Road Trauma in Victoria

2024 Statistical Summary

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# 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]](#footnote-2). |
| 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. |
| 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**. |
| 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](https://www.vicroads.vic.gov.au/safety-and-road-rules/driver-safety/young-and-new-drivers/victorias-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. |

# 

# Introduction

## 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.

## Method

### 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.

### 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.

### 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.

# The Victorian road transport system

## 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.

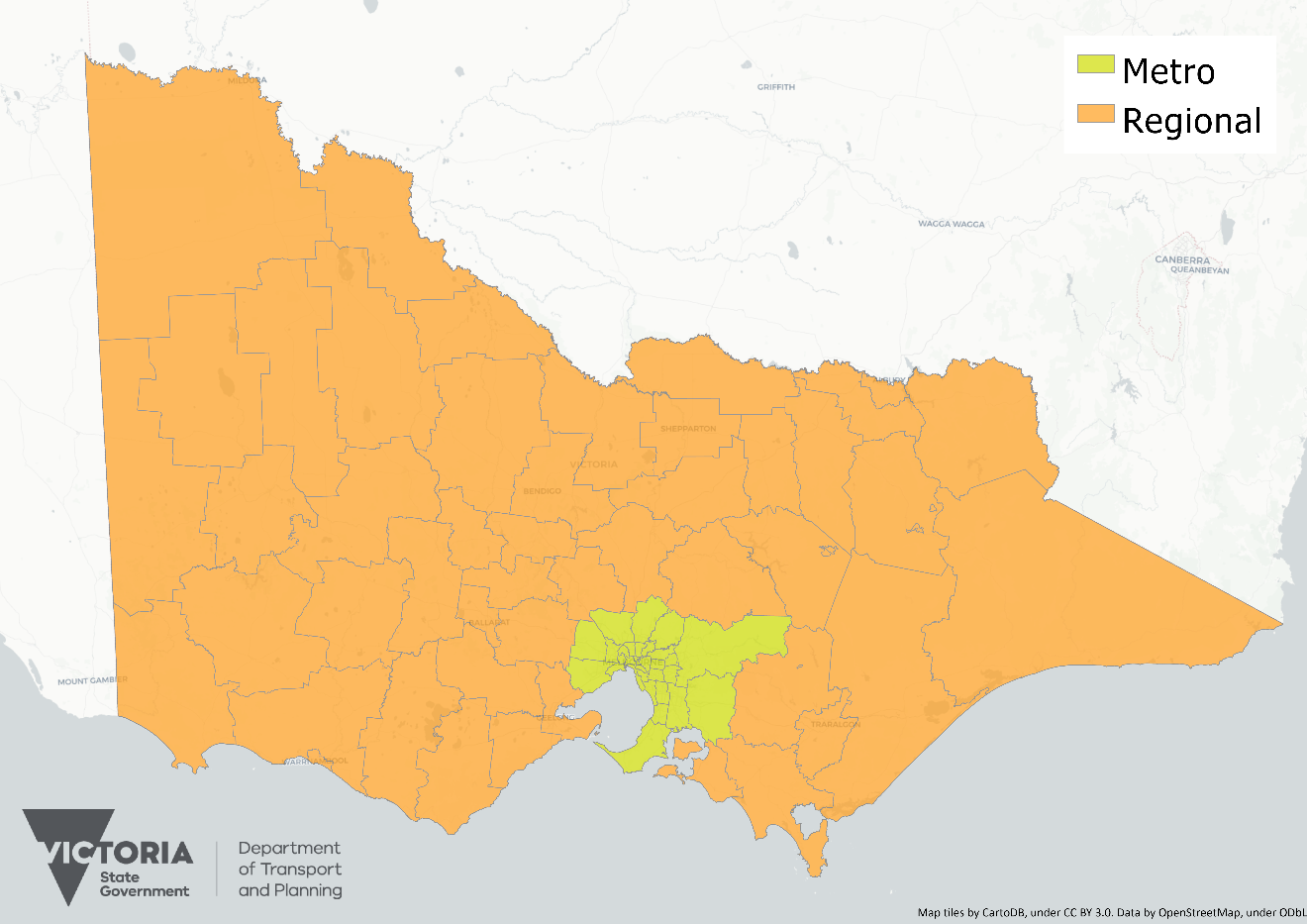


Figure 1. Division of Victoria into Metropolitan Melbourne and Regional Victoria

Figure 2. Estimated resident population[[2]](#footnote-3) 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 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.

## 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]](#footnote-4).

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

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **Licence/permit category[[4]](#footnote-5)** | **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).

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]](#footnote-6). 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% |

## 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% |

## 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.

### 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.

### Speed zones

In Victoria, default speed limits are imposed by Rule 25 of the [*Road Safety Road Rules 2017*](https://www.legislation.vic.gov.au/in-force/statutory-rules/road-safety-road-rules-2017/009) 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.

### 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]](#footnote-7)

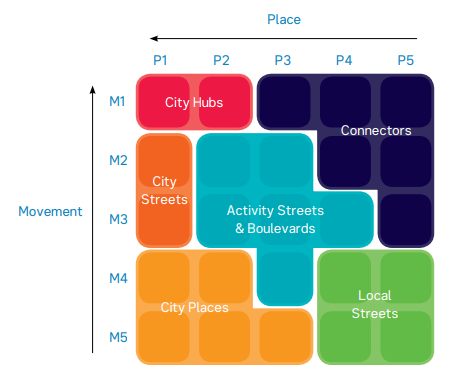


Figure 3. Movement and Place classifications grouped into road and street types that have similar land-use activities and share similar combinations of road users

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.

# Lives lost in 2024

## Overview

### Number of lives lost

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

### 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

### 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.

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

## 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% |

## Crash types

### 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% |

### 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% |

## 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).

## 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% |

## Vehicles

### 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% |

### 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.

### 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.

## 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% |

## 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% |

## Road user behaviour

### 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% |

### 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]](#footnote-8). 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.

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

### 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]](#footnote-9). 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.

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

# Serious injuries in Financial Year 2023/24

## Overview

### 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

### 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

## 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% |

## Crash types

### 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% |

### 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% |

## 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.

## 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% |

## Vehicles

### 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% |

### 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.

## 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% |

## 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% |

## Road user behaviour

### 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.

### 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]](#footnote-10). 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

### Drug-driving

Information from VIFM[[10]](#footnote-11) 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

# MAIS 3+ injuries in Financial Year 2023/24

## 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]](#footnote-12). 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]](#footnote-13).

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.

## Overview

### Number of MAIS 3+ injuries

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

### 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

## 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% |

## Crash types

### 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% |

### 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% |

## 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 |

## 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% |

## Vehicles

### 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% |

### 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% |

## 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% |

## 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% |

## 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% |



1. Bolded terms used in Glossary meanings have been defined in their own Glossary entries. [↑](#footnote-ref-2)
2. Data on Victoria’s estimated resident population downloaded from [Australian Bureau of Statistics](https://www.abs.gov.au/statistics/people/population/regional-population/latest-release). [↑](#footnote-ref-3)
3. Only counts of motorcycle licences are incomplete. Car and heavy vehicle licence counts are complete. [↑](#footnote-ref-4)
4. For more information, see [Licence Categories](https://www.vicroads.vic.gov.au/licences/licence-and-permit-types/licence-categories) on the VicRoads website. [↑](#footnote-ref-5)
5. For more information, see [Graduated Licensing System](https://www.vicroads.vic.gov.au/safety-and-road-rules/driver-safety/young-and-new-drivers/victorias-graduated-licensing-system) on the VicRoads website. [↑](#footnote-ref-6)
6. For further information, see the Victorian Government’s [Movement and Place](https://www.vic.gov.au/movement-and-place-victoria) website. [↑](#footnote-ref-7)
7. Victorian Institute of Forensic Medicine, undated, Victorian Motor Vehicle Accident Drug PrevalenceFigures for Deceased Drivers 2014 – 2023 (10-year span) [↑](#footnote-ref-8)
8. Victorian Institute of Forensic Medicine, undated, Victorian Motor Vehicle Accident Drug PrevalenceFigures for Deceased Drivers 2014 – 2023 (10-year span) [↑](#footnote-ref-9)
9. Victorian Institute of Forensic Medicine, undated, Drug presence in Victorian injured hospitalised drivers 2021/22 [↑](#footnote-ref-10)
10. Victorian Institute of Forensic Medicine, undated, Drug presence in Victorian injured hospitalised drivers 2021/22 [↑](#footnote-ref-11)
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. [↑](#footnote-ref-12)
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](https://doi.org/10.1016/j.jss.2021.06.087) [↑](#footnote-ref-13)