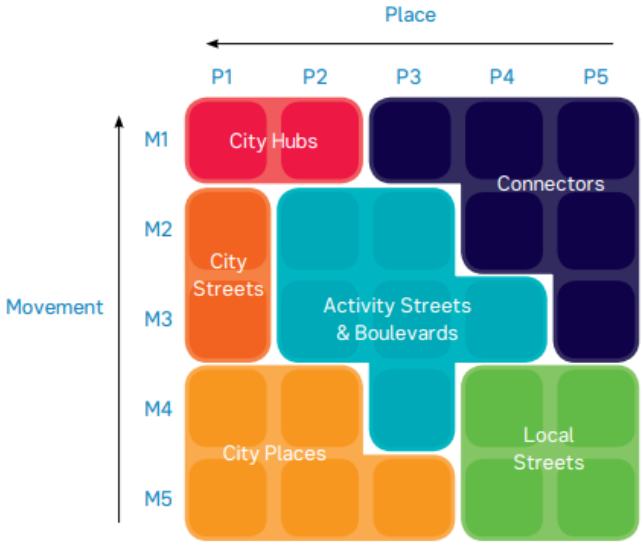


Figure 3. Movement and Place classifications grouped into road and street types that have similar land-use activities and share similar combinations of road users

In Metro Melbourne:

- Approximately 16% of road-kilometres are classified as Connectors.
- Approximately 3% of road-kilometres are Activity Streets and Boulevards.
- Approximately 79% of road-kilometres are Local Streets.
- Approximately 2% of road-kilometres are City Streets, Hubs or Places.

In Regional Victoria:

- Approximately 32% of road-kilometres are classified as Connecters.
- Approximately 1% of road-kilometres are Activity Streets and Boulevards.
- Approximately 66% of road-kilometres are Local Streets.
- Approximately <1% of road-kilometres are City Streets, Hubs or Places.

[6] For further information, see the Victorian Government's Movement and Place website.

3 Lives lost in 2024

3.1 Overview

3.1.1 Number of lives lost

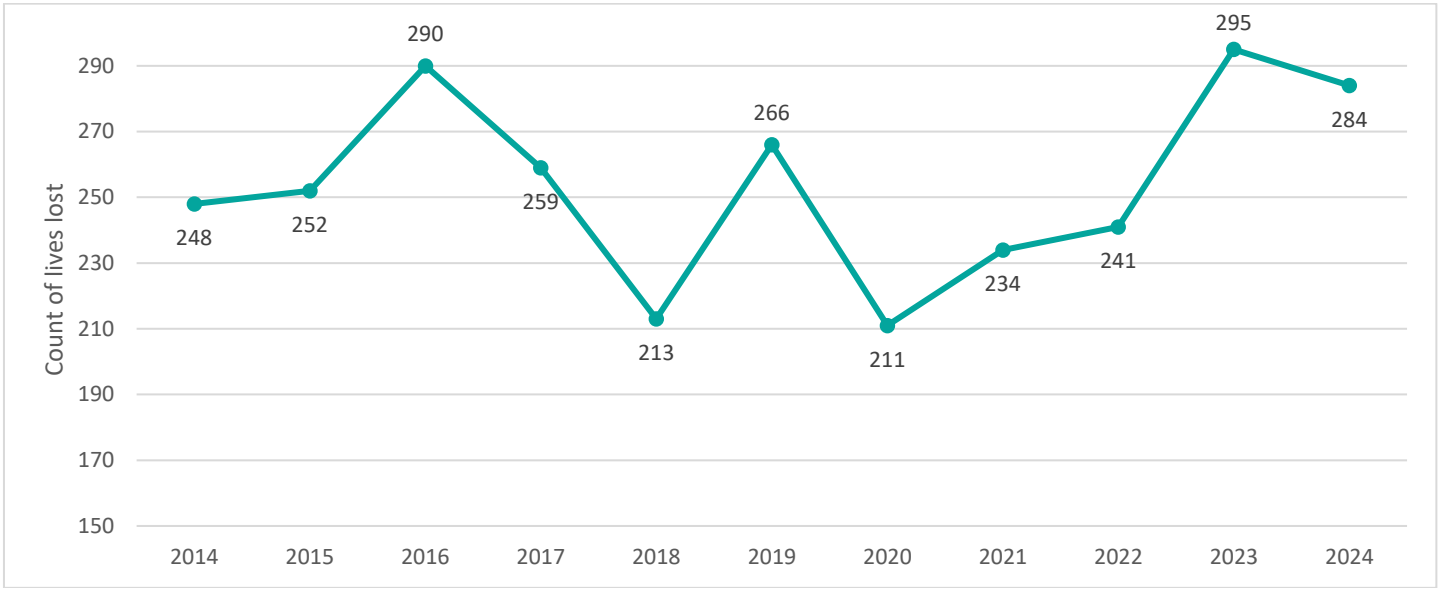


Figure 4. Count of lives lost by year, 2014 to 2024

3.1.2 Fatality rates

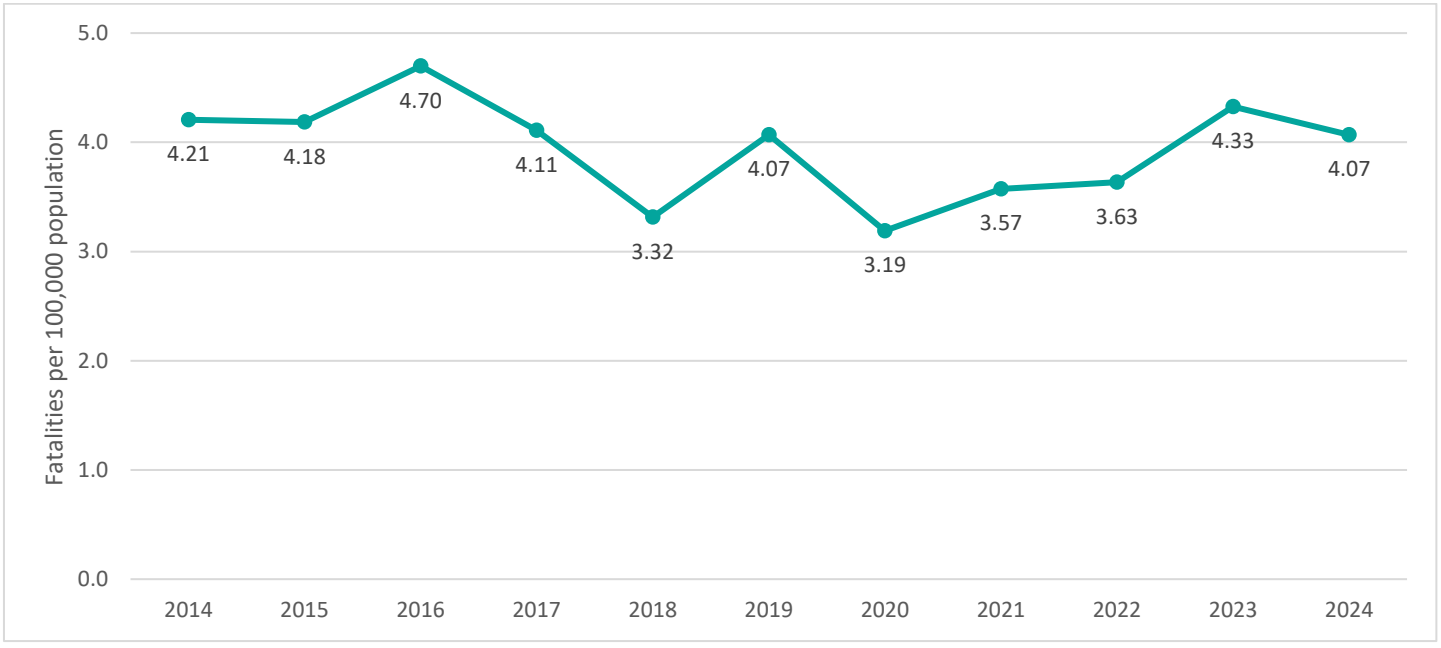


Figure 5. Fatality rate per 100,000 population by year, 2014 to 2024

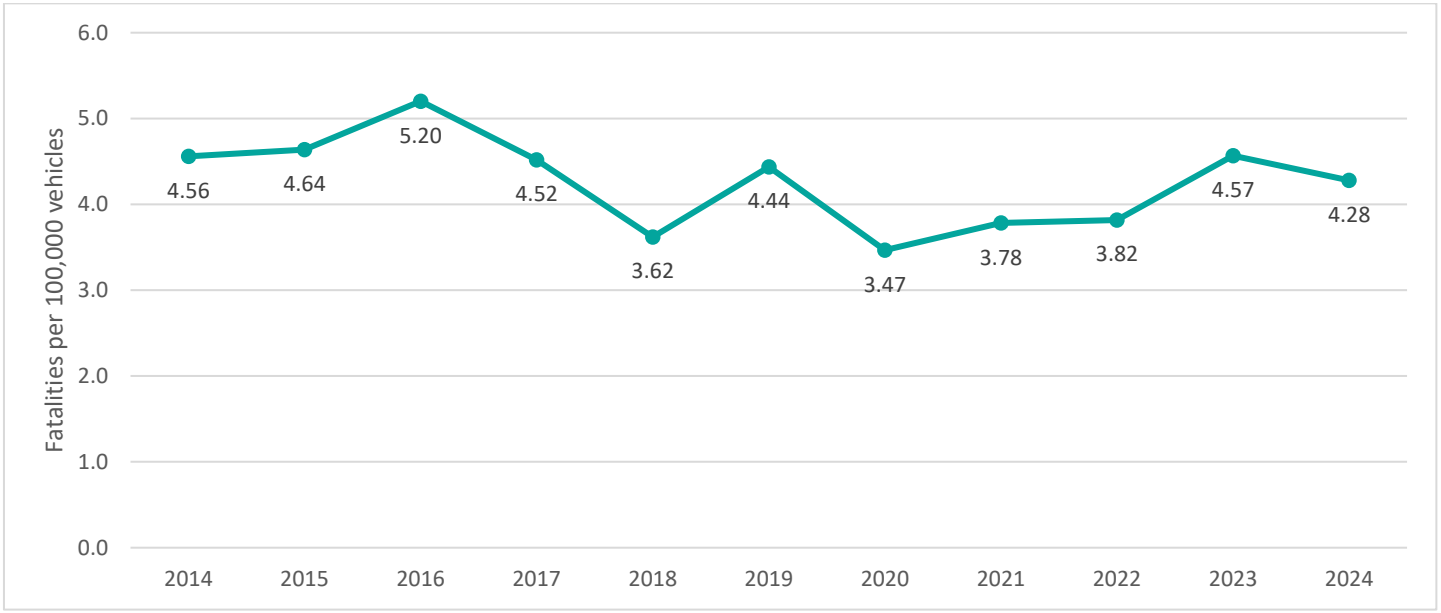


Figure 6. Fatality rate per 100,000 vehicles by year, 2014 to 2024

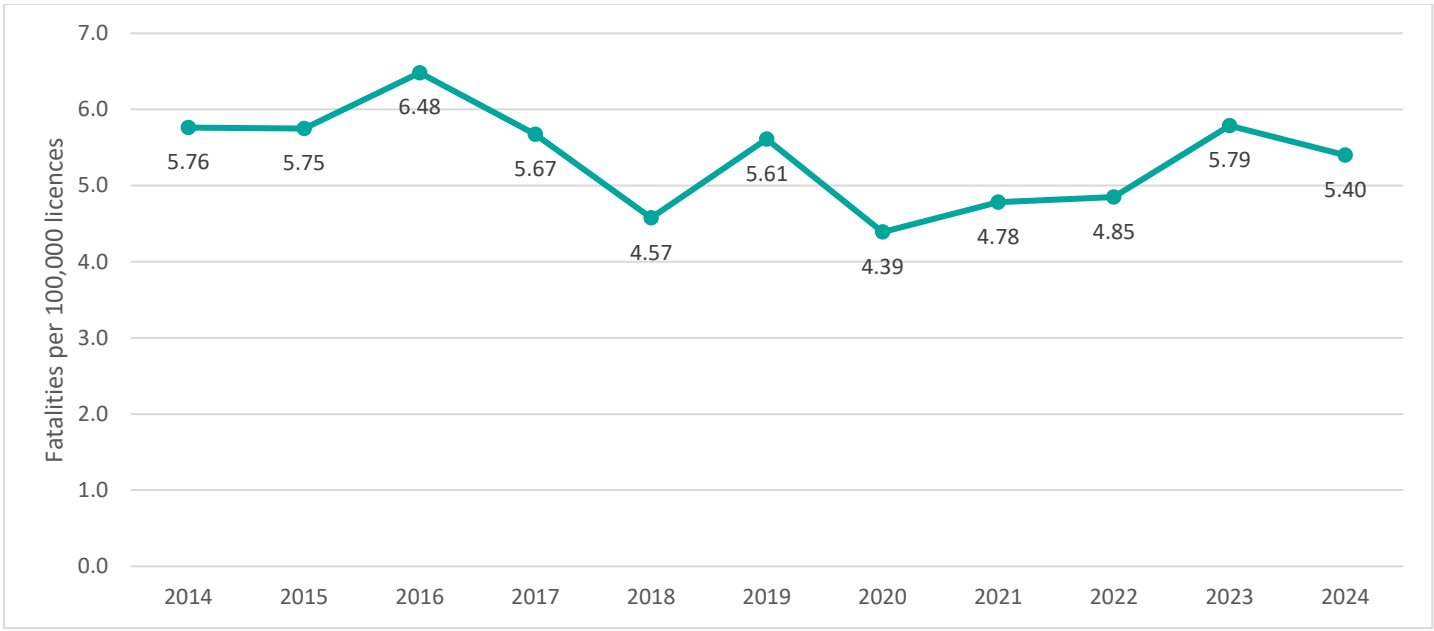


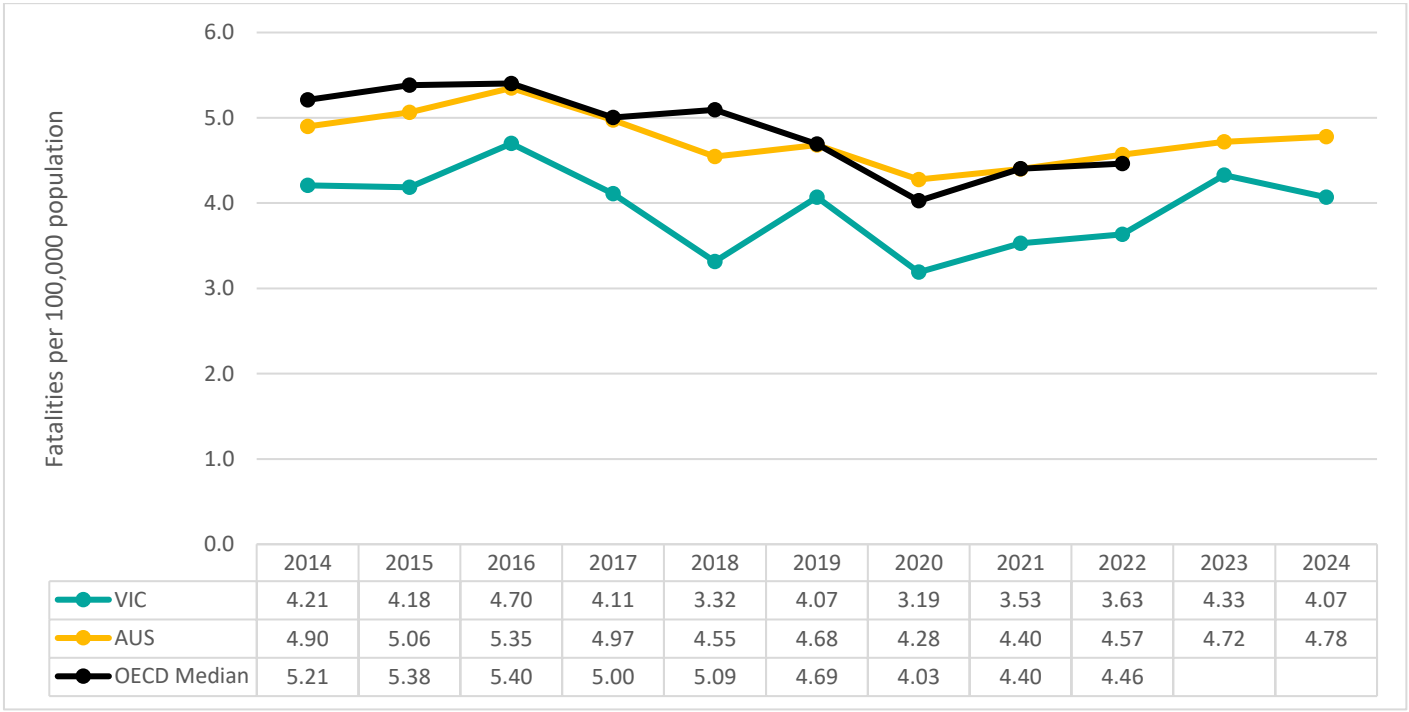
Figure 7. Fatality rate per 100,000 licences by year, 2014 to 2024

3.1.3 Jurisdictional comparisons

Table 9. Fatality rate per 100,000 population for Australian states and territories, 2014 to 2024

Year	VIC	NSW	QLD	WA	SA	NT	TAS	ACT	Australia
2014	4.21	4.09	4.72	7.23	6.40	16.06	6.42	2.57	4.90
2015	4.18	4.60	5.09	6.34	6.00	20.03	6.60	3.79	5.06
2016	4.70	4.91	5.18	7.63	5.02	18.32	7.15	2.48	5.35
2017	4.11	4.95	5.01	6.19	5.78	12.53	6.07	1.20	4.97
2018	3.32	4.36	4.89	6.07	4.58	20.24	5.96	2.11	4.55
2019	4.07	4.39	4.30	6.13	6.45	14.60	5.29	1.38	4.68
2020	3.19	3.50	5.38	5.71	5.19	12.53	6.82	1.57	4.28
2021	3.53	3.40	5.31	6.04	5.49	14.10	6.35	2.43	4.40
2022	3.63	3.53	5.58	6.27	3.90	18.78	8.93	3.94	4.57
2023	4.33	4.08	5.07	5.48	6.31	12.25	6.10	0.86	4.72
2014–2023 average	3.93	4.18	5.05	6.31	5.51	15.94	6.57	2.23	4.75
2024	4.07	4.01	5.41	6.24	4.85	22.74	5.56	2.32	4.78

Figure 8 compares fatality rates per 100,000 population for Victoria, Australia and the OECD median, noting the OECD median fatality rate is not yet available for 2023 onwards.



	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
VIC	4.21	4.18	4.70	4.11	3.32	4.07	3.19	3.53	3.63	4.33	4.07
AUS	4.90	5.06	5.35	4.97	4.55	4.68	4.28	4.40	4.57	4.72	4.78
OECD Median	5.21	5.38	5.40	5.00	5.09	4.69	4.03	4.40	4.46		

Figure 8. Fatality rate per 100,000 population by year, Victoria versus Australia and the OECD median

3.2 Lives lost

Table 10. Count and percentage of lives lost by region by road user type, 2024 versus previous 10 years

Note: A separate category for e-scooter riders was not introduced into the TIS and RCIS databases until September 2024. For the purposes of this report, all fatalities in 2024 have been reviewed to ensure all e-scooter rider fatalities throughout the whole calendar year have been correctly identified. Fatalities in previous years were not similarly reviewed, meaning that e-scooter rider fatalities in those years were not identified.

Region	Road user type	Count				% of column total	
		2024	Average 2014–2023	Change	% Change	2024	2014–2023
Metro Melbourne	Driver	43	36.6	6.4	17.5%	31.6%	32.7%
	Passenger	9	17.0	−8.0	−47.1%	6.6%	15.2%
	Motorcyclist	35	25.1	9.9	39.4%	25.7%	22.5%
	Pillion passenger	0	0.2	−0.2	−100.0%	0.0%	0.2%
	Bicyclist	9	5.9	3.1	52.5%	6.6%	5.3%
	E-scooter rider	4	N/A	N/A	N/A	2.9%	N/A
	Pedestrian	36	26.8	9.2	34.3%	26.5%	24.0%
	Unknown	0	0.2	−0.2	−100.0%	0.0%	0.2%
	All	136	111.8	24.2	21.6%	100.0%	100.0%
Regional Victoria	Driver	84	81.1	2.9	3.6%	56.8%	58.3%
	Passenger	21	25.6	−4.6	−18.0%	14.2%	18.4%
	Motorcyclist	27	16.4	10.6	64.6%	18.2%	11.8%
	Pillion passenger	0	0.2	−0.2	−100.0%	0.0%	0.1%
	Bicyclist	3	4.4	−1.4	−31.8%	2.0%	3.2%
	E-scooter rider	1	N/A	N/A	N/A	0.7%	N/A
	Pedestrian	11	11.2	−0.2	−1.8%	7.4%	8.1%
	Unknown	1	0.2	0.8	400.0%	0.7%	0.1%
	All	148	139.1	8.9	6.4%	100.0%	100.0%
All of Victoria	Driver	127	117.7	9.3	7.9%	44.7%	46.9%
	Passenger	30	42.6	−12.6	−29.6%	10.6%	17.0%
	Motorcyclist	62	41.5	20.5	49.4%	21.8%	16.5%
	Pillion passenger	0	0.4	−0.4	−100.0%	0.0%	0.2%
	Bicyclist	12	10.3	1.7	16.5%	4.2%	4.1%
	E-scooter rider	5	N/A	N/A	N/A	1.8%	N/A
	Pedestrian	47	38.0	9.0	23.7%	16.5%	15.1%
	Unknown	1	0.4	0.6	150.0%	0.4%	0.2%
	All	284	250.9	33.1	13.2%	100.0%	100.0%

Table 11. Count and percentage of lives lost by age group by road user type, 2024

	Age (years)	Road user type							
		Driver	Passenger	Motorcyclist	Bicyclist	E-scooter rider	Pedestrian	Unknown	All
Count	0 to 4	0	1	0	0	0	1	0	2
	5 to 12	0	4	0	0	1	2	0	7
	13 to 15	1	0	1	1	0	0	0	3
	16 to 17	0	3	0	0	0	0	0	3
	18 to 21	14	3	12	0	1	1	0	31
	22 to 25	11	1	8	0	0	1	0	21
	26 to 29	7	1	4	1	0	3	0	16
	30 to 39	20	4	12	0	1	4	0	41
	40 to 49	15	3	6	4	1	3	0	32
	50 to 59	15	3	16	1	1	5	0	41
	60 to 64	8	1	0	1	0	6	0	16
	65 to 74	18	1	2	2	0	5	1	29
	75 to 84	12	3	1	2	0	13	0	31
	85 or more	6	2	0	0	0	3	0	11
	All	127	30	62	12	5	47	1	284
% of column total	0 to 4	0.0%	3.3%	0.0%	0.0%	0.0%	2.1%	0.0%	0.7%
	5 to 12	0.0%	13.3%	0.0%	0.0%	20.0%	4.3%	0.0%	2.5%
	13 to 15	0.8%	0.0%	1.6%	8.3%	0.0%	0.0%	0.0%	1.1%
	16 to 17	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%
	18 to 21	11.0%	10.0%	19.4%	0.0%	20.0%	2.1%	0.0%	10.9%
	22 to 25	8.7%	3.3%	12.9%	0.0%	0.0%	2.1%	0.0%	7.4%
	26 to 29	5.5%	3.3%	6.5%	8.3%	0.0%	6.4%	0.0%	5.6%
	30 to 39	15.7%	13.3%	19.4%	0.0%	20.0%	8.5%	0.0%	14.4%
	40 to 49	11.8%	10.0%	9.7%	33.3%	20.0%	6.4%	0.0%	11.3%
	50 to 59	11.8%	10.0%	25.8%	8.3%	20.0%	10.6%	0.0%	14.4%
	60 to 64	6.3%	3.3%	0.0%	8.3%	0.0%	12.8%	0.0%	5.6%
	65 to 74	14.2%	3.3%	3.2%	16.7%	0.0%	10.6%	100.0%	10.2%
	75 to 84	9.4%	10.0%	1.6%	16.7%	0.0%	27.7%	0.0%	10.9%
	85 or more	4.7%	6.7%	0.0%	0.0%	0.0%	6.4%	0.0%	3.9%
	All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

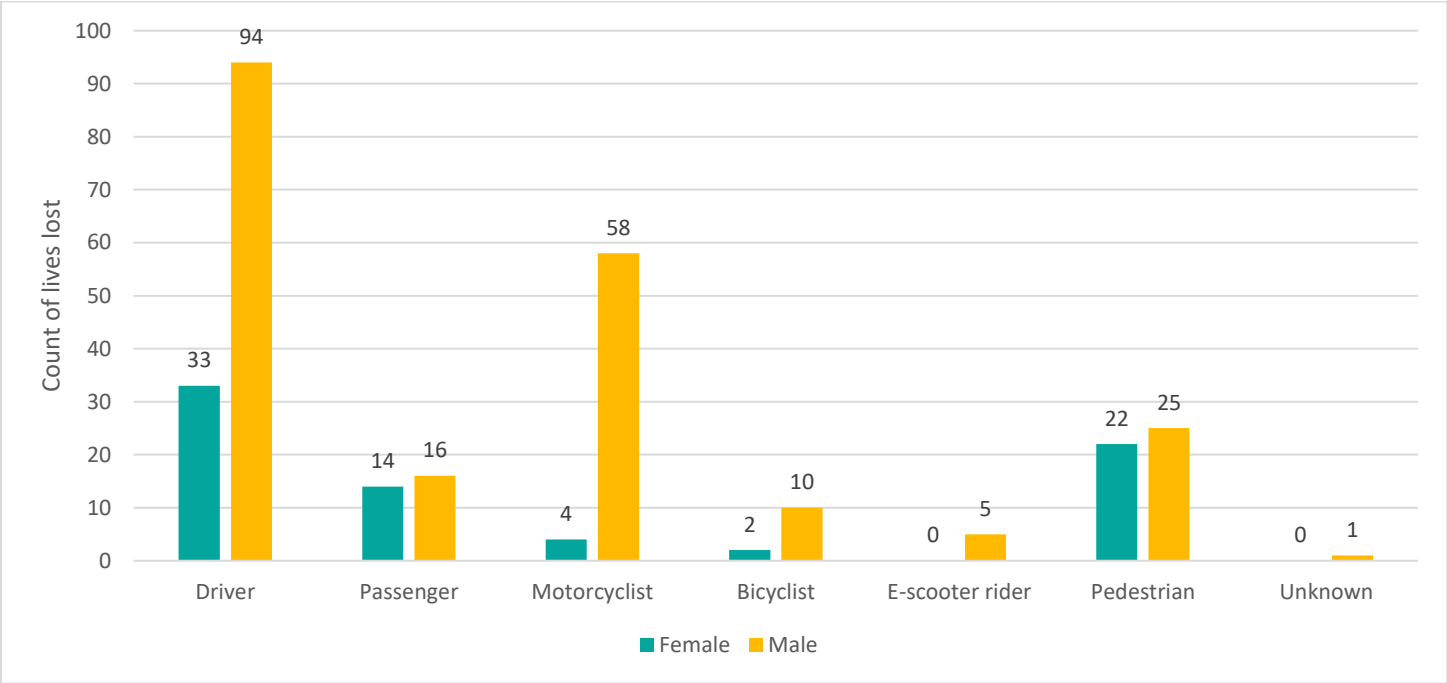


Figure 9. Count of lives lost by road user type by sex, 2024

Table 12. Count and percentage of lives lost by socio-economic status of residential postcode by road user type, 2024

	IRSAD Australian quintile of residential postcode	Road user type							
		Driver	Passenger	Motorcyclist	Bicyclist	E-scooter rider	Pedestrian	Unknown	All
Count	1 (greatest disadvantage)	19	7	11	2	0	9	0	48
	2	22	8	7	2	0	7	0	46
	3	31	3	11	0	0	5	0	50
	4	26	4	15	3	1	10	0	59
	5 (greatest advantage)	17	2	15	2	1	9	0	46
	Unknown	12	6	3	3	3	7	1	35
	All	127	30	62	12	5	47	1	284
% of column total	1 (greatest disadvantage)	15.0%	23.3%	17.7%	16.7%	0.0%	19.1%	0.0%	16.9%
	2	17.3%	26.7%	11.3%	16.7%	0.0%	14.9%	0.0%	16.2%
	3	24.4%	10.0%	17.7%	0.0%	0.0%	10.6%	0.0%	17.6%
	4	20.5%	13.3%	24.2%	25.0%	20.0%	21.3%	0.0%	20.8%
	5 (greatest advantage)	13.4%	6.7%	24.2%	16.7%	20.0%	19.1%	0.0%	16.2%
	Unknown	9.4%	20.0%	4.8%	25.0%	60.0%	14.9%	100.0%	12.3%
	All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

3.3 Crash types

3.3.1 Fatalities

Table 13. Count and percentage of lives lost by region by crash type, 2024 versus previous 10 years

Region	Crash type	Count				% of column total	
		2024	Average 2014–2023	Change	% Change	2024	2014–2023
Metro Melbourne	Pedestrian	31	25.3	5.7	22.5%	22.8%	22.6%
	Side impact at intersection	27	18.9	8.1	42.9%	19.9%	16.9%
	Head on	16	11.7	4.3	36.8%	11.8%	10.5%
	Rear end	8	7.9	0.1	1.3%	5.9%	7.1%
	Side swipe/lane change	4	3.1	0.9	29.0%	2.9%	2.8%
	U-turn	2	1.5	0.5	33.3%	1.5%	1.3%
	Emerging from driveway/lane	2	1.8	0.2	11.1%	1.5%	1.6%
	Manoeuvring	2	1.3	0.7	53.8%	1.5%	1.2%
	Overtaking	1	2.8	−1.8	−64.3%	0.7%	2.5%
	On path	2	3.9	−1.9	−48.7%	1.5%	3.5%
	Struck animal	0	0.2	−0.2	−100.0%	0.0%	0.2%
	Run off road	36	28.7	7.3	25.4%	26.5%	25.7%
	Off end of road (T intersection)	1	0.4	0.6	150.0%	0.7%	0.4%
	Other loss of control	0	1.9	−1.9	−100.0%	0.0%	1.7%
	Passenger/miscellaneous	2	1.2	0.8	66.7%	1.5%	1.1%
	Rail level crossing	0	0.2	−0.2	−100.0%	0.0%	0.2%
	Other	2	1.0	1.0	100.0%	1.5%	0.9%
	All	136	111.8	24.2	21.6%	100.0%	100.0%
Regional Victoria	Pedestrian	7	10.1	−3.1	−30.7%	4.7%	7.3%
	Side impact at intersection	16	18.4	−2.4	−13.0%	10.8%	13.2%
	Head on	22	25.1	−3.1	−12.4%	14.9%	18.0%
	Rear end	4	6.1	−2.1	−34.4%	2.7%	4.4%
	Side swipe/lane change	1	1.1	−0.1	−9.1%	0.7%	0.8%
	U-turn	1	1.1	−0.1	−9.1%	0.7%	0.8%
	Emerging from driveway/lane	0	0.8	−0.8	−100.0%	0.0%	0.6%
	Manoeuvring	2	0.4	1.6	400.0%	1.4%	0.3%
	Overtaking	7	3.0	4.0	133.3%	4.7%	2.2%
	On path	3	1.6	1.4	87.5%	2.0%	1.2%
	Struck animal	0	0.9	−0.9	−100.0%	0.0%	0.6%
	Run off road	77	63.5	13.5	21.3%	52.0%	45.7%
	Off end of road (T intersection)	3	0.9	2.1	233.3%	2.0%	0.6%
	Other loss of control	5	3.0	2.0	66.7%	3.4%	2.2%
	Passenger/miscellaneous	0	1.5	−1.5	−100.0%	0.0%	1.1%
	Rail level crossing	0	0.5	−0.5	−100.0%	0.0%	0.4%
	Other	0	1.1	−1.1	−100.0%	0.0%	0.8%
	All	148	139.1	8.9	6.4%	100.0%	100.0%
All of Victoria	Pedestrian	38	35.4	2.6	7.3%	13.4%	14.1%
	Side impact at intersection	43	37.3	5.7	15.3%	15.1%	14.9%
	Head on	38	36.8	1.2	3.3%	13.4%	14.7%
	Rear end	12	14.0	−2.0	−14.3%	4.2%	5.6%
	Side swipe/lane change	5	4.2	0.8	19.0%	1.8%	1.7%
	U-turn	3	2.6	0.4	15.4%	1.1%	1.0%
	Emerging from driveway/lane	2	2.6	−0.6	−23.1%	0.7%	1.0%
	Manoeuvring	4	1.7	2.3	135.3%	1.4%	0.7%
	Overtaking	8	5.8	2.2	37.9%	2.8%	2.3%
	On path	5	5.5	−0.5	−9.1%	1.8%	2.2%
	Struck animal	0	1.1	−1.1	−100.0%	0.0%	0.4%
	Run off road	113	92.2	20.8	22.6%	39.8%	36.7%
	Off end of road (T intersection)	4	1.3	2.7	207.7%	1.4%	0.5%
	Other loss of control	5	4.9	0.1	2.0%	1.8%	2.0%
	Passenger/miscellaneous	2	2.7	−0.7	−25.9%	0.7%	1.1%
	Rail level crossing	0	0.7	−0.7	−100.0%	0.0%	0.3%
	Other	2	2.1	−0.1	−4.8%	0.7%	0.8%
	All	284	250.9	33.1	13.2%	100.0%	100.0%

Table 14. Count and percentage of lives lost by crash type by road user type, 2024

	Crash type	Road User Type							
		Driver	Passenger	Motor-cyclist	Bicyclist	E-scooter rider	Pedestrian	Unknown	All
Count	Pedestrian	0	0	0	0	0	38	0	38
	Side impact at intersection	13	7	19	2	2	0	0	43
	Head on	24	6	7	1	0	0	0	38
	Rear end	6	2	3	1	0	0	0	12
	Side swipe/lane change	1	0	1	3	0	0	0	5
	U-turn	2	0	0	0	0	1	0	3
	Emerging from driveway/lane	0	0	0	1	1	0	0	2
	Manoeuvring	1	0	0	1	1	1	0	4
	Overtaking	6	0	2	0	0	0	0	8
	On path	3	0	1	0	0	1	0	5
	Run off road	67	14	24	1	1	5	1	113
	Off end of road (T intersection)	3	1	0	0	0	0	0	4
	Other loss of control	0	0	3	2	0	0	0	5
	Passenger/miscellaneous	1	0	0	0	0	1	0	2
	Other	0	0	2	0	0	0	0	2
	All	127	30	62	12	5	47	1	284
% of column total	Pedestrian	0.0%	0.0%	0.0%	0.0%	0.0%	80.9%	0.0%	13.4%
	Side impact at intersection	10.2%	23.3%	30.6%	16.7%	40.0%	0.0%	0.0%	15.1%
	Head on	18.9%	20.0%	11.3%	8.3%	0.0%	0.0%	0.0%	13.4%
	Rear end	4.7%	6.7%	4.8%	8.3%	0.0%	0.0%	0.0%	4.2%
	Side swipe/lane change	0.8%	0.0%	1.6%	25.0%	0.0%	0.0%	0.0%	1.8%
	U-turn	1.6%	0.0%	0.0%	0.0%	0.0%	2.1%	0.0%	1.1%
	Emerging from driveway/lane	0.0%	0.0%	0.0%	8.3%	20.0%	0.0%	0.0%	0.7%
	Manoeuvring	0.8%	0.0%	0.0%	8.3%	20.0%	2.1%	0.0%	1.4%
	Overtaking	4.7%	0.0%	3.2%	0.0%	0.0%	0.0%	0.0%	2.8%
	On path	2.4%	0.0%	1.6%	0.0%	0.0%	2.1%	0.0%	1.8%
	Run off road	52.8%	46.7%	38.7%	8.3%	20.0%	10.6%	100.0%	39.8%
	Off end of road (T intersection)	2.4%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%
	Other loss of control	0.0%	0.0%	4.8%	16.7%	0.0%	0.0%	0.0%	1.8%
	Passenger/miscellaneous	0.8%	0.0%	0.0%	0.0%	0.0%	2.1%	0.0%	0.7%
	Other	0.0%	0.0%	3.2%	0.0%	0.0%	0.0%	0.0%	0.7%
	All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Table 15. Count and percentage of pedestrian fatalities by Definitions for Classifying Accidents (DCA) description, 2024

DCA description	Count	Percentage
Pedestrian near side hit by vehicle from the right	18	38.3%
Pedestrian far side hit by vehicle from the left	12	25.5%
Right off carriageway into object/parked vehicle	3	6.4%
Any manoeuvre involving Pedestrian not included in DCAs	2	4.3%
Left off carriageway into object/parked vehicle	2	4.3%
Pedestrian emerges from in front of parked or stationary vehicle	2	4.3%
Pedestrian walking against traffic	2	4.3%
Other (manoeuvres not included in DCAs 140–148)	1	2.1%
Parked car run away	1	2.1%
Pedestrian on footpath struck by vehicle entering/leaving driveway	1	2.1%
Pedestrian playing, lying, working, standing on carriageway	1	2.1%
Struck object on carriageway	1	2.1%
U turn into fixed object/parked vehicle	1	2.1%
All	47	100.0%

3.3.2 Fatal crashes

The 284 fatalities in 2024 resulted from 271 fatal crashes.

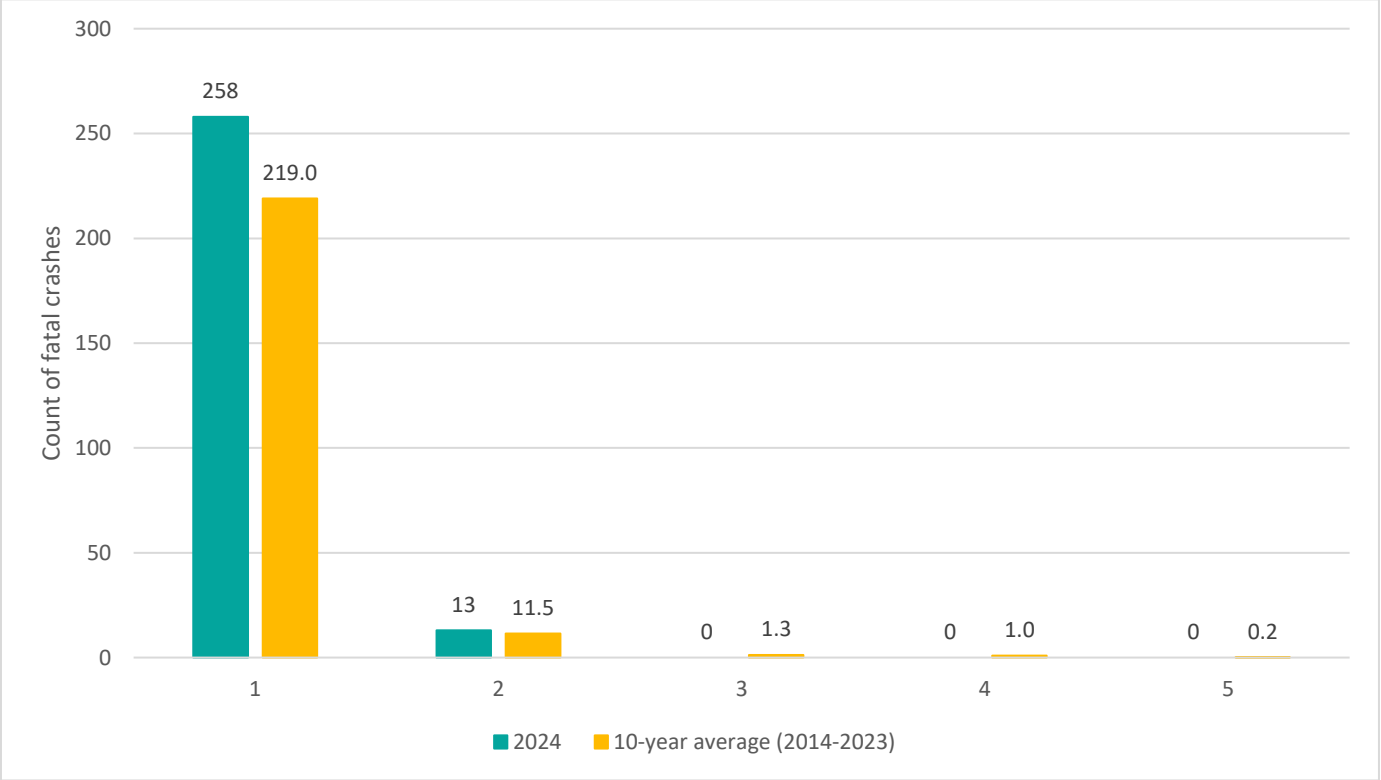


Figure 10. Count of fatal crashes by number of fatalities in the crash, 2024 versus previous 10 years

Table 16. Count and percentage of fatal crashes by number of vehicles involved in the crash, 2024 versus previous 10 years

Number of vehicles involved in crash	Count				% of column total	
	2024	Average 2014–2023	Change	% Change	2024	2014–2023
1	142	122.4	19.6	16.0%	52.4%	52.5%
2	107	88.1	18.9	21.5%	39.5%	37.8%
3	12	16.2	−4.2	−25.9%	4.4%	7.0%
4	5	3.6	1.4	38.9%	1.8%	1.5%
5 or more	5	2.7	2.3	85.2%	1.8%	1.2%
All	271	233.0	38.0	16.3%	100.0%	100.0%

Table 17. Count and percentage of fatal crashes by object struck by region, 2024

	Object struck	Region		
		Metro Melbourne	Regional Victoria	All
Count	No object struck	96	73	169
	Tree (shrub/scrub)	11	38	49
	Guard rail	3	5	8
	Pole (telephone/electricity)	5	1	6
	Fence (including gates)	1	2	3
	Building	1	1	2
	Embankment	0	2	2
	Traffic signals (i.e. traffic lights)	2	0	2
	Traffic sign (No parking No standing etc)	2	0	2
	Bridge	0	1	1
	Guidepost (including km/post)	0	1	1
	Protruding kerb	1	0	1
	Other object (telephone/culvert/rail crossing) fixed/not fixed	1	6	7
	Multiple objects	9	9	18
	All	132	139	271
% of column total	No object struck	72.7%	52.5%	62.4%
	Tree (shrub/scrub)	8.3%	27.3%	18.1%
	Guard rail	2.3%	3.6%	3.0%
	Pole (telephone/electricity)	3.8%	0.7%	2.2%
	Fence (including gates)	0.8%	1.4%	1.1%
	Building	0.8%	0.7%	0.7%
	Embankment	0.0%	1.4%	0.7%
	Traffic signals (i.e. traffic lights)	1.5%	0.0%	0.7%
	Traffic sign (No parking No standing etc)	1.5%	0.0%	0.7%
	Bridge	0.0%	0.7%	0.4%
	Guidepost (including km/post)	0.0%	0.7%	0.4%
	Protruding kerb	0.8%	0.0%	0.4%
	Other object (telephone/culvert/rail crossing) fixed/not fixed	0.8%	4.3%	2.6%
	Multiple objects	6.8%	6.5%	6.6%
	All	100.0%	100.0%	100.0%

3.4 Road locations

Table 18. Count and percentage of lives lost by degree of urbanisation, 2024 versus previous 10 years

Degree of urbanisation	Count				% of column total	
	2024	Average 2014–2023	Change	% Change	2024	2014–2023
Melbourne CBD	1	0.5	0.5	100.0%	0.4%	0.2%
Melbourne urban	103	86.7	16.3	18.8%	36.3%	34.6%
Large provincial city	7	8.5	−1.5	−17.6%	2.5%	3.4%
Small city	13	9.2	3.8	41.3%	4.6%	3.7%
Town	11	8.1	2.9	35.8%	3.9%	3.2%
Small town	1	2.8	−1.8	−64.3%	0.4%	1.1%
Rural Victoria	148	135.1	12.9	9.5%	52.1%	53.8%
All	284	250.9	33.1	13.2%	100.0%	100.0%

Any crash location not within a large or small city or town is classified as ‘rural’.

Table 19. Count and percentage of lives lost by region by road geometry, 2024 versus previous 10 years

Region	Road geometry	Count				% of column total	
		2024	Average 2014–2023	Change	% Change	2024	2014–2023
Metro Melbourne	Cross intersection	20	19.1	0.9	4.7%	14.7%	17.1%
	T intersection	28	23.8	4.2	17.6%	20.6%	21.3%
	Multiple intersection	1	1.6	−0.6	−37.5%	0.7%	1.4%
	Sub-total (intersections)	49	44.5	4.5	10.1%	36.0%	39.8%
	Not at intersection	81	67.3	13.7	20.4%	59.6%	60.2%
	Sub-total (non-intersection)	81	67.3	13.7	20.4%	59.6%	60.2%
	Unknown	6	0.0	6.0	N/A	4.4%	0.0%
	All	136	111.8	24.2	21.6%	100.0%	100.0%
Regional Victoria	Cross intersection	16	17.8	−1.8	−10.1%	10.8%	12.8%
	T intersection	8	12.9	−4.9	−38.0%	5.4%	9.3%
	Y intersection	0	0.4	−0.4	−100.0%	0.0%	0.3%
	Multiple intersection	0	1.1	−1.1	−100.0%	0.0%	0.8%
	Sub-total (intersections)	24	32.2	−8.2	−25.5%	16.2%	23.1%
	Not at intersection	108	106.6	1.4	1.3%	73.0%	76.6%
	Dead end	0	0.1	−0.1	−100.0%	0.0%	0.1%
	Sub-total (non-intersection)	108	106.7	1.3	1.2%	73.0%	76.7%
	Unknown	16	0.2	15.8	7900.0%	10.8%	0.1%
	All	148	139.1	8.9	6.4%	100.0%	100.0%
All of Victoria	Cross intersection	36	36.9	−0.9	−2.4%	12.7%	14.7%
	T intersection	36	36.7	−0.7	−1.9%	12.7%	14.6%
	Y intersection	0	0.4	−0.4	−100.0%	0.0%	0.2%
	Multiple intersection	1	2.7	−1.7	−63.0%	0.4%	1.1%
	Sub-total (intersections)	73	76.7	−3.7	−4.8%	25.7%	30.6%
	Not at intersection	189	173.9	15.1	8.7%	66.5%	69.3%
	Dead end	0	0.1	−0.1	−100.0%	0.0%	0.0%
	Sub-total (non-intersection)	189	174.0	15.0	8.6%	66.5%	69.4%
	Unknown	22	0.2	21.8	10900.0%	7.7%	0.1%
	All	284	250.9	33.1	13.2%	100.0%	100.0%

Table 20. Count and percentage of lives lost by region by speed zone, 2024 versus previous 10 years

Region	Speed zone (km/h)	Count				% of column total	
		2024	Average 2014–2023	Change	% Change	2024	2014–2023
Metro Melbourne	40	6	3.8	2.2	57.9%	4.4%	3.4%
	50	16	16.3	−0.3	−1.8%	11.8%	14.6%
	60	52	34.4	17.6	51.2%	38.2%	30.8%
	70	13	12.4	0.6	4.8%	9.6%	11.1%
	75	0	0.1	−0.1	−100.0%	0.0%	0.1%
	80	32	26.8	5.2	19.4%	23.5%	24.0%
	90	0	1.4	−1.4	−100.0%	0.0%	1.3%
	100	13	15.0	−2.0	−13.3%	9.6%	13.4%
	110	0	0.3	−0.3	−100.0%	0.0%	0.3%
	Other speed limit	0	0.1	−0.1	−100.0%	0.0%	0.1%
	Camping grounds or off-road	3	0.1	2.9	2900.0%	2.2%	0.1%
	Unknown	1	1.1	−0.1	−9.1%	0.7%	1.0%
	All	136	111.8	24.2	21.6%	100.0%	100.0%
Regional Victoria	30	0	0.2	−0.2	−100.0%	0.0%	0.1%
	40	2	1.0	1.0	100.0%	1.4%	0.7%
	50	4	6.3	−2.3	−36.5%	2.7%	4.5%
	60	13	13.1	−0.1	−0.8%	8.8%	9.4%
	70	2	1.2	0.8	66.7%	1.4%	0.9%
	80	15	15.4	−0.4	−2.6%	10.1%	11.1%
	90	0	0.4	−0.4	−100.0%	0.0%	0.3%
	100	99	91.3	7.7	8.4%	66.9%	65.6%
	110	7	7.6	−0.6	−7.9%	4.7%	5.5%
	Camping grounds or off-road	2	0.9	1.1	122.2%	1.4%	0.6%
	Unknown	4	1.7	2.3	135.3%	2.7%	1.2%
	All	148	139.1	8.9	6.4%	100.0%	100.0%
All of Victoria	30	0	0.2	−0.2	−100.0%	0.0%	0.1%
	40	8	4.8	3.2	66.7%	2.8%	1.9%
	50	20	22.6	−2.6	−11.5%	7.0%	9.0%
	60	65	47.5	17.5	36.8%	22.9%	18.9%
	70	15	13.6	1.4	10.3%	5.3%	5.4%
	75	0	0.1	−0.1	−100.0%	0.0%	0.0%
	80	47	42.2	4.8	11.4%	16.5%	16.8%
	90	0	1.8	−1.8	−100.0%	0.0%	0.7%
	100	112	106.3	5.7	5.4%	39.4%	42.4%
	110	7	7.9	−0.9	−11.4%	2.5%	3.1%
	Other speed limit	0	0.1	−0.1	−100.0%	0.0%	0.0%
	Camping grounds or off-road	5	1.0	4.0	400.0%	1.8%	0.4%
	Unknown	5	2.8	2.2	78.6%	1.8%	1.1%
	All	284	250.9	33.1	13.2%	100.0%	100.0%

Table 21. Count and percentage of lives lost by traffic control, 2024 versus previous 10 years

Traffic control	Count				% of column total	
	2024	Average 2014–2023	Change	% Change	2024	2014–2023
Stop-go lights	25	20	5.0	25.0%	8.8%	8.0%
Flashing lights	0	0.3	−0.3	−100.0%	0.0%	0.1%
Stop sign	10	6.3	3.7	58.7%	3.5%	2.5%
Give Way sign	13	15.5	−2.5	−16.1%	4.6%	6.2%
Roundabout	4	2.3	1.7	73.9%	1.4%	0.9%
Pedestrian crossing	3	1.2	1.8	150.0%	1.1%	0.5%
Pedestrian lights	1	0.5	0.5	100.0%	0.4%	0.2%
School, no flags	0	0.2	−0.2	−100.0%	0.0%	0.1%
Rail crossing, gates/booms	1	0.5	0.5	100.0%	0.4%	0.2%
Rail crossing, no control	0	0.3	−0.3	−100.0%	0.0%	0.1%
Police	0	0.1	−0.1	−100.0%	0.0%	0.0%
Other	1	2	−1.0	−50.0%	0.4%	0.8%
No control	226	200.4	25.6	12.8%	79.6%	79.9%
Unknown	0	1.3	−1.3	−100.0%	0.0%	0.5%
All	284	250.9	33.1	13.2%	100.0%	100.0%

Table 22. Count and percentage of lives lost by movement and place classification, 2024

Movement and Place	Count	Percentage
City place	1	0.4%
City street	3	1.1%
Local street	59	20.8%
Activity street	24	8.5%
Connector	179	63.0%
Unknown	18	6.3%
Total	284	100.0%

Movement and Place classifications are briefly described in Section 2.4.3.

Table 23. Count of lives lost by Local Government Area, 2024 versus previous 10 years

Local Government Area	2024	Average 2014–2023	Change	Local Government Area	2024	Average 2014–2023	Change
(French Island)*	0	0.2	−0.2	Manningham	1	1.9	−0.9
(Mount Buller)*	0	0.1	−0.1	Mansfield	3	2.0	1.0
Alpine	1	1.2	−0.2	Maribyrnong	1	2.1	−1.1
Ararat	3	1.4	1.6	Maroondah	3	2.1	0.9
Ballarat	5	3.3	1.7	Melbourne	5	3.7	1.3
Banyule	0	1.9	−1.9	Melton	6	4.4	1.6
Bass Coast	2	2.3	−0.3	Merri-bek	2	2.7	0.7
Baw Baw	7	3.8	3.2	Mildura	3	3.1	−0.1
Bayside	1	1.4	−0.4	Mitchell	7	4.1	2.9
Benalla	1	1.7	−0.7	Moira	5	5.4	−0.4
Bendigo	6	5.7	0.3	Monash	6	5.0	1.0
Boroondara	3	2.7	0.3	Moonee Valley	3	2.2	0.8
Brimbank	6	6.7	−0.7	Moorabool	3	3.4	−0.4
Buloke	2	1.5	0.5	Mornington Peninsula	4	7.4	−3.4
Campaspe	8	4.4	3.6	Mount Alexander	0	2.3	−2.3
Cardinia	11	6.5	4.5	Moyne	7	2.2	4.8
Casey	10	7.7	2.3	Murrindindi	4	4.8	−0.8
Central Goldfields	0	1.0	−1.0	Nillumbik	2	2.0	0.0
Colac Otway	3	3.1	−0.1	Northern Grampians	1	2.8	−1.8
Corangamite	1	3.8	−2.8	Port Phillip	3	1.3	1.7
Dandenong	9	4.1	4.9	Pyrenees	1	1.5	−0.5
Darebin	4	2.3	1.7	Shepparton	10	6.7	3.3
East Gippsland	4	5.4	−1.4	South Gippsland	2	4.5	−2.5
Frankston	5	3.8	1.2	Southern Grampians	1	1.9	−0.9
Gannawarra	0	1.3	−1.3	Stonnington	4	1.8	2.2
Geelong	2	8.5	−6.5	Strathbogie	4	3.0	1.0
Glen Eira	3	1.9	1.1	Surf coast	8	2.1	5.9
Glenelg	2	3.2	−1.2	Swan Hill	0	1.9	−1.9
Golden Plains	5	2.7	2.3	Towong	1	1.4	−0.4
Hepburn	2	3.3	−1.3	Wangaratta	2	3.2	−1.2
Hindmarsh	0	0.4	−0.4	Warrnambool	2	1.2	0.8
Hobsons Bay	2	2.1	−0.1	Wellington	6	4.2	1.8
Horsham	2	2.5	−0.5	West Wimmera	2	1.0	1.0
Hume	5	5.1	−0.1	Whitehorse	4	2.3	1.7
Indigo	6	2.6	3.4	Whittlesea	8	4.5	3.5
Kingston	6	3.4	2.6	Wodonga	2	1.7	0.3
Knox	4	3.2	0.8	Wyndham	4	6.4	−2.4
Latrobe	4	4.7	−0.7	Yarra	2	1.8	0.2
Loddon	0	2.1	−2.1	Yarra Ranges	9	7.4	1.6
Macedon Ranges	6	3.6	2.4	Yarriambiack	2	0.9	1.1

* Areas listed in parentheses are unincorporated (not part of any local government area).

3.5 Time and conditions

Table 24. Count and percentage of lives lost by atmospheric condition by road user type, 2024

	Atmospheric condition	Road User Type							
		Driver	Passenger	Motorcyclist	Bicyclist	E-scooter rider	Pedestrian	Unknown	All
Count	Clear	85	23	52	11	1	37	0	209
	Raining	7	0	2	0	1	5	0	15
	Fog	5	1	0	0	0	0	0	6
	Dust	0	0	1	0	0	0	0	1
	Strong winds	1	0	0	0	0	0	0	1
	Unknown	29	6	7	1	3	5	1	52
	All	127	30	62	12	5	47	1	284
% of column total	Clear	66.9%	76.7%	83.9%	91.7%	20.0%	78.7%	0.0%	73.6%
	Raining	5.5%	0.0%	3.2%	0.0%	20.0%	10.6%	0.0%	5.3%
	Fog	3.9%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	2.1%
	Dust	0.0%	0.0%	1.6%	0.0%	0.0%	0.0%	0.0%	0.4%
	Strong winds	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%
	Unknown	22.8%	20.0%	11.3%	8.3%	60.0%	10.6%	100.0%	18.3%
	All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Table 25. Count and percentage of lives lost by light condition by road user type, 2024

	Light condition	Road User Type							
		Driver	Passenger	Motorcyclist	Bicyclist	E-scooter rider	Pedestrian	Unknown	All
Count	Day	77	17	39	8	5	28	0	174
	Dawn or dusk	5	4	3	3	0	4	0	19
	Dark, street lights on	12	4	17	1	0	11	1	46
	Dark, no street lights	32	5	3	0	0	2	0	42
	Dark, street lights unknown	1	0	0	0	0	2	0	3
	All	127	30	62	12	5	47	1	284
% of column total	Day	60.6%	56.7%	62.9%	66.7%	100.0%	59.6%	0.0%	61.3%
	Dawn or dusk	3.9%	13.3%	4.8%	25.0%	0.0%	8.5%	0.0%	6.7%
	Dark, street lights on	9.4%	13.3%	27.4%	8.3%	0.0%	23.4%	100.0%	16.2%
	Dark, no street lights	25.2%	16.7%	4.8%	0.0%	0.0%	4.3%	0.0%	14.8%
	Dark, street lights unknown	0.8%	0.0%	0.0%	0.0%	0.0%	4.3%	0.0%	1.1%
	All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Table 26. Count and percentage of lives lost by time of day by road user type, 2024

	Time of Day	Road User Type							
		Driver	Passenger	Motorcyclist	Bicyclist	E-scooter rider	Pedestrian	Unknown	All
Count	12:00–2:59 AM	12	2	3	0	0	2	0	19
	3:00–5:59 AM	10	1	3	0	0	2	0	16
	6:00–8:59 AM	20	3	5	0	0	7	0	35
	9:00–11:59 AM	16	4	8	5	1	9	0	43
	12:00–2:59 PM	22	7	10	1	1	7	0	48
	3:00–5:59 PM	23	5	17	3	2	7	0	57
	6:00–8:59 PM	14	6	10	3	1	8	0	42
	9:00–11:59 PM	10	2	6	0	0	5	1	24
	All	127	30	62	12	5	47	1	284
% of column total	12:00–2:59 AM	9.4%	6.7%	4.8%	0.0%	0.0%	4.3%	0.0%	6.7%
	3:00–5:59 AM	7.9%	3.3%	4.8%	0.0%	0.0%	4.3%	0.0%	5.6%
	6:00–8:59 AM	15.7%	10.0%	8.1%	0.0%	0.0%	14.9%	0.0%	12.3%
	9:00–11:59 AM	12.6%	13.3%	12.9%	41.7%	20.0%	19.1%	0.0%	15.1%
	12:00–2:59 PM	17.3%	23.3%	16.1%	8.3%	20.0%	14.9%	0.0%	16.9%
	3:00–5:59 PM	18.1%	16.7%	27.4%	25.0%	40.0%	14.9%	0.0%	20.1%
	6:00–8:59 PM	11.0%	20.0%	16.1%	25.0%	20.0%	17.0%	0.0%	14.8%
	9:00–11:59 PM	7.9%	6.7%	9.7%	0.0%	0.0%	10.6%	100.0%	8.5%
	All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Table 27. Count and percentage of lives lost by day of week by road user type, 2024

	Day of week	Road User Type							
		Driver	Passenger	Motorcyclist	Bicyclist	E-scooter rider	Pedestrian	Unknown	All
Count	Sunday	12	6	16	2	1	8	0	45
	Monday	15	1	6	5	1	5	0	33
	Tuesday	25	4	4	2	0	5	0	40
	Wednesday	16	3	7	0	2	6	0	34
	Thursday	18	4	10	2	1	8	0	43
	Friday	17	5	7	0	0	9	1	39
	Saturday	24	7	12	1	0	6	0	50
	All	127	30	62	12	5	47	1	284
% of column total	Sunday	9.4%	20.0%	25.8%	16.7%	20.0%	17.0%	0.0%	15.8%
	Monday	11.8%	3.3%	9.7%	41.7%	20.0%	10.6%	0.0%	11.6%
	Tuesday	19.7%	13.3%	6.5%	16.7%	0.0%	10.6%	0.0%	14.1%
	Wednesday	12.6%	10.0%	11.3%	0.0%	40.0%	12.8%	0.0%	12.0%
	Thursday	14.2%	13.3%	16.1%	16.7%	20.0%	17.0%	0.0%	15.1%
	Friday	13.4%	16.7%	11.3%	0.0%	0.0%	19.1%	100.0%	13.7%
	Saturday	18.9%	23.3%	19.4%	8.3%	0.0%	12.8%	0.0%	17.6%
	All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Table 28. Count and percentage of lives lost by month of the year by road user type, 2024

	Month of year	Road User Type							
		Driver	Passenger	Motorcyclist	Bicyclist	E-scooter rider	Pedestrian	Unknown	All
Count	January	8	6	3	1	0	3	0	21
	February	7	2	9	1	0	5	0	24
	March	16	3	5	2	0	4	0	30
	April	9	3	4	0	1	0	0	17
	May	12	0	7	1	1	5	0	26
	June	3	3	5	0	0	7	0	18
	July	14	6	5	2	1	2	0	30
	August	8	2	5	3	0	6	0	24
	September	8	1	6	1	0	4	0	20
	October	9	0	5	0	1	5	0	20
	November	21	3	4	1	1	4	1	35
	December	12	1	4	0	0	2	0	19
	All	127	30	62	12	5	47	1	284
% of column total	January	6.3%	20.0%	4.8%	8.3%	0.0%	6.4%	0.0%	7.4%
	February	5.5%	6.7%	14.5%	8.3%	0.0%	10.6%	0.0%	8.5%
	March	12.6%	10.0%	8.1%	16.7%	0.0%	8.5%	0.0%	10.6%
	April	7.1%	10.0%	6.5%	0.0%	20.0%	0.0%	0.0%	6.0%
	May	9.4%	0.0%	11.3%	8.3%	20.0%	10.6%	0.0%	9.2%
	June	2.4%	10.0%	8.1%	0.0%	0.0%	14.9%	0.0%	6.3%
	July	11.0%	20.0%	8.1%	16.7%	20.0%	4.3%	0.0%	10.6%
	August	6.3%	6.7%	8.1%	25.0%	0.0%	12.8%	0.0%	8.5%
	September	6.3%	3.3%	9.7%	8.3%	0.0%	8.5%	0.0%	7.0%
	October	7.1%	0.0%	8.1%	0.0%	20.0%	10.6%	0.0%	7.0%
	November	16.5%	10.0%	6.5%	8.3%	20.0%	8.5%	100.0%	12.3%
	December	9.4%	3.3%	6.5%	0.0%	0.0%	4.3%	0.0%	6.7%
	All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Table 29. Count and percentage of lives lost by time of day by day of week, 2024

	Time of day	Day of week							
		Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	All
Count	12:00–2:59 AM	5	4	0	3	2	1	4	19
	3:00–5:59 AM	2	2	4	0	2	2	4	16
	6:00–8:59 AM	2	1	12	4	7	7	2	35
	9:00–11:59 AM	11	5	5	3	6	4	9	43
	12:00–2:59 PM	9	4	8	5	6	10	6	48
	3:00–5:59 PM	10	10	3	7	13	6	8	57
	6:00–8:59 PM	4	6	7	7	5	5	8	42
	9:00–11:59 PM	2	1	1	5	2	4	9	24
	All	45	33	40	34	43	39	50	284
% of column total	12:00–2:59 AM	11.1%	12.1%	0.0%	8.8%	4.7%	2.6%	8.0%	6.7%
	3:00–5:59 AM	4.4%	6.1%	10.0%	0.0%	4.7%	5.1%	8.0%	5.6%
	6:00–8:59 AM	4.4%	3.0%	30.0%	11.8%	16.3%	17.9%	4.0%	12.3%
	9:00–11:59 AM	24.4%	15.2%	12.5%	8.8%	14.0%	10.3%	18.0%	15.1%
	12:00–2:59 PM	20.0%	12.1%	20.0%	14.7%	14.0%	25.6%	12.0%	16.9%
	3:00–5:59 PM	22.2%	30.3%	7.5%	20.6%	30.2%	15.4%	16.0%	20.1%
	6:00–8:59 PM	8.9%	18.2%	17.5%	20.6%	11.6%	12.8%	16.0%	14.8%
	9:00–11:59 PM	4.4%	3.0%	2.5%	14.7%	4.7%	10.3%	18.0%	8.5%
	All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

3.6 Vehicles

3.6.1 Vehicle of the fatally injured person

Table 30. Count and percentage of fatalities by region by vehicle class, 2024 versus previous 10 years

Region	Vehicle class	Count				% of column total	
		2024	Average 2014–2023	Change	% Change	2024	2014–2023
Metro Melbourne	Bicycle or e-scooter	13	6.2	6.8	109.7%	9.6%	5.5%
	Motorcycle	35	25.3	9.7	38.3%	25.7%	22.6%
	Light vehicle	52	51.9	0.1	0.2%	38.2%	46.4%
	Light rigid	0	0.1	−0.1	−100.0%	0.0%	0.1%
	Medium/heavy rigid	0	0.7	−0.7	−100.0%	0.0%	0.6%
	Heavy combination	0	0.5	−0.5	−100.0%	0.0%	0.4%
	Unknown or other*	0	0.3	−0.3	−100.0%	0.0%	0.3%
	Not applicable - pedestrian	36	26.8	9.2	34.3%	26.5%	24.0%
	All	136	111.8	24.2	21.6%	100.0%	100.0%
Regional Victoria	Bicycle or e-scooter	4	4.5	−0.5	−11.1%	2.7%	3.2%
	Motorcycle	27	16.6	10.4	62.7%	18.2%	11.9%
	Light vehicle	101	100.1	0.9	0.9%	68.2%	72.0%
	Light rigid	0	0.2	−0.2	−100.0%	0.0%	0.1%
	Medium/heavy rigid	1	3.3	−2.3	−69.7%	0.7%	2.4%
	Heavy combination	0	1.3	−1.3	−100.0%	0.0%	0.9%
	Multi-combination	3	0.8	2.2	275.0%	2.0%	0.6%
	Unknown or other*	1	0.8	0.2	25.0%	0.7%	0.6%
	Not applicable - pedestrian	11	11.2	−0.2	−1.8%	7.4%	8.1%
	Not applicable – other**	0	0.3	−0.3	−100.0%	0.0%	0.2%
	All	148	139.1	8.9	6.4%	100.0%	100.0%
All of Victoria	Bicycle or e-scooter	17	10.7	6.3	58.9%	6.0%	4.3%
	Motorcycle	62	41.9	20.1	48.0%	21.8%	16.7%
	Light vehicle	153	152.0	1.0	0.7%	53.9%	60.6%
	Light rigid	0	0.3	−0.3	−100.0%	0.0%	0.1%
	Medium/heavy rigid	1	4.0	−3.0	−75.0%	0.4%	1.6%
	Heavy combination	0	1.8	−1.8	−100.0%	0.0%	0.7%
	Multi-combination	3	0.8	2.2	275.0%	1.1%	0.3%
	Unknown or other*	1	1.1	−0.1	−9.1%	0.4%	0.4%
	Not applicable - pedestrian	47	38.0	9.0	23.7%	16.5%	15.1%
	Not applicable – other**	0	0.3	−0.3	−100.0%	0.0%	0.1%
	All	284	250.9	33.1	13.2%	100.0%	100.0%

* 'Unknown or other' includes the following vehicle types as recorded by police: plant machinery and agricultural equipment; parked trailers; prime mover (no. of trailers unknown); other vehicle; unknown.

** 'Not applicable – other' includes the following vehicle types as recorded by police: horse (ridden or drawn); tram; train; not applicable.

Table 31. Count and percentage of fatalities by region by vehicle type, 2024 versus previous 10 years

Note: A separate category for e-scooters was not introduced into the TIS and RCIS databases until September 2024. For the purposes of this report, all fatalities in 2024 have been reviewed to ensure all e-scooter fatalities throughout the 2024 calendar year have been correctly identified. Fatalities in previous years were not similarly reviewed, meaning that e-scooter fatalities in those years were not identified.

Region	Vehicle type	Count				% of column total	
		2024	Average 2014–2023	Change	% Change	2024	2014–2023
Metro Melbourne	Car	31	35.9	−4.9	−13.6%	22.8%	32.1%
	Station wagon	17	8.8	8.2	93.2%	12.5%	7.9%
	Taxi	0	0.7	−0.7	−100.0%	0.0%	0.6%
	Utility	3	4.4	−1.4	−31.8%	2.2%	3.9%
	Panel van	2	1.3	0.7	53.8%	1.5%	1.2%
	Bus/coach	0	0.2	−0.2	−100.0%	0.0%	0.2%
	Mini-bus (9–13 seats)	0	0.2	−0.2	−100.0%	0.0%	0.2%
	Motorcycle	34	25.0	9.0	36.0%	25.0%	22.4%
	Motor scooter	1	0.3	0.7	233.3%	0.7%	0.3%
	Bicycle	9	6.0	3.0	50.0%	6.6%	5.4%
	Other vehicle	0	0.5	−0.5	−100.0%	0.0%	0.4%
	Quad bike	0	0.1	−0.1	−100.0%	0.0%	0.1%
	E-scooter	4	N/A	N/A	N/A	2.9%	N/A
	Prime mover & single trailer	0	0.5	−0.5	−100.0%	0.0%	0.4%
	Light commercial vehicle (rigid) <= 4.5 t	0	0.6	−0.6	−100.0%	0.0%	0.5%
	Heavy vehicle (rigid) > 4.5 t	0	0.5	−0.5	−100.0%	0.0%	0.4%
	Not applicable - pedestrian	35	26.7	8.3	31.1%	25.7%	23.9%
	Unknown	0	0.1	−0.1	−100.0%	0.0%	0.1%
	All	136	111.8	24.2	21.6%	100.0%	100.0%

Table 31 (continued). Count and percentage of fatalities by region by vehicle type, 2024 versus previous 10 years

Region	Vehicle type	Count				% of column total	
		2024	Average 2014–2023	Change	% Change	2024	2014–2023
Regional Victoria	Car	45	52.4	−7.4	−14.1%	30.4%	37.7%
	Station wagon	29	22.1	6.9	31.2%	19.6%	15.9%
	Taxi	1	0.2	0.8	400.0%	0.7%	0.1%
	Utility	16	19.4	−3.4	−17.5%	10.8%	13.9%
	Panel van	6	3.7	2.3	62.2%	4.1%	2.7%
	Bus/coach	0	0.5	−0.5	−100.0%	0.0%	0.4%
	Mini-bus (9–13 seats)	1	0.7	0.3	42.9%	0.7%	0.5%
	Motorcycle	27	16.4	10.6	64.6%	18.2%	11.8%
	Motor scooter	0	0.2	−0.2	−100.0%	0.0%	0.1%
	Bicycle	3	4.4	−1.4	−31.8%	2.0%	3.2%
	Horse (ridden/drawn)	0	0.3	−0.3	−100.0%	0.0%	0.2%
	Other vehicle	1	0.4	0.6	150.0%	0.7%	0.3%
	Quad bike	0	0.5	−0.5	−100.0%	0.0%	0.4%
	E-scooter	1	N/A	N/A	N/A	0.7%	N/A
	Plant machinery/agricultural equipment	0	0.5	−0.5	−100.0%	0.0%	0.4%
	Prime mover only	0	0.5	−0.5	−100.0%	0.0%	0.4%
	Prime mover & single trailer	0	1.3	−1.3	−100.0%	0.0%	0.9%
	Prime mover & B double	3	0.6	2.4	400.0%	2.0%	0.4%
	Prime mover & B triple	0	0.2	−0.2	−100.0%	0.0%	0.1%
	Light commercial vehicle (rigid) <= 4.5 t	3	1.3	1.7	130.8%	2.0%	0.9%
	Heavy vehicle (rigid) > 4.5 t	1	2.3	−1.3	−56.5%	0.7%	1.7%
	Not applicable - pedestrian	11	11.2	−0.2	−1.8%	7.4%	8.1%
	All	148	139.1	8.9	6.4%	100.0%	100.0%

Table 31 (continued). Count and percentage of fatalities by region by vehicle type, 2024 versus previous 10 years

Region	Vehicle type	Count				% of column total	
		2024	Average 2014–2023	Change	% Change	2024	2014–2023
All of Victoria	Car	76	88.3	−12.3	−13.9%	26.8%	35.2%
	Station wagon	46	30.9	15.1	48.9%	16.2%	12.3%
	Taxi	1	0.9	0.1	11.1%	0.4%	0.4%
	Utility	19	23.8	−4.8	−20.2%	6.7%	9.5%
	Panel van	8	5.0	3.0	60.0%	2.8%	2.0%
	Bus/coach	0	0.7	−0.7	−100.0%	0.0%	0.3%
	Mini-bus (9–13 seats)	1	0.9	0.1	11.1%	0.4%	0.4%
	Motorcycle	61	41.4	19.6	47.3%	21.5%	16.5%
	Motor scooter	1	0.5	0.5	100.0%	0.4%	0.2%
	Bicycle	12	10.4	1.6	15.4%	4.2%	4.1%
	Horse (ridden/drawn)	0	0.3	−0.3	−100.0%	0.0%	0.1%
	Other vehicle	1	0.9	0.1	11.1%	0.4%	0.4%
	Quad bike	0	0.6	−0.6	−100.0%	0.0%	0.2%
	E-scooter	5	N/A	N/A	N/A	1.8%	N/A
	Plant machinery/agricultural equipment	0	0.5	−0.5	−100.0%	0.0%	0.2%
	Prime mover only	0	0.5	−0.5	−100.0%	0.0%	0.2%
	Prime mover & single trailer	0	1.8	−1.8	−100.0%	0.0%	0.7%
	Prime mover & B double	3	0.6	2.4	400.0%	1.1%	0.2%
	Prime mover & B triple	0	0.2	−0.2	−100.0%	0.0%	0.1%
	Light commercial vehicle (rigid) <= 4.5 t	3	1.9	1.1	57.9%	1.1%	0.8%
	Heavy vehicle (rigid) > 4.5 t	1	2.8	−1.8	−64.3%	0.4%	1.1%
	Not applicable - pedestrian	46	37.9	8.1	21.4%	16.2%	15.1%
	Unknown	0	0.1	−0.1	−100.0%	0.0%	0.0%
	All	284	250.9	33.1	13.2%	100.0%	100.0%

Table 32. Count and percentage of fatalities by vehicle age by vehicle class (pooled), 2024

Vehicle age	Motorcycle	Light vehicle	Heavy vehicle	Other / not applicable	All	All (%)
0 to 2 years	10	10	1	0	21	7.4%
3 to 5 years	6	12	3	0	21	7.4%
6 to 9 years	11	20	0	0	31	10.9%
10 to 14 years	12	27	0	0	39	13.7%
15 to 19 years	9	40	0	0	49	17.3%
20 to 29 years	3	34	0	1	38	13.4%
30+ years	1	5	0	0	6	2.1%
Unknown	10	5	0	0	15	5.3%
Not applicable (bicycle/e-scooter)	0	0	0	17	17	6.0%
Not applicable (pedestrian)	0	0	0	47	47	16.5%
All	62	153	4	65	284	100.0%

3.6.2 Involvement of heavy vehicles in fatalities

Table 33. Count and percentage of fatalities that occurred in crashes involving heavy vehicles (HVs) by region by road user type, 2024 versus previous 10 years

Region	Road user type	Count involving heavy vehicles			Percentage involving HVs	
		2024	Average 2014–2023	Change	2024	2014–2023
Metro Melbourne	Driver	9	7.1	1.9	20.9%	19.4%
	Passenger	1	2.4	−1.4	11.1%	14.1%
	Motorcyclist	5	2.5	2.5	14.3%	10.0%
	Bicyclist	2	1.6	0.4	22.2%	27.1%
	Pedestrian	2	4.8	−2.8	5.6%	17.9%
	All	19	18.4	0.6	14.0%	16.5%
Regional Victoria	Driver	11	19.1	−8.1	13.1%	23.6%
	Passenger	1	5.4	−4.4	4.8%	21.1%
	Motorcyclist	0	0.8	−0.8	0.0%	4.9%
	Bicyclist	0	0.9	−0.9	0.0%	20.5%
	E-scooter rider	1	0.0	1.0	100.0%	N/A
	Pedestrian	4	1.8	2.2	36.4%	16.1%
	All	17	28.0	−11.0	11.5%	20.1%
All of Victoria	Driver	20	26.2	−6.2	15.7%	22.3%
	Passenger	2	7.8	−5.8	6.7%	18.3%
	Motorcyclist	5	3.3	1.7	8.1%	8.0%
	Bicyclist	2	2.5	−0.5	16.7%	24.3%
	E-scooter rider	1	0.0	1.0	20.0%	N/A
	Pedestrian	6	6.6	−0.6	12.8%	17.4%
	All	36	46.4	−10.4	12.7%	18.5%

Heavy vehicles (those above 4.5 tonnes gross vehicle mass) comprise light rigid, medium rigid, heavy rigid, heavy combination and multi-combination vehicles, plus a small proportion of those labelled 'unknown or other' in Table 30.

3.6.3 Personal mobility devices

Of the 284 people who lost their lives in 2024, 6 (2.1%) are known to have been using a personal mobility device, including 5 using e-scooters and 1 using a mobility scooter. Among the 5 e-scooter riders, 3 wore a helmet and 2 did not. Four of the e-scooter riders were struck by motor vehicles, and the fifth was struck by a pole that was knocked down by a motor vehicle.

3.7 Drivers involved in fatal crashes

This section summarises available information concerning drivers involved in fatal crashes. This includes drivers of light vehicles (such as cars) and heavy vehicles (trucks and buses), but excludes riders of motorcycles and bicycles.

Table 34. Count and percentage of drivers involved in fatal crashes by region by driver injury, 2024 versus previous 10 years

Region	Driver injury	Count				% of column total	
		2024	Average 2014–2023	Change	% Change	2024	2014–2023
Metro Melbourne	Fatal injury	43	36.4	6.6	18.1%	25.3%	26.2%
	Serious injury	10	20.4	−10.4	−51.0%	5.9%	14.7%
	Minor injury	21	23.5	−2.5	−10.6%	12.4%	16.9%
	No injury	96	57.9	38.1	65.8%	56.5%	41.7%
	Unknown	0	0.6	−0.6	−100.0%	0.0%	0.4%
	All	170	138.8	31.2	22.5%	100.0%	100.0%
Regional Victoria	Fatal injury	84	80.2	3.8	4.7%	50.9%	48.9%
	Serious injury	36	28.0	8.0	28.6%	21.8%	17.1%
	Minor injury	13	23.8	−10.8	−45.4%	7.9%	14.5%
	No injury	32	31.8	0.2	0.6%	19.4%	19.4%
	Unknown	0	0.2	−0.2	−100.0%	0.0%	0.1%
	All	165	164.0	1.0	0.6%	100.0%	100.0%
All of Victoria	Fatal injury	127	116.6	10.4	8.9%	37.9%	38.5%
	Serious injury	46	48.4	−2.4	−5.0%	13.7%	16.0%
	Minor injury	34	47.3	−13.3	−28.1%	10.1%	15.6%
	No injury	128	89.7	38.3	42.7%	38.2%	29.6%
	Unknown	0	0.8	−0.8	−100.0%	0.0%	0.3%
	All	335	302.8	32.2	10.6%	100.0%	100.0%

Table 35. Count and percentage of drivers involved in fatal crashes by region by driver age, 2024 versus previous 10 years

Region	Driver age (years)	Count				% of column total	
		2024	Average 2014–2023	Change	% Change	2024	2014–2023
Metro Melbourne	0 to 15	0	0.5	−0.5	−100.0%	0.0%	0.4%
	16 to 17	2	1.1	0.9	81.8%	1.2%	0.8%
	18 to 21	11	10.8	0.2	1.9%	6.5%	7.8%
	22 to 25	21	11.4	9.6	84.2%	12.4%	8.2%
	26 to 29	16	16.2	−0.2	−1.2%	9.4%	11.7%
	30 to 64	86	79.5	6.5	8.2%	50.6%	57.3%
	65 to 74	15	8.5	6.5	76.5%	8.8%	6.1%
	75 to 84	11	7.0	4.0	57.1%	6.5%	5.0%
	85 or more	3	2.9	0.1	3.4%	1.8%	2.1%
	Unknown	5	0.9	4.1	455.6%	2.9%	0.6%
	All	170	138.8	31.2	22.5%	100.0%	100.0%
Regional Victoria	0 to 15	1	0.3	0.7	233.3%	0.6%	0.2%
	16 to 17	0	0.9	−0.9	−100.0%	0.0%	0.5%
	18 to 21	17	16.4	0.6	3.7%	10.3%	10.0%
	22 to 25	20	12.9	7.1	55.0%	12.1%	7.9%
	26 to 29	10	13.9	−3.9	−28.1%	6.1%	8.5%
	30 to 64	77	89.2	−12.2	−13.7%	46.7%	54.4%
	65 to 74	24	15.4	8.6	55.8%	14.5%	9.4%
	75 to 84	10	10.4	−0.4	−3.8%	6.1%	6.3%
	85 or more	5	3.8	1.2	31.6%	3.0%	2.3%
	Unknown	1	0.8	0.2	25.0%	0.6%	0.5%
	All	165	164.0	1.0	0.6%	100.0%	100.0%
All of Victoria	0 to 15	1	0.8	0.2	25.0%	0.3%	0.3%
	16 to 17	2	2.0	0.0	0.0%	0.6%	0.7%
	18 to 21	28	27.2	0.8	2.9%	8.4%	9.0%
	22 to 25	41	24.3	16.7	68.7%	12.2%	8.0%
	26 to 29	26	30.1	−4.1	−13.6%	7.8%	9.9%
	30 to 64	163	168.7	−5.7	−3.4%	48.7%	55.7%
	65 to 74	39	23.9	15.1	63.2%	11.6%	7.9%
	75 to 84	21	17.4	3.6	20.7%	6.3%	5.7%
	85 or more	8	6.7	1.3	19.4%	2.4%	2.2%
	Unknown	6	1.7	4.3	252.9%	1.8%	0.6%
	All	335	302.8	32.2	10.6%	100.0%	100.0%

Table 36. Count and percentage of drivers involved in fatal crashes by region by licence issue jurisdiction, 2024 versus previous 10 years

Region	Licence issue jurisdiction	Count				% of column total	
		2024	Average 2014–2023	Change	% Change	2024	2014–2023
Metro Melbourne	Victoria	158	128.4	29.6	23.1%	92.9%	92.5%
	Rest of Australia	0	2.0	−2.0	−100.0%	0.0%	1.4%
	Overseas	1	1.5	−0.5	−33.3%	0.6%	1.1%
	Unknown or not applicable*	11	6.9	4.1	59.4%	6.5%	5.0%
	All	170	138.8	31.2	22.5%	100.0%	100.0%
Regional Victoria	Victoria	137	138.8	−1.8	−1.3%	83.0%	84.6%
	Rest of Australia	8	12.6	−4.6	−36.5%	4.8%	7.7%
	Overseas	3	1.5	1.5	100.0%	1.8%	0.9%
	Unknown or not applicable*	17	11.1	5.9	53.2%	10.3%	6.8%
	All	165	164.0	1.0	0.6%	100.0%	100.0%
All of Victoria	Victoria	295	267.2	27.8	10.4%	88.1%	88.2%
	Rest of Australia	8	14.6	−6.6	−45.2%	2.4%	4.8%
	Overseas	4	3.0	1.0	33.3%	1.2%	1.0%
	Unknown or not applicable*	28	18.0	10.0	55.6%	8.4%	5.9%
	All	335	302.8	32.2	10.6%	100.0%	100.0%

* 'Unknown or not applicable' includes some drivers who had never held any licence or permit. When licence issue jurisdiction was recorded as unknown by police, other licence details (licence number, licence type and licence category) were also not recorded by police in most cases. In some cases, identification of the driver may have occurred after the crash report had been completed.

Table 37. Count and percentage of drivers involved in fatal crashes by region by Victorian car licence proficiency, 2024 versus previous 10 years*

Region	Car licence proficiency	Count				% of column total	
		2024	Average 2014–2023	Change	% Change	2024	2014–2023
Metro Melbourne	Learner permit	2	3.2	−1.2	−37.5%	1.2%	2.3%
	Probationary P1 licence	3	3.6	−0.6	−16.7%	1.8%	2.6%
	Probationary P2 licence	24	10.7	13.3	124.3%	14.1%	7.7%
	Full licence	128	110.3	17.7	16.0%	75.3%	79.5%
	Victorian, no licence/permit	0	0.4	−0.4	−100.0%	0.0%	0.3%
	Non-Victorian licence/permit	1	3.5	−2.5	−71.4%	0.6%	2.5%
	Unknown**	12	7.1	4.9	69.0%	7.1%	5.1%
	All	170	138.8	31.2	22.5%	100.0%	100.0%
Regional Victoria	Learner permit	3	2.3	0.7	30.4%	1.8%	1.4%
	Probationary P1 licence	4	5.8	−1.8	−31.0%	2.4%	3.5%
	Probationary P2 licence	12	13.8	−1.8	−13.0%	7.3%	8.4%
	Full licence	118	117.2	0.8	0.7%	71.5%	71.5%
	Victorian, no licence/permit	0	0.1	−0.1	−100.0%	0.0%	0.1%
	Non-Victorian licence/permit	11	14.1	−3.1	−22.0%	6.7%	8.6%
	Unknown**	17	10.7	6.3	58.9%	10.3%	6.5%
	All	165	164.0	1.0	0.6%	100.0%	100.0%
All of Victoria	Learner permit	5	5.5	−0.5	−9.1%	1.5%	1.8%
	Probationary P1 licence	7	9.4	−2.4	−25.5%	2.1%	3.1%
	Probationary P2 licence	36	24.5	11.5	46.9%	10.7%	8.1%
	Full licence	246	227.5	18.5	8.1%	73.4%	75.1%
	Victorian, no licence/permit	0	0.5	−0.5	−100.0%	0.0%	0.2%
	Non-Victorian licence/permit	12	17.6	−5.6	−31.8%	3.6%	5.8%
	Unknown**	29	17.8	11.2	62.9%	8.7%	5.9%
	All	335	302.8	32.2	10.6%	100.0%	100.0%

* 'Proficiency' is the stage the driver has reached in Victoria's graduated licensing system, where drivers progress from a learner permit to a P1 probationary licence to a P2 probationary licence to a full licence.

** Car licence proficiency is shown as unknown if the licence issue jurisdiction was recorded by police as unknown. Proficiency is known only for the holders of Victorian licences and permits.

Table 38. Count and percentage of drivers involved in fatal crashes by region by Victorian car permit/licence status, 2024 versus previous 10 years

Region	Car permit/licence status	Count				% of column total	
		2024	Average 2014–2023	Change	% Change	2024	2014–2023
Metro Melbourne	Current	148	119.9	28.1	23.4%	87.1%	86.4%
	Suspended	1	1.5	−0.5	−33.3%	0.6%	1.1%
	Cancelled	1	0.5	0.5	100.0%	0.6%	0.4%
	Disqualified	3	2.3	0.7	30.4%	1.8%	1.7%
	Unlicensed after completing ban	2	1.8	0.2	11.1%	1.2%	1.3%
	Expired	1	1.0	0.0	0.0%	0.6%	0.7%
	Surrendered	1	0.8	0.2	25.0%	0.6%	0.6%
	Victorian, no licence/permit	0	0.4	−0.4	−100.0%	0.0%	0.3%
	Non-Victorian licence/permit	1	3.5	−2.5	−71.4%	0.6%	2.5%
	Unknown*	12	7.1	4.9	69.0%	7.1%	5.1%
	All	170	138.8	31.2	22.5%	100.0%	100.0%
Regional Victoria	Current	125	132.1	−7.1	−5.4%	75.8%	80.5%
	Suspended	4	1.3	2.7	207.7%	2.4%	0.8%
	Cancelled	2	0.2	1.8	900.0%	1.2%	0.1%
	Disqualified	0	1.5	−1.5	−100.0%	0.0%	0.9%
	Unlicensed after completing ban	3	1.8	1.2	66.7%	1.8%	1.1%
	Expired	2	0.9	1.1	122.2%	1.2%	0.5%
	Surrendered	1	1.3	−0.3	−23.1%	0.6%	0.8%
	Victorian, no licence/permit	0	0.1	−0.1	−100.0%	0.0%	0.1%
	Non-Victorian licence/permit	11	14.1	−3.1	−22.0%	6.7%	8.6%
	Unknown*	17	10.7	6.3	58.9%	10.3%	6.5%
	All	165	164.0	1.0	0.6%	100.0%	100.0%
All of Victoria	Current	273	252.0	21.0	8.3%	81.5%	83.2%
	Suspended	5	2.8	2.2	78.6%	1.5%	0.9%
	Cancelled	3	0.7	2.3	328.6%	0.9%	0.2%
	Disqualified	3	3.8	−0.8	−21.1%	0.9%	1.3%
	Unlicensed after completing ban	5	3.6	1.4	38.9%	1.5%	1.2%
	Expired	3	1.9	1.1	57.9%	0.9%	0.6%
	Surrendered	2	2.1	−0.1	−4.8%	0.6%	0.7%
	Victorian, no licence/permit	0	0.5	−0.5	−100.0%	0.0%	0.2%
	Non-Victorian licence/permit	12	17.6	−5.6	−31.8%	3.6%	5.8%
	Unknown*	29	17.8	11.2	62.9%	8.7%	5.9%
	All	335	302.8	32.2	10.6%	100.0%	100.0%

* Car licence/permit status is shown as unknown if the licence issue jurisdiction was recorded by police as unknown. Status is known only for the holders of Victorian licences and permits.

Table 39. Count and percentage of drivers involved in fatal crashes by region by Victorian car licence experience, 2024 versus previous 10 years*

Region	Car licence experience	Count				% of column total	
		2024	Average 2014–2023	Change	% Change	2024	2014–2023
Metro Melbourne	No permit or licence	0	0.4	−0.4	−100.0%	0.0%	0.3%
	Learner permit	2	3.2	−1.2	−37.5%	1.2%	2.3%
	Licensed 0 to <1 year	5	6.5	−1.5	−23.1%	2.9%	4.7%
	Licensed 1 to <4 years	23	12.1	10.9	90.1%	13.5%	8.7%
	Licensed 4 to <10 years	28	25.9	2.1	8.1%	16.5%	18.7%
	Licensed 10 to <20 years	34	25.5	8.5	33.3%	20.0%	18.4%
	Licensed 20+ years	65	54.6	10.4	19.0%	38.2%	39.3%
	Unknown	1	0.2	0.8	400.0%	0.6%	0.1%
	Non-Victorian**	12	10.4	1.6	15.4%	7.1%	7.5%
	All	170	138.8	31.2	22.5%	100.0%	100.0%
Regional Victoria	No permit or licence	0	0.1	−0.1	−100.0%	0.0%	0.1%
	Learner permit	3	2.3	0.7	30.4%	1.8%	1.4%
	Licensed 0 to <1 year	8	9.1	−1.1	−12.1%	4.8%	5.5%
	Licensed 1 to <4 years	17	14.2	2.8	19.7%	10.3%	8.7%
	Licensed 4 to <10 years	17	16.9	0.1	0.6%	10.3%	10.3%
	Licensed 10 to <20 years	23	25.6	−2.6	−10.2%	13.9%	15.6%
	Licensed 20+ years	69	71.0	−2.0	−2.8%	41.8%	43.3%
	Non-Victorian**	28	24.8	3.2	12.9%	17.0%	15.1%
	All	165	164.0	1.0	0.6%	100.0%	100.0%
All of Victoria	No permit or licence	0	0.5	−0.5	−100.0%	0.0%	0.2%
	Learner permit	5	5.5	−0.5	−9.1%	1.5%	1.8%
	Licensed 0 to <1 year	13	15.6	−2.6	−16.7%	3.9%	5.2%
	Licensed 1 to <4 years	40	26.3	13.7	52.1%	11.9%	8.7%
	Licensed 4 to <10 years	45	42.8	2.2	5.1%	13.4%	14.1%
	Licensed 10 to <20 years	57	51.1	5.9	11.5%	17.0%	16.9%
	Licensed 20+ years	134	125.6	8.4	6.7%	40.0%	41.5%
	Unknown	1	0.2	0.8	400.0%	0.3%	0.1%
	Non-Victorian**	40	35.2	4.8	13.6%	11.9%	11.6%
	All	335	302.8	32.2	10.6%	100.0%	100.0%

* Experience is based on the time elapsed since the issue of the driver's first Victorian licence, and does not account for previous time (if any) holding a licence issued by another jurisdiction. The time elapsed since initial licence issue is not known for holders of non-Victorian licences.

** 'Non-Victorian' includes holders of interstate and overseas licences and permits and drivers whose licence issue jurisdiction was recorded as unknown by police.

Table 40. Count and percentage of drivers involved in fatal crashes by car permit/licence status by car licence proficiency, 2024

Car permit/licence status	Car licence proficiency							
	Learner permit	Probationary P1 licence	Probationary P2 licence	Full licence	Non-Victorian licence/ permit	Unknown	All	All %
Current	4	5	31	233	0	0	273	81.5%
Suspended	0	2	0	3	0	0	5	1.5%
Cancelled	0	0	2	1	0	0	3	0.9%
Disqualified	0	0	2	1	0	0	3	0.9%
Unlicensed after completing ban	1	0	0	4	0	0	5	1.5%
Expired	0	0	1	2	0	0	3	0.9%
Surrendered	0	0	0	2	0	0	2	0.6%
Non-Victorian licence/permit	0	0	0	0	12	0	12	3.6%
Unknown	0	0	0	0	0	29	29	8.7%
All	5	7	36	246	12	29	335	100.0%

3.8 Motorcyclists involved in fatal crashes

This section summarises available information concerning operators of motorcycles, motor scooters and mopeds (collectively referred to as 'motorcyclists') involved in fatal crashes. Motorcycle passengers are excluded.

Table 41. Count and percentage of motorcycle riders involved in fatal crashes by region by rider injury, 2024 versus previous 10 years

Region	Rider injury	Count				% of column total	
		2024	Average 2014–2023	Change	% Change	2024	2014–2023
Metro Melbourne	Fatal injury	35	25.1	9.9	39.4%	97.2%	92.3%
	Serious injury	0	1.2	−1.2	−100.0%	0.0%	4.4%
	Minor injury	0	0.3	−0.3	−100.0%	0.0%	1.1%
	No injury	1	0.6	0.4	66.7%	2.8%	2.2%
	All	36	27.2	8.8	32.4%	100.0%	100.0%
Regional Victoria	Fatal injury	27	16.4	10.6	64.6%	87.1%	90.6%
	Serious injury	3	0.6	2.4	400.0%	9.7%	3.3%
	Minor injury	0	0.6	−0.6	−100.0%	0.0%	3.3%
	No injury	1	0.5	0.5	100.0%	3.2%	2.8%
	All	31	18.1	12.9	71.3%	100.0%	100.0%
All of Victoria	Fatal injury	62	41.5	20.5	49.4%	92.5%	91.6%
	Serious injury	3	1.8	1.2	66.7%	4.5%	4.0%
	Minor injury	0	0.9	−0.9	−100.0%	0.0%	2.0%
	No injury	2	1.1	0.9	81.8%	3.0%	2.4%
	All	67	45.3	21.7	47.9%	100.0%	100.0%

Table 42. Count and percentage of motorcycle riders involved in fatal crashes by region by rider age, 2024 versus previous 10 years

Region	Rider age (years)	Count				% of column total	
		2024	Average 2014–2023	Change	% Change	2024	2014–2023
Metro Melbourne	0 to 15	1	0.0	1.0	N/A	2.8%	0.0%
	16 to 17	0	0.4	−0.4	−100.0%	0.0%	1.5%
	18 to 21	7	2.3	4.7	204.3%	19.4%	8.5%
	22 to 25	6	3.4	2.6	76.5%	16.7%	12.5%
	26 to 29	4	4.2	−0.2	−4.8%	11.1%	15.4%
	30 to 64	17	16.0	1.0	6.3%	47.2%	58.8%
	65 to 74	0	0.6	−0.6	−100.0%	0.0%	2.2%
	75 to 84	0	0.2	−0.2	−100.0%	0.0%	0.7%
	Unknown	1	0.1	0.9	900.0%	2.8%	0.4%
	All	36	27.2	8.8	32.4%	100.0%	100.0%
Regional Victoria	0 to 15	0	0.1	−0.1	−100.0%	0.0%	0.6%
	16 to 17	0	0.1	−0.1	−100.0%	0.0%	0.6%
	18 to 21	6	1.0	5.0	500.0%	19.4%	5.5%
	22 to 25	2	0.8	1.2	150.0%	6.5%	4.4%
	26 to 29	0	0.9	−0.9	−100.0%	0.0%	5.0%
	30 to 64	20	12.7	7.3	57.5%	64.5%	70.2%
	65 to 74	2	2.0	0.0	0.0%	6.5%	11.0%
	75 to 84	1	0.5	0.5	100.0%	3.2%	2.8%
	All	31	18.1	12.9	71.3%	100.0%	100.0%
All of Victoria	0 to 15	1	0.1	0.9	900.0%	1.5%	0.2%
	16 to 17	0	0.5	−0.5	−100.0%	0.0%	1.1%
	18 to 21	13	3.3	9.7	293.9%	19.4%	7.3%
	22 to 25	8	4.2	3.8	90.5%	11.9%	9.3%
	26 to 29	4	5.1	−1.1	−21.6%	6.0%	11.3%
	30 to 64	37	28.7	8.3	28.9%	55.2%	63.4%
	65 to 74	2	2.6	−0.6	−23.1%	3.0%	5.7%
	75 to 84	1	0.7	0.3	42.9%	1.5%	1.5%
	Unknown	1	0.1	0.9	900.0%	1.5%	0.2%
	All	67	45.3	21.7	47.9%	100.0%	100.0%

Table 43. Count and percentage of motorcycle riders involved in fatal crashes by region by licence issue jurisdiction, 2024 versus previous 10 years

Region	Licence issue jurisdiction	Count				% of column total	
		2024	Average 2014–2023	Change	% Change	2024	2014–2023
Metro Melbourne	Victoria	31	24.5	6.5	26.5%	86.1%	90.1%
	Unknown*	5	2.7	2.3	85.2%	13.9%	9.9%
	All	36	27.2	8.8	32.4%	100.0%	100.0%
Regional Victoria	Victoria	26	14.7	11.3	76.9%	83.9%	81.2%
	Rest of Australia	2	2.5	−0.5	−20.0%	6.5%	13.8%
	Unknown*	3	0.9	2.1	233.3%	9.7%	5.0%
	All	31	18.1	12.9	71.3%	100.0%	100.0%
All of Victoria	Victoria	57	39.2	17.8	45.4%	85.1%	86.5%
	Rest of Australia	2	2.5	−0.5	−20.0%	3.0%	5.5%
	Unknown*	8	3.6	4.4	122.2%	11.9%	7.9%
	All	67	45.3	21.7	47.9%	100.0%	100.0%

* 'Unknown or not applicable' includes some riders who had never held any licence or permit. When licence issue jurisdiction was recorded as unknown by police, other licence details (licence number, licence type and licence category) were also not recorded by police in most cases. In some cases, identification of the rider may have occurred after the crash report had been completed.

Table 44. Count and percentage of motorcycle riders involved in fatal crashes by region by Victorian motorcycle licence proficiency, 2024 versus previous 10 years*

Region	Motorcycle licence proficiency	Count				% of column total	
		2024	Average 2014–2023	Change	% Change	2024	2014–2023
Metro Melbourne	Learner permit	9	2.7	6.3	233.3%	25.0%	9.9%
	Probationary P1 licence	0	0.3	−0.3	−100.0%	0.0%	1.1%
	Probationary P2 licence	3	1.3	1.7	130.8%	8.3%	4.8%
	Full licence	15	13.8	1.2	8.7%	41.7%	50.7%
	Victorian, no licence/permit	4	6.4	−2.4	−37.5%	11.1%	23.5%
	Unknown**	5	2.7	2.3	85.2%	13.9%	9.9%
	All	36	27.2	8.8	32.4%	100.0%	100.0%
Regional Victoria	Learner permit	4	1.2	2.8	233.3%	12.9%	6.6%
	Probationary P2 licence	3	0.0	3.0	N/A	9.7%	0.0%
	Full licence	17	10.6	6.4	60.4%	54.8%	58.6%
	Victorian, no licence/permit	1	3.0	−2.0	−66.7%	3.2%	16.6%
	Non-Victorian licence/permit	2	2.5	−0.5	−20.0%	6.5%	13.8%
	Unknown**	4	0.8	3.2	400.0%	12.9%	4.4%
	All	31	18.1	12.9	71.3%	100.0%	100.0%
All of Victoria	Learner permit	13	3.9	9.1	233.3%	19.4%	8.6%
	Probationary P1 licence	0	0.3	−0.3	−100.0%	0.0%	0.7%
	Probationary P2 licence	6	1.3	4.7	361.5%	9.0%	2.9%
	Full licence	32	24.4	7.6	31.1%	47.8%	53.9%
	Victorian, no licence/permit	5	9.4	−4.4	−46.8%	7.5%	20.8%
	Non-Victorian licence/permit	2	2.5	−0.5	−20.0%	3.0%	5.5%
	Unknown**	9	3.5	5.5	157.1%	13.4%	7.7%
	All	67	45.3	21.7	47.9%	100.0%	100.0%

* 'Proficiency' is the stage the rider has reached in Victoria's graduated licensing system, where drivers and riders progress from a learner permit to a P1 probationary licence to a P2 probationary licence to a full licence.

** Motorcycle licence proficiency is shown as unknown if the licence issue jurisdiction was recorded by police as unknown. Proficiency is known only for the holders of Victorian licences and permits.

Table 45. Count and percentage of motorcycle riders involved in fatal crashes by region by status of motorcycle permit/licence, 2024 versus previous 10 years

Region	Motorcycle permit/licence status	Count				% of column total	
		2024	Average 2014–2023	Change	% Change	2024	2014–2023
Metro Melbourne	Current	22	16.1	5.9	36.6%	61.1%	59.2%
	Suspended	1	0.1	0.9	900.0%	2.8%	0.4%
	Cancelled	1	0.3	0.7	233.3%	2.8%	1.1%
	Disqualified	0	0.3	−0.3	−100.0%	0.0%	1.1%
	Unlicensed after completing ban	1	0.7	0.3	42.9%	2.8%	2.6%
	Expired	1	0.1	0.9	900.0%	2.8%	0.4%
	Surrendered	1	0.5	0.5	100.0%	2.8%	1.8%
	Victorian, no licence/permit	4	6.4	−2.4	−37.5%	11.1%	23.5%
	Unknown*	5	2.7	2.3	85.2%	13.9%	9.9%
	All	36	27.2	8.8	32.4%	100.0%	100.0%
Regional Victoria	Current	21	10.8	10.2	94.4%	67.7%	59.7%
	Cancelled	0	0.1	−0.1	−100.0%	0.0%	0.6%
	Disqualified	0	0.1	−0.1	−100.0%	0.0%	0.6%
	Unlicensed after completing ban	1	0.2	0.8	400.0%	3.2%	1.1%
	Expired	0	0.4	−0.4	−100.0%	0.0%	2.2%
	Surrendered	2	0.2	1.8	900.0%	6.5%	1.1%
	Victorian, no licence/permit	1	3.0	−2.0	−66.7%	3.2%	16.6%
	Non-Victorian licence/permit	2	2.5	−0.5	−20.0%	6.5%	13.8%
	Unknown*	4	0.8	3.2	400.0%	12.9%	4.4%
	All	31	18.1	12.9	71.3%	100.0%	100.0%
All of Victoria	Current	43	26.9	16.1	59.9%	64.2%	59.4%
	Suspended	1	0.1	0.9	900.0%	1.5%	0.2%
	Cancelled	1	0.4	0.6	150.0%	1.5%	0.9%
	Disqualified	0	0.4	−0.4	−100.0%	0.0%	0.9%
	Unlicensed after completing ban	2	0.9	1.1	122.2%	3.0%	2.0%
	Expired	1	0.5	0.5	100.0%	1.5%	1.1%
	Surrendered	3	0.7	2.3	328.6%	4.5%	1.5%
	Victorian, no licence/permit	5	9.4	−4.4	−46.8%	7.5%	20.8%
	Non-Victorian licence/permit	2	2.5	−0.5	−20.0%	3.0%	5.5%
	Unknown*	9	3.5	5.5	157.1%	13.4%	7.7%
	All	67	45.3	21.7	47.9%	100.0%	100.0%

* Motorcycle licence/permit status is shown as unknown if the licence issue jurisdiction was recorded by police as unknown. Status is known only for the holders of Victorian licences and permits.

Table 46. Count and percentage of motorcycle riders involved in fatal crashes by region by motorcycle licence experience, 2024 versus previous 10 years*

Region	Motorcycle licence experience	Count				% of column total	
		2024	Average 2014–2023	Change	% Change	2024	2014–2023
Metro Melbourne	No permit or licence	4	6.4	−2.4	−37.5%	11.1%	23.5%
	Learner permit	9	2.7	6.3	233.3%	25.0%	9.9%
	Licensed 0 to <1 year	4	1.6	2.4	150.0%	11.1%	5.9%
	Licensed 1 to <4 years	5	2.9	2.1	72.4%	13.9%	10.7%
	Licensed 4 to <10 years	1	4.9	−3.9	−79.6%	2.8%	18.0%
	Licensed 10 to <20 years	4	2.7	1.3	48.1%	11.1%	9.9%
	Licensed 20+ years	4	3.3	0.7	21.2%	11.1%	12.1%
	Non-Victorian**	5	2.7	2.3	85.2%	13.9%	9.9%
	All	36	27.2	8.8	32.4%	100.0%	100.0%
Regional Victoria	No permit or licence	1	3.0	−2.0	−66.7%	3.2%	16.6%
	Learner permit	4	1.2	2.8	233.3%	12.9%	6.6%
	Licensed 0 to <1 year	2	0.2	1.8	900.0%	6.5%	1.1%
	Licensed 1 to <4 years	3	1.6	1.4	87.5%	9.7%	8.8%
	Licensed 4 to <10 years	2	1.9	0.1	5.3%	6.5%	10.5%
	Licensed 10 to <20 years	4	1.7	2.3	135.3%	12.9%	9.4%
	Licensed 20+ years	9	5.2	3.8	73.1%	29.0%	28.7%
	Unknown	1	0.0	1.0	N/A	3.2%	0.0%
	Non-Victorian**	5	3.3	1.7	51.5%	16.1%	18.2%
	All	31	18.1	12.9	71.3%	100.0%	100.0%
All of Victoria	No permit or licence	5	9.4	−4.4	−46.8%	7.5%	20.8%
	Learner permit	13	3.9	9.1	233.3%	19.4%	8.6%
	Licensed 0 to <1 year	6	1.8	4.2	233.3%	9.0%	4.0%
	Licensed 1 to <4 years	8	4.5	3.5	77.8%	11.9%	9.9%
	Licensed 4 to <10 years	3	6.8	−3.8	−55.9%	4.5%	15.0%
	Licensed 10 to <20 years	8	4.4	3.6	81.8%	11.9%	9.7%
	Licensed 20+ years	13	8.5	4.5	52.9%	19.4%	18.8%
	Unknown	1	0.0	1.0	N/A	1.5%	0.0%
	Non-Victorian**	10	6.0	4.0	66.7%	14.9%	13.2%
	All	67	45.3	21.7	47.9%	100.0%	100.0%

* Experience is based on the time elapsed since the issue of the driver's first Victorian licence, and does not account for previous time (if any) holding a licence issued by another jurisdiction. The time elapsed since initial licence issue is not known for holders of non-Victorian licences.

** 'Non-Victorian' includes holders of interstate and overseas licences and permits and drivers whose licence issue jurisdiction was recorded as unknown by police.

Table 47. Count and percentage of riders involved in fatal crashes by permit/licence status by motorcycle licence proficiency, 2024

Motorcycle permit/licence status	Motorcycle licence proficiency							
	Learner Permit	Probationary P2 Licence	Full Licence	Victorian, no licence/ permit	Non-Victorian licence/ permit	Unknown	All	All %
Current	10	5	28	0	0	0	43	64.2%
Suspended	0	0	1	0	0	0	1	1.5%
Cancelled	1	0	0	0	0	0	1	1.5%
Unlicensed after completing ban	1	0	1	0	0	0	2	3.0%
Expired	1	0	0	0	0	0	1	1.5%
Surrendered	0	1	2	0	0	0	3	4.5%
Victorian, no licence/permit	0	0	0	5	0	0	5	7.5%
Non-Victorian licence/permit	0	0	0	0	2	0	2	3.0%
Unknown	0	0	0	0	0	9	9	13.4%
All	13	6	32	5	2	9	67	100.0%

3.9 Road user behaviour

3.9.1 Use of personal protective equipment

It is important to note that the data on helmet and belt use is incomplete. Use of personal protective equipment is unknown in a proportion of cases, as it can be difficult for police members to determine. In some cases, helmet or belt use may not have been established until after the crash report was submitted.

Table 48. Count and percentage of vehicle occupant fatalities by use of personal protective equipment, 2024

Use of personal protective equipment	Count	Percentage
Seatbelt worn	91	58.0%
Seatbelt not worn	22	14.0%
Child restraint worn	2	1.3%
Unknown	42	26.8%
All	157	100.0%

Table 49. Count and percentage of fatalities of motorcyclists, pillion passengers and quad bike riders by use of personal protective equipment, 2024

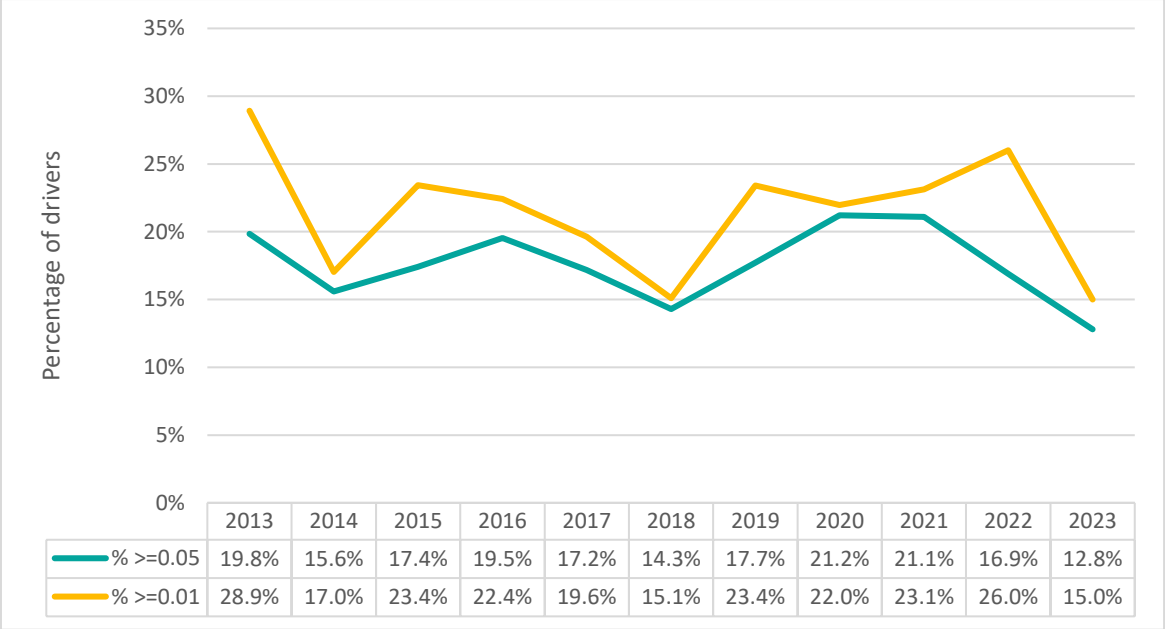
Use of personal protective equipment	Count	Percentage
Crash helmet worn	51	82.3%
Crash helmet not worn	6	9.7%
Not appropriate	4	6.5%
Unknown	1	1.6%
All	62	100.0%

Table 50. Count and percentage of fatalities of bicyclists and E-scooter riders by use of personal protective equipment, 2024

Use of personal protective equipment	Count	Percentage
Crash helmet worn	9	52.9%
Crash helmet not worn	3	17.6%
Not appropriate	1	5.9%
Unknown	4	23.5%
All	17	100.0%

3.9.2 Alcohol and driving

The information in Figure 11 concerning the Blood Alcohol Concentration (BAC) of drivers and motorcyclists fatally injured in Victoria each year from 2013 to 2023 was provided by the Victorian Institute of Forensic Medicine (VIFM)[7]. This information focuses on alcohol use by drivers and motorcyclists who were killed; it does not take account of other road users (passengers, pedestrians and bicyclists) killed in crashes involving an alcohol-affected driver or motorcyclist.



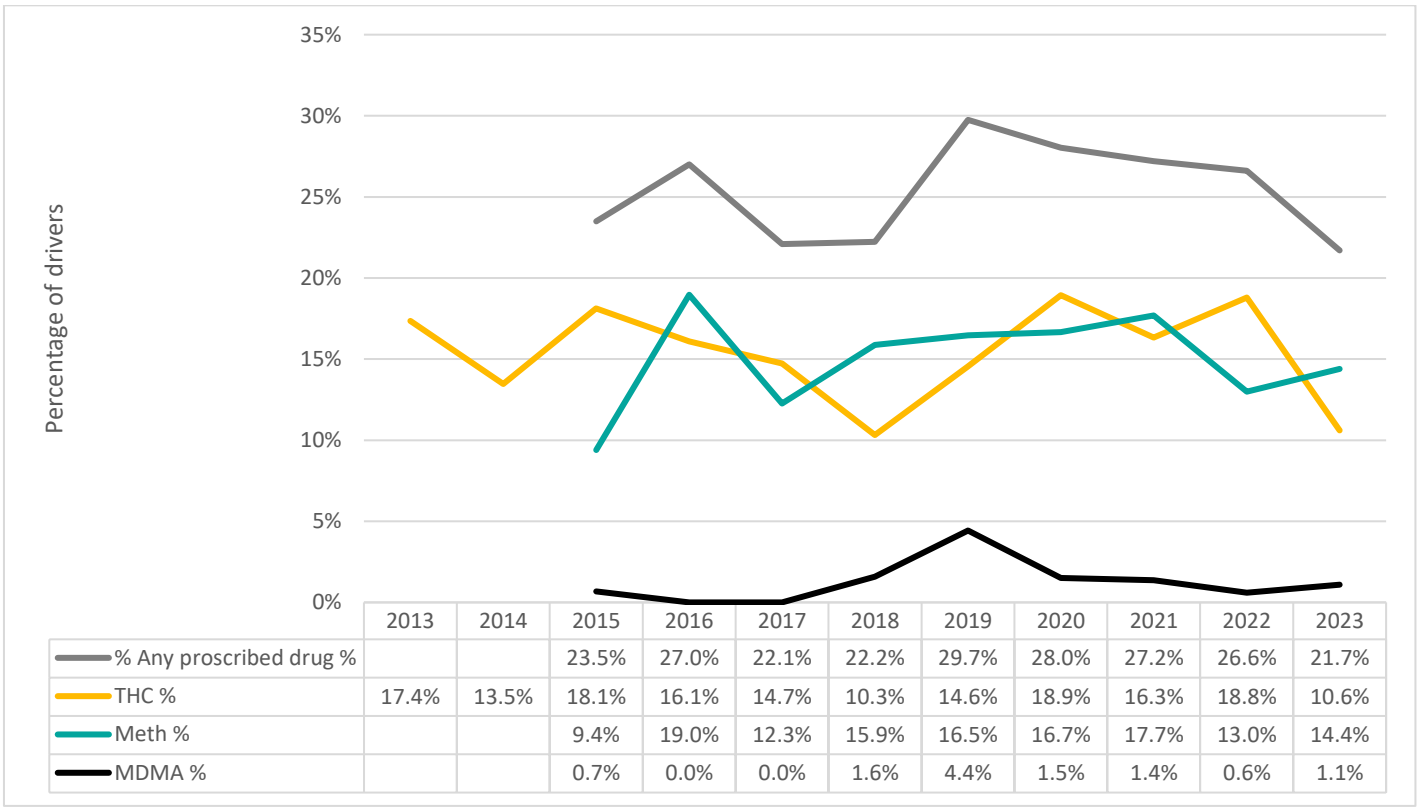
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
% >=0.05	19.8%	15.6%	17.4%	19.5%	17.2%	14.3%	17.7%	21.2%	21.1%	16.9%	12.8%
% >=0.01	28.9%	17.0%	23.4%	22.4%	19.6%	15.1%	23.4%	22.0%	23.1%	26.0%	15.0%

Figure 11. Percentage of fatally injured drivers and motorcyclists who were positive for alcohol (BAC >= 0.05 g/100 ml and BAC >= 0.01 g/100 ml), 2013–2023

[7] Victorian Institute of Forensic Medicine, undated, Victorian Motor Vehicle Accident Drug Prevalence Figures for Deceased Drivers 2014 – 2023 (10-year span)

3.9.3 Drug-driving

Victoria's *Road Safety Act 1986* lists three drugs that are proscribed for all drivers and motorcyclists: methylamphetamine, delta-9-tetrahydrocannabinol (THC) and 3, 4-Methylenedioxy-N-Methylamphetamine (MDMA). A person must not have any concentration of any of these proscribed drugs present in their blood or oral fluid while driving a motor vehicle or riding a motorcycle. The information in Figure 12 was provided by VIFM[8]. This information focuses on drug use by drivers and motorcyclists who were killed; it does not take account of other road users (passengers, pedestrians and bicyclists) killed in crashes involving a drug-affected driver or motorcyclist.



	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
% Any proscribed drug %			23.5%	27.0%	22.1%	22.2%	29.7%	28.0%	27.2%	26.6%	21.7%
THC %	17.4%	13.5%	18.1%	16.1%	14.7%	10.3%	14.6%	18.9%	16.3%	18.8%	10.6%
Meth %			9.4%	19.0%	12.3%	15.9%	16.5%	16.7%	17.7%	13.0%	14.4%
MDMA %			0.7%	0.0%	0.0%	1.6%	4.4%	1.5%	1.4%	0.6%	1.1%

Figure 12. Percentage of fatally injured drivers and motorcyclists who were positive for three proscribed drugs, 2013–2023

[8] Victorian Institute of Forensic Medicine, undated, Victorian Motor Vehicle Accident Drug Prevalence Figures for Deceased Drivers 2014 – 2023 (10-year span)

4 Serious injuries in Financial Year 2023/24

4.1 Overview

4.1.1 Number of serious injuries

A serious injury is defined as a person who is admitted to hospital within 7 days of a crash as a result of injuries sustained in the crash and does not die within 30 days of the crash. Note that treatment at a hospital emergency department does not constitute admission to the hospital.

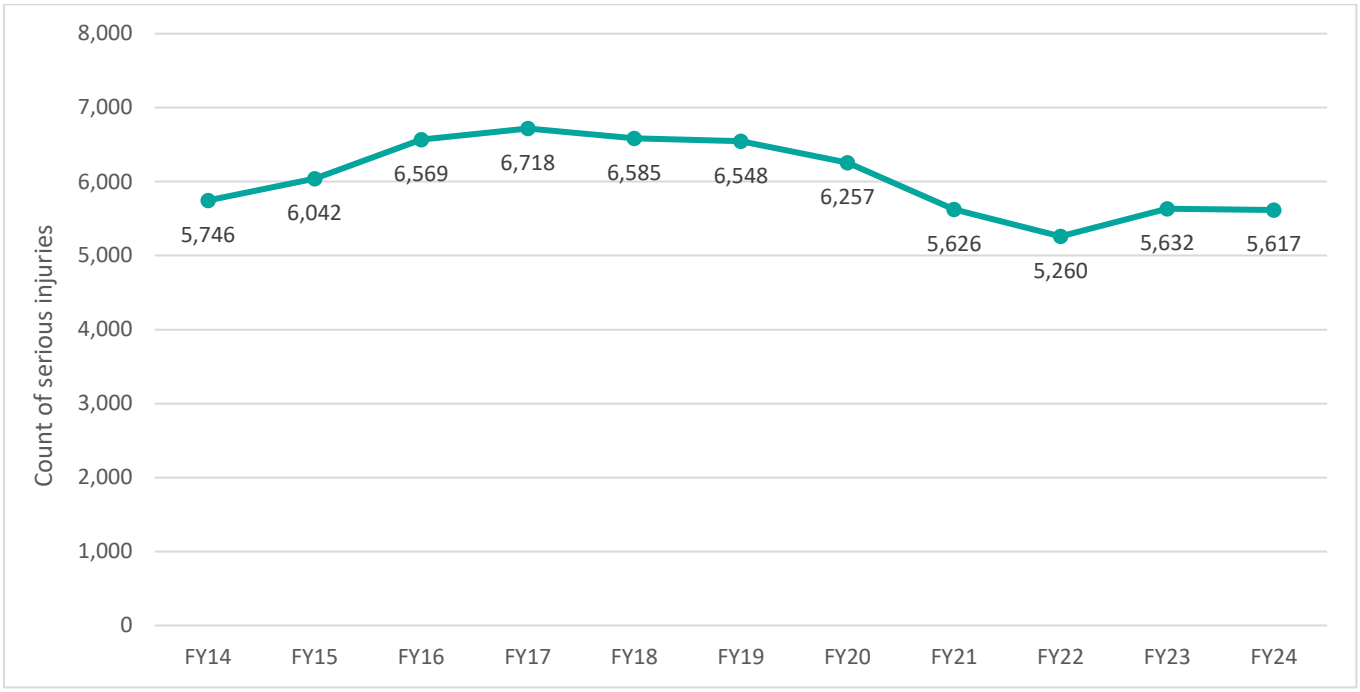


Figure 13. Count of serious injuries by financial year, FY14 to FY24

4.1.2 Serious injury rates

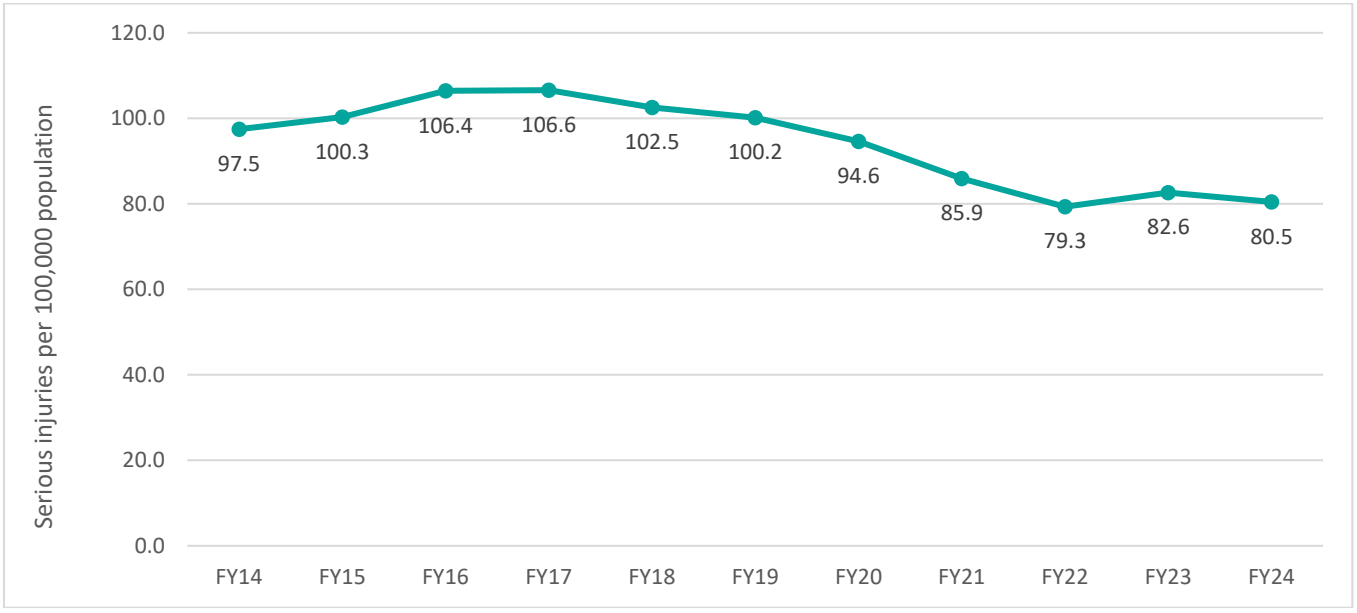


Figure 14. Serious injury rate per 100,000 population by financial year, FY14 to FY24

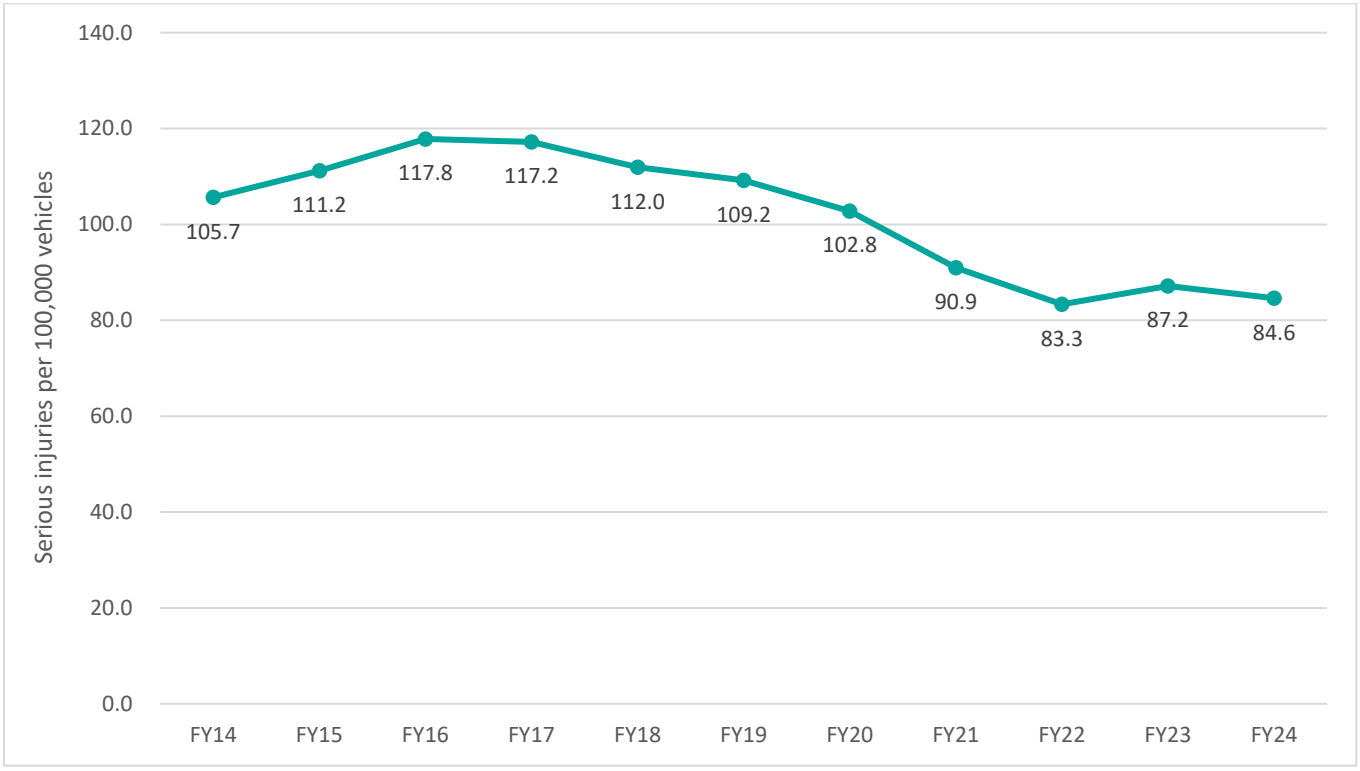


Figure 15. Serious injury rate per 100,000 vehicles by financial year, FY14 to FY24

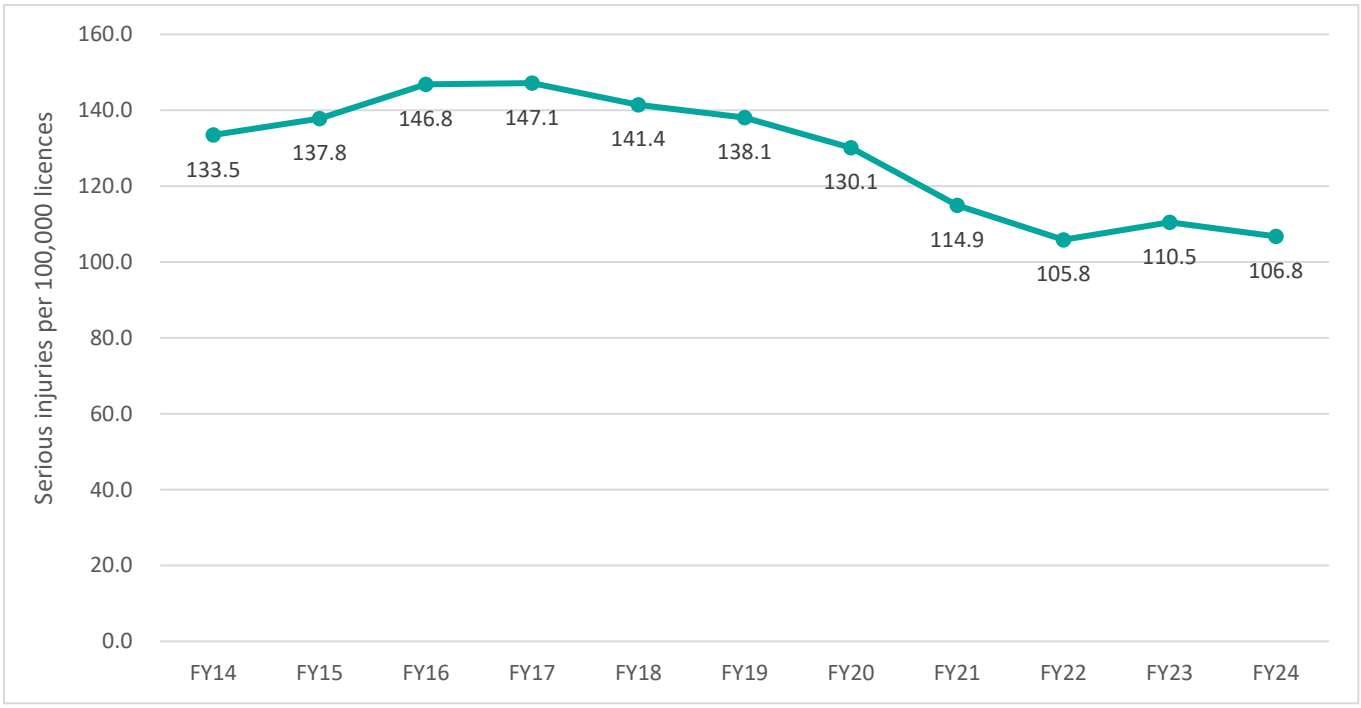


Figure 16. Serious injury rate per 100,000 licences by financial year, FY14 to FY24

4.2 Serious injuries

Table 51. Count and percentage of serious injuries by region by road user type, FY24 versus previous 10 financial years

Note: A separate category for e-scooter riders was not introduced into the TIS and RCIS databases until after the end of FY24. In the absence of a separate category for e-scooter riders, they were most often recorded by police as 'driver' or 'unknown'.

Region	Road user type	Count				% of column total	
		FY24	Average FY14–FY23	Change	% Change	FY24	FY14–FY23
Metro Melbourne	Driver	1,673	2,040.0	−367.0	−18.0%	46.3%	49.5%
	Passenger	478	610.1	−132.1	−21.7%	13.2%	14.8%
	Motorcyclist	590	596.2	−6.2	−1.0%	16.3%	14.5%
	Pillion passenger	18	17.0	1.0	5.9%	0.5%	0.4%
	Bicyclist	376	374.1	1.9	0.5%	10.4%	9.1%
	Pedestrian	428	464.4	−36.4	−7.8%	11.8%	11.3%
	Unknown	53	19.9	33.1	166.3%	1.5%	0.5%
	All	3,616	4,121.7	−505.7	−12.3%	100.0%	100.0%
Regional Victoria	Driver	1,050	1,064.1	−14.1	−1.3%	52.5%	53.8%
	Passenger	371	389.1	−18.1	−4.7%	18.5%	19.7%
	Motorcyclist	361	329.6	31.4	9.5%	18.0%	16.7%
	Pillion passenger	12	11.5	0.5	4.3%	0.6%	0.6%
	Bicyclist	94	75.5	18.5	24.5%	4.7%	3.8%
	Pedestrian	90	95.4	−5.4	−5.7%	4.5%	4.8%
	Unknown	23	11.4	11.6	101.8%	1.1%	0.6%
	All	2,001	1,976.6	24.4	1.2%	100.0%	100.0%
All of Victoria	Driver	2,723	3,104.1	−381.1	−12.3%	48.5%	50.9%
	Passenger	849	999.2	−150.2	−15.0%	15.1%	16.4%
	Motorcyclist	951	925.8	25.2	2.7%	16.9%	15.2%
	Pillion passenger	30	28.5	1.5	5.3%	0.5%	0.5%
	Bicyclist	470	449.6	20.4	4.5%	8.4%	7.4%
	Pedestrian	518	559.8	−41.8	−7.5%	9.2%	9.2%
	Unknown	76	31.3	44.7	142.8%	1.4%	0.5%
	All	5,617	6,098.3	−481.3	−7.9%	100.0%	100.0%

Table 52. Count and percentage of serious injuries by age group by road user type, FY24

	Age (years)	Road user type							
		Driver	Passenger	Motorcyclist	Pillion passenger	Bicyclist	Pedestrian	Unknown	All
Count	0 to 4	0	22	0	0	1	6	2	31
	5 to 12	0	51	0	0	13	32	6	102
	13 to 15	5	30	6	2	11	25	1	80
	16 to 17	15	32	11	5	13	18	4	98
	18 to 21	232	108	120	1	21	32	9	523
	22 to 25	240	77	97	3	33	39	10	499
	26 to 29	240	64	92	2	38	36	5	477
	30 to 39	456	101	184	3	81	77	15	917
	40 to 49	408	76	151	3	67	56	9	770
	50 to 59	391	82	148	6	87	43	5	762
	60 to 64	157	41	71	1	45	32	3	350
	65 to 74	273	73	53	3	35	59	2	498
	75 to 84	222	56	16	0	17	48	1	360
	85 or more	78	27	0	0	2	13	0	120
	Unknown	6	9	2	1	6	2	4	30
	All	2,723	849	951	30	470	518	76	5,617
% of column total	0 to 4	0.0%	2.6%	0.0%	0.0%	0.2%	1.2%	2.6%	0.6%
	5 to 12	0.0%	6.0%	0.0%	0.0%	2.8%	6.2%	7.9%	1.8%
	13 to 15	0.2%	3.5%	0.6%	6.7%	2.3%	4.8%	1.3%	1.4%
	16 to 17	0.6%	3.8%	1.2%	16.7%	2.8%	3.5%	5.3%	1.7%
	18 to 21	8.5%	12.7%	12.6%	3.3%	4.5%	6.2%	11.8%	9.3%
	22 to 25	8.8%	9.1%	10.2%	10.0%	7.0%	7.5%	13.2%	8.9%
	26 to 29	8.8%	7.5%	9.7%	6.7%	8.1%	6.9%	6.6%	8.5%
	30 to 39	16.7%	11.9%	19.3%	10.0%	17.2%	14.9%	19.7%	16.3%
	40 to 49	15.0%	9.0%	15.9%	10.0%	14.3%	10.8%	11.8%	13.7%
	50 to 59	14.4%	9.7%	15.6%	20.0%	18.5%	8.3%	6.6%	13.6%
	60 to 64	5.8%	4.8%	7.5%	3.3%	9.6%	6.2%	3.9%	6.2%
	65 to 74	10.0%	8.6%	5.6%	10.0%	7.4%	11.4%	2.6%	8.9%
	75 to 84	8.2%	6.6%	1.7%	0.0%	3.6%	9.3%	1.3%	6.4%
	85 or more	2.9%	3.2%	0.0%	0.0%	0.4%	2.5%	0.0%	2.1%
	Unknown	0.2%	1.1%	0.2%	3.3%	1.3%	0.4%	5.3%	0.5%
	All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

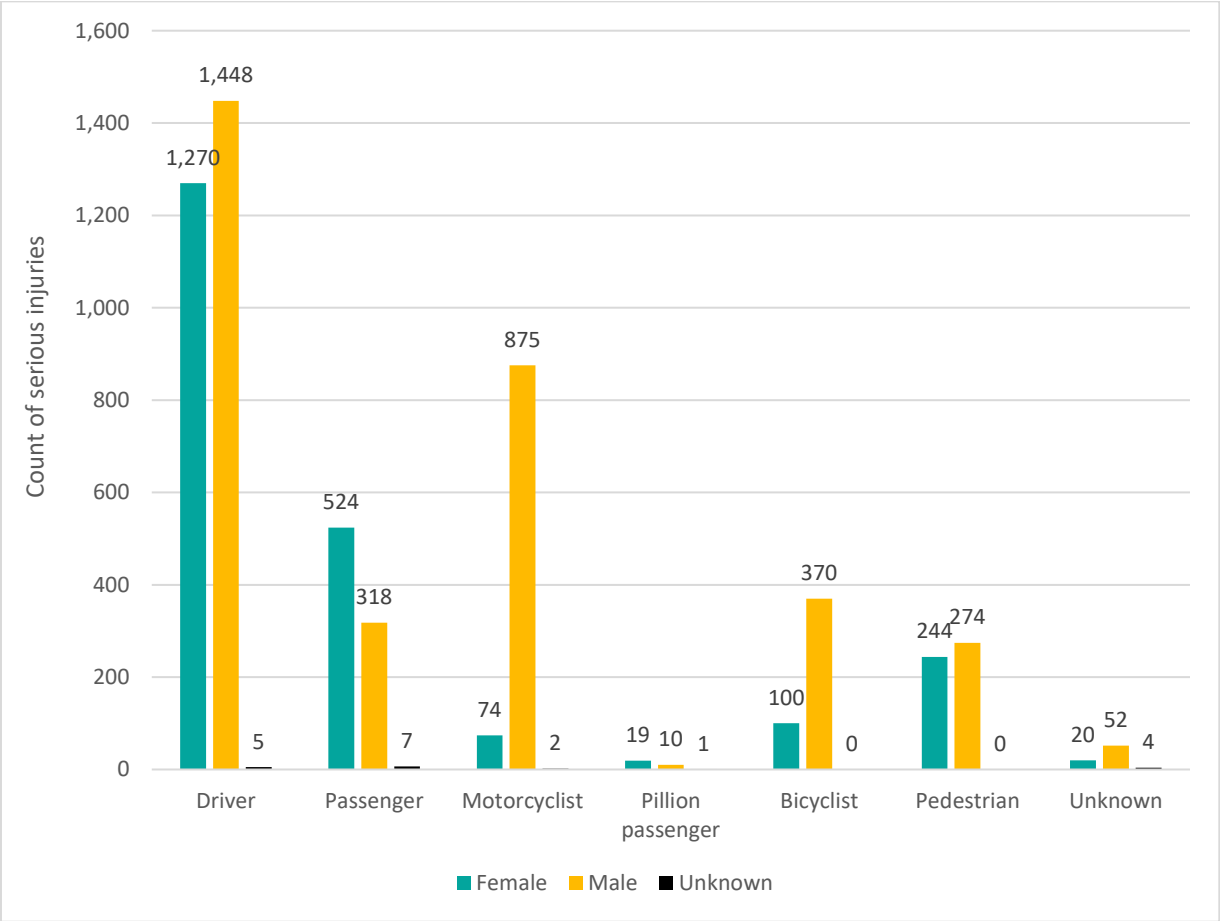


Figure 17. Count of serious injuries by road user type by sex, FY24

Table 53. Count and percentage of serious injuries by socio-economic status of residential postcode by road user type, FY24

	IRSAD Australian quintile of residential postcode	Road user type							
		Driver	Passenger	Motorcyclist	Pillion passenger	Bicyclist	Pedestrian	Unknown	All
Count	1 (greatest disadvantage)	466	131	139	6	34	75	15	866
	2	415	112	120	2	38	36	4	727
	3	685	190	206	7	51	77	13	1,229
	4	596	153	219	5	66	82	11	1,132
	5 (greatest advantage)	506	137	225	4	217	145	20	1,254
	Unknown	55	126	42	6	64	103	13	409
	All	2,723	849	951	30	470	518	76	5,617
% of column total	1 (greatest disadvantage)	17.1%	15.4%	14.6%	20.0%	7.2%	14.5%	19.7%	15.4%
	2	15.2%	13.2%	12.6%	6.7%	8.1%	6.9%	5.3%	12.9%
	3	25.2%	22.4%	21.7%	23.3%	10.9%	14.9%	17.1%	21.9%
	4	21.9%	18.0%	23.0%	16.7%	14.0%	15.8%	14.5%	20.2%
	5 (greatest advantage)	18.6%	16.1%	23.7%	13.3%	46.2%	28.0%	26.3%	22.3%
	Unknown	2.0%	14.8%	4.4%	20.0%	13.6%	19.9%	17.1%	7.3%
	All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

4.3 Crash types

4.3.1 People seriously injured

Table 54. Count and percentage of serious injuries by region by crash type, FY24 versus previous 10 financial years

Region	Crash type	Count				% of column total	
		FY24	Average FY14–FY23	Change	% Change	FY24	FY14–FY23
Metro Melbourne	Pedestrian	415	451.0	−36.0	−8.0%	11.5%	10.9%
	Side impact at intersection	996	1,095.5	−99.5	−9.1%	27.5%	26.6%
	Head on	207	215.6	−8.6	−4.0%	5.7%	5.2%
	Rear end	547	664.8	−117.8	−17.7%	15.1%	16.1%
	Side swipe/lane change	215	221.2	−6.2	−2.8%	5.9%	5.4%
	U-turn	43	81.2	−38.2	−47.0%	1.2%	2.0%
	Emerging from driveway/lane	51	78.7	−27.7	−35.2%	1.4%	1.9%
	Manoeuvring	80	70.3	9.7	13.8%	2.2%	1.7%
	Overtaking	48	48.5	−0.5	−1.0%	1.3%	1.2%
	On path	174	221.4	−47.4	−21.4%	4.8%	5.4%
	Struck animal	12	10.3	1.7	16.5%	0.3%	0.2%
	Run off road	494	671.2	−177.2	−26.4%	13.7%	16.3%
	Off end of road (T intersection)	18	21.7	−3.7	−17.1%	0.5%	0.5%
	Other loss of control	208	178.2	29.8	16.7%	5.8%	4.3%
	Passenger/miscellaneous	36	36.3	−0.3	−0.8%	1.0%	0.9%
	Rail level crossing	2	1.3	0.7	53.8%	0.1%	0.0%
	Other	70	54.5	15.5	28.4%	1.9%	1.3%
	All	3,616	4,121.7	−505.7	−12.3%	100.0%	100.0%
Regional Victoria	Pedestrian	81	92.3	−11.3	−12.2%	4.0%	4.7%
	Side impact at intersection	438	386.5	51.5	13.3%	21.9%	19.6%
	Head on	183	148.3	34.7	23.4%	9.1%	7.5%
	Rear end	180	163.2	16.8	10.3%	9.0%	8.3%
	Side swipe/lane change	34	27.9	6.1	21.9%	1.7%	1.4%
	U-turn	22	30.4	−8.4	−27.6%	1.1%	1.5%
	Emerging from driveway/lane	29	20.1	8.9	44.3%	1.4%	1.0%
	Manoeuvring	23	18.5	4.5	24.3%	1.1%	0.9%
	Overtaking	31	26.9	4.1	15.2%	1.5%	1.4%
	On path	51	67.1	−16.1	−24.0%	2.5%	3.4%
	Struck animal	62	46.0	16.0	34.8%	3.1%	2.3%
	Run off road	615	740.1	−125.1	−16.9%	30.7%	37.4%
	Off end of road (T intersection)	26	25.3	0.7	2.8%	1.3%	1.3%
	Other loss of control	187	141.1	45.9	32.5%	9.3%	7.1%
	Passenger/miscellaneous	22	21.3	0.7	3.3%	1.1%	1.1%
	Rail level crossing	3	3.2	−0.2	−6.3%	0.1%	0.2%
	Other	14	18.4	−4.4	−23.9%	0.7%	0.9%
	All	2,001	1,976.6	24.4	1.2%	100.0%	100.0%

Table 54 (continued). Count and percentage of serious injuries by region by crash type, FY24 versus previous 10 financial years

Region	Crash type	Count				% of column total	
		FY24	Average FY14–FY23	Change	% Change	FY24	FY14–FY23
All of Victoria	Pedestrian	496	543.3	−47.3	−8.7%	8.8%	8.9%
	Side impact at intersection	1,434	1,482.0	−48.0	−3.2%	25.5%	24.3%
	Head on	390	363.9	26.1	7.2%	6.9%	6.0%
	Rear end	727	828.0	−101.0	−12.2%	12.9%	13.6%
	Side swipe/lane change	249	249.1	−0.1	−0.0%	4.4%	4.1%
	U-turn	65	111.6	−46.6	−41.8%	1.2%	1.8%
	Emerging from driveway/lane	80	98.8	−18.8	−19.0%	1.4%	1.6%
	Manoeuvring	103	88.8	14.2	16.0%	1.8%	1.5%
	Overtaking	79	75.4	3.6	4.8%	1.4%	1.2%
	On path	225	288.5	−63.5	−22.0%	4.0%	4.7%
	Struck animal	74	56.3	17.7	31.4%	1.3%	0.9%
	Run off road	1,109	1,411.3	−302.3	−21.4%	19.7%	23.1%
	Off end of road (T intersection)	44	47.0	−3.0	−6.4%	0.8%	0.8%
	Other loss of control	395	319.3	75.7	23.7%	7.0%	5.2%
	Passenger/miscellaneous	58	57.6	0.4	0.7%	1.0%	0.9%
	Rail level crossing	5	4.5	0.5	11.1%	0.1%	0.1%
	Other	84	72.9	11.1	15.2%	1.5%	1.2%
	All	5,617	6,098.3	−481.3	−7.9%	100.0%	100.0%

Table 55. Count and percentage of serious injuries by crash type by road user type, FY24

	Crash type	Road user type							
		Driver	Passenger	Motor-cyclist	Pillion passenger	Bicyclist	Pedestrian	Unknown	All
Count	Pedestrian	9	0	4	0	4	479	0	496
	Side impact at intersection	762	290	194	9	160	2	17	1,434
	Head on	262	92	26	1	6	0	3	390
	Rear end	469	128	92	4	23	4	7	727
	Side swipe/lane change	86	25	62	1	70	0	5	249
	U-turn	34	7	20	2	2	0	0	65
	Emerging from driveway/lane	34	7	15	0	23	0	1	80
	Manoeuvring	28	3	19	0	43	5	5	103
	Overtaking	41	15	15	2	4	0	2	79
	On path	105	19	32	2	55	6	6	225
	Struck animal	25	7	42	0	0	0	0	74
	Run off road	692	195	189	3	13	6	11	1,109
	Off end of road (T intersection)	34	8	2	0	0	0	0	44
	Other loss of control	83	25	219	5	48	1	14	395
	Passenger/miscellaneous	13	15	6	1	4	15	4	58
	Rail level crossing	2	3	0	0	0	0	0	5
	Other	44	10	14	0	15	0	1	84
	All	2,723	849	951	30	470	518	76	5,617
% of column total	Pedestrian	0.3%	0.0%	0.4%	0.0%	0.9%	92.5%	0.0%	8.8%
	Side impact at intersection	28.0%	34.2%	20.4%	30.0%	34.0%	0.4%	22.4%	25.5%
	Head on	9.6%	10.8%	2.7%	3.3%	1.3%	0.0%	3.9%	6.9%
	Rear end	17.2%	15.1%	9.7%	13.3%	4.9%	0.8%	9.2%	12.9%
	Side swipe/lane change	3.2%	2.9%	6.5%	3.3%	14.9%	0.0%	6.6%	4.4%
	U-turn	1.2%	0.8%	2.1%	6.7%	0.4%	0.0%	0.0%	1.2%
	Emerging from driveway/lane	1.2%	0.8%	1.6%	0.0%	4.9%	0.0%	1.3%	1.4%
	Manoeuvring	1.0%	0.4%	2.0%	0.0%	9.1%	1.0%	6.6%	1.8%
	Overtaking	1.5%	1.8%	1.6%	6.7%	0.9%	0.0%	2.6%	1.4%
	On path	3.9%	2.2%	3.4%	6.7%	11.7%	1.2%	7.9%	4.0%
	Struck animal	0.9%	0.8%	4.4%	0.0%	0.0%	0.0%	0.0%	1.3%
	Run off road	25.4%	23.0%	19.9%	10.0%	2.8%	1.2%	14.5%	19.7%
	Off end of road (T intersection)	1.2%	0.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.8%
	Other loss of control	3.0%	2.9%	23.0%	16.7%	10.2%	0.2%	18.4%	7.0%
	Passenger/miscellaneous	0.5%	1.8%	0.6%	3.3%	0.9%	2.9%	5.3%	1.0%
	Rail level crossing	0.1%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
	Other	1.6%	1.2%	1.5%	0.0%	3.2%	0.0%	1.3%	1.5%
	All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Table 56. Count and percentage of pedestrians suffering serious injuries by DCA description, FY24

DCA description	Count	Percentage
Pedestrian near side hit by vehicle from the right	200	38.6%
Pedestrian far side hit by vehicle from the left	131	25.3%
Pedestrian emerges from in front of parked or stationary vehicle	39	7.5%
Any manoeuvre involving Pedestrian not included in DCAs	22	4.2%
Pedestrian playing, lying, working, standing on carriageway	22	4.2%
Pedestrian on footpath struck by vehicle entering/leaving driveway	19	3.7%
Pedestrian struck walking to/from or boarding/alighting vehicle	17	3.3%
Vehicle strikes pedestrian on footpath, median, traffic island	13	2.5%
Fell in/from vehicle	11	2.1%
Pedestrian walking with traffic	9	1.7%
Pedestrian walking against traffic	7	1.4%
Left off carriageway into object/parked vehicle	4	0.8%
Parked car run away	4	0.8%
Vehicle collides with vehicle parked on left of road	4	0.8%
Rear end (vehicles in same lane)	3	0.6%
Reversing into fixed object/parked vehicle	3	0.6%
Cross traffic (intersections only)	1	0.2%
Left rear	1	0.2%
Other (manoeuvres not included in DCAs 140–148)	1	0.2%
Other accidents-off straight not included in DCAs 170–175	1	0.2%
Other on path	1	0.2%
Out of control (overtaking)	1	0.2%
Right near (intersections only)	1	0.2%
Right off carriageway into object/parked vehicle	1	0.2%
Struck object on carriageway	1	0.2%
Vehicle off footpath strikes vehicle on carriageway	1	0.2%
All	518	100.0%

4.3.2 Serious injury crashes

In FY24, there were a total of 4,856 serious injury crashes.

Table 57. Count and percentage of serious injury crashes by number of vehicles involved in the crash, FY24 versus previous 10 financial years

Number of vehicles involved in crash	Count				% of column total	
	FY24	Average FY14–FY23	Change	% Change	FY24	FY14–FY23
1	1,883	2,088.6	−205.6	−9.8%	38.8%	39.8%
2	2,503	2,580.4	−77.4	−3.0%	51.5%	49.2%
3	348	419.2	−71.2	−17.0%	7.2%	8.0%
4	96	108.8	−12.8	−11.8%	2.0%	2.1%
5 or more	26	47.0	−21.0	−44.7%	0.5%	0.9%
All	4,856	5,244.0	−388.0	−7.4%	100.0%	100.0%

Table 58. Count and percentage of serious injury crashes by object struck by region, FY24

	Object struck	Region		
		Metro Melbourne	Regional Victoria	All
Count	No object struck	2,745	1,090	3,835
	Tree (shrub/scrub)	128	227	355
	Pole (telephone/electricity)	67	32	99
	Guard rail	54	41	95
	Fence (including gates)	37	37	74
	Animal	12	56	68
	Embankment	16	34	50
	Traffic sign (No parking, No standing etc)	25	11	36
	Protruding kerb	14	4	18
	Building	11	5	16
	Barrier (Road Closure)	11	2	13
	Traffic signals (i.e. traffic lights)	8	4	12
	Guidepost (including km/posts)	1	6	7
	Traffic island	3	2	5
	Roadworks (Dirt/sign/barrier/excavation)	1	2	3
	Bridge	1	2	3
	Other object (telephone/culvert/rail crossing) fixed/not fixed	35	38	73
	Multiple objects	54	35	89
	Unknown	3	2	5
	All	3,226	1,630	4,856
% of column total	No object struck	85.1%	66.9%	79.0%
	Tree (shrub/scrub)	4.0%	13.9%	7.3%
	Pole (telephone/electricity)	2.1%	2.0%	2.0%
	Guard rail	1.7%	2.5%	2.0%
	Fence (including gates)	1.1%	2.3%	1.5%
	Animal	0.4%	3.4%	1.4%
	Embankment	0.5%	2.1%	1.0%
	Traffic sign (No parking, No standing etc)	0.8%	0.7%	0.7%
	Protruding kerb	0.4%	0.2%	0.4%
	Building	0.3%	0.3%	0.3%
	Barrier (Road Closure)	0.3%	0.1%	0.3%
	Traffic signals (i.e. traffic lights)	0.2%	0.2%	0.2%
	Guidepost (including km/posts)	0.0%	0.4%	0.1%
	Traffic island	0.1%	0.1%	0.1%
	Roadworks (Dirt/sign/barrier/excavation)	0.0%	0.1%	0.1%
	Bridge	0.0%	0.1%	0.1%
	Other object (telephone/culvert/rail crossing) fixed/not fixed	1.1%	2.3%	1.5%
	Multiple objects	1.7%	2.1%	1.8%
	Unknown	0.1%	0.1%	0.1%
	All	100.0%	100.0%	100.0%

4.4 Road locations

Table 59. Count and percentage of serious injuries by degree of urbanisation, FY24 versus previous 10 financial years

Degree of urbanisation	Count				% of column total	
	FY24	Average FY14–FY23	Change	% Change	FY24	FY14–FY23
Melbourne CBD	45	48.9	−3.9	−8.0%	0.8%	0.8%
Melbourne urban	2,929	3,520.7	−591.7	−16.8%	52.1%	57.7%
Large provincial city	391	342.9	48.1	14.0%	7.0%	5.6%
Small city	241	245.1	−4.1	−1.7%	4.3%	4.0%
Town	147	170.9	−23.9	−14.0%	2.6%	2.8%
Small town	61	63.4	−2.4	−3.8%	1.1%	1.0%
Rural Victoria	1,628	1,675.7	−47.7	−2.8%	29.0%	27.5%
Unknown	175	30.7	144.3	470.0%	3.1%	0.5%
All	5,617	6,098.3	−481.3	−7.9%	100.0%	100.0%

Table 60. Count and percentage of serious injuries by region by road geometry, FY24 versus previous 10 financial years

Region	Road geometry	Count				% of column total	
		FY24	Average FY14–FY23	Change	% Change	FY24	FY14–FY23
Metro Melbourne	Cross intersection	853	900.1	−47.1	−5.2%	23.6%	21.8%
	T intersection	936	1,022.0	−86.0	−8.4%	25.9%	24.8%
	Y intersection	12	10.9	1.1	10.1%	0.3%	0.3%
	Multiple intersection	39	98.3	−59.3	−60.3%	1.1%	2.4%
	Sub-total (intersections)	1,840	2,031.3	−191.3	−9.4%	50.9%	49.3%
	Not at intersection	1,774	2,079.6	−305.6	−14.7%	49.1%	50.5%
	Dead end	1	5.4	−4.4	−81.5%	0.0%	0.1%
	Road closure	0	0.1	−0.1	−100.0%	0.0%	0.0%
	Private property	0	0.1	−0.1	−100.0%	0.0%	0.0%
	Sub-total (non-intersection)	1,775	2,085.2	−310.2	−14.9%	49.1%	50.6%
	Unknown	1	5.2	−4.2	−80.8%	0.0%	0.1%
	All	3,616	4,121.7	−505.7	−12.3%	100.0%	100.0%
Regional Victoria	Cross intersection	390	350.7	39.3	11.2%	19.5%	17.7%
	T intersection	301	277.1	23.9	8.6%	15.0%	14.0%
	Y intersection	5	7.9	−2.9	−36.7%	0.2%	0.4%
	Multiple intersection	12	22.6	−10.6	−46.9%	0.6%	1.1%
	Sub-total (intersections)	708	658.3	49.7	7.5%	35.4%	33.3%
	Not at intersection	1,293	1,311.9	−18.9	−1.4%	64.6%	66.4%
	Dead end	0	2.2	−2.2	−100.0%	0.0%	0.1%
	Road closure	0	0.1	−0.1	−100.0%	0.0%	0.0%
	Private property	0	0.2	−0.2	−100.0%	0.0%	0.0%
	Sub-total (non-intersection)	1,293	1,314.4	−21.4	−1.6%	64.6%	66.5%
	Unknown	0	3.9	−3.9	−100.0%	0.0%	0.2%
	All	2,001	1,976.6	24.4	1.2%	100.0%	100.0%
All of Victoria	Cross intersection	1,243	1,250.8	−7.8	−0.6%	22.1%	20.5%
	T intersection	1,237	1,299.1	−62.1	−4.8%	22.0%	21.3%
	Y intersection	17	18.8	−1.8	−9.6%	0.3%	0.3%
	Multiple intersection	51	120.9	−69.9	−57.8%	0.9%	2.0%
	Sub-total (intersections)	2,548	2,689.6	−141.6	−5.3%	45.4%	44.1%
	Not at intersection	3,067	3,391.5	−324.5	−9.6%	54.6%	55.6%
	Dead end	1	7.6	−6.6	−86.8%	0.0%	0.1%
	Road closure	0	0.2	−0.2	−100.0%	0.0%	0.0%
	Private property	0	0.3	−0.3	−100.0%	0.0%	0.0%
	Sub-total (non-intersection)	3,068	3,399.6	−331.6	−9.8%	54.6%	55.7%
	Unknown	1	9.1	−8.1	−89.0%	0.0%	0.1%
	All	5,617	6,098.3	−481.3	−7.9%	100.0%	100.0%

Table 61. Count and percentage of serious injuries by region by speed zone, FY24 versus previous 10 financial years

Region	Speed zone (km/h)	Count				% of column total	
		FY24	Average FY14–FY23	Change	% Change	FY24	FY14–FY23
Metro Melbourne	30	5	6.8	−1.8	−26.5%	0.1%	0.2%
	40	325	267.8	57.2	21.4%	9.0%	6.5%
	50	589	661.4	−72.4	−10.9%	16.3%	16.0%
	60	1,279	1,481.7	−202.7	−13.7%	35.4%	35.9%
	70	246	340.9	−94.9	−27.8%	6.8%	8.3%
	75	0	0.8	−0.8	−100.0%	0.0%	0.0%
	80	728	834.4	−106.4	−12.8%	20.1%	20.2%
	90	3	14.4	−11.4	−79.2%	0.1%	0.3%
	100	272	345.1	−73.1	−21.2%	7.5%	8.4%
	110	11	10.8	0.2	1.9%	0.3%	0.3%
	Other speed limit	7	5.2	1.8	34.6%	0.2%	0.1%
	Camping ground or off-road	18	10.8	7.2	66.7%	0.5%	0.3%
	Unknown	133	141.6	−8.6	−6.1%	3.7%	3.4%
	All	3,616	4,121.7	−505.7	−12.3%	100.0%	100.0%
Regional Victoria	30	2	2.2	−0.2	−9.1%	0.1%	0.1%
	40	61	39.4	21.6	54.8%	3.0%	2.0%
	50	236	212.2	23.8	11.2%	11.8%	10.7%
	60	409	371.8	37.2	10.0%	20.4%	18.8%
	70	78	66.3	11.7	17.6%	3.9%	3.4%
	75	0	0.1	−0.1	−100.0%	0.0%	0.0%
	80	289	243.0	46.0	18.9%	14.4%	12.3%
	90	0	4.8	−4.8	−100.0%	0.0%	0.2%
	100	756	861.0	−105.0	−12.2%	37.8%	43.6%
	110	68	74.3	−6.3	−8.5%	3.4%	3.8%
	Other speed limit	0	2.4	−2.4	−100.0%	0.0%	0.1%
	Camping ground or off-road	28	22.1	5.9	26.7%	1.4%	1.1%
	Unknown	74	77.0	−3.0	−3.9%	3.7%	3.9%
	All	2,001	1,976.6	24.4	1.2%	100.0%	100.0%
All of Victoria	30	7	9.0	−2.0	−22.2%	0.1%	0.1%
	40	386	307.2	78.8	25.7%	6.9%	5.0%
	50	825	873.6	−48.6	−5.6%	14.7%	14.3%
	60	1,688	1,853.5	−165.5	−8.9%	30.1%	30.4%
	70	324	407.2	−83.2	−20.4%	5.8%	6.7%
	75	0	0.9	−0.9	−100.0%	0.0%	0.0%
	80	1,017	1,077.4	−60.4	−5.6%	18.1%	17.7%
	90	3	19.2	−16.2	−84.4%	0.1%	0.3%
	100	1,028	1,206.1	−178.1	−14.8%	18.3%	19.8%
	110	79	85.1	−6.1	−7.2%	1.4%	1.4%
	Other speed limit	7	7.6	−0.6	−7.9%	0.1%	0.1%
	Camping ground or off-road	46	32.9	13.1	39.8%	0.8%	0.5%
	Unknown	207	218.6	−11.6	−5.3%	3.7%	3.6%
	All	5,617	6,098.3	−481.3	−7.9%	100.0%	100.0%

Table 62. Count and percentage of serious injuries by traffic control, FY24 versus previous 10 financial years

Traffic Control	Count				% of column total	
	FY24	Average FY14–FY23	Change	% Change	FY24	FY14–FY23
Stop-go lights	770	846.5	−76.5	−9.0%	13.7%	13.9%
Flashing lights	7	4.5	2.5	55.6%	0.1%	0.1%
Stop sign	116	102.7	13.3	13.0%	2.1%	1.7%
Give Way sign	291	288.9	2.1	0.7%	5.2%	4.7%
Roundabout	160	167.6	−7.6	−4.5%	2.8%	2.7%
Pedestrian crossing	20	14.7	5.3	36.1%	0.4%	0.2%
Pedestrian lights	2	7.9	−5.9	−74.7%	0.0%	0.1%
School, flags	0	1.0	−1.0	−100.0%	0.0%	0.0%
School, no flags	0	0.8	−0.8	−100.0%	0.0%	0.0%
Rail crossing, bells/lights	1	1.2	−0.2	−16.7%	0.0%	0.0%
Rail crossing, gates/booms	5	5.5	−0.5	−9.1%	0.1%	0.1%
Rail crossing, no control	2	1.9	0.1	5.3%	0.0%	0.0%
Police	8	9.9	−1.9	−19.2%	0.1%	0.2%
Other	32	60.3	−28.3	−46.9%	0.6%	1.0%
Out of order	9	7.3	1.7	23.3%	0.2%	0.1%
No control	3,588	3,896.7	−308.7	−7.9%	63.9%	63.9%
Unknown	606	680.9	−74.9	−11.0%	10.8%	11.2%
All	5,617	6,098.3	−481.3	−7.9%	100.0%	100.0%

Table 63. Count and percentage of serious injuries by movement and place classification, FY24

Movement and Place classification	Count	Percentage
City place	103	1.8%
City street	90	1.6%
Local street	1,422	25.3%
Activity street	529	9.4%
City hub	51	0.9%
Connector	3,377	60.1%
Unknown	45	0.8%
Total	5,617	100.0%

Movement and Place classifications are briefly described in Section 2.4.3.

Table 64. Count of serious injuries by Local Government Area, FY24 versus previous 10 financial years

Local Government Area	FY24	Average FY14–FY23	Change	Local Government Area	FY24	Average FY14–FY23	Change
(Falls Creek)	0	1.5	−1.5	Macedon Ranges	67	60.6	6.4
(French Island)	3	0.0	3.0	Manningham	47	65.3	−18.3
(Lake Mountain)	2	0.7	1.3	Mansfield	16	22.7	−6.7
(Mount Baw Baw)	0	0.2	−0.2	Maribyrnong	76	79.5	−3.5
(Mount Buller)	1	1.1	−0.1	Maroondah	35	68.5	−33.5
(Mount Hotham)	0	1.5	−1.5	Melbourne	259	252.3	6.7
Alpine	27	22.6	4.4	Melton	161	119.0	42.0
Ararat	10	16.9	−6.9	Merri-bek	130	144.8	−14.8
Ballarat	116	84.6	31.4	Mildura	58	33.9	24.1
Banyule	40	59.2	−19.2	Mitchell	75	64.2	10.8
Bass Coast	33	39.4	−6.4	Moira	32	36.0	−4.0
Baw Baw	68	64.6	3.4	Monash	114	177.3	−63.3
Bayside	76	80.3	−4.3	Moonee Valley	79	85.6	−6.6
Benalla	26	19.8	6.2	Moorabool	64	54.6	9.4
Bendigo	116	107.1	8.9	Mornington Peninsula	147	157.1	−10.1
Boroondara	84	112.3	−28.3	Mount Alexander	28	21.5	6.5
Brimbank	148	179.9	−31.9	Moyne	45	36.6	8.4
Buloke	25	9.7	15.3	Murrindindi	49	48.6	0.4
Campaspe	40	42.6	−2.6	Nillumbik	31	48.2	−17.2
Cardinia	127	126.9	0.1	Northern Grampians	19	17.9	1.1
Casey	270	300.6	−30.6	Port Phillip	117	123.9	−6.9
Central Goldfields	16	14.5	1.5	Pyrenees	18	19.3	−1.3
Colac Otway	52	55.0	−3.0	Queenscliffe	0	1.3	−1.3
Corangamite	39	35.2	3.8	Shepparton	76	84.6	−8.6
Dandenong	185	242.7	−57.7	South Gippsland	23	40.7	−17.7
Darebin	83	107.7	−24.7	Southern Grampians	10	21.9	−11.9
East Gippsland	40	56.6	−16.6	Stonnington	115	131.2	−16.2
Frankston	113	126.9	−13.9	Strathbogie	22	33.1	−11.1
Gannawarra	5	14.3	−9.3	Surf Coast	67	58.0	9.0
Geelong	355	325.4	29.6	Swan Hill	14	18.2	−4.2
Glen Eira	85	117.1	−32.1	Towong	21	15.7	5.3
Glenelg	24	23.9	0.1	Wangaratta	28	32.8	−4.8
Golden Plains	29	46.2	−17.2	Warrnambool	24	21.2	2.8
Hepburn	24	21.7	2.3	Wellington	43	56.8	−13.8
Hindmarsh	10	8.9	1.1	West Wimmera	1	9.2	−8.2
Hobsons Bay	62	75.8	−13.8	Whitehorse	66	104.8	−38.8
Horsham	19	19.9	−0.9	Whittlesea	179	164.4	14.6
Hume	211	203.4	7.6	Wodonga	28	24.3	3.7
Indigo	15	23.0	−8.0	Wyndham	146	147.4	−1.4
Kingston	120	143.2	−23.2	Yarra	93	98.8	−5.8
Knox	71	104.4	−33.4	Yarra Ranges	146	172.3	−26.3
Latrobe	47	58.8	−11.8	Yarriambiack	10	6.6	3.4
Loddon	21	19.4	1.6	Unknown	0	2.1	−2.1

* Areas listed in parentheses are unincorporated areas of Victoria, not part of any local government area.

4.5 Time and conditions

Table 65. Count and percentage of serious injuries by atmospheric condition by road user type, FY24

	Atmospheric condition	Road user type							
		Driver	Passenger	Motorcyclist	Pillion passenger	Bicyclist	Pedestrian	Unknown	All
Count	Clear	1,881	593	697	23	331	337	51	3,913
	Raining	172	66	46	1	21	29	1	336
	Snowing	0	1	0	0	0	0	0	1
	Fog	30	6	2	0	2	3	0	43
	Smoke	3	0	0	0	0	0	0	3
	Dust	1	4	0	0	0	0	0	5
	Strong winds	1	0	2	0	2	1	0	6
	Unknown	635	179	204	6	114	148	24	1,310
	All	2,723	849	951	30	470	518	76	5,617
% of column total	Clear	69.1%	69.8%	73.3%	76.7%	70.4%	65.1%	67.1%	69.7%
	Raining	6.3%	7.8%	4.8%	3.3%	4.5%	5.6%	1.3%	6.0%
	Snowing	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	Fog	1.1%	0.7%	0.2%	0.0%	0.4%	0.6%	0.0%	0.8%
	Smoke	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
	Dust	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
	Strong winds	0.0%	0.0%	0.2%	0.0%	0.4%	0.2%	0.0%	0.1%
	Unknown	23.3%	21.1%	21.5%	20.0%	24.3%	28.6%	31.6%	23.3%
	All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Table 66. Count and percentage of serious injuries by light condition by road user type, FY24

	Light condition	Road user type							
		Driver	Passenger	Motor-cyclist	Pillion passenger	Bicyclist	Pedestrian	Unknown	All
Count	Day	1,810	515	687	22	339	336	34	3,743
	Dawn or dusk	237	57	74	3	51	26	6	454
	Dark, street lights on	415	189	136	4	56	114	24	938
	Dark, street lights off	4	2	3	1	1	1	2	14
	Dark, no street lights	236	79	36	0	6	21	6	384
	Dark, street lights unknown	14	3	10	0	7	12	2	48
	Unknown	7	4	5	0	10	8	2	36
	All	2,723	849	951	30	470	518	76	5,617
% of column total	Day	66.5%	60.7%	72.2%	73.3%	72.1%	64.9%	44.7%	66.6%
	Dawn or dusk	8.7%	6.7%	7.8%	10.0%	10.9%	5.0%	7.9%	8.1%
	Dark, street lights on	15.2%	22.3%	14.3%	13.3%	11.9%	22.0%	31.6%	16.7%
	Dark, street lights off	0.1%	0.2%	0.3%	3.3%	0.2%	0.2%	2.6%	0.2%
	Dark, no street lights	8.7%	9.3%	3.8%	0.0%	1.3%	4.1%	7.9%	6.8%
	Dark, street lights unknown	0.5%	0.4%	1.1%	0.0%	1.5%	2.3%	2.6%	0.9%
	Unknown	0.3%	0.5%	0.5%	0.0%	2.1%	1.5%	2.6%	0.6%
	All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Table 67. Count and percentage of serious injuries by time of day by road user type, FY24

	Time of day	Road user type							
		Driver	Passenger	Motorcyclist	Pillion passenger	Bicyclist	Pedestrian	Unknown	All
Count	12:00 - 2:59 AM	98	58	26	3	5	14	12	216
	3:00 - 5:59 AM	109	32	26	1	10	12	4	194
	6:00 - 8:59 AM	392	62	100	1	99	53	0	707
	9:00 - 11:59 AM	422	95	162	4	97	78	8	866
	12:00 - 2:59 PM	512	170	201	8	73	74	9	1,047
	3:00 - 5:59 PM	580	193	247	7	115	130	16	1,288
	6:00 - 8:59 PM	359	144	126	5	54	109	19	816
	9:00 - 11:59 PM	251	95	63	1	17	48	8	483
	All	2,723	849	951	30	470	518	76	5,617
% of column total	12:00 - 2:59 AM	3.6%	6.8%	2.7%	10.0%	1.1%	2.7%	15.8%	3.8%
	3:00 - 5:59 AM	4.0%	3.8%	2.7%	3.3%	2.1%	2.3%	5.3%	3.5%
	6:00 - 8:59 AM	14.4%	7.3%	10.5%	3.3%	21.1%	10.2%	0.0%	12.6%
	9:00 - 11:59 AM	15.5%	11.2%	17.0%	13.3%	20.6%	15.1%	10.5%	15.4%
	12:00 - 2:59 PM	18.8%	20.0%	21.1%	26.7%	15.5%	14.3%	11.8%	18.6%
	3:00 - 5:59 PM	21.3%	22.7%	26.0%	23.3%	24.5%	25.1%	21.1%	22.9%
	6:00 - 8:59 PM	13.2%	17.0%	13.2%	16.7%	11.5%	21.0%	25.0%	14.5%
	9:00 - 11:59 PM	9.2%	11.2%	6.6%	3.3%	3.6%	9.3%	10.5%	8.6%
	All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Table 68. Count and percentage of serious injuries by day of week by road user type, FY24

	Day of week	Road user type							
		Driver	Passenger	Motorcyclist	Pillion passenger	Bicyclist	Pedestrian	Unknown	All
Count	Sunday	336	152	169	9	57	48	11	782
	Monday	373	101	118	2	54	67	8	723
	Tuesday	405	110	111	4	80	86	9	805
	Wednesday	435	88	119	2	85	88	14	831
	Thursday	403	101	123	2	86	68	14	797
	Friday	417	128	129	2	59	92	7	834
	Saturday	354	169	182	9	49	69	13	845
	All	2,723	849	951	30	470	518	76	5,617
% of column total	Sunday	12.3%	17.9%	17.8%	30.0%	12.1%	9.3%	14.5%	13.9%
	Monday	13.7%	11.9%	12.4%	6.7%	11.5%	12.9%	10.5%	12.9%
	Tuesday	14.9%	13.0%	11.7%	13.3%	17.0%	16.6%	11.8%	14.3%
	Wednesday	16.0%	10.4%	12.5%	6.7%	18.1%	17.0%	18.4%	14.8%
	Thursday	14.8%	11.9%	12.9%	6.7%	18.3%	13.1%	18.4%	14.2%
	Friday	15.3%	15.1%	13.6%	6.7%	12.6%	17.8%	9.2%	14.8%
	Saturday	13.0%	19.9%	19.1%	30.0%	10.4%	13.3%	17.1%	15.0%
	All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Table 69. Count and percentage of serious injuries by month of the year by road user type, FY24

	Month of the year	Road user type							
		Driver	Passenger	Motorcyclist	Pillion passenger	Bicyclist	Pedestrian	Unknown	All
Count	January	193	69	75	3	28	27	10	405
	February	221	69	86	2	50	37	7	472
	March	218	79	90	1	43	50	3	484
	April	199	63	72	2	42	46	8	432
	May	217	55	85	4	48	40	5	454
	June	207	60	66	2	21	27	4	387
	July	275	68	64	1	40	81	7	536
	August	236	68	81	2	31	54	6	478
	September	239	57	92	1	46	36	11	482
	October	246	70	77	4	40	41	6	484
	November	248	98	89	4	41	40	3	523
	December	224	93	74	4	40	39	6	480
	All	2,723	849	951	30	470	518	76	5,617
% of column total	January	7.1%	8.1%	7.9%	10.0%	6.0%	5.2%	13.2%	7.2%
	February	8.1%	8.1%	9.0%	6.7%	10.6%	7.1%	9.2%	8.4%
	March	8.0%	9.3%	9.5%	3.3%	9.1%	9.7%	3.9%	8.6%
	April	7.3%	7.4%	7.6%	6.7%	8.9%	8.9%	10.5%	7.7%
	May	8.0%	6.5%	8.9%	13.3%	10.2%	7.7%	6.6%	8.1%
	June	7.6%	7.1%	6.9%	6.7%	4.5%	5.2%	5.3%	6.9%
	July	10.1%	8.0%	6.7%	3.3%	8.5%	15.6%	9.2%	9.5%
	August	8.7%	8.0%	8.5%	6.7%	6.6%	10.4%	7.9%	8.5%
	September	8.8%	6.7%	9.7%	3.3%	9.8%	6.9%	14.5%	8.6%
	October	9.0%	8.2%	8.1%	13.3%	8.5%	7.9%	7.9%	8.6%
	November	9.1%	11.5%	9.4%	13.3%	8.7%	7.7%	3.9%	9.3%
	December	8.2%	11.0%	7.8%	13.3%	8.5%	7.5%	7.9%	8.5%
	All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Table 70. Count and percentage of serious injuries by time of day by day of the week, FY24

	Time of day	Day of week							
		Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	All
Count	12:00 - 2:59 AM	50	21	14	28	24	27	52	216
	3:00 - 5:59 AM	43	28	19	24	26	23	31	194
	6:00 - 8:59 AM	48	121	146	134	94	105	59	707
	9:00 - 11:59 AM	117	107	102	131	112	130	167	866
	12:00 - 2:59 PM	180	117	139	154	129	154	174	1,047
	3:00 - 5:59 PM	165	184	202	182	205	200	150	1,288
	6:00 - 8:59 PM	124	84	121	120	139	118	110	816
	9:00 - 11:59 PM	55	61	62	58	68	77	102	483
	All	782	723	805	831	797	834	845	5,617
% of column total	12:00 - 2:59 AM	6.4%	2.9%	1.7%	3.4%	3.0%	3.2%	6.2%	3.8%
	3:00 - 5:59 AM	5.5%	3.9%	2.4%	2.9%	3.3%	2.8%	3.7%	3.5%
	6:00 - 8:59 AM	6.1%	16.7%	18.1%	16.1%	11.8%	12.6%	7.0%	12.6%
	9:00 - 11:59 AM	15.0%	14.8%	12.7%	15.8%	14.1%	15.6%	19.8%	15.4%
	12:00 - 2:59 PM	23.0%	16.2%	17.3%	18.5%	16.2%	18.5%	20.6%	18.6%
	3:00 - 5:59 PM	21.1%	25.4%	25.1%	21.9%	25.7%	24.0%	17.8%	22.9%
	6:00 - 8:59 PM	15.9%	11.6%	15.0%	14.4%	17.4%	14.1%	13.0%	14.5%
	9:00 - 11:59 PM	7.0%	8.4%	7.7%	7.0%	8.5%	9.2%	12.1%	8.6%
	All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

4.6 Vehicles

4.6.1 Vehicle of the seriously injured person

Table 71. Count and percentage of serious injuries by region by vehicle class, FY24 versus previous 10 financial years

Region	Vehicle class	Count				% of column total	
		FY24	Average FY14–FY23	Change	% Change	FY24	FY14–FY23
Metro Melbourne	Bicycle	380	374.8	5.2	1.4%	10.5%	9.1%
	Motorcycle	614	614.3	−0.3	0.0%	17.0%	14.9%
	Light vehicle	2,079	2,621.4	−542.4	−20.7%	57.5%	63.6%
	Light rigid	1	2.2	−1.2	−54.5%	0.0%	0.1%
	Medium/heavy rigid	16	20.2	−4.2	−20.8%	0.4%	0.5%
	Heavy combination	1	3.1	−2.1	−67.7%	0.0%	0.1%
	Multi-combination	0	0.5	−0.5	−100.0%	0.0%	0.0%
	Unknown or other	95	18.0	77.0	427.8%	2.6%	0.4%
	Not applicable - pedestrian	428	464.4	−36.4	−7.8%	11.8%	11.3%
	Not applicable - other	2	2.8	−0.8	−28.6%	0.1%	0.1%
	All	3,616	4,121.7	−505.7	−12.3%	100.0%	100.0%
Regional Victoria	Bicycle	94	76.0	18.0	23.7%	4.7%	3.8%
	Motorcycle	375	341.3	33.7	9.9%	18.7%	17.3%
	Light vehicle	1,380	1,402.8	−22.8	−1.6%	69.0%	71.0%
	Light rigid	2	3.8	−1.8	−47.4%	0.1%	0.2%
	Medium/heavy rigid	24	23.3	0.7	3.0%	1.2%	1.2%
	Heavy combination	8	14.7	−6.7	−45.6%	0.4%	0.7%
	Multi-combination	2	7.8	−5.8	−74.4%	0.1%	0.4%
	Unknown or other	26	10.0	16.0	160.0%	1.3%	0.5%
	Not applicable - pedestrian	90	95.4	−5.4	−5.7%	4.5%	4.8%
	Not applicable - other	0	1.5	−1.5	−100.0%	0.0%	0.1%
	All	2,001	1,976.6	24.4	1.2%	100.0%	100.0%
All of Victoria	Bicycle	474	450.8	23.2	5.1%	8.4%	7.4%
	Motorcycle	989	955.6	33.4	3.5%	17.6%	15.7%
	Light vehicle	3,459	4,024.2	−565.2	−14.0%	61.6%	66.0%
	Light rigid	3	6.0	−3.0	−50.0%	0.1%	0.1%
	Medium/heavy rigid	40	43.5	−3.5	−8.0%	0.7%	0.7%
	Heavy combination	9	17.8	−8.8	−49.4%	0.2%	0.3%
	Multi-combination	2	8.3	−6.3	−75.9%	0.0%	0.1%
	Unknown or other	121	28.0	93.0	332.1%	2.2%	0.5%
	Not applicable - pedestrian	518	559.8	−41.8	−7.5%	9.2%	9.2%
	Not applicable - other	2	4.3	−2.3	−53.5%	0.0%	0.1%
	All	5,617	6,098.3	−481.3	−7.9%	100.0%	100.0%

Table 72. Count and percentage of serious injuries by region by vehicle type, FY24 versus previous 10 financial years

Note: A separate category for e-scooters was not introduced into the TIS and RCIS databases until after the end of FY24. In the absence of a separate category for e-scooters, they were most often recorded by police as 'other vehicle'.

Region	Vehicle type	Count				% of column total	
		FY24	Average FY14–FY23	Change	% Change	FY24	FY14–FY23
Metro Melbourne	Car	1,243	1,813.4	−570.4	−31.5%	34.4%	44.0%
	Station wagon	640	546.3	93.7	17.2%	17.7%	13.3%
	Taxi	18	19.7	−1.7	−8.6%	0.5%	0.5%
	Utility	124	165.0	−41.0	−24.8%	3.4%	4.0%
	Panel van	37	54.4	−17.4	−32.0%	1.0%	1.3%
	Bus/coach	8	8.2	−0.2	−2.4%	0.2%	0.2%
	Mini-bus (9–13 seats)	3	3.3	−0.3	−9.1%	0.1%	0.1%
	Motorcycle	564	567.7	−3.7	−0.7%	15.6%	13.8%
	Moped	0	3.9	−3.9	−100.0%	0.0%	0.1%
	Motor scooter	50	42.8	7.2	16.8%	1.4%	1.0%
	Bicycle	377	374.9	2.1	0.6%	10.4%	9.1%
	Horse (ridden/drawn)	1	0.1	0.9	900.0%	0.0%	0.0%
	Tram	1	2.7	−1.7	−63.0%	0.0%	0.1%
	Other vehicle	84	11.5	72.5	630.4%	2.3%	0.3%
	Parked trailers	0	0.2	−0.2	−100.0%	0.0%	0.0%
	Quad bike	0	0.5	−0.5	−100.0%	0.0%	0.0%
	Plant machinery/agricultural equipment	1	0.9	0.1	11.1%	0.0%	0.0%
	Prime mover only	1	0.7	0.3	42.9%	0.0%	0.0%
	Prime mover & single trailer	1	3.1	−2.1	−67.7%	0.0%	0.1%
	Prime mover & B double	0	0.5	−0.5	−100.0%	0.0%	0.0%
	Light commercial vehicle (rigid) <= 4.5 t	19	22.5	−3.5	−15.6%	0.5%	0.5%
	Heavy vehicle (rigid) > 4.5 t	4	10.7	−6.7	−62.6%	0.1%	0.3%
	Not applicable - pedestrian	427	463.3	−36.3	−7.8%	11.8%	11.2%
	Unknown	13	5.4	7.6	140.7%	0.4%	0.1%
	All	3,616	4,121.7	−505.7	−12.3%	100.0%	100.0%

Table 72 (continued). Count and percentage of serious injuries by region by vehicle type, FY24 versus previous 10 financial years

Region	Vehicle type	Count				% of column total	
		FY24	Average FY14–FY23	Change	% Change	FY24	FY14–FY23
Regional Victoria	Car	591	746.3	−155.3	−20.8%	29.5%	37.8%
	Station wagon	464	361.9	102.1	28.2%	23.2%	18.3%
	Taxi	7	2.9	4.1	141.4%	0.3%	0.1%
	Utility	255	228.6	26.4	11.5%	12.7%	11.6%
	Panel van	27	32.5	−5.5	−16.9%	1.3%	1.6%
	Bus/coach	2	7.7	−5.7	−74.0%	0.1%	0.4%
	Mini-bus (9–13 seats)	4	5.8	−1.8	−31.0%	0.2%	0.3%
	Motorcycle	370	338.1	31.9	9.4%	18.5%	17.1%
	Moped	0	0.5	−0.5	−100.0%	0.0%	0.0%
	Motor scooter	5	2.7	2.3	85.2%	0.2%	0.1%
	Bicycle	94	76.0	18.0	23.7%	4.7%	3.8%
	Horse (ridden/drawn)	0	0.5	−0.5	−100.0%	0.0%	0.0%
	Tram	0	0.1	−0.1	−100.0%	0.0%	0.0%
	Train	0	0.9	−0.9	−100.0%	0.0%	0.0%
	Other vehicle	15	5.6	9.4	167.9%	0.7%	0.3%
	Quad bike	3	5.3	−2.3	−43.4%	0.1%	0.3%
	Plant machinery/agricultural equipment	6	2.0	4.0	200.0%	0.3%	0.1%
	Prime mover only	5	3.5	1.5	42.9%	0.2%	0.2%
	Prime mover & single trailer	8	14.8	−6.8	−45.9%	0.4%	0.7%
	Prime mover & B double	1	7.2	−6.2	−86.1%	0.0%	0.4%
	Prime mover & B triple	1	0.7	0.3	42.9%	0.0%	0.0%
	Light commercial vehicle (rigid) <= 4.5 t	37	23.7	13.3	56.1%	1.8%	1.2%
	Heavy vehicle (rigid) > 4.5 t	12	11.9	0.1	0.8%	0.6%	0.6%
	Not applicable - pedestrian	89	95.1	−6.1	−6.4%	4.4%	4.8%
	Unknown	5	2.3	2.7	117.4%	0.2%	0.1%
	All	2,001	1,976.6	24.4	1.2%	100.0%	100.0%

Table 72 (continued). Count and percentage of serious injuries by region by vehicle type, FY24 versus previous 10 financial years

Region	Vehicle type	Count				% of column total	
		FY24	Average FY14–FY23	Change	% Change	FY24	FY14–FY23
All of Victoria	Car	1,834	2,559.7	−725.7	−28.4%	32.7%	42.0%
	Station wagon	1,104	908.2	195.8	21.6%	19.7%	14.9%
	Taxi	25	22.6	2.4	10.6%	0.4%	0.4%
	Utility	379	393.6	−14.6	−3.7%	6.7%	6.5%
	Panel van	64	86.9	−22.9	−26.4%	1.1%	1.4%
	Bus/coach	10	15.9	−5.9	−37.1%	0.2%	0.3%
	Mini-bus (9–13 seats)	7	9.1	−2.1	−23.1%	0.1%	0.1%
	Motorcycle	934	905.8	28.2	3.1%	16.6%	14.9%
	Moped	0	4.4	−4.4	−100.0%	0.0%	0.1%
	Motor scooter	55	45.5	9.5	20.9%	1.0%	0.7%
	Bicycle	471	450.9	20.1	4.5%	8.4%	7.4%
	Horse (ridden/drawn)	1	0.6	0.4	66.7%	0.0%	0.0%
	Tram	1	2.8	−1.8	−64.3%	0.0%	0.0%
	Train	0	0.9	−0.9	−100.0%	0.0%	0.0%
	Other vehicle	99	17.1	81.9	478.9%	1.8%	0.3%
	Parked trailers	0	0.2	−0.2	−100.0%	0.0%	0.0%
	Quad bike	3	5.8	−2.8	−48.3%	0.1%	0.1%
	Plant machinery/agricultural equipment	7	2.9	4.1	141.4%	0.1%	0.0%
	Prime mover only	6	4.2	1.8	42.9%	0.1%	0.1%
	Prime mover & single trailer	9	17.9	−8.9	−49.7%	0.2%	0.3%
	Prime mover & B double	1	7.7	−6.7	−87.0%	0.0%	0.1%
	Prime mover & B triple	1	0.7	0.3	42.9%	0.0%	0.0%
	Light commercial vehicle (rigid) <= 4.5 t	56	46.2	9.8	21.2%	1.0%	0.8%
	Heavy vehicle (rigid) > 4.5 t	16	22.6	−6.6	−29.2%	0.3%	0.4%
	Not applicable - pedestrian	516	558.4	−42.4	−7.6%	9.2%	9.2%
	Unknown	18	7.7	10.3	133.8%	0.3%	0.1%
	All	5,617	6,098.3	−481.3	−7.9%	100.0%	100.0%

Table 73. Count and percentage of serious injuries by vehicle age by vehicle class (pooled), FY24

Vehicle age	Motorcycle	Light vehicle	Heavy vehicle	Other / not applicable / unknown	All	All (%)
0 to 2 years	208	337	3	4	552	9.8%
3 to 5 years	144	327	8	5	484	8.6%
6 to 9 years	169	679	13	0	861	15.3%
10 to 14 years	153	832	12	1	998	17.8%
15 to 19 years	143	639	7	2	791	14.1%
20 to 29 years	66	520	9	0	595	10.6%
30+ years	17	59	3	0	79	1.4%
Unknown	89	84	0	92	265	4.7%
Not applicable (bicycle/e-scooter)	0	0	0	474	474	8.4%
Not applicable (pedestrian)	0	0	0	518	518	9.2%
All	989	3,477	55	1,096	5,617	100.0%

4.6.2 Involvement of heavy vehicles in serious injuries

Table 74. Count and percentage of serious injuries that occurred in crashes involving heavy vehicles by region by road user type, FY24 versus previous 10 financial years

Region	Road user type	Count involving heavy vehicles			Percentage involving HVs	
		FY24	Average FY14–FY23	Change	FY24	FY14–FY23
Metro Melbourne	Driver	126	170.5	−44.5	7.5%	8.4%
	Passenger	30	44.6	−14.6	6.3%	7.3%
	Motorcyclist	16	13.5	2.5	2.7%	2.3%
	Pillion passenger	0	0.3	−0.3	0.0%	1.8%
	Bicyclist	15	11.9	3.1	4.0%	3.2%
	Pedestrian	16	21.1	−5.1	3.7%	4.5%
	Unknown	5	2.0	3.0	9.4%	10.1%
	All	208	263.9	−55.9	5.8%	6.4%
Regional Victoria	Driver	99	105.9	−6.9	9.4%	10.0%
	Passenger	25	35.9	−10.9	6.7%	9.2%
	Motorcyclist	3	3.3	−0.3	0.8%	1.0%
	Pillion passenger	0	0.1	−0.1	0.0%	0.9%
	Bicyclist	4	2.2	1.8	4.3%	2.9%
	Pedestrian	8	4.9	3.1	8.9%	5.1%
	Unknown	2	2.8	−0.8	8.7%	24.6%
	All	141	155.1	−14.1	7.0%	7.8%
All of Victoria	Driver	225	276.4	−51.4	8.3%	8.9%
	Passenger	55	80.5	−25.5	6.5%	8.1%
	Motorcyclist	19	16.8	2.2	2.0%	1.8%
	Pillion passenger	0	0.4	−0.4	0.0%	1.4%
	Bicyclist	19	14.1	4.9	4.0%	3.1%
	Pedestrian	24	26.0	−2.0	4.6%	4.6%
	Unknown	7	4.8	2.2	9.2%	15.3%
	All	349	419.0	−70.0	6.2%	6.9%

Heavy vehicles (those above 4.5 tonnes gross vehicle mass) comprise light rigid, medium rigid, heavy rigid, heavy combination and multi-combination vehicles, plus a small proportion of those labelled ‘unknown or other’ in Table 71.

4.7 Drivers involved in serious injury crashes

This section summarises available information concerning drivers involved in serious injury crashes. This includes drivers of light vehicles (such as cars) and heavy vehicles (trucks and buses), but excludes riders of motorcycles and bicycles.

Table 75. Count and percentage of drivers involved in serious injury crashes by region by driver injury, FY24 versus previous 10 financial years

Region	Driver injury	Count				% of column total	
		FY24	Average FY14–FY23	Change	% Change	FY24	FY14–FY23
Metro Melbourne	Serious injury	1,593	2,009.6	−416.6	−20.7%	35.4%	37.5%
	Other injury	416	546.2	−130.2	−23.8%	9.2%	10.2%
	Not injured	2,492	2,764.9	−272.9	−9.9%	55.4%	51.6%
	Unknown	0	36.8	−36.8	−100.0%	0.0%	0.7%
	All	4,501	5,357.5	−856.5	−16.0%	100.0%	100.0%
Regional Victoria	Serious injury	998	1,029.2	−31.2	−3.0%	51.6%	54.6%
	Other injury	229	235.3	−6.3	−2.7%	11.8%	12.5%
	Not injured	707	613.3	93.7	15.3%	36.6%	32.5%
	Unknown	0	8.1	−8.1	−100.0%	0.0%	0.4%
	All	1,934	1,885.9	48.1	2.6%	100.0%	100.0%
All of Victoria	Serious injury	2,591	3,038.8	−447.8	−14.7%	40.3%	42.0%
	Other injury	645	781.5	−136.5	−17.5%	10.0%	10.8%
	Not injured	3,199	3,378.2	−179.2	−5.3%	49.7%	46.6%
	Unknown	0	44.9	−44.9	−100.0%	0.0%	0.6%
	All	6,435	7,243.4	−808.4	−11.2%	100.0%	100.0%

Table 76. Count and percentage of drivers involved in serious injury crashes by region by driver age, FY24 versus previous 10 financial years

Region	Driver age (years)	Count				% of column total	
		FY24	Average FY14–FY23	Change	% Change	FY24	FY14–FY23
Metro Melbourne	0 to 15	4	2.8	1.2	42.9%	0.1%	0.1%
	16 to 17	20	23.6	−3.6	−15.3%	0.4%	0.4%
	18 to 21	380	466.8	−86.8	−18.6%	8.4%	8.7%
	22 to 25	443	552.9	−109.9	−19.9%	9.8%	10.3%
	26 to 29	448	523.5	−75.5	−14.4%	10.0%	9.8%
	30 to 64	2,471	2,990.2	−519.2	−17.4%	54.9%	55.8%
	65 to 74	344	375.6	−31.6	−8.4%	7.6%	7.0%
	75 to 84	211	230.8	−19.8	−8.6%	4.7%	4.3%
	85 or more	71	75.4	−4.4	−5.8%	1.6%	1.4%
	Unknown	109	115.9	−6.9	−6.0%	2.4%	2.2%
	All	4,501	5,357.5	−856.5	−16.0%	100.0%	100.0%
Regional Victoria	0 to 15	1	2.6	−1.6	−61.5%	0.1%	0.1%
	16 to 17	14	14.6	−0.6	−4.1%	0.7%	0.8%
	18 to 21	203	228.7	−25.7	−11.2%	10.5%	12.1%
	22 to 25	174	195.3	−21.3	−10.9%	9.0%	10.4%
	26 to 29	170	157.8	12.2	7.7%	8.8%	8.4%
	30 to 64	992	939.9	52.1	5.5%	51.3%	49.8%
	65 to 74	184	169.4	14.6	8.6%	9.5%	9.0%
	75 to 84	133	110.7	22.3	20.1%	6.9%	5.9%
	85 or more	42	36.6	5.4	14.8%	2.2%	1.9%
	Unknown	21	30.3	−9.3	−30.7%	1.1%	1.6%
	All	1,934	1,885.9	48.1	2.6%	100.0%	100.0%
All of Victoria	0 to 15	5	5.4	−0.4	−7.4%	0.1%	0.1%
	16 to 17	34	38.2	−4.2	−11.0%	0.5%	0.5%
	18 to 21	583	695.5	−112.5	−16.2%	9.1%	9.6%
	22 to 25	617	748.2	−131.2	−17.5%	9.6%	10.3%
	26 to 29	618	681.3	−63.3	−9.3%	9.6%	9.4%
	30 to 64	3,463	3,930.1	−467.1	−11.9%	53.8%	54.3%
	65 to 74	528	545.0	−17.0	−3.1%	8.2%	7.5%
	75 to 84	344	341.5	2.5	0.7%	5.3%	4.7%
	85 or more	113	112.0	1.0	0.9%	1.8%	1.5%
	Unknown	130	146.2	−16.2	−11.1%	2.0%	2.0%
	All	6,435	7,243.4	−808.4	−11.2%	100.0%	100.0%

Table 77. Count and percentage of drivers involved in serious injury crashes by region by licence issue jurisdiction, FY24 versus previous 10 financial years

Region	Licence issue jurisdiction	Count				% of column total	
		FY24	Average FY14–FY23	Change	% Change	FY24	FY14–FY23
Metro Melbourne	Victoria	4,142	4,886.7	−744.7	−15.2%	92.0%	91.2%
	Rest of Australia	83	76.5	6.5	8.5%	1.8%	1.4%
	Overseas	42	91.5	−49.5	−54.1%	0.9%	1.7%
	Unknown or not applicable*	234	302.8	−68.8	−22.7%	5.2%	5.7%
	All	4,501	5,357.5	−856.5	−16.0%	100.0%	100.0%
Regional Victoria	Victoria	1,742	1,661.3	80.7	4.9%	90.1%	88.1%
	Rest of Australia	81	86.8	−5.8	−6.7%	4.2%	4.6%
	Overseas	26	34.4	−8.4	−24.4%	1.3%	1.8%
	Unknown or not applicable*	85	103.4	−18.4	−17.8%	4.4%	5.5%
	All	1,934	1,885.9	48.1	2.6%	100.0%	100.0%
All of Victoria	Victoria	5,884	6,548.0	−664.0	−10.1%	91.4%	90.4%
	Rest of Australia	164	163.3	0.7	0.4%	2.5%	2.3%
	Overseas	68	125.9	−57.9	−46.0%	1.1%	1.7%
	Unknown or not applicable*	319	406.2	−87.2	−21.5%	5.0%	5.6%
	All	6,435	7,243.4	−808.4	−11.2%	100.0%	100.0%

* 'Unknown or not applicable' includes some drivers who had never held any licence or permit. When licence issue jurisdiction was recorded as unknown by police, other licence details (licence number, licence type and licence category) were also not known to or not recorded by police in most cases.

Table 78. Count and percentage of drivers involved in serious injury crashes by region by Victorian car licence proficiency, FY24 versus previous 10 financial years*

Region	Car licence proficiency	Count				% of column total	
		FY24	Average FY14–FY23	Change	% Change	FY24	FY14–FY23
Metro Melbourne	Learner permit	64	78.5	−14.5	−18.5%	1.4%	1.5%
	Probationary P1 licence	116	159.7	−43.7	−27.4%	2.6%	3.0%
	Probationary P2 licence	464	499.2	−35.2	−7.1%	10.3%	9.3%
	Full licence	3,488	4146.8	−658.8	−15.9%	77.5%	77.4%
	Victorian, no licence/permit	3	3.9	−0.9	−23.1%	0.1%	0.1%
	Non-Victorian licence/permit	125	168.0	−43.0	−25.6%	2.8%	3.1%
	Unknown**	241	301.4	−60.4	−20.0%	5.4%	5.6%
	All	4,501	5357.5	−856.5	−16.0%	100.0%	100.0%
Regional Victoria	Learner permit	32	32.8	−0.8	−2.4%	1.7%	1.7%
	Probationary P1 licence	72	88.9	−16.9	−19.0%	3.7%	4.7%
	Probationary P2 licence	201	193.9	7.1	3.7%	10.4%	10.3%
	Full licence	1,434	1347.7	86.3	6.4%	74.1%	71.5%
	Victorian, no licence/permit	3	1.3	1.7	130.8%	0.2%	0.1%
	Non-Victorian licence/permit	107	121.2	−14.2	−11.7%	5.5%	6.4%
	Unknown**	85	100.1	−15.1	−15.1%	4.4%	5.3%
	All	1,934	1885.9	48.1	2.6%	100.0%	100.0%
All of Victoria	Learner permit	96	111.3	−15.3	−13.7%	1.5%	1.5%
	Probationary P1 licence	188	248.6	−60.6	−24.4%	2.9%	3.4%
	Probationary P2 licence	665	693.1	−28.1	−4.1%	10.3%	9.6%
	Full licence	4,922	5494.5	−572.5	−10.4%	76.5%	75.9%
	Victorian, no licence/permit	6	5.2	0.8	15.4%	0.1%	0.1%
	Non-Victorian licence/permit	232	289.2	−57.2	−19.8%	3.6%	4.0%
	Unknown**	326	401.5	−75.5	−18.8%	5.1%	5.5%
	All	6,435	7243.4	−808.4	−11.2%	100.0%	100.0%

* 'Proficiency' is the stage the driver has reached in Victoria's graduated licensing system, where drivers progress from a learner permit to a P1 probationary licence to a P2 probationary licence to a full licence.

** Car licence proficiency is shown as unknown if the licence issue jurisdiction was recorded by police as unknown. Proficiency is known only for the holders of Victorian licences and permits.

Table 79. Count and percentage of drivers involved in serious injury crashes by region by status of Victorian car permit/licence, FY24 *versus previous 10 financial years*

Region	Car permit/licence status	Count				% of column total	
		FY24	Average FY14–FY23	Change	% Change	FY24	FY14–FY23
Metro Melbourne	Current	4,010	4749.2	−739.2	−15.6%	89.1%	88.6%
	Suspended	41	45.2	−4.2	−9.3%	0.9%	0.8%
	Cancelled	14	8.6	5.4	62.8%	0.3%	0.2%
	Disqualified	28	24.6	3.4	13.8%	0.6%	0.5%
	Unlicensed after completing ban	16	26.1	−10.1	−38.7%	0.4%	0.5%
	Expired	11	19.9	−8.9	−44.7%	0.2%	0.4%
	Surrendered	11	10.5	0.5	4.8%	0.2%	0.2%
	Void	1	0.1	0.9	900.0%	0.0%	0.0%
	Victorian, no licence/permit	3	3.9	−0.9	−23.1%	0.1%	0.1%
	Non-Victorian licence/permit	125	168.0	−43.0	−25.6%	2.8%	3.1%
	Unknown*	241	301.4	−60.4	−20.0%	5.4%	5.6%
	All	4,501	5357.5	−856.5	−16.0%	100.0%	100.0%
Regional Victoria	Current	1,678	1609.9	68.1	4.2%	86.8%	85.4%
	Suspended	16	14.1	1.9	13.5%	0.8%	0.7%
	Cancelled	4	4.7	−0.7	−14.9%	0.2%	0.2%
	Disqualified	13	12.5	0.5	4.0%	0.7%	0.7%
	Unlicensed after completing ban	17	11.5	5.5	47.8%	0.9%	0.6%
	Expired	5	5.8	−0.8	−13.8%	0.3%	0.3%
	Surrendered	6	4.7	1.3	27.7%	0.3%	0.2%
	Void	0	0.1	−0.1	−100.0%	0.0%	0.0%
	Victorian, no licence/permit	3	1.3	1.7	130.8%	0.2%	0.1%
	Non-Victorian licence/permit	107	121.2	−14.2	−11.7%	5.5%	6.4%
	Unknown*	85	100.1	−15.1	−15.1%	4.4%	5.3%
	All	1,934	1885.9	48.1	2.6%	100.0%	100.0%
All of Victoria	Current	5,688	6359.1	−671.1	−10.6%	88.4%	87.8%
	Suspended	57	59.3	−2.3	−3.9%	0.9%	0.8%
	Cancelled	18	13.3	4.7	35.3%	0.3%	0.2%
	Disqualified	41	37.1	3.9	10.5%	0.6%	0.5%
	Unlicensed after completing ban	33	37.6	−4.6	−12.2%	0.5%	0.5%
	Expired	16	25.7	−9.7	−37.7%	0.2%	0.4%
	Surrendered	17	15.2	1.8	11.8%	0.3%	0.2%
	Void	1	0.2	0.8	400.0%	0.0%	0.0%
	Victorian, no licence/permit	6	5.2	0.8	15.4%	0.1%	0.1%
	Non-Victorian licence/permit	232	289.2	−57.2	−19.8%	3.6%	4.0%
	Unknown*	326	401.5	−75.5	−18.8%	5.1%	5.5%
	All	6,435	7243.4	−808.4	−11.2%	100.0%	100.0%

* Car licence/permit status is shown as unknown if the licence issue jurisdiction was recorded by police as unknown. Status is known only for the holders of Victorian licences and permits.

Table 80. Count and percentage of drivers involved in serious injury crashes by region by Victorian car licence experience, FY24 versus previous 10 financial years*

Region	Car licence experience	Count				% of column total	
		FY24	Average FY14–FY23	Change	% Change	FY24	FY14–FY23
Metro Melbourne	No permit or licence	3	3.9	−0.9	−23.1%	0.1%	0.1%
	Learner permit	62	77.8	−15.8	−20.3%	1.4%	1.5%
	Licensed 0 to <1 year	275	310.2	−35.2	−11.3%	6.1%	5.8%
	Licensed 1 to <4 years	552	647.7	−95.7	−14.8%	12.3%	12.1%
	Licensed 4 to <10 years	822	921.0	−99.0	−10.7%	18.3%	17.2%
	Licensed 10 to <20 years	791	926.2	−135.2	−14.6%	17.6%	17.3%
	Licensed 20+ years	1,630	2001.3	−371.3	−18.6%	36.2%	37.4%
	Unknown	7	7.0	0.0	0.0%	0.2%	0.1%
	Non-Victorian**	359	462.4	−103.4	−22.4%	8.0%	8.6%
	All	4,501	5357.5	−856.5	−16.0%	100.0%	100.0%
Regional Victoria	No permit or licence	3	1.3	1.7	130.8%	0.2%	0.1%
	Learner permit	32	32.7	−0.7	−2.1%	1.7%	1.7%
	Licensed 0 to <1 year	109	124.9	−15.9	−12.7%	5.6%	6.6%
	Licensed 1 to <4 years	203	196.2	6.8	3.5%	10.5%	10.4%
	Licensed 4 to <10 years	270	253.8	16.2	6.4%	14.0%	13.5%
	Licensed 10 to <20 years	288	270.3	17.7	6.5%	14.9%	14.3%
	Licensed 20+ years	837	785.4	51.6	6.6%	43.3%	41.6%
	Unknown	0	1.9	−1.9	−100.0%	0.0%	0.1%
	Non-Victorian**	192	219.4	−27.4	−12.5%	9.9%	11.6%
	All	1,934	1885.9	48.1	2.6%	100.0%	100.0%
All of Victoria	No permit or licence	6	5.2	0.8	15.4%	0.1%	0.1%
	Learner permit	94	110.5	−16.5	−14.9%	1.5%	1.5%
	Licensed 0 to <1 year	384	435.1	−51.1	−11.7%	6.0%	6.0%
	Licensed 1 to <4 years	755	843.9	−88.9	−10.5%	11.7%	11.7%
	Licensed 4 to <10 years	1,092	1174.8	−82.8	−7.0%	17.0%	16.2%
	Licensed 10 to <20 years	1,079	1196.5	−117.5	−9.8%	16.8%	16.5%
	Licensed 20+ years	2,467	2786.7	−319.7	−11.5%	38.3%	38.5%
	Unknown	7	8.9	−1.9	−21.3%	0.1%	0.1%
	Non-Victorian**	551	681.8	−130.8	−19.2%	8.6%	9.4%
	All	6,435	7243.4	−808.4	−11.2%	100.0%	100.0%

* Experience is based on the time elapsed since the issue of the driver's first Victorian licence, and does not account for previous time (if any) holding a licence issued by another jurisdiction. The time elapsed since initial licence issue is not known for holders of non-Victorian licences.

** 'Non-Victorian' includes holders of interstate and overseas licences and permits and drivers whose licence issue jurisdiction was recorded as unknown by police.

Table 81. Count and percentage of drivers involved in serious injury crashes by car permit/licence status by car licence proficiency, FY24

Car permit/licence status	Car licence proficiency								
	Learner permit	Probationary P1 licence	Probationary P2 licence	Full licence	Victorian, no licence/ permit	Non-Victorian licence/ permit	Unknown	All	All %
Current	77	185	630	4,796	0	0	0	5,688	88.4%
Suspended	2	3	19	33	0	0	0	57	0.9%
Cancelled	1	0	2	15	0	0	0	18	0.3%
Disqualified	3	0	7	31	0	0	0	41	0.6%
Unlicensed after completing ban	8	0	5	20	0	0	0	33	0.5%
Expired	0	0	1	15	0	0	0	16	0.2%
Surrendered	5	0	1	11	0	0	0	17	0.3%
Void	0	0	0	1	0	0	0	1	0.0%
Victorian, no licence/permit	0	0	0	0	6	0	0	6	0.1%
Non-Victorian licence/permit	0	0	0	0	0	232	0	232	3.6%
Unknown	0	0	0	0	0	0	326	326	5.1%
All	96	188	665	4,922	6	232	326	6,435	100.0%

4.8 Motorcyclists involved in serious injury crashes

This section summarises available information concerning operators of motorcycles, motor scooters and mopeds (collectively referred to as 'motorcyclists') involved in serious injury crashes. Motorcycle passengers are excluded.

Table 82. Count and percentage of motorcycle riders involved in serious injury crashes by region by rider injury, FY24 versus previous 10 financial years

Region	Rider injury	Count				% of column total	
		FY24	Average FY14–FY23	Change	% Change	FY24	FY14–FY23
Metro Melbourne	Serious injury	590	595.0	−5.0	−0.8%	95.5%	95.8%
	Other injury	12	10.4	1.6	15.4%	1.9%	1.7%
	Not injured	16	14.3	1.7	11.9%	2.6%	2.3%
	Unknown	0	1.2	−1.2	−100.0%	0.0%	0.2%
	All	618	620.9	−2.9	−0.5%	100.0%	100.0%
Regional Victoria	Serious injury	357	329.1	27.9	8.5%	97.0%	95.4%
	Other injury	6	6.9	−0.9	−13.0%	1.6%	2.0%
	Not injured	5	8.8	−3.8	−43.2%	1.4%	2.5%
	Unknown	0	0.3	−0.3	−100.0%	0.0%	0.1%
	All	368	345.1	22.9	6.6%	100.0%	100.0%
All of Victoria	Serious injury	947	924.1	22.9	2.5%	96.0%	95.7%
	Other injury	18	17.3	0.7	4.0%	1.8%	1.8%
	Not injured	21	23.1	−2.1	−9.1%	2.1%	2.4%
	Unknown	0	1.5	−1.5	−100.0%	0.0%	0.2%
	All	986	966.0	20.0	2.1%	100.0%	100.0%

Table 83. Count and percentage of motorcycle riders involved in serious injury crashes by region by rider age, FY24 versus previous 10 financial years

Region	Rider age (years)	Count				% of column total	
		FY24	Average FY14–FY23	Change	% Change	FY24	FY14–FY23
Metro Melbourne	0 to 15	5	1.5	3.5	233.3%	0.8%	0.2%
	16 to 17	7	4.3	2.7	62.8%	1.1%	0.7%
	18 to 21	96	60.7	35.3	58.2%	15.5%	9.8%
	22 to 25	77	89.0	−12.0	−13.5%	12.5%	14.3%
	26 to 29	77	72.3	4.7	6.5%	12.5%	11.6%
	30 to 64	319	362.2	−43.2	−11.9%	51.6%	58.3%
	65 to 74	22	18.6	3.4	18.3%	3.6%	3.0%
	75 to 84	7	3.4	3.6	105.9%	1.1%	0.5%
	85 or more	0	0.2	−0.2	−100.0%	0.0%	0.0%
	Unknown	8	8.7	−0.7	−8.0%	1.3%	1.4%
	All	618	620.9	−2.9	−0.5%	100.0%	100.0%
Regional Victoria	0 to 15	2	1.5	0.5	33.3%	0.5%	0.4%
	16 to 17	4	2.9	1.1	37.9%	1.1%	0.8%
	18 to 21	26	24.0	2.0	8.3%	7.1%	7.0%
	22 to 25	23	26.0	−3.0	−11.5%	6.3%	7.5%
	26 to 29	19	27.9	−8.9	−31.9%	5.2%	8.1%
	30 to 64	252	236.2	15.8	6.7%	68.5%	68.4%
	65 to 74	33	20.4	12.6	61.8%	9.0%	5.9%
	75 to 84	9	3.6	5.4	150.0%	2.4%	1.0%
	85 or more	0	0.2	−0.2	−100.0%	0.0%	0.1%
	Unknown	0	2.4	−2.4	−100.0%	0.0%	0.7%
	All	368	345.1	22.9	6.6%	100.0%	100.0%
All of Victoria	0 to 15	7	3.0	4.0	133.3%	0.7%	0.3%
	16 to 17	11	7.2	3.8	52.8%	1.1%	0.7%
	18 to 21	122	84.7	37.3	44.0%	12.4%	8.8%
	22 to 25	100	115.0	−15.0	−13.0%	10.1%	11.9%
	26 to 29	96	100.2	−4.2	−4.2%	9.7%	10.4%
	30 to 64	571	598.4	−27.4	−4.6%	57.9%	61.9%
	65 to 74	55	39.0	16.0	41.0%	5.6%	4.0%
	75 to 84	16	7.0	9.0	128.6%	1.6%	0.7%
	85 or more	0	0.4	−0.4	−100.0%	0.0%	0.0%
	Unknown	8	11.1	−3.1	−27.9%	0.8%	1.1%
	All	986	966.0	20.0	2.1%	100.0%	100.0%

Table 84. Count and percentage of motorcycle riders involved in serious injury crashes by region by licence issue jurisdiction, FY24 versus previous 10 financial years

Region	Licence issue jurisdiction	Count				% of column total	
		FY24	Average FY14–FY23	Change	% Change	FY24	FY14–FY23
Metro Melbourne	Victoria	524	521.9	2.1	0.4%	84.8%	84.1%
	Rest of Australia	5	7.9	−2.9	−36.7%	0.8%	1.3%
	Overseas	26	24.5	1.5	6.1%	4.2%	3.9%
	Unknown or not applicable*	63	66.6	−3.6	−5.4%	10.2%	10.7%
	All	618	620.9	−2.9	−0.5%	100.0%	100.0%
Regional Victoria	Victoria	314	293.1	20.9	7.1%	85.3%	84.9%
	Rest of Australia	38	26.5	11.5	43.4%	10.3%	7.7%
	Overseas	1	1.7	−0.7	−41.2%	0.3%	0.5%
	Unknown or not applicable*	15	23.8	−8.8	−37.0%	4.1%	6.9%
	All	368	345.1	22.9	6.6%	100.0%	100.0%
All of Victoria	Victoria	838	815.0	23.0	2.8%	85.0%	84.4%
	Rest of Australia	43	34.4	8.6	25.0%	4.4%	3.6%
	Overseas	27	26.2	0.8	3.1%	2.7%	2.7%
	Unknown or not applicable*	78	90.4	−12.4	−13.7%	7.9%	9.4%
	All	986	966.0	20.0	2.1%	100.0%	100.0%

* 'Unknown or not applicable' includes some riders who had never held any licence or permit. When licence issue jurisdiction was recorded as unknown by police, other licence details (licence number, licence type and licence category) were also not recorded by police in most cases. In some cases, identification of the rider may have occurred after the crash report had been completed.

Table 85. Count and percentage of motorcycle riders involved in serious injury crashes by region by Victorian motorcycle licence proficiency, FY24 versus previous 10 financial years*

Region	Motorcycle licence proficiency	Count				% of column total	
		FY24	Average FY14–FY23	Change	% Change	FY24	FY14–FY23
Metro Melbourne	Learner permit	104	77.4	26.6	34.4%	16.8%	12.5%
	Probationary P1 licence	9	5.2	3.8	73.1%	1.5%	0.8%
	Probationary P2 licence	35	28.8	6.2	21.5%	5.7%	4.6%
	Full licence	319	365.1	−46.1	−12.6%	51.6%	58.8%
	Victorian, no licence/permit	57	46.4	10.6	22.8%	9.2%	7.5%
	Non-Victorian licence/permit	31	32.4	−1.4	−4.3%	5.0%	5.2%
	Unknown**	63	65.6	−2.6	−4.0%	10.2%	10.6%
	All	618	620.9	−2.9	−0.5%	100.0%	100.0%
Regional Victoria	Learner permit	24	32.4	−8.4	−25.9%	6.5%	9.4%
	Probationary P1 licence	3	1.3	1.7	130.8%	0.8%	0.4%
	Probationary P2 licence	11	9.0	2.0	22.2%	3.0%	2.6%
	Full licence	254	228.8	25.2	11.0%	69.0%	66.3%
	Victorian, no licence/permit	22	22.0	0.0	0.0%	6.0%	6.4%
	Non-Victorian licence/permit	39	28.2	10.8	38.3%	10.6%	8.2%
	Unknown**	15	23.4	−8.4	−35.9%	4.1%	6.8%
	All	368	345.1	22.9	6.6%	100.0%	100.0%
All of Victoria	Learner permit	128	109.8	18.2	16.6%	13.0%	11.4%
	Probationary P1 licence	12	6.5	5.5	84.6%	1.2%	0.7%
	Probationary P2 licence	46	37.8	8.2	21.7%	4.7%	3.9%
	Full licence	573	593.9	−20.9	−3.5%	58.1%	61.5%
	Victorian, no licence/permit	79	68.4	10.6	15.5%	8.0%	7.1%
	Non-Victorian licence/permit	70	60.6	9.4	15.5%	7.1%	6.3%
	Unknown**	78	89.0	−11.0	−12.4%	7.9%	9.2%
	All	986	966.0	20.0	2.1%	100.0%	100.0%

* 'Proficiency' is the stage the rider has reached in Victoria's graduated licensing system, where drivers and riders progress from a learner permit to a P1 probationary licence to a P2 probationary licence to a full licence.

** Motorcycle licence proficiency is shown as unknown if the licence issue jurisdiction was recorded by police as unknown. Proficiency is known only for the holders of Victorian licences and permits.

Table 86. Count and percentage of motorcycle riders involved in serious injury crashes by region by status of Victorian motorcycle permit/licence, FY24 versus previous 10 financial years

Region	Motorcycle permit/licence status	Count				% of column total	
		FY24	Average FY14–FY23	Change	% Change	FY24	FY14–FY23
Metro Melbourne	Current	440	455.5	−15.5	−3.4%	71.2%	73.4%
	Suspended	3	4.8	−1.8	−37.5%	0.5%	0.8%
	Cancelled	0	1.0	−1.0	−100.0%	0.0%	0.2%
	Disqualified	13	5.0	8.0	160.0%	2.1%	0.8%
	Unlicensed after completing ban	6	5.3	0.7	13.2%	1.0%	0.9%
	Expired	4	3.7	0.3	8.1%	0.6%	0.6%
	Surrendered	1	1.2	−0.2	−16.7%	0.2%	0.2%
	Victorian, no licence/permit	57	46.4	10.6	22.8%	9.2%	7.5%
	Non-Victorian licence/permit	31	32.4	−1.4	−4.3%	5.0%	5.2%
	Unknown*	63	65.6	−2.6	−4.0%	10.2%	10.6%
	All	618	620.9	−2.9	−0.5%	100.0%	100.0%
Regional Victoria	Current	286	264.1	21.9	8.3%	77.7%	76.5%
	Suspended	1	1.1	−0.1	−9.1%	0.3%	0.3%
	Cancelled	0	0.3	−0.3	−100.0%	0.0%	0.1%
	Disqualified	2	1.5	0.5	33.3%	0.5%	0.4%
	Unlicensed after completing ban	0	2.2	−2.2	−100.0%	0.0%	0.6%
	Expired	3	1.6	1.4	87.5%	0.8%	0.5%
	Surrendered	0	0.7	−0.7	−100.0%	0.0%	0.2%
	Victorian, no licence/permit	22	22.0	0.0	0.0%	6.0%	6.4%
	Non-Victorian licence/permit	39	28.2	10.8	38.3%	10.6%	8.2%
	Unknown*	15	23.4	−8.4	−35.9%	4.1%	6.8%
	All	368	345.1	22.9	6.6%	100.0%	100.0%
All of Victoria	Current	726	719.6	6.4	0.9%	73.6%	74.5%
	Suspended	4	5.9	−1.9	−32.2%	0.4%	0.6%
	Cancelled	0	1.3	−1.3	−100.0%	0.0%	0.1%
	Disqualified	15	6.5	8.5	130.8%	1.5%	0.7%
	Unlicensed after completing ban	6	7.5	−1.5	−20.0%	0.6%	0.8%
	Expired	7	5.3	1.7	32.1%	0.7%	0.5%
	Surrendered	1	1.9	−0.9	−47.4%	0.1%	0.2%
	Victorian, no licence/permit	79	68.4	10.6	15.5%	8.0%	7.1%
	Non-Victorian licence/permit	70	60.6	9.4	15.5%	7.1%	6.3%
	Unknown*	78	89.0	−11.0	−12.4%	7.9%	9.2%
	All	986	966.0	20.0	2.1%	100.0%	100.0%

* Rider licence/permit status is shown as unknown if the licence issue jurisdiction was recorded by police as unknown. Status is known only for the holders of Victorian licences and permits.

Table 87. Count and percentage of motorcycle riders involved in serious injury crashes by region by motorcycle licence experience, FY24 versus previous 10 financial years*

Region	Motorcycle licence experience	Count				% of column total	
		FY24	Average FY14–FY23	Change	% Change	FY24	FY14–FY23
Metro Melbourne	No permit or licence	57	46.4	10.6	22.8%	9.2%	7.5%
	Learner permit	104	77.1	26.9	34.9%	16.8%	12.4%
	Licensed 0 to <1 year	75	59.1	15.9	26.9%	12.1%	9.5%
	Licensed 1 to <4 years	78	99.1	−21.1	−21.3%	12.6%	16.0%
	Licensed 4 to <10 years	78	90.3	−12.3	−13.6%	12.6%	14.5%
	Licensed 10 to <20 years	62	72.4	−10.4	−14.4%	10.0%	11.7%
	Licensed 20+ years	70	78.5	−8.5	−10.8%	11.3%	12.6%
	Unknown	0	0.8	−0.8	−100.0%	0.0%	0.1%
	Non-Victorian**	94	97.2	−3.2	−3.3%	15.2%	15.7%
	All	618	620.9	−2.9	−0.5%	100.0%	100.0%
Regional Victoria	No permit or licence	22	22.0	0.0	0.0%	6.0%	6.4%
	Learner permit	24	32.1	−8.1	−25.2%	6.5%	9.3%
	Licensed 0 to <1 year	25	18.5	6.5	35.1%	6.8%	5.4%
	Licensed 1 to <4 years	25	36.0	−11.0	−30.6%	6.8%	10.4%
	Licensed 4 to <10 years	47	52.9	−5.9	−11.2%	12.8%	15.3%
	Licensed 10 to <20 years	60	46.5	13.5	29.0%	16.3%	13.5%
	Licensed 20+ years	111	85.5	25.5	29.8%	30.2%	24.8%
	Non-Victorian**	54	51.6	2.4	4.7%	14.7%	15.0%
	All	368	345.1	22.9	6.6%	100.0%	100.0%
All of Victoria	No permit or licence	79	68.4	10.6	15.5%	8.0%	7.1%
	Learner permit	128	109.2	18.8	17.2%	13.0%	11.3%
	Licensed 0 to <1 year	100	77.6	22.4	28.9%	10.1%	8.0%
	Licensed 1 to <4 years	103	135.1	−32.1	−23.8%	10.4%	14.0%
	Licensed 4 to <10 years	125	143.2	−18.2	−12.7%	12.7%	14.8%
	Licensed 10 to <20 years	122	118.9	3.1	2.6%	12.4%	12.3%
	Licensed 20+ years	181	164.0	17.0	10.4%	18.4%	17.0%
	Unknown	0	0.8	−0.8	−100.0%	0.0%	0.1%
	Non-Victorian**	148	148.8	−0.8	−0.5%	15.0%	15.4%
	All	986	966.0	20.0	2.1%	100.0%	100.0%

* Experience is based on the time elapsed since the issue of the rider's first Victorian licence, and does not account for previous time (if any) holding a licence issued by another jurisdiction. The time elapsed since initial licence issue is not known for holders of non-Victorian licences.

** 'Non-Victorian' includes holders of interstate and overseas licences and permits and riders whose licence issue jurisdiction was recorded as unknown by police.

Table 88. Count *and percentage of motorcycle riders involved in serious injury crashes by permit/licence status by motorcycle licence proficiency, FY24*

Motorcycle permit/licence status	Motorcycle licence proficiency								
	Learner permit	Probationary P1 licence	Probationary P2 licence	Full licence	Victorian, no licence/ permit	Non-Victorian licence/ permit	Unknown	All	All %
Current	107	12	40	567	0	0	0	726	73.6%
Suspended	2	0	1	1	0	0	0	4	0.4%
Disqualified	8	0	3	4	0	0	0	15	1.5%
Unlicensed after completing ban	4	0	1	1	0	0	0	6	0.6%
Expired	7	0	0	0	0	0	0	7	0.7%
Surrendered	0	0	1	0	0	0	0	1	0.1%
Victorian, no licence/permit	0	0	0	0	79	0	0	79	8.0%
Non-Victorian licence/permit	0	0	0	0	0	70	0	70	7.1%
Unknown	0	0	0	0	0	0	78	78	7.9%
All	128	12	46	573	79	70	78	986	100.0%

4.9 Road user behaviour

4.9.1 Use of personal protective equipment

It is important to note that in many cases use of personal protective equipment is not known, as it is difficult for police members to determine, especially in cases where police did not attend the crash scene.

Table 89. Count and percentage of vehicle occupant serious injuries by use of personal protective equipment, FY24*

Use of personal protective equipment	Count	Percentage
Seat belt worn	2,261	63.4%
Seat belt not worn	149	4.2%
Child restraint worn	34	1.0%
Child restraint not worn	2	0.1%
Seat belt/restraint not fitted	36	1.0%
Crash helmet worn	9	0.3%
Crash helmet not worn	7	0.2%
Not appropriate	99	2.8%
Unknown	971	27.2%
All	3,568	100.0%

* Excludes drivers and passengers of quad bikes and horses.

Table 90. Count and percentage of serious injuries of motorcyclists, pillion passengers and quad bike riders by use of personal protective equipment, FY24

Use of personal protective equipment	Count	Percentage
Seat belt worn	1	0.1%
Seat belt not worn	1	0.1%
Crash helmet worn	750	75.6%
Crash helmet not worn	42	4.2%
Not appropriate	93	9.4%
Unknown	105	10.6%
All	992	100.0%

Table 91. Count and percentage of serious injuries of bicyclists by use of personal protective equipment, FY24*

Use of personal protective equipment	Count	Percentage
Crash helmet worn	309	65.6%
Crash helmet not worn	36	7.6%
Not appropriate	57	12.1%
Unknown	69	14.6%
All	471	100.0%

* Includes bicycle riders and passengers.

4.9.2 Alcohol and driving

The information in Figure 18 concerning the percentage of hospitalised drivers and motorcyclists who tested positive for alcohol (i.e. BAC >= 0.01 g/100 ml) each financial year, 2013/14 to 2021/22 was supplied by the Victorian Institute of Forensic Medicine (VIFM)[9]. This information focuses on alcohol use by a sample of 1000 drivers and motorcyclists who were taken to hospital; not all of these drivers and motorcyclists were admitted to the hospital, so not all qualify as 'serious' injuries. It does not take account of other road users (passengers, pedestrians and bicyclists) injured in crashes involving an alcohol-affected driver or motorcyclist. Data is not yet available from VIFM concerning drivers and motorcyclists hospitalised as a result of crashes in FY23 and FY24.

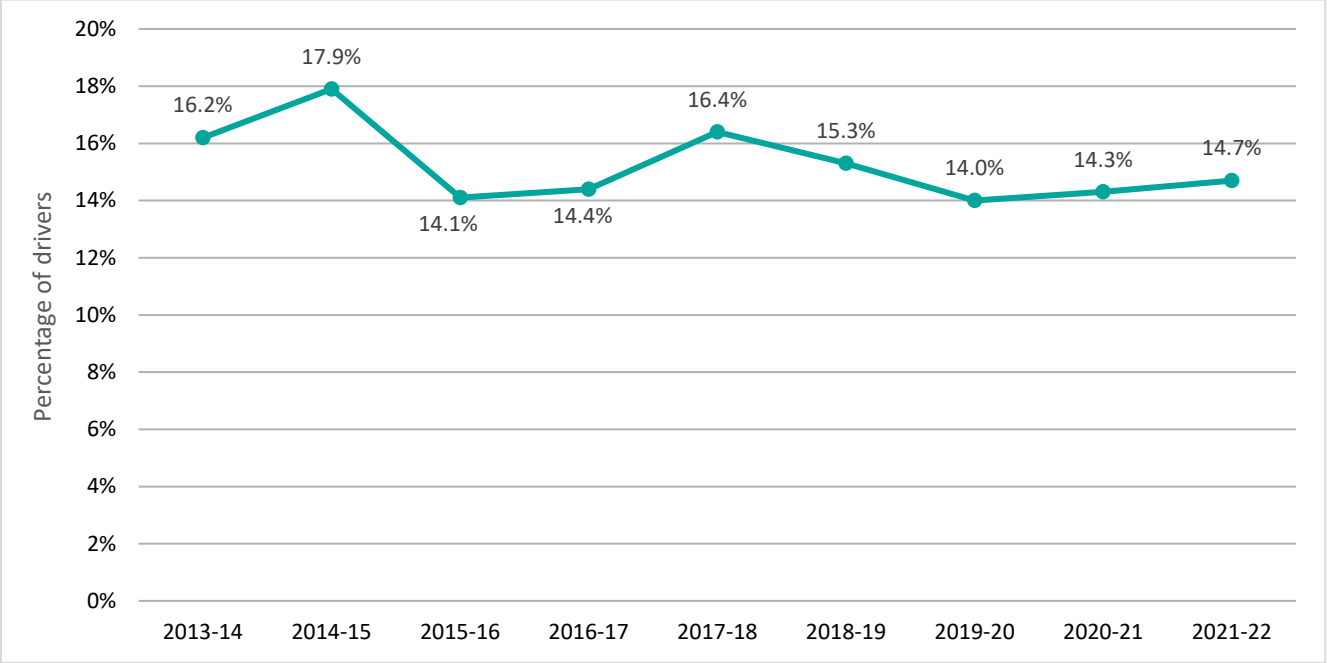


Figure 18. Percentage of a sample of 1000 drivers and motorcyclists taken to hospital who were positive for alcohol (BAC >= 0.01 g/100 ml), FY14 to FY22

[9] Victorian Institute of Forensic Medicine, undated, Drug presence in Victorian injured hospitalised drivers 2021/22

4.9.3 Drug-driving

Information from VIFM[10] on hospitalised drivers and motorcyclists for financial years 2013/14 to 2021/22 shows the percentage of drivers and motorcyclists who tested positive for each of the three proscribed drugs that are included in roadside drug testing: cannabis (THC), methylamphetamine and MDMA (ecstasy). This information focuses on drug use by a sample of 1000 drivers and motorcyclists who were taken to hospital; not all of these drivers and motorcyclists were admitted to the hospital, so not all qualify as 'serious' injuries. It does not take account of other road users (passengers, pedestrians and bicyclists) who were injured in crashes involving a drug-affected driver or motorcyclist. Data is not yet available from VIFM concerning drivers and motorcyclists hospitalised as a result of crashes in FY23 and FY24.

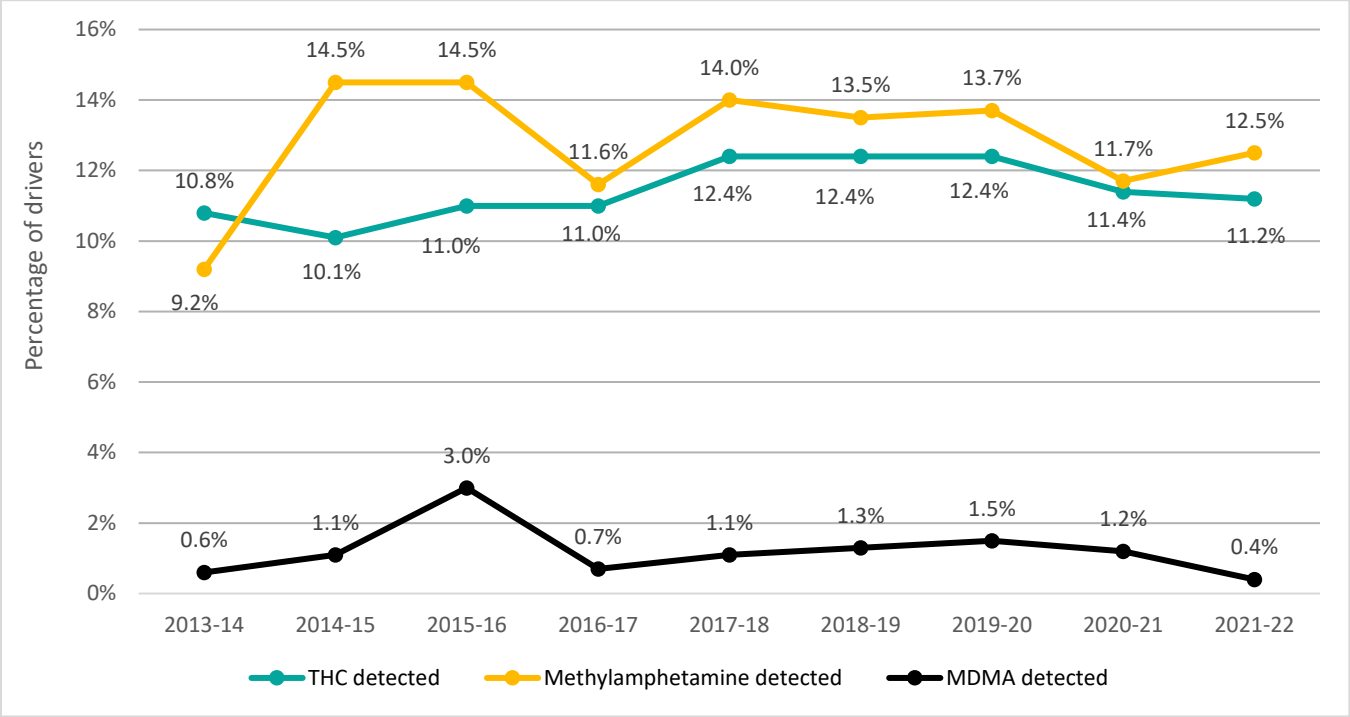


Figure 19. Percentage of a sample of 1000 drivers and motorcyclists taken to hospital who were positive for THC, methylamphetamine *and MDMA, FY14 to FY22*

[10] Victorian Institute of Forensic Medicine, undated, Drug presence in Victorian injured hospitalised drivers 2021/22

5 MAIS 3+ injuries in Financial Year 2023/24

5.1 Using MAIS to identify severe injuries

The Abbreviated Injury Scale (AIS) is an anatomical injury severity scoring system, first introduced in 1969 by the Association for the Advancement of Automotive Medicine and subsequently adapted for use in Australia by the Institute of Trauma and Injury Management, New South Wales Agency for Clinical Innovation. It has two components: (1) the injury descriptor, which is a unique numerical identifier for each injury description; and (2) the severity score. The severity score ranges from 1 to 6 (Table 92). AIS scores have been assigned to various types of injury as determined by consensus among a wide variety of medical specialists.

Table 92. Abbreviated Injury Scale

AIS-code	Injury	Example	Probability of death
1	Minor	Superficial laceration	0%
2	Moderate	Fractured sternum	1–2%
3	Serious	Open fracture of humerus	8–10%
4	Severe	Perforated trachea	5–50%
5	Critical	Ruptured liver with tissue loss	5–50%
6	Maximum	Total severance of aorta	100%

The commonly used measure based on the AIS is the Maximum Abbreviated Injury Scale (MAIS) – the AIS score of the most severe injury that a patient sustains. In 2012, the European Union adopted 'Maximum Abbreviated Injury Scale >= 3' (MAIS 3+) as an interim indicator of 'serious injury' (the European Commission's High Level Group on Road Safety)[11]. Victoria has adopted the same cut-off point and has utilised this data to identify road trauma issues that have more severe outcomes.

Regarding AIS 6, while survival is unlikely, it's important to note that AIS coding is based on the severity of injuries rather than outcomes. In some cases, individuals with AIS 6 injuries can survive and achieve positive outcomes with prompt and appropriate treatment[12].

For the purposes of this summary, MAIS 3+ injuries exclude fatalities (people who die within 30 days of the crash). The TAC's MAIS data is mapped from injury diagnostic codes (ICD-10AM, International Classification of Diseases – 10 – Australian Modification) received from hospitals for admitted patients who lodge a TAC claim; TAC is not able to calculate the MAIS for patients who do not submit a claim, nor for those not admitted to hospital. The MAIS is calculated from ICD-10 codes using a mapping originally developed by the Association for the Advancement of Automotive Medicine and subsequently modified for Australian use. TAC is continuing to refine the method of identifying MAIS 3+ injuries; as a result, the number of MAIS 3+ injuries reported for previous years is subject to small changes between annual editions of this report.

[11] Alavi, H., & Nieuwesteeg, M. (2013). Estimating factors influencing hospitalisation over 14 days among compensated road crash injuries in Victoria. Australasian College of Road Safety.

[12] Schellenberg, M., Owattanapanich, N., Grigorian, A., Lam, L., Nahmias, J., & Inaba, K. (2021). Surviving nonsurvivable injuries: patients who elude the 'Lethal' abbreviated injury scale score of six. *Journal of Surgical Research*, *268*, 616–622. https://doi.org/10.1,016/j.jss.2021.06.087

5.2 Overview

5.2.1 Number of MAIS 3+ injuries

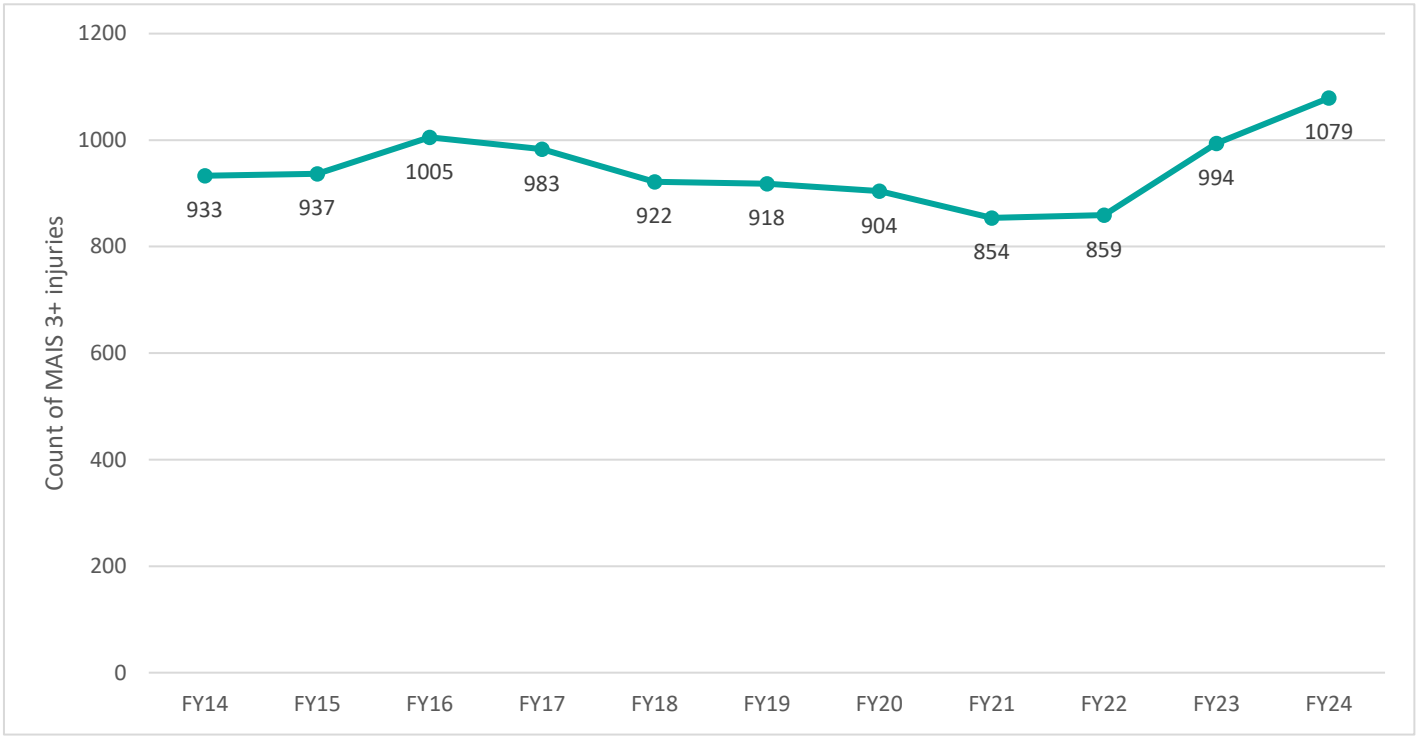


Figure 20. Count of MAIS 3+ injuries by financial year, FY14 to FY24

5.2.2 MAIS 3+ injury rates

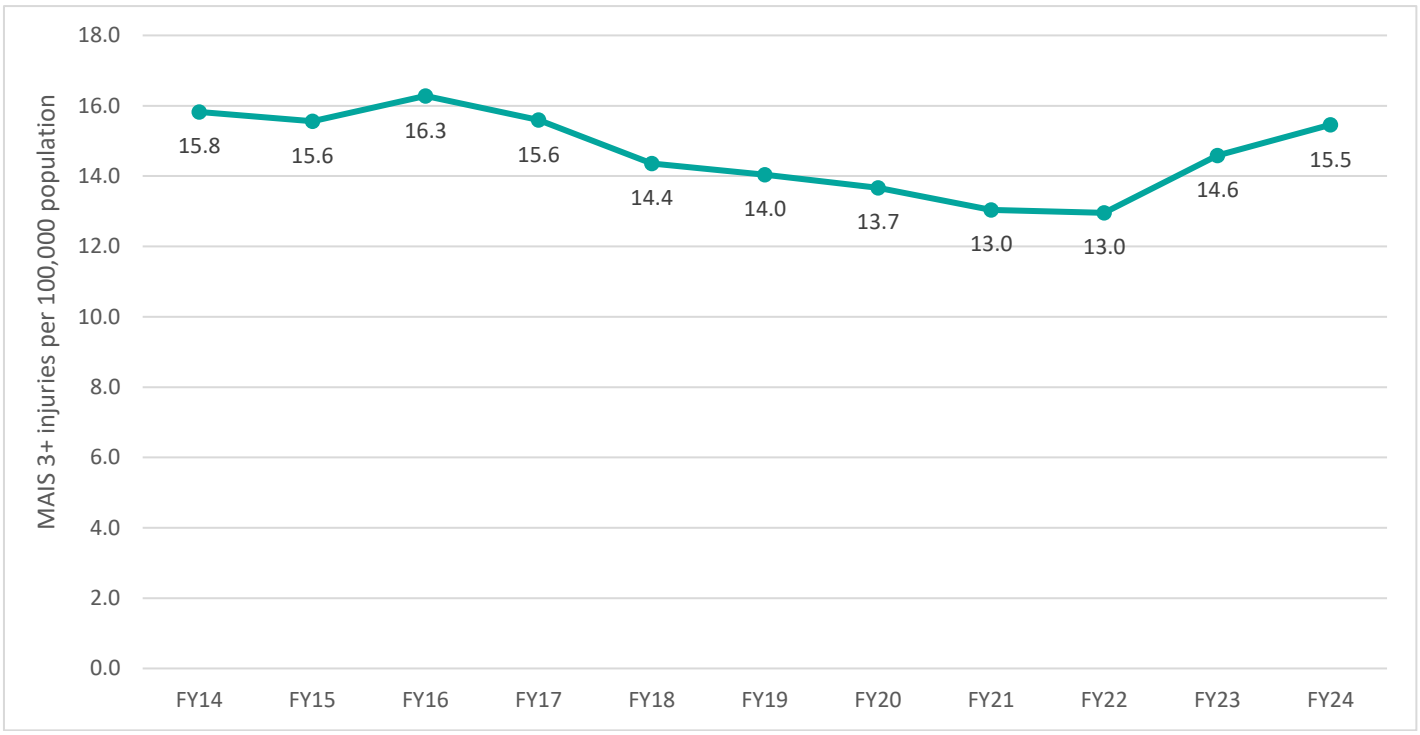


Figure 21. MAIS 3+ injury rate per 100,000 population *by financial year, FY14 to FY24*

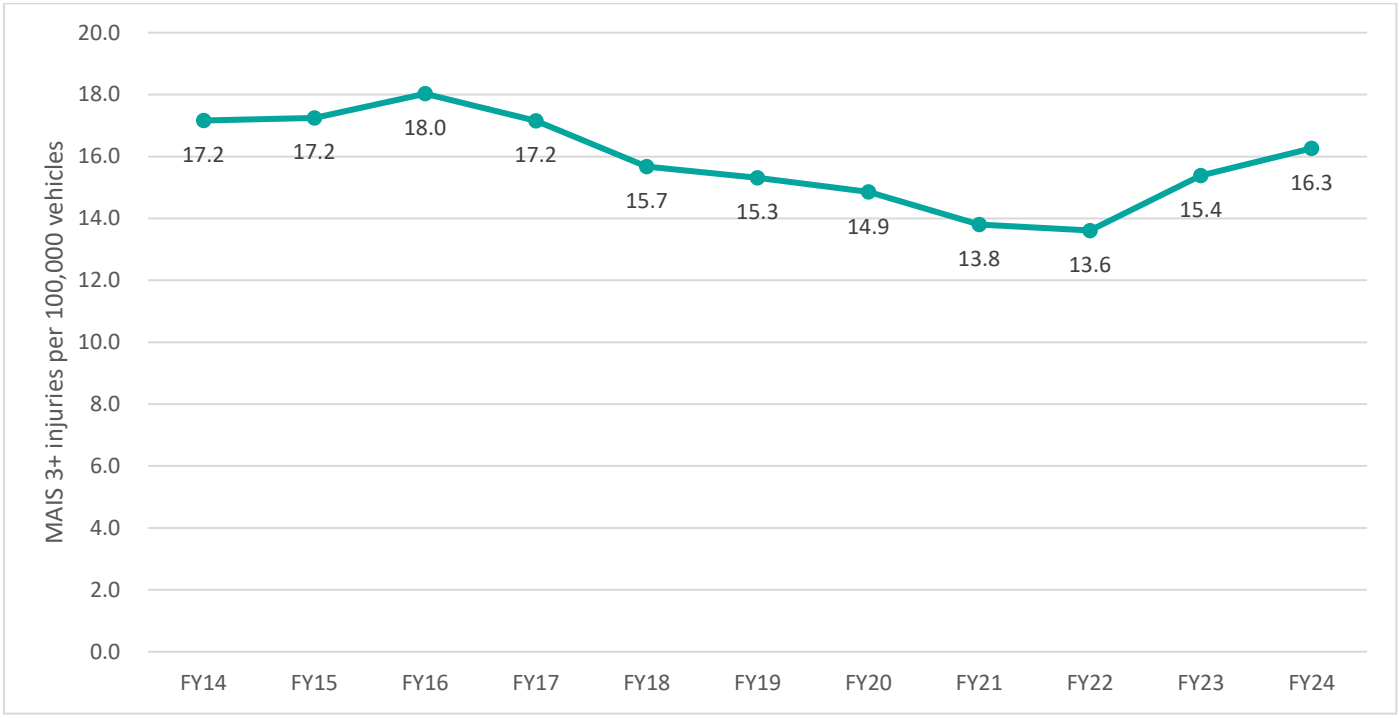


Figure 22. MAIS 3+ injury rate per 100,000 vehicles by financial year, FY14 to FY24

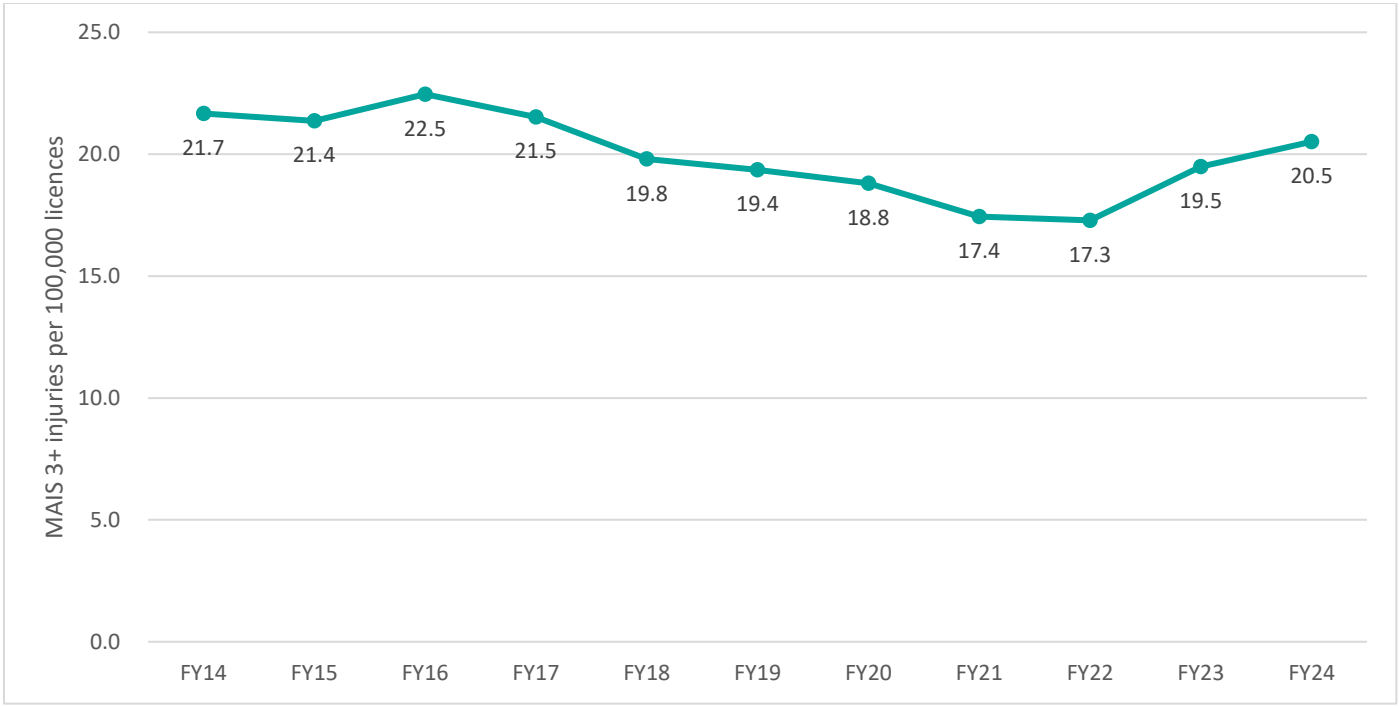


Figure 23. MAIS 3+ injury rate per 100,000 licences by financial year, FY14 to FY24

5.3 MAIS 3+ injuries

Table 93. Count and percentage of MAIS 3+ injuries by region by road user type, FY24 versus previous 10 financial years

Note: A separate category for e-scooter riders was not introduced into the TIS and RCIS databases until after the end of FY24. In the absence of a separate category for e-scooter riders, they were most often recorded by police as 'driver' or 'unknown'.

Region	Road user type	Count				% of column total	
		FY24	Average FY14–FY23	Change	% Change	FY24	FY14–FY23
Metro Melbourne	Driver	258	216.5	41.5	19.2%	38.7%	37.2%
	Passenger	83	81.0	2.0	2.5%	12.5%	13.9%
	Motorcyclist*	153	131.8	21.2	16.1%	23.0%	22.7%
	Bicyclist	51	48.0	3.0	6.3%	7.7%	8.3%
	Pedestrian	121	104.5	16.5	15.8%	18.2%	18.0%
	All	666	581.8	84.2	14.5%	100.0%	100.0%
Regional Victoria	Driver	180	166.1	13.9	8.4%	43.6%	47.6%
	Passenger	71	61.2	9.8	16.0%	17.2%	17.5%
	Motorcyclist*	117	87.2	29.8	34.2%	28.3%	25.0%
	Bicyclist	19	13.3	5.7	42.9%	4.6%	3.8%
	Pedestrian	26	21.3	4.7	22.1%	6.3%	6.1%
	All	413	349.1	63.9	18.3%	100.0%	100.0%
All of Victoria	Driver	438	382.6	55.4	14.5%	40.6%	41.1%
	Passenger	154	142.2	11.8	8.3%	14.3%	15.3%
	Motorcyclist*	270	219.0	51.0	23.3%	25.0%	23.5%
	Bicyclist	70	61.3	8.7	14.2%	6.5%	6.6%
	Pedestrian	147	125.8	21.2	16.9%	13.6%	13.5%
	All	1,079	930.9	148.1	15.9%	100.0%	100.0%

* In summaries of MAIS 3+ injuries, 'motorcyclist' includes pillion passenger.

Table 94. Count and percentage of MAIS 3+ injuries by age group by road user type, FY24

	Age (years)	Road user type					
		Driver	Passenger	Motorcyclist	Bicyclist	Pedestrian	All
Count	0 to 4	0	2	0	0	3	5
	5 to 12	0	4	0	0	9	13
	13 to 15	2	3	3	0	4	12
	16 to 17	2	5	8	3	5	23
	18 to 21	35	16	39	3	8	101
	22 to 25	29	18	24	2	7	80
	26 to 29	33	8	14	7	11	73
	30 to 39	52	13	36	6	22	129
	40 to 49	62	10	38	11	13	134
	50 to 59	52	22	49	14	11	148
	60 to 64	27	10	25	10	12	84
	65 to 74	59	22	27	9	18	135
	75 to 84	66	14	7	4	18	109
	85 or more	19	7	0	1	6	33
	All	438	154	270	70	147	1,079
% of column total	0 to 4	1.3%	2.0%	0.0%	0.0%	0.0%	0.5%
	5 to 12	2.6%	6.1%	0.0%	0.0%	0.0%	1.2%
	13 to 15	1.9%	2.7%	1.1%	0.5%	0.0%	1.1%
	16 to 17	3.2%	3.4%	3.0%	0.5%	4.3%	2.1%
	18 to 21	10.4%	5.4%	14.4%	8.0%	4.3%	9.4%
	22 to 25	11.7%	4.8%	8.9%	6.6%	2.9%	7.4%
	26 to 29	5.2%	7.5%	5.2%	7.5%	10.0%	6.8%
	30 to 39	8.4%	15.0%	13.3%	11.9%	8.6%	12.0%
	40 to 49	6.5%	8.8%	14.1%	14.2%	15.7%	12.4%
	50 to 59	14.3%	7.5%	18.1%	11.9%	20.0%	13.7%
	60 to 64	6.5%	8.2%	9.3%	6.2%	14.3%	7.8%
	65 to 74	14.3%	12.2%	10.0%	13.5%	12.9%	12.5%
	75 to 84	9.1%	12.2%	2.6%	15.1%	5.7%	10.1%
	85 or more	4.5%	4.1%	0.0%	4.3%	1.4%	3.1%
	All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

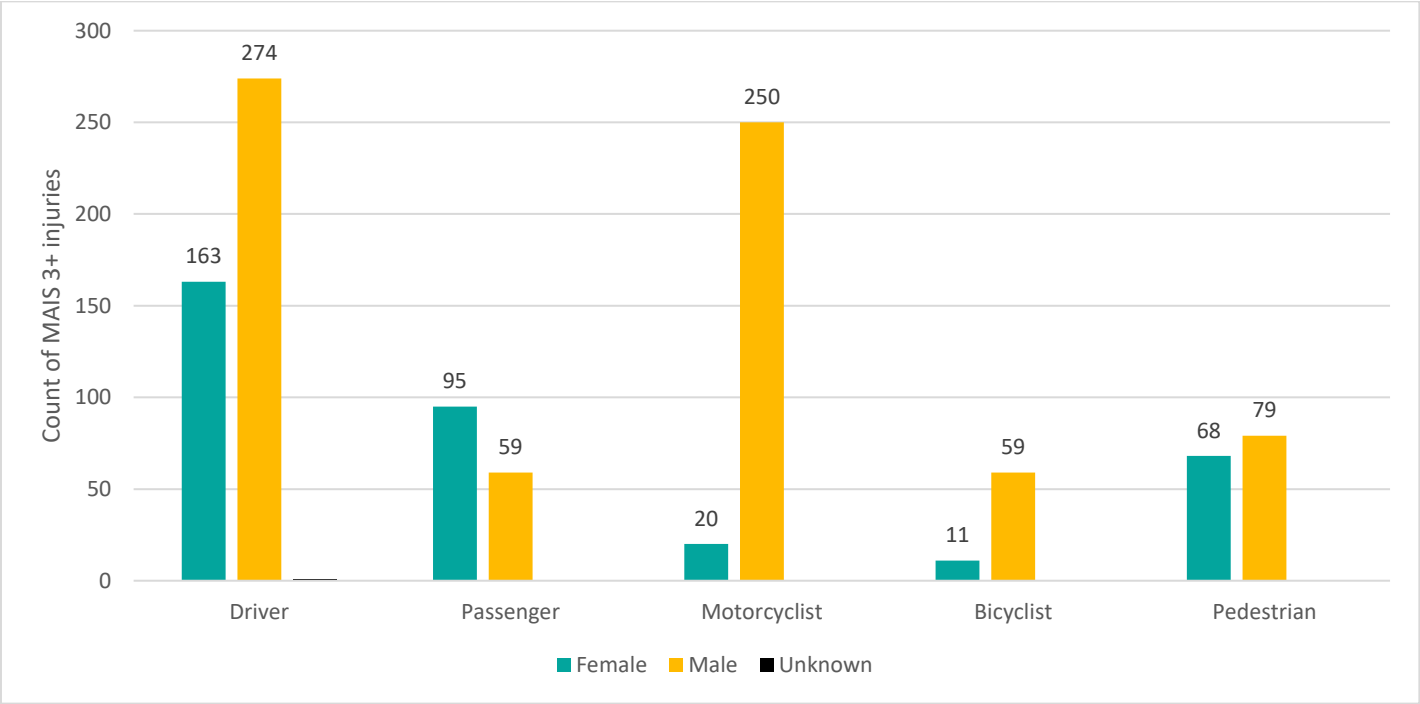


Figure 24. Count of MAIS 3+ injuries by road user type by sex, FY24

Table 95. Count and percentage of MAIS 3+ injuries by socio-economic status of residential postcode by road user type, FY24

IRSAD Australian quintile of residential postcode	Road user type						
	Driver	Passenger	Motorcyclist	Bicyclist	Pedestrian	All	All %
1 (greatest disadvantage)	74	27	44	7	19	171	15.8%
2	79	19	36	8	10	152	14.1%
3	97	24	65	6	16	208	19.3%
4	85	28	65	13	28	219	20.3%
5 (greatest advantage)	84	26	43	29	47	229	21.2%
Unknown	19	30	17	7	27	100	9.3%
All	438	154	270	70	147	1,079	100.0%

5.4 Crash types

5.4.1 People who suffered MAIS 3+ injuries

Table 96. Count and percentage of MAIS 3+ injuries by region by crash type, FY24 versus previous 10 financial years

Region	Crash type	Count				% of column total	
		FY24	Average FY14–FY23	Change	% Change	FY24	FY14–FY23
Metro Melbourne	Pedestrian	106	99.7	6.3	6.3%	15.9%	17.1%
	Side impact at intersection	188	131.5	56.5	43.0%	28.2%	22.6%
	Head on	49	42.5	6.5	15.3%	7.4%	7.3%
	Rear end	77	52.6	24.4	46.4%	11.6%	9.0%
	Side swipe/lane change	25	24.4	0.6	2.5%	3.8%	4.2%
	U-turn	10	12.6	−2.6	−20.6%	1.5%	2.2%
	Emerging from driveway/lane	3	10.2	−7.2	−70.6%	0.5%	1.8%
	Manoeuvring	14	9.7	4.3	44.3%	2.1%	1.7%
	Overtaking	8	8.7	−0.7	−8.0%	1.2%	1.5%
	On path	26	28.1	−2.1	−7.5%	3.9%	4.8%
	Struck animal	2	1.5	0.5	33.3%	0.3%	0.3%
	Run off road	115	120.2	−5.2	−4.3%	17.3%	20.7%
	Off end of road (T intersection)	3	5.2	−2.2	−42.3%	0.5%	0.9%
	Other loss of control	21	24.3	−3.3	−13.6%	3.2%	4.2%
	Passenger/miscellaneous	11	5.4	5.6	103.7%	1.7%	0.9%
	Rail level crossing	0	0.2	−0.2	−100.0%	0.0%	0.0%
	Other	8	5	3	60.0%	1.2%	0.9%
	All	666	581.8	84.2	14.5%	100.0%	100.0%
Regional Victoria	Pedestrian	25	19.7	5.3	26.9%	6.1%	5.6%
	Side impact at intersection	78	59.5	18.5	31.1%	18.9%	17.0%
	Head on	42	29.6	12.4	41.9%	10.2%	8.5%
	Rear end	22	19.9	2.1	10.6%	5.3%	5.7%
	Side swipe/lane change	5	4	1	25.0%	1.2%	1.1%
	U-turn	5	4.7	0.3	6.4%	1.2%	1.3%
	Emerging from driveway/lane	5	3.6	1.4	38.9%	1.2%	1.0%
	Manoeuvring	4	2.6	1.4	53.8%	1.0%	0.7%
	Overtaking	7	5.3	1.7	32.1%	1.7%	1.5%
	On path	8	9.2	−1.2	−13.0%	1.9%	2.6%
	Struck animal	15	7.9	7.1	89.9%	3.6%	2.3%
	Run off road	139	147.5	−8.5	−5.8%	33.7%	42.3%
	Off end of road (T intersection)	6	4.3	1.7	39.5%	1.5%	1.2%
	Other loss of control	43	23.3	19.7	84.5%	10.4%	6.7%
	Passenger/miscellaneous	5	4	1	25.0%	1.2%	1.1%
	Rail level crossing	2	0.7	1.3	185.7%	0.5%	0.2%
	Other	2	3.3	−1.3	−39.4%	0.5%	0.9%
	All	413	349.1	63.9	18.3%	100.0%	100.0%

Table 96 (continued). Count and percentage of MAIS 3+ injuries by region by crash type, FY24 versus previous 10 financial years

Region	Crash type	Count				% of column total	
		FY24	Average FY14–FY23	Change	% Change	FY24	FY14–FY23
All of Victoria	Pedestrian	131	119.4	11.6	9.7%	12.1%	12.8%
	Side impact at intersection	266	191	75	39.3%	24.7%	20.5%
	Head on	91	72.1	18.9	26.2%	8.4%	7.7%
	Rear end	99	72.5	26.5	36.6%	9.2%	7.8%
	Side swipe/lane change	30	28.4	1.6	5.6%	2.8%	3.1%
	U-turn	15	17.3	−2.3	−13.3%	1.4%	1.9%
	Emerging from driveway/lane	8	13.8	−5.8	−42.0%	0.7%	1.5%
	Manoeuvring	18	12.3	5.7	46.3%	1.7%	1.3%
	Overtaking	15	14	1	7.1%	1.4%	1.5%
	On path	34	37.3	−3.3	−8.8%	3.2%	4.0%
	Struck animal	17	9.4	7.6	80.9%	1.6%	1.0%
	Run off road	254	267.7	−13.7	−5.1%	23.5%	28.8%
	Off end of road (T intersection)	9	9.5	−0.5	−5.3%	0.8%	1.0%
	Other loss of control	64	47.6	16.4	34.5%	5.9%	5.1%
	Passenger/miscellaneous	16	9.4	6.6	70.2%	1.5%	1.0%
	Rail level crossing	2	0.9	1.1	122.2%	0.2%	0.1%
	Other	10	8.3	1.7	20.5%	0.9%	0.9%
	All	1,079	930.9	148.1	15.9%	100.0%	100.0%

Table 97. Count and percentage of MAIS 3+ injuries by crash type by road user type, FY24

	Crash type	Road user type					
		Driver	Passenger	Motorcyclist	Bicyclist	Pedestrian	All
Count	Pedestrian	1	0	0	0	130	131
	Side impact at intersection	122	55	56	32	1	266
	Head on	56	19	11	4	1	91
	Rear end	52	17	21	7	2	99
	Side swipe/lane change	6	3	13	8	0	30
	U-turn	5	1	9	0	0	15
	Emerging from driveway/lane	3	1	2	2	0	8
	Manoeuvring	2	0	5	8	3	18
	Overtaking	8	3	4	0	0	15
	On path	14	1	11	6	2	34
	Struck animal	3	4	10	0	0	17
	Run off road	143	36	72	0	3	254
	Off end of road (T intersection)	6	2	1	0	0	9
	Other loss of control	10	5	46	2	1	64
	Passenger/miscellaneous	2	6	4	0	4	16
	Rail level crossing	1	1	0	0	0	2
	Other	4	0	5	1	0	10
	All	438	154	270	70	147	1,079
% of column total	Pedestrian	0.2%	0.0%	0.0%	0.0%	88.4%	12.1%
	Side impact at intersection	27.9%	35.7%	20.7%	45.7%	0.7%	24.7%
	Head on	12.8%	12.3%	4.1%	5.7%	0.7%	8.4%
	Rear end	11.9%	11.0%	7.8%	10.0%	1.4%	9.2%
	Side swipe/lane change	1.4%	1.9%	4.8%	11.4%	0.0%	2.8%
	U-turn	1.1%	0.6%	3.3%	0.0%	0.0%	1.4%
	Emerging from driveway/lane	0.7%	0.6%	0.7%	2.9%	0.0%	0.7%
	Manoeuvring	0.5%	0.0%	1.9%	11.4%	2.0%	1.7%
	Overtaking	1.8%	1.9%	1.5%	0.0%	0.0%	1.4%
	On path	3.2%	0.6%	4.1%	8.6%	1.4%	3.2%
	Struck animal	0.7%	2.6%	3.7%	0.0%	0.0%	1.6%
	Run off road	32.6%	23.4%	26.7%	0.0%	2.0%	23.5%
	Off end of road (T intersection)	1.4%	1.3%	0.4%	0.0%	0.0%	0.8%
	Other loss of control	2.3%	3.2%	17.0%	2.9%	0.7%	5.9%
	Passenger/miscellaneous	0.5%	3.9%	1.5%	0.0%	2.7%	1.5%
	Rail level crossing	0.2%	0.6%	0.0%	0.0%	0.0%	0.2%
	Other	0.9%	0.0%	1.9%	1.4%	0.0%	0.9%
	All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Table 98. Count and percentage of pedestrians suffering MAIS3+ injuries by DCA description, FY24

DCA description	Count	Percentage
Pedestrian near side hit by vehicle from the right	65	44.2%
Pedestrian far side hit by vehicle from the left	32	21.8%
Pedestrian playing, lying, working, standing on carriageway	12	8.2%
Pedestrian emerges from in front of parked or stationary vehicle	10	6.8%
Pedestrian on footpath struck by vehicle entering/leaving driveway	4	2.7%
Left off carriageway into object/parked vehicle	3	2.0%
Pedestrian walking with traffic	3	2.0%
Vehicle strikes pedestrian on footpath, median, traffic island	3	2.0%
Fell in/from vehicle	2	1.4%
Parked car run away	2	1.4%
Rear end (vehicles in same lane)	2	1.4%
Vehicle off footpath strikes vehicle on carriageway	2	1.4%
Pedestrian walking against traffic	1	0.7%
Right near (intersections only)	1	0.7%
Accident or broken down	1	0.7%
Head on (not overtaking)	1	0.7%
Other accidents off straight not included in DCAs 170–175	1	0.7%
Reversing into fixed object/parked vehicle	1	0.7%
Vehicle collides with vehicle parked on left of road	1	0.7%
All	147	100.0%

5.4.2 MAIS 3+ injury crashes

In FY24, there were 1,025 MAIS 3+ injury crashes on the Victorian network.

Table 99. Count and percentage of MAIS 3+ crashes by number of vehicles involved, FY24 versus previous 10 financial years

Number of vehicles involved	Count				% of column total	
	FY24	Average FY14–FY23	Change	% Change	FY24	FY14–FY23
1	458	424.1	33.9	8.0%	44.7%	47.7%
2	481	390.5	90.5	23.2%	46.9%	43.9%
3	65	55	10	18.2%	6.3%	6.2%
4	18	11.7	6.3	53.8%	1.8%	1.3%
5 or more	3	8	−5	−62.5%	0.3%	0.9%
All	1,025	889.3	135.7	15.3%	100.0%	100.0%

Table 100. Count and percentage of MAIS 3+ crashes by first object struck by region, FY24

	Object struck	Region		
		Metro Melbourne	Regional Victoria	All
Count	No object struck	509	258	767
	Tree (shrubs and scrub)	38	64	102
	Pole (telephone/electricity/light/tram)	31	11	42
	Fence and walls (include gates)	20	6	26
	Animal	2	14	16
	Other (railway furniture, culvert, telephone boxes)	8	8	16
	Traffic signs (includes No Standing, No Parking)	8	5	13
	Embankments	5	7	12
	Barrier (permanent)	7	4	11
	Protruding kerb	4	2	6
	Buildings	2	2	4
	Traffic signals (e.g. traffic lights)	4	0	4
	Traffic island	1	2	3
	Bridge (when it is on path)	0	1	1
	Road works (pile of dirt, excavation, sign, barrier)	0	1	1
	Unknown	0	1	1
	All	639	386	1,025
% of column total	No object struck	79.7%	66.8%	74.8%
	Tree (shrubs and scrub)	5.9%	16.6%	10.0%
	Pole (telephone/electricity/light/tram)	4.9%	2.8%	4.1%
	Fence and walls (include gates)	3.1%	1.6%	2.5%
	Animal	0.3%	3.6%	1.6%
	Other (railway furniture, culvert, telephone boxes)	1.3%	2.1%	1.6%
	Traffic signs (includes No Standing, No Parking)	1.3%	1.3%	1.3%
	Embankments	0.8%	1.8%	1.2%
	Barrier (permanent)	1.1%	1.0%	1.1%
	Protruding kerb	0.6%	0.5%	0.6%
	Buildings	0.3%	0.5%	0.4%
	Traffic signals (e.g. traffic lights)	0.6%	0.0%	0.4%
	Traffic island	0.2%	0.5%	0.3%
	Bridge (when it is on path)	0.0%	0.3%	0.1%
	Road works (pile of dirt, excavation, sign, barrier)	0.0%	0.3%	0.1%
	Unknown	0.0%	0.3%	0.1%
	All	100.0%	100.0%	100.0%

5.5 Road locations

Table 101. Count and percentage of MAIS 3+ injuries by degree of urbanisation, FY24 versus previous 10 financial years

Degree of urbanisation	Count				% of column total	
	FY24	Average FY14–FY23	Change	% Change	FY24	FY14–FY23
Melbourne CBD	2	5.2	−3.2	−61.5%	0.2%	0.6%
Melbourne urban	509	481.4	27.6	5.7%	47.2%	51.7%
Large provincial city	58	41.2	16.8	40.8%	5.4%	4.4%
Small city	44	40.1	3.9	9.7%	4.1%	4.3%
Town	30	30.1	−0.1	−0.3%	2.8%	3.2%
Small town	13	9.2	3.8	41.3%	1.2%	1.0%
Rural Victoria	368	305.9	62.1	20.3%	34.1%	32.9%
Unknown	55	17.8	37.2	209.0%	5.1%	1.9%
All	1,079	930.9	148.1	15.9%	100.0%	100.0%

Table 102. Count and percentage of MAIS 3+ injuries by region by road geometry, FY24 versus previous 10 financial years

Region	Road geometry	Count				% of column total	
		FY24	Average FY14–FY23	Change	% Change	FY24	FY14–FY23
Metro Melbourne	Cross intersection	137	110.3	26.7	24.2%	20.6%	19.0%
	T intersection	196	145.2	50.8	35.0%	29.4%	25.0%
	Y intersection	6	0.8	5.2	650.0%	0.9%	0.1%
	Multiple intersection	7	9.2	−2.2	−23.9%	1.1%	1.6%
	Sub-total (intersections)	346	265.5	80.5	30.3%	52.0%	45.6%
	Not at intersection	302	305.9	−3.9	−1.3%	45.3%	52.6%
	Dead end	1	0.8	0.2	25.0%	0.2%	0.1%
	Sub-total (non-intersection)	303	306.7	−3.7	−1.2%	45.5%	52.7%
	Unknown	17	9.6	7.4	77.1%	2.6%	1.7%
	All	666	581.8	84.2	14.5%	100.0%	100.0%
Regional Victoria	Cross intersection	79	55.0	24.0	43.6%	19.1%	15.8%
	T intersection	51	42.5	8.5	20.0%	12.3%	12.2%
	Y intersection	2	1.5	0.5	33.3%	0.5%	0.4%
	Multiple intersection	2	3.6	−1.6	−44.4%	0.5%	1.0%
	Sub-total (intersections)	134	102.6	31.4	30.6%	32.4%	29.4%
	Not at intersection	273	239.5	33.5	14.0%	66.1%	68.6%
	Dead end	0	0.5	−0.5	−100.0%	0.0%	0.1%
	Road closure	0	0.1	−0.1	−100.0%	0.0%	0.0%
	Sub-total (non-intersection)	273	240.1	32.9	13.7%	66.1%	68.8%
	Unknown	6	6.4	−0.4	−6.3%	1.5%	1.8%
	All	413	349.1	63.9	18.3%	100.0%	100.0%
All of Victoria	Cross intersection	216	165.3	50.7	30.7%	20.0%	17.8%
	T intersection	247	187.7	59.3	31.6%	22.9%	20.2%
	Y intersection	8	2.3	5.7	247.8%	0.7%	0.2%
	Multiple intersection	9	12.8	−3.8	−29.7%	0.8%	1.4%
	Sub-total (intersections)	480	368.1	111.9	30.4%	44.5%	39.5%
	Not at intersection	575	545.4	29.6	5.4%	53.3%	58.6%
	Dead end	1	1.3	−0.3	−23.1%	0.1%	0.1%
	Road closure	0	0.1	−0.1	−100.0%	0.0%	0.0%
	Sub-total (non-intersection)	576	546.8	29.2	5.3%	53.4%	58.7%
	Unknown	23	16.0	7.0	43.8%	2.1%	1.7%
	All	1,079	930.9	148.1	15.9%	100.0%	100.0%

Table 103. Count and percentage of MAIS 3+ injuries by region by speed zone, FY24 versus previous 10 financial years

Region	Speed zone	Count				% of column total	
		FY24	Average FY14–FY23	Change	% Change	FY24	FY14–FY23
Metro Melbourne	30	1	1.0	0.0	0.0%	0.2%	0.2%
	40	47	36.2	10.8	29.8%	7.1%	6.2%
	50	118	98.2	19.8	20.2%	17.7%	16.9%
	60	237	217.0	20.0	9.2%	35.6%	37.3%
	70	48	52.9	−4.9	−9.3%	7.2%	9.1%
	75	0	0.2	−0.2	−100.0%	0.0%	0.0%
	80	147	114.4	32.6	28.5%	22.1%	19.7%
	90	0	2.4	−2.4	−100.0%	0.0%	0.4%
	100	53	43.3	9.7	22.4%	8.0%	7.4%
	110	2	1.2	0.8	66.7%	0.3%	0.2%
	Other speed limit	1	0.8	0.2	25.0%	0.2%	0.1%
	Camping grounds or off-road	2	1.7	0.3	17.6%	0.3%	0.3%
	Unknown	10	12.5	−2.5	−20.0%	1.5%	2.1%
	All	666	581.8	84.2	14.5%	100.0%	100.0%
Regional Victoria	30	2	0.3	1.7	566.7%	0.5%	0.1%
	40	16	5.7	10.3	180.7%	3.9%	1.6%
	50	42	35.8	6.2	17.3%	10.2%	10.3%
	60	61	52.8	8.2	15.5%	14.8%	15.1%
	70	13	8.4	4.6	54.8%	3.1%	2.4%
	80	58	43.1	14.9	34.6%	14.0%	12.3%
	90	0	1.3	−1.3	−100.0%	0.0%	0.4%
	100	196	174.9	21.1	12.1%	47.5%	50.1%
	110	6	10.3	−4.3	−41.7%	1.5%	3.0%
	Other speed limit	0	0.2	−0.2	−100.0%	0.0%	0.1%
	Camping grounds or off-road	7	4.1	2.9	70.7%	1.7%	1.2%
	Unknown	12	12.2	−0.2	−1.6%	2.9%	3.5%
	All	413	349.1	63.9	18.3%	100.0%	100.0%

Table 103 (continued). Count and percentage of MAIS 3+ injuries by region by speed zone, FY24 versus previous 10 financial years

Region	Speed zone	Count				% of column total	
		FY24	Average FY14–FY23	Change	% Change	FY24	FY14–FY23
All of Victoria	30	3	1.3	1.7	130.8%	0.3%	0.1%
	40	63	41.9	21.1	50.4%	5.8%	4.5%
	50	160	134.0	26.0	19.4%	14.8%	14.4%
	60	298	269.8	28.2	10.5%	27.6%	29.0%
	70	61	61.3	−0.3	−0.5%	5.7%	6.6%
	75	0	0.2	−0.2	−100.0%	0.0%	0.0%
	80	205	157.5	47.5	30.2%	19.0%	16.9%
	90	0	3.7	−3.7	−100.0%	0.0%	0.4%
	100	249	218.2	30.8	14.1%	23.1%	23.4%
	110	8	11.5	−3.5	−30.4%	0.7%	1.2%
	Other speed limit	1	1.0	0.0	0.0%	0.1%	0.1%
	Camping grounds or off-road	9	5.8	3.2	55.2%	0.8%	0.6%
	Unknown	22	24.7	−2.7	−10.9%	2.0%	2.7%
	All	1,079	930.9	148.1	15.9%	100.0%	100.0%

Table 104. Count and percentage of MAIS 3+ injuries by traffic control, FY24 versus previous 10 financial years

Traffic control	Count				% of column total	
	FY24	Average FY14–FY23	Change	% Change	FY24	FY14–FY23
Stop-go lights	116	91.7	24.3	26.5%	10.8%	9.9%
Flashing lights	0	0.3	−0.3	−100.0%	0.0%	0.0%
Stop sign	20	15.1	4.9	32.5%	1.9%	1.6%
Give Way sign	68	46.0	22.0	47.8%	6.3%	4.9%
Roundabout	22	21.3	0.7	3.3%	2.0%	2.3%
Pedestrian crossing	3	2.5	0.5	20.0%	0.3%	0.3%
Pedestrian lights	1	0.9	0.1	11.1%	0.1%	0.1%
School, no flags	0	0.1	−0.1	−100.0%	0.0%	0.0%
Rail crossing, bells/lights	1	0.4	0.6	150.0%	0.1%	0.0%
Rail crossing, gates/booms	1	0.9	0.1	11.1%	0.1%	0.1%
Rail crossing, no control	1	0.3	0.7	233.3%	0.1%	0.0%
Police	0	1.1	−1.1	−100.0%	0.0%	0.1%
Local management device	1	0.0	1.0	N/A	0.1%	0.0%
Other	5	8.1	−3.1	−38.3%	0.5%	0.9%
Out of order	0	1.0	−1.0	−100.0%	0.0%	0.1%
No control	684	604.2	79.8	13.2%	63.4%	64.9%
Unknown	156	137.0	19.0	13.9%	14.5%	14.7%
All	1,079	930.9	148.1	15.9%	100.0%	100.0%

Table 105. Count and percentage of MAIS 3+ injuries by movement and place classification, FY24

Movement and Place	Count	Percentage
City place	14	1.3%
City street	11	1.0%
Local street	294	27.2%
Activity street	91	8.4%
City hub	3	0.3%
Connector	637	59.0%
Unknown	29	2.7%
All	1,079	100.0%

Movement and Place classifications are briefly described in Section 2.4.3.

Table 106. Count of MAIS 3+ injuries by Local Government Area (LGA), FY24 versus previous 10 financial years

Local Government Area	FY24	Average FY14–FY23	Change	Local Government Area	FY24	Average FY14–FY23	Change
Alpine	7	5.7	1.3	Maribyrnong	13	13.5	−0.5
Ararat	2	3.8	−1.8	Maroondah	3	8.6	−5.6
Ballarat	20	16.2	3.8	Melbourne	23	27.8	−4.8
Banyule	7	12.5	−5.5	Melton	26	14.3	11.7
Bass Coast	9	8.1	0.9	Mildura	10	5.5	4.5
Baw Baw	15	13.9	1.1	Mitchell	16	9.6	6.4
Bayside	13	11.8	1.2	Moira	14	9.3	4.7
Benalla	9	4.1	4.9	Monash	28	24.1	3.9
Bendigo	28	18.2	9.8	Moonee Valley	14	12.8	1.2
Boroondara	17	15.0	2.0	Moorabool	11	9.3	1.7
Brimbank	28	30.7	−2.7	Merri-bek	21	21.2	−0.2
Buloke	4	2.0	2.0	Mornington Peninsula	28	27.0	1.0
Campaspe	9	9.8	−0.8	Mount Alexander	8	3.4	4.6
Cardinia	24	18.9	5.1	Moyne	8	5.7	2.3
Casey	57	32.2	24.8	Murrindindi	5	9.9	−4.9
Central Goldfields	6	2.3	3.7	Nillumbik	7	10.3	−3.3
Colac Otway	9	9.0	0.0	Northern Grampians	5	2.8	2.2
Corangamite	7	6.3	0.7	Port Phillip	21	15.7	5.3
Dandenong	30	27.7	2.3	Pyrenees	3	2.9	0.1
Darebin	18	19.1	−1.1	Queenscliffe	0	0.4	−0.4
East Gippsland	12	14.0	−2.0	Shepparton	24	17.2	6.8
Frankston	20	17.1	2.9	South Gippsland	9	8.1	0.9
Gannawarra	3	2.8	0.2	Southern Grampians	1	2.8	−1.8
Geelong	41	34.7	6.3	Stonnington	24	14.0	10.0
Glen Eira	17	14.0	3.0	Strathbogie	7	5.5	1.5
Glenelg	5	4.1	0.9	Surf coast	12	8.9	3.1
Golden Plains	5	8.7	−3.7	Swan hill	4	3.7	0.3
Hepburn	8	3.8	4.2	Towong	3	3.2	−0.2
Hindmarsh	1	2.3	−1.3	(Unincorporated)	1	0.9	0.1
Hobsons Bay	7	11.0	−4.0	Wangaratta	4	6.1	−2.1
Horsham	5	3.6	1.4	Warrnambool	10	2.8	7.2
Hume	31	29.6	1.4	Wellington	12	11.8	0.2
Indigo	4	3.9	0.1	West Wimmera	0	1.8	−1.8
Kingston	15	19.9	−4.9	Whitehorse	16	14.9	1.1
Knox	21	16.1	4.9	Whittlesea	35	22.2	12.8
Latrobe	10	12.5	−2.5	Wodonga	4	3.0	1.0
Loddon	4	4.8	−0.8	Wyndham	37	22.2	14.8
Macedon Ranges	9	11.9	−2.9	Yarra	18	13.3	4.7
Manningham	17	10.7	6.3	Yarra Ranges	31	33.4	−2.4
Mansfield	7	6.4	0.6	Yarriambiack	2	1.8	0.2

5.6 Time and conditions

Table 107. Count and percentage of MAIS 3+ injuries by atmospheric condition by road user type, FY24

	Atmospheric condition	Road user type					
		Driver	Passenger	Motorcyclist	Bicyclist	Pedestrian	All
Count	Clear	383	119	243	60	127	932
	Raining	32	16	9	4	9	70
	Snowing	0	1	0	0	0	1
	Fog	7	2	1	0	1	11
	Smoke	1	0	0	0	0	1
	Strong winds	0	0	2	0	0	2
	Unknown	15	16	15	6	10	62
	All	438	154	270	70	147	1,079
% of column total	Clear	87.4%	77.3%	90.0%	85.7%	86.4%	86.4%
	Raining	7.3%	10.4%	3.3%	5.7%	6.1%	6.5%
	Snowing	0.0%	0.6%	0.0%	0.0%	0.0%	0.1%
	Fog	1.6%	1.3%	0.4%	0.0%	0.7%	1.0%
	Smoke	0.2%	0.0%	0.0%	0.0%	0.0%	0.1%
	Strong winds	0.0%	0.0%	0.7%	0.0%	0.0%	0.2%
	Unknown	3.4%	10.4%	5.6%	8.6%	6.8%	5.7%
	All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Table 108. Count and percentage of MAIS 3+ injuries lost by light condition by road user type, FY24

	Light condition	Road user type					
		Driver	Passenger	Motorcyclist	Bicyclist	Pedestrian	All
Count	Day	275	91	188	51	89	694
	Dawn or dusk	28	9	17	3	10	67
	Dark, street lights on	80	36	43	13	40	212
	Dark, street lights off	0	0	3	1	0	4
	Dark, no street lights	54	17	14	0	4	89
	Dark, street lights unknown	0	0	4	1	3	8
	Unknown	1	1	1	1	1	5
	All	438	154	270	70	147	1,079
% of column total	Day	62.8%	59.1%	69.6%	72.9%	60.5%	64.3%
	Dawn or dusk	6.4%	5.8%	6.3%	4.3%	6.8%	6.2%
	Dark, street lights on	18.3%	23.4%	15.9%	18.6%	27.2%	19.6%
	Dark, street lights off	0.0%	0.0%	1.1%	1.4%	0.0%	0.4%
	Dark, no street lights	12.3%	11.0%	5.2%	0.0%	2.7%	8.2%
	Dark, street lights unknown	0.0%	0.0%	1.5%	1.4%	2.0%	0.7%
	Unknown	0.2%	0.6%	0.4%	1.4%	0.7%	0.5%
	All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Table 109. Count and percentage of MAIS 3+ injuries by time of day by road user type, FY24

	Time of day	Road user type					
		Driver	Passenger	Motorcyclist	Bicyclist	Pedestrian	All
Count	00:00–01:59	14	3	11	0	5	33
	02:00–03:59	16	12	4	1	2	35
	04:00–05:59	19	3	6	2	2	32
	06:00–07:59	30	8	6	13	11	68
	08:00–09:59	37	5	25	13	7	87
	10:00–11:59	49	14	38	6	22	129
	12:00–13:59	41	13	36	8	11	109
	14:00–15:59	78	25	43	4	24	174
	16:00–17:59	57	25	44	12	17	155
	18:00–19:59	36	18	26	6	29	115
	20:00–21:59	26	17	19	3	10	75
	22:00–23:59	35	11	12	2	7	67
	All	438	154	270	70	147	1,079
% of column total	00:00–01:59	3.2%	1.9%	4.1%	0.0%	3.4%	3.1%
	02:00–03:59	3.7%	7.8%	1.5%	1.4%	1.4%	3.2%
	04:00–05:59	4.3%	1.9%	2.2%	2.9%	1.4%	3.0%
	06:00–07:59	6.8%	5.2%	2.2%	18.6%	7.5%	6.3%
	08:00–09:59	8.4%	3.2%	9.3%	18.6%	4.8%	8.1%
	10:00–11:59	11.2%	9.1%	14.1%	8.6%	15.0%	12.0%
	12:00–13:59	9.4%	8.4%	13.3%	11.4%	7.5%	10.1%
	14:00–15:59	17.8%	16.2%	15.9%	5.7%	16.3%	16.1%
	16:00–17:59	13.0%	16.2%	16.3%	17.1%	11.6%	14.4%
	18:00–19:59	8.2%	11.7%	9.6%	8.6%	19.7%	10.7%
	20:00–21:59	5.9%	11.0%	7.0%	4.3%	6.8%	7.0%
	22:00–23:59	8.0%	7.1%	4.4%	2.9%	4.8%	6.2%
	All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Table 110. Count and percentage of MAIS 3+ injuries by day of week by road user type, FY24

	Day of week	Road user type					
		Driver	Passenger	Motorcyclist	Bicyclist	Pedestrian	All
Count	Sunday	53	25	51	8	7	144
	Monday	56	14	30	8	22	130
	Tuesday	68	24	31	16	26	165
	Wednesday	60	8	33	15	27	143
	Thursday	66	22	29	11	18	146
	Friday	75	24	38	8	27	172
	Saturday	60	37	58	4	20	179
	All	438	154	270	70	147	1,079
% of column total	Sunday	12.1%	16.2%	18.9%	11.4%	4.8%	13.3%
	Monday	12.8%	9.1%	11.1%	11.4%	15.0%	12.0%
	Tuesday	15.5%	15.6%	11.5%	22.9%	17.7%	15.3%
	Wednesday	13.7%	5.2%	12.2%	21.4%	18.4%	13.3%
	Thursday	15.1%	14.3%	10.7%	15.7%	12.2%	13.5%
	Friday	17.1%	15.6%	14.1%	11.4%	18.4%	15.9%
	Saturday	13.7%	24.0%	21.5%	5.7%	13.6%	16.6%
	All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Table 111. Count and percentage of MAIS 3+ injuries by month of the year by road user type, FY24

	Month of year	Road user type					
		Driver	Passenger	Motorcyclist	Bicyclist	Pedestrian	All
Count	January	27	20	18	5	8	78
	February	40	12	29	5	14	100
	March	45	17	20	7	9	98
	April	37	8	15	19	12	91
	May	38	11	26	3	11	89
	June	31	17	19	3	8	78
	July	37	12	21	0	30	100
	August	32	11	19	7	13	82
	September	39	9	33	8	11	100
	October	40	7	24	2	14	87
	November	40	19	23	3	8	93
	December	32	11	23	8	9	83
	All	438	154	270	70	147	1,079
% of column total	January	6.2%	13.0%	6.7%	7.1%	5.4%	7.2%
	February	9.1%	7.8%	10.7%	7.1%	9.5%	9.3%
	March	10.3%	11.0%	7.4%	10.0%	6.1%	9.1%
	April	8.4%	5.2%	5.6%	27.1%	8.2%	8.4%
	May	8.7%	7.1%	9.6%	4.3%	7.5%	8.2%
	June	7.1%	11.0%	7.0%	4.3%	5.4%	7.2%
	July	8.4%	7.8%	7.8%	0.0%	20.4%	9.3%
	August	7.3%	7.1%	7.0%	10.0%	8.8%	7.6%
	September	8.9%	5.8%	12.2%	11.4%	7.5%	9.3%
	October	9.1%	4.5%	8.9%	2.9%	9.5%	8.1%
	November	9.1%	12.3%	8.5%	4.3%	5.4%	8.6%
	December	7.3%	7.1%	8.5%	11.4%	6.1%	7.7%
	All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Table 112. Count and percentage of MAIS 3+ injuries by time of day by day of the week, FY24

	Time of day	Day of week							
		Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	All
Count	00:00–01:59	6	5	1	8	1	6	6	33
	02:00–03:59	7	6	3	2	8	2	7	35
	04:00–05:59	3	6	5	4	6	4	4	32
	06:00–07:59	2	17	14	12	8	10	5	68
	08:00–09:59	7	5	19	15	18	12	11	87
	10:00–11:59	22	15	13	13	12	16	38	129
	12:00–13:59	20	11	15	15	9	10	29	109
	14:00–15:59	26	19	22	25	20	40	22	174
	16:00–17:59	22	11	39	18	15	29	21	155
	18:00–19:59	21	16	9	16	24	13	16	115
	20:00–21:59	6	9	13	6	16	17	8	75
	22:00–23:59	2	10	12	9	9	13	12	67
	All	144	130	165	143	146	172	179	1,079
% of column total	00:00–01:59	4.2%	3.8%	0.6%	5.6%	0.7%	3.5%	3.4%	3.1%
	02:00–03:59	4.9%	4.6%	1.8%	1.4%	5.5%	1.2%	3.9%	3.2%
	04:00–05:59	2.1%	4.6%	3.0%	2.8%	4.1%	2.3%	2.2%	3.0%
	06:00–07:59	1.4%	13.1%	8.5%	8.4%	5.5%	5.8%	2.8%	6.3%
	08:00–09:59	4.9%	3.8%	11.5%	10.5%	12.3%	7.0%	6.1%	8.1%
	10:00–11:59	15.3%	11.5%	7.9%	9.1%	8.2%	9.3%	21.2%	12.0%
	12:00–13:59	13.9%	8.5%	9.1%	10.5%	6.2%	5.8%	16.2%	10.1%
	14:00–15:59	18.1%	14.6%	13.3%	17.5%	13.7%	23.3%	12.3%	16.1%
	16:00–17:59	15.3%	8.5%	23.6%	12.6%	10.3%	16.9%	11.7%	14.4%
	18:00–19:59	14.6%	12.3%	5.5%	11.2%	16.4%	7.6%	8.9%	10.7%
	20:00–21:59	4.2%	6.9%	7.9%	4.2%	11.0%	9.9%	4.5%	7.0%
	22:00–23:59	1.4%	7.7%	7.3%	6.3%	6.2%	7.6%	6.7%	6.2%
	All	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

5.7 Vehicles

5.7.1 Vehicle of the MAIS 3+ injured person

Table 113. Count and percentage of MAIS 3+ injuries by region by vehicle class, FY24 versus previous 10 financial years

Region	Vehicle class	Count				% of column total	
		FY24	Average FY14–FY23	Change	% Change	FY24	FY14–FY23
Metro Melbourne	Bicycle	52	47.3	4.7	9.9%	7.8%	8.1%
	Motorcycle	146	129.4	16.6	12.8%	21.9%	22.2%
	Light vehicle	321	289.2	31.8	11.0%	48.2%	49.7%
	Light rigid	1	0.3	0.7	233.3%	0.2%	0.1%
	Medium/heavy rigid	2	1.9	0.1	5.3%	0.3%	0.3%
	Unknown or other	29	12.1	16.9	139.7%	4.4%	2.1%
	Not applicable - pedestrian	115	101.5	13.5	13.3%	17.3%	17.4%
	Not applicable - other	0	0.1	−0.1	−100.0%	0.0%	0.0%
	All	666	581.8	84.2	14.5%	100.0%	100.0%
Regional Victoria	Bicycle	19	13.1	5.9	45.0%	4.6%	3.8%
	Motorcycle	114	84.9	29.1	34.3%	27.6%	24.3%
	Light vehicle	244	220.5	23.5	10.7%	59.1%	63.2%
	Light rigid	0	0.3	−0.3	−100.0%	0.0%	0.1%
	Medium/heavy rigid	0	1.2	−1.2	−100.0%	0.0%	0.3%
	Heavy combination	1	0.5	0.5	100.0%	0.2%	0.1%
	Multi-combination	0	0.1	−0.1	−100.0%	0.0%	0.0%
	Unknown or other	10	7.9	2.1	26.6%	2.4%	2.3%
	Not applicable - pedestrian	25	20.4	4.6	22.5%	6.1%	5.8%
	Not applicable - other	0	0.2	−0.2	−100.0%	0.0%	0.1%
	All	413	349.1	63.9	18.3%	100.0%	100.0%
All of Victoria	Bicycle	71	60.4	10.6	17.5%	6.6%	6.5%
	Motorcycle	260	214.3	45.7	21.3%	24.1%	23.0%
	Light vehicle	565	509.7	55.3	10.8%	52.4%	54.8%
	Light rigid	1	0.6	0.4	66.7%	0.1%	0.1%
	Medium/heavy rigid	2	3.1	−1.1	−35.5%	0.2%	0.3%
	Heavy combination	1	0.5	0.5	100.0%	0.1%	0.1%
	Multi-combination	0	0.1	−0.1	−100.0%	0.0%	0.0%
	Unknown or other	39	20	19	95.0%	3.6%	2.1%
	Not applicable - pedestrian	140	121.9	18.1	14.8%	13.0%	13.1%
	Not applicable - other	0	0.3	−0.3	−100.0%	0.0%	0.0%
	All	1,079	930.9	148.1	15.9%	100.0%	100.0%

Table 114. Count and percentage of MAIS 3+ injuries by region by vehicle type, FY24 versus previous 10 financial years

Note: A separate category for e-scooters was not introduced into the TIS and RCIS databases until after the end of FY24. In the absence of a separate category for e-scooters, they were most often recorded by police as 'other vehicle'.

Region	Vehicle type	Count				% of column total	
		FY24	Average FY14–FY23	Change	% Change	FY24	FY14–FY23
Metro Melbourne	Car	271	249.8	21.2	8.5%	40.7%	42.9%
	Station wagon	86	60.1	25.9	43.1%	12.9%	10.3%
	Taxi	0	1.3	−1.3	−100.0%	0.0%	0.2%
	Utility	31	22.4	8.6	38.4%	4.7%	3.9%
	Panel van	12	7.8	4.2	53.8%	1.8%	1.3%
	Bus/coach	1	3.2	−2.2	−68.8%	0.2%	0.6%
	Mini-bus (9–13 seats)	0	0.5	−0.5	−100.0%	0.0%	0.1%
	Motorcycle	138	124.6	13.4	10.8%	20.7%	21.4%
	Moped	0	0.2	−0.2	−100.0%	0.0%	0.0%
	Motor scooter	16	6.4	9.6	150.0%	2.4%	1.1%
	Bicycle	51	48	3	6.3%	7.7%	8.3%
	Tram	3	2.5	0.5	20.0%	0.5%	0.4%
	Other vehicle	2	3.4	−1.4	−41.2%	0.3%	0.6%
	Prime mover (no. of trailers unknown)	1	1.2	−0.2	−16.7%	0.2%	0.2%
	Rigid truck (weight unknown)	2	1.6	0.4	25.0%	0.3%	0.3%
	Small work vehicle inc. quad bikes	0	0.1	−0.1	−100.0%	0.0%	0.0%
	Light commercial vehicle (rigid) <= 4.5 t	6	3	3	100.0%	0.9%	0.5%
	Heavy vehicle (rigid) > 4.5 t	0	0.8	−0.8	−100.0%	0.0%	0.1%
	Not applicable	4	0.3	3.7	1233.3%	0.6%	0.1%
	Unknown	42	44.6	−2.6	−5.8%	6.3%	7.7%
	All	666	581.8	84.2	14.5%	100.0%	100.0%

Table 114 (continued). Count and percentage of MAIS 3+ injuries by region by vehicle type, FY24 versus previous 10 financial years

Region	Vehicle type	Count				% of column total	
		FY24	Average FY14–FY23	Change	% Change	FY24	FY14–FY23
Regional Victoria	Car	115	133.6	−18.6	−13.9%	27.8%	38.3%
	Station wagon	76	50.9	25.1	49.3%	18.4%	14.6%
	Taxi	1	0.4	0.6	150.0%	0.2%	0.1%
	Utility	48	39.5	8.5	21.5%	11.6%	11.3%
	Panel van	5	3	2	66.7%	1.2%	0.9%
	Bus/coach	2	0.7	1.3	185.7%	0.5%	0.2%
	Mini-bus (9–13 seats)	1	0.3	0.7	233.3%	0.2%	0.1%
	Motorcycle	115	86	29	33.7%	27.8%	24.6%
	Moped	0	0.5	−0.5	−100.0%	0.0%	0.1%
	Motor scooter	1	0.6	0.4	66.7%	0.2%	0.2%
	Bicycle	19	13.3	5.7	42.9%	4.6%	3.8%
	Horse (ridden/drawn)	0	0.1	−0.1	−100.0%	0.0%	0.0%
	Tram	0	0.1	−0.1	−100.0%	0.0%	0.0%
	Other vehicle	1	1.7	−0.7	−41.2%	0.2%	0.5%
	Plant machinery/agricultural equipment	2	0.3	1.7	566.7%	0.5%	0.1%
	Prime mover only	0	0.1	−0.1	−100.0%	0.0%	0.0%
	Prime mover & single trailer	1	0.5	0.5	100.0%	0.2%	0.1%
	Prime mover & B double	0	0.1	−0.1	−100.0%	0.0%	0.0%
	Prime mover (no. of trailers unknown)	1	0.3	0.7	233.3%	0.2%	0.1%
	Rigid truck (weight unknown)	1	0.2	0.8	400.0%	0.2%	0.1%
	Small work vehicle inc. quad bikes	2	1.4	0.6	42.9%	0.5%	0.4%
	Light commercial vehicle (rigid) <= 4.5 t	10	4.4	5.6	127.3%	2.4%	1.3%
	Heavy vehicle (rigid) > 4.5 t	0	0.7	−0.7	−100.0%	0.0%	0.2%
	Not applicable	0	0.1	−0.1	−100.0%	0.0%	0.0%
	Unknown	12	10.3	1.7	16.5%	2.9%	3.0%
	All	413	349.1	63.9	18.3%	100.0%	100.0%

Table 114 (continued). Count and percentage of MAIS 3+ injuries by region by vehicle type, FY24 versus previous 10 financial years

Region	Vehicle type	Count				% of column total	
		FY24	Average FY14–FY23	Change	% Change	FY24	FY14–FY23
All of Victoria	Car	386	383.4	2.6	0.7%	35.8%	41.2%
	Station wagon	162	111	51	45.9%	15.0%	11.9%
	Taxi	1	1.7	−0.7	−41.2%	0.1%	0.2%
	Utility	79	61.9	17.1	27.6%	7.3%	6.6%
	Panel van	17	10.8	6.2	57.4%	1.6%	1.2%
	Bus/coach	3	3.9	−0.9	−23.1%	0.3%	0.4%
	Mini-bus (9–13 seats)	1	0.8	0.2	25.0%	0.1%	0.1%
	Motorcycle	253	210.6	42.4	20.1%	23.4%	22.6%
	Moped	0	0.7	−0.7	−100.0%	0.0%	0.1%
	Motor scooter	17	7	10	142.9%	1.6%	0.8%
	Bicycle	70	61.3	8.7	14.2%	6.5%	6.6%
	Horse (ridden/drawn)	0	0.1	−0.1	−100.0%	0.0%	0.0%
	Tram	3	2.6	0.4	15.4%	0.3%	0.3%
	Other vehicle	3	5.1	−2.1	−41.2%	0.3%	0.5%
	Plant machinery/agricultural equipment	2	0.3	1.7	566.7%	0.2%	0.0%
	Prime mover only	0	0.1	−0.1	−100.0%	0.0%	0.0%
	Prime mover & single trailer	1	0.5	0.5	100.0%	0.1%	0.1%
	Prime mover & B double	0	0.1	−0.1	−100.0%	0.0%	0.0%
	Prime mover (no. of trailers unknown)	2	1.5	0.5	33.3%	0.2%	0.2%
	Rigid truck (weight unknown)	3	1.8	1.2	66.7%	0.3%	0.2%
	Small work vehicle inc. quad bikes	2	1.5	0.5	33.3%	0.2%	0.2%
	Light commercial vehicle (rigid) <= 4.5 t	16	7.4	8.6	116.2%	1.5%	0.8%
	Heavy vehicle (rigid) > 4.5 t	0	1.5	−1.5	−100.0%	0.0%	0.2%
	Not applicable	4	0.4	3.6	900.0%	0.4%	0.0%
	Unknown	54	54.9	−0.9	−1.6%	5.0%	5.9%
	All	1,079	930.9	148.1	15.9%	100.0%	100.0%

Table 115. Count of vehicle occupant MAIS 3+ injuries by vehicle age by vehicle class (pooled), FY24

Vehicle age	Motorcycle	Light vehicle	Heavy vehicle	Other / not applicable / unknown	All	All (%)
< 5 years	73	72	1	7	153	14.2%
5 to <10 years	53	108	2	6	169	15.7%
10 to <15 years	42	127	0	3	172	15.9%
15 to <20 years	40	108	0	3	151	14.0%
20 to <30 years	19	116	0	2	137	12.7%
30+ years	6	17	1	0	24	2.2%
Unknown/not applicable	27	17	0	229	273	25.3%
All	260	565	4	250	1,079	100.0%

5.7.2 Involvement of heavy vehicles in MAIS 3+ injuries

Table 116. Count and percentage of MAIS 3+ injuries in crashes involving heavy vehicles by region by road user type, FY24 versus previous 10 financial years

Region	Road user type	Count involving heavy vehicles				Percentage involving HVs	
		FY24	Average FY14–FY23	Change	% Change	FY24	FY14–FY23
Metro Melbourne	Driver	19	20.0	−1.0	−5.0%	7.4%	9.2%
	Passenger	9	7.4	1.6	21.6%	10.8%	9.1%
	Motorcyclist	3	5.0	−2.0	−40.0%	2.0%	3.8%
	Bicyclist	4	3.3	0.7	21.2%	7.8%	6.9%
	Pedestrian	7	7.8	−0.8	−10.3%	5.8%	7.5%
	All	42	43.5	−1.5	−3.4%	6.3%	7.5%
Regional Victoria	Driver	17	14.9	2.1	14.1%	9.4%	9.0%
	Passenger	4	5.6	−1.6	−28.6%	5.6%	9.2%
	Motorcyclist	2	1.1	0.9	81.8%	1.7%	1.3%
	Bicyclist	3	0.6	2.4	400.0%	15.8%	4.5%
	Pedestrian	3	1.2	1.8	150.0%	11.5%	5.6%
	All	29	23.4	5.6	23.9%	7.0%	6.7%
All of Victoria	Driver	36	34.9	1.1	3.2%	8.2%	9.1%
	Passenger	13	13.0	0.0	0.0%	8.4%	9.1%
	Motorcyclist	5	6.1	−1.1	−18.0%	1.9%	2.8%
	Bicyclist	7	3.9	3.1	79.5%	10.0%	6.4%
	Pedestrian	10	9.0	1.0	11.1%	6.8%	7.2%
	All	71	66.9	4.1	6.1%	6.6%	7.2%

5.8 Drivers involved in MAIS 3+ crashes

This section summarises available information concerning drivers involved in MAIS 3+ injury crashes. This includes drivers of light vehicles (such as cars) and heavy vehicles (trucks and buses) but excludes riders of motorcycles and bicycles. It includes not only drivers who incurred MAIS 3+ injuries, but also drivers involved in crashes in which some other person sustained a MAIS 3+ injury.

Table 117. Count and percentage of drivers involved in MAIS 3+ injury crashes by region by driver injury, FY24 versus previous 10 financial years

Region	Driver injury	Count				% of column total	
		FY24	Average FY14–FY23	Change	% Change	FY24	FY14–FY23
Metro Melbourne	Serious injury	312	276.2	35.8	13.0%	35.9%	36.9%
	Minor injury	86	84.8	1.2	1.4%	9.9%	11.3%
	No injury	453	374.1	78.9	21.1%	52.1%	50.0%
	Unknown	18	13.5	4.5	33.3%	2.1%	1.8%
	All	869	748.6	120.4	16.1%	100.0%	100.0%
Regional Victoria	Serious injury	227	206.6	20.4	9.9%	53.7%	55.2%
	Minor injury	43	53.1	−10.1	−19.0%	10.2%	14.2%
	No injury	149	110.7	38.3	34.6%	35.2%	29.6%
	Unknown	4	3.6	0.4	11.1%	0.9%	1.0%
	All	423	374	49	13.1%	100.0%	100.0%
All of Victoria	Serious injury	539	482.8	56.2	11.6%	41.7%	43.0%
	Minor injury	129	137.9	−8.9	−6.5%	10.0%	12.3%
	No injury	602	484.8	117.2	24.2%	46.6%	43.2%
	Unknown	22	17.1	4.9	28.7%	1.7%	1.5%
	All	1,292	1122.6	169.4	15.1%	100.0%	100.0%

Table 118. Count and percentage of drivers involved in MAIS 3+ injury crashes by region by driver age, FY24 versus previous 10 financial years

Region	Driver age	Count				% of column total	
		FY24	Average FY14–FY23	Change	% Change	FY24	FY14–FY23
Metro Melbourne	0 to 15	1	0.2	0.8	400.0%	0.1%	0.0%
	16 to 17	5	5.2	−0.2	−3.8%	0.6%	0.7%
	18 to 21	84	59.6	24.4	40.9%	9.7%	8.0%
	22 to 25	75	69.8	5.2	7.4%	8.6%	9.3%
	26 to 29	74	60.9	13.1	21.5%	8.5%	8.1%
	30 to 64	466	396.8	69.2	17.4%	53.6%	53.0%
	65 to 74	67	66.2	0.8	1.2%	7.7%	8.8%
	74 to 84	61	47.3	13.7	29.0%	7.0%	6.3%
	85 or more	16	20.9	−4.9	−23.4%	1.8%	2.8%
	Unknown	20	21.7	−1.7	−7.8%	2.3%	2.9%
	All	869	748.6	120.4	16.1%	100.0%	100.0%
Regional Victoria	0 to 15	1	0.6	0.4	66.7%	0.2%	0.2%
	16 to 17	2	3.5	−1.5	−42.9%	0.5%	0.9%
	18 to 21	36	41.8	−5.8	−13.9%	8.5%	11.2%
	22 to 25	31	33.7	−2.7	−8.0%	7.3%	9.0%
	26 to 29	40	29.6	10.4	35.1%	9.5%	7.9%
	30 to 64	206	183.3	22.7	12.4%	48.7%	49.0%
	65 to 74	47	38.8	8.2	21.1%	11.1%	10.4%
	75 to 84	38	28.1	9.9	35.2%	9.0%	7.5%
	85 or more	17	8.8	8.2	93.2%	4.0%	2.4%
	Unknown	5	5.8	−0.8	−13.8%	1.2%	1.6%
	All	423	374	49	13.1%	100.0%	100.0%
All of Victoria	0 to 15	2	0.8	1.2	150.0%	0.2%	0.1%
	16 to 17	7	8.7	−1.7	−19.5%	0.5%	0.8%
	18 to 21	120	101.4	18.6	18.3%	9.3%	9.0%
	22 to 25	106	103.5	2.5	2.4%	8.2%	9.2%
	26 to 29	114	90.5	23.5	26.0%	8.8%	8.1%
	30 to 64	672	580.1	91.9	15.8%	52.0%	51.7%
	65 to 74	114	105	9	8.6%	8.8%	9.4%
	75 to 84	99	75.4	23.6	31.3%	7.7%	6.7%
	85 or more	33	29.7	3.3	11.1%	2.6%	2.6%
	Unknown	25	27.5	−2.5	−9.1%	1.9%	2.4%
	All	1,292	1122.6	169.4	15.1%	100.0%	100.0%

5.9 Motorcyclists involved in MAIS 3+ crashes

This section summarises available information concerning riders of motorcycles, motor scooters and mopeds (collectively referred to as 'motorcyclists') involved in MAIS 3+ injury crashes. This includes not only motorcyclists who sustained MAIS 3+ injuries, but also those involved in crashes in which some other person acquired a MAIS 3+ injury. Motorcycle passengers are excluded.

Table 119. Count and percentage of motorcycle riders involved in MAIS 3+ injury crashes by region by rider injury, FY24 versus previous 10 financial years

Region	Rider injury	Count				% of column total	
		FY24	Average FY14–FY23	Change	% Change	FY24	FY14–FY23
Metro Melbourne	Serious injury	158	135.1	22.9	17.0%	94.0%	95.9%
	Minor injury	3	3.2	−0.2	−6.3%	1.8%	2.3%
	No injury	2	2.1	−0.1	−4.8%	1.2%	1.5%
	Unknown	5	0.5	4.5	900.0%	3.0%	0.4%
	All	168	140.9	27.1	19.2%	100.0%	100.0%
Regional Victoria	Serious injury	120	89.6	30.4	33.9%	96.0%	95.1%
	Minor injury	3	2.8	0.2	7.1%	2.4%	3.0%
	No injury	1	1.7	−0.7	−41.2%	0.8%	1.8%
	Unknown	1	0.1	0.9	900.0%	0.8%	0.1%
	All	125	94.2	30.8	32.7%	100.0%	100.0%
All of Victoria	Serious injury	278	224.7	53.3	23.7%	94.9%	95.6%
	Minor injury	6	6	0	0.0%	2.0%	2.6%
	No injury	3	3.8	−0.8	−21.1%	1.0%	1.6%
	Unknown	6	0.6	5.4	900.0%	2.0%	0.3%
	All	293	235.1	57.9	24.6%	100.0%	100.0%

Table 120. Count and percentage of motorcycle riders involved in MAIS 3+ injury crashes by region by rider age, FY24 versus previous 10 financial years

Region	Rider age	Count				% of column total	
		FY24	Average FY14–FY23	Change	% Change	FY24	FY14–FY23
Metro Melbourne	0 to 15	5	1.4	3.6	257.1%	3.0%	1.0%
	16 to 17	8	1.6	6.4	400.0%	4.8%	1.1%
	18 to 21	33	13.1	19.9	151.9%	19.6%	9.3%
	22 to 25	20	17.1	2.9	17.0%	11.9%	12.1%
	26 to 29	11	14.5	−3.5	−24.1%	6.5%	10.3%
	30 to 64	74	84.1	−10.1	−12.0%	44.0%	59.7%
	65 to 74	10	7	3	42.9%	6.0%	5.0%
	75 to 84	2	0.9	1.1	122.2%	1.2%	0.6%
	85 or more	0	0.1	−0.1	−100.0%	0.0%	0.1%
	Unknown	5	1.1	3.9	354.5%	3.0%	0.8%
	All	168	140.9	27.1	19.2%	100.0%	100.0%
Regional Victoria	0 to 15	0	0.3	−0.3	−100.0%	0.0%	0.3%
	16 to 17	2	0.7	1.3	185.7%	1.6%	0.7%
	18 to 21	7	6.2	0.8	12.9%	5.6%	6.6%
	22 to 25	6	5.1	0.9	17.6%	4.8%	5.4%
	26 to 29	4	5.1	−1.1	−21.6%	3.2%	5.4%
	30 to 64	81	67	14	20.9%	64.8%	71.1%
	65 to 74	19	8	11	137.5%	15.2%	8.5%
	75 to 84	5	1.6	3.4	212.5%	4.0%	1.7%
	Unknown	1	0.2	0.8	400.0%	0.8%	0.2%
	All	125	94.2	30.8	32.7%	100.0%	100.0%
All of Victoria	0 to 15	5	1.7	3.3	194.1%	1.7%	0.7%
	16 to 17	10	2.3	7.7	334.8%	3.4%	1.0%
	18 to 21	40	19.3	20.7	107.3%	13.7%	8.2%
	22 to 25	26	22.2	3.8	17.1%	8.9%	9.4%
	26 to 29	15	19.6	−4.6	−23.5%	5.1%	8.3%
	30 to 64	155	151.1	3.9	2.6%	52.9%	64.3%
	65 to 74	29	15	14	93.3%	9.9%	6.4%
	75 to 84	7	2.5	4.5	180.0%	2.4%	1.1%
	85 or more	0	0.1	−0.1	−100.0%	0.0%	0.0%
	Unknown	6	1.3	4.7	361.5%	2.0%	0.6%
	All	293	235.1	57.9	24.6%	100.0%	100.0%

5.10 Use of personal protective equipment

Table 121. Count and percentage of vehicle occupant MAIS 3+ injuries by use of personal protective equipment, FY24

Personal protective equipment	Count	Percentage
Seatbelt worn	366	61.8%
Seatbelt not worn	39	6.6%
Child restraint worn	4	0.7%
Seat belt/restraint not fitted	15	2.5%
Crash helmet worn	1	0.2%
Not appropriate	12	2.0%
Unknown	155	26.2%
All	592	100.0%

Table 122. Count and percentage of, motorcyclist, pillion passenger and quad bike rider MAIS 3+ injuries by use of personal protective equipment, FY24

Personal protective equipment	Count	Percentage
Crash helmet worn	200	74.1%
Crash helmet not worn	19	7.0%
Not appropriate	21	7.8%
Unknown	30	11.1%
All	270	100.0%

Table 123. Count and percentage of bicyclist MAIS 3+ injuries by use of personal protective equipment, FY24

Personal protective equipment	Count	Percentage
Crash helmet worn	47	67.1%
Crash helmet not worn	9	12.9%
Not appropriate	5	7.1%
Unknown	9	12.9%
All	70	100.0%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