



# Road Traffic Accidents in NSW—2000

Statistical Statement:  
Year Ended 31 December 2000






**ROAD TRAFFIC ACCIDENTS  
IN NEW SOUTH WALES  
2000**

**STATISTICAL STATEMENT:**

**Year ended 31 December 2000**

**ROADS AND TRAFFIC AUTHORITY  
ROAD SAFETY STRATEGY BRANCH**

November 2001



**Roads and Traffic Authority**  
[www.rta.nsw.gov.au](http://www.rta.nsw.gov.au)

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## FOREWORD

The year 2000 proved a challenging one for road safety in New South Wales. The trend in the road toll, which had been declining throughout the 1990s, began to reverse in the latter part of 1999, and continued on this path during the year 2000. The Christmas-New Year break was of particular concern, with a marked increase in fatalities. Fortunately, there have been far fewer fatalities to date in 2001, and we will strive to maintain this trend.

The importance of a solid information base becomes particularly clear when the road toll is causing fresh concern. Throughout 1999 and 2000, the RTA and other road safety organisations made valuable use of the databases providing the statistics for this publication. Analysis revealed important information about road-related deaths and injuries, and the Government was able to respond by introducing some effective countermeasures.

For example, our statistics showed that Western Sydney was recording a marked increase in fatal accidents, particularly involving young people. The RTA partnered with Police and the Motor Accidents Authority on a road safety and enforcement program aimed at youth in that area. Since the instigation of this program, there has been a significant decline in fatalities in Western Sydney.

After the Christmas period I appointed a Road Safety Task Force, with Government and community membership, to recommend road safety new initiatives. Those recommendations have now been accepted and incorporated into future planning. A road user behavioural study was also commissioned. Both of these initiatives extensively used data such as those presented in this publication.

Neither the NSW Government nor its agencies presume that the declining road toll is solely a result of our efforts. Our endeavours can only be effective with the co-operation and support of the New South Wales community. When I attend conferences and public forums on road safety, I am always impressed with the quality of the ideas and the level of enthusiasm presented by the community. ***Road Traffic Accidents in NSW – 2000*** is a valuable addition to our information base on road safety issues and I am sure that it will assist organisations, interest groups and individuals in the campaign to reduce the road toll.



Carl Scully  
Minister for Transport  
Minister for Roads

## SUMMARY DATA FOR 2000

	Number	Percentage	Compared with 1999	
			Number Change	Percentage Change
<b>Fatal accidents</b>	<b>543</b>	<b>1.0</b>	<b>+37</b>	<b>+7.3</b>
<b>Injury accidents</b>	<b>21,863</b>	<b>41.3</b>	<b>+1,991</b>	<b>+10.0</b>
<b>Non-casualty accidents</b>	<b>30,508</b>	<b>57.7</b>	<b>-1,980</b>	<b>-6.1</b>
<b>Total recorded accidents</b>	<b>52,914</b>	<b>100.0</b>	<b>+48</b>	<b>+0.1</b>
<b>CASUALTIES</b>				
<b>Killed</b>	<b>603</b>	<b>2.0</b>	<b>+26</b>	<b>+4.5</b>
<b>Injured</b>	<b>28,812</b>	<b>98.0</b>	<b>+2,064</b>	<b>+7.7</b>
<b>Total casualties</b>	<b>29,415</b>	<b>100.0</b>	<b>+2,090</b>	<b>+7.6</b>
<b>VEHICLES ON REGISTER<sup>1</sup></b>	<b>3,644,400</b>		<b>99,500</b>	<b>+2.8</b>
<b>Fatalities per 10,000 vehicles</b>	<b>1.65</b>			<b>+1.7</b>
<b>LICENCES ON ISSUE<sup>2</sup></b>	<b>4,372,400</b>		<b>71,500</b>	<b>+1.7</b>
<b>Fatalities per 10,000 licences</b>	<b>1.38</b>			<b>+2.8</b>
<b>POPULATION OF STATE<sup>3</sup></b>	<b>6,463,500</b>		<b>66,800</b>	<b>+1.0</b>
<b>Fatalities per 100,000 persons</b>	<b>9.33</b>			<b>+3.4</b>
<p><sup>1</sup> Excludes tractors, trailers, caravans, trader plates, plant and equipment. As at 30 June</p> <p><sup>2</sup> Excludes Learner's Licences. As at 30 June</p> <p><sup>3</sup> Estimated resident population. As at 30 June. Source - Australian Bureau of Statistics</p>				

## MAIN POINTS FOR 2000

- There were 52,914 recorded road traffic accidents in New South Wales during 2000 resulting in 29,415 casualties, of which 603 were killed.
- The estimated cost to the community of these road traffic accidents was \$2,460 million.
- The number of persons killed was up by 26 (5%) on the previous year and was the highest annual fatality total since 1995. The number of persons injured was up by 2,064 (8%).
- The number of pedal cyclists killed (six) was the equal lowest total since records began in 1938. There were also six pedal cyclists killed in 1992.
- The average number of persons killed per fatal accident was the lowest since 1997.
- Country roads accounted for 31% of all accidents, but 58% of fatal accidents and 33% of injury accidents.
- At least 22% of motor vehicle occupants killed were not wearing available seat belts.
- Not one of the six pedal cyclists killed failed to wear a helmet, but at least 19% of those injured were not wearing a helmet.
- Thirty-seven per cent of the pedestrians killed were aged 60 or more, although only 17% of the population is represented by people of this age.
- Amongst those accidents in which the alcohol involvement was known, alcohol was a contributing factor in 44% of fatal accidents on Thursday, Friday and Saturday nights, 21% of all fatal accidents, 9% of injury accidents and 7% of all accidents.
- Of the 1,083 motor vehicle drivers and motorcycle riders who were killed or injured with an illegal blood alcohol concentration, 52% were in the high range (0.15 g/100mL or more).
- Accidents which involved speeding represented at least 38% of fatal accidents and 16% of all accidents.
- Thirty-four per cent of speeding drivers and motorcycle riders involved in fatal accidents were males aged 17-25. In contrast, only 4% were females in the above age group. Twenty-six per cent of all drivers and motorcycle riders involved in fatal accidents were aged 17-25.
- Fatigue was assessed as being involved in at least 20% of fatal accidents. Twenty-one per cent of the fatigued drivers and motorcycle riders involved in fatal accidents were males aged 17-25.

## INTERPRETING TABLES CORRECTLY

It is essential to understand which particular data items are being counted in a table in order to avoid mistakes in interpreting them.

### CONVENTION FOR TABLE HEADINGS

The data items being counted in a table are always mentioned first in the table heading. The classification variables then follow within the heading.

#### Example 1.

Suppose you wish to know the number of car drivers aged 17-20 years who were killed. If you looked at Table 16a, on page 23, saw the word *fatal* in the heading and assumed that the table was counting persons killed, you would deduce that 91 car drivers aged 17-20 were killed. **That is not the correct answer!** Table 16a is counting motor vehicle controllers involved in fatal accidents regardless of whether those controllers were themselves killed.

To determine the number of car drivers aged 17-20 who were killed you would need to use Table 27a, on page 64. This table is counting casualties and the degree of casualty is the category *killed*. The correct answer to the above question, as indicated in this table, is 40.

#### Example 2.

Suppose you wish to know how many injury accidents involved at least one motorcycle. If you looked at Table 11, on page 19, and did not note that the table is counting **motor vehicles involved** in accidents, you might be tempted to assume that the answer to your question was 1,999. **That is not the correct answer!**

There can be more than one motorcycle involved in a particular accident so to answer this question you need to look at a table which is counting accidents, **not** motor vehicles involved in accidents.

The correct answer of 1,966 is to be found from Table 10 which is counting accidents and casualties for particular types of accidents.

#### Example 3.

Don't make assumptions about the nature of persons killed or injured that are not justified by the information presented. Table 10 tells us the numbers of casualties from different types of accidents but does not imply anything about the road user classes of those casualties.

For example, when considering casualties from pedal cycle accidents you cannot assume that all casualties were pedal cycle riders or pedal cycle passengers. Some may be pedestrians or even truck drivers. **A little lateral thinking is necessary to understand all the implications!**



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# PREFACE

## SCOPE OF ACCIDENT STATISTICS

### Accident statistics included in this Statistical Statement

The accident statistics recorded by the Roads and Traffic Authority and included in this Statistical Statement are confined to those accidents which conform to the national guidelines for reporting and classifying road vehicle accidents. The main criteria are:

1. The accident was reported to the police
2. The accident occurred on a road open to the public
3. The accident involved at least one moving road vehicle
4. The accident involved at least one person being killed or injured or at least one motor vehicle being towed away.

Reports for some accidents are not received until well into the following year and after the annual accident database has been finalised. These amount to some 2% of recorded accidents and are counted in the following year's statistics.

### Criteria for reporting accidents in 2000

Prior to 2000, section 8 (3) of the Traffic Act 1909 required a road accident in New South Wales to be reported to the police when any person was killed or injured or property damage over \$500 was sustained.

On 1 December 1999, the Traffic Act was repealed and replaced by new traffic legislation including the adoption of the Australian Road Rules. The new traffic legislation is found in the Road Transport (General) Act 1999 and the Road Transport (Safety and Traffic Management) Act 1999 and the regulations made under those Acts.

Rule 287 (3) of the Australian Road Rules requires an accident to be reported to police when any person is killed or injured; when drivers involved in the accident do not exchange particulars; or when a vehicle involved in the accident is towed away.

## HOW ACCIDENT DATA ARE PROCESSED

The processing of accident data in New South Wales directly involves three organisations: the NSW Police Service, the Australian Quadriplegic Association (AQA) and the Roads and Traffic Authority (RTA). Within the RTA, the Road Safety Strategy Branch is responsible for the collation and dissemination of road traffic accident data.

From July 1997, as part of a police initiative, the practice of recording a traffic accident on a P4 report was abandoned. It was replaced by a system whereby information relating to a traffic accident is entered directly into COPS (Computerised Operational Policing System) by a police officer, using details in the officer's notebook. This has come to be known as the paperless system.

A sketch of the accident site, a component of the original P4 report, has been retained and is completed for accidents where a police officer attended the accident scene. The sketch is sent to a central office of the Police Service for microfilming and logging.

Under the paperless system, completed and checked data are transferred from COPS to computer disk on a weekly basis and forwarded to the RTA. There they are loaded into the RTA's Traffic Accident Database System (TADS) for enhancement and validation. This system predominantly results in the data electronically captured and supplied by the Police Service being reproduced on paper as a pseudo P4 (PP4), resembling the original P4.

The PP4s and sketches described above are forwarded to the Mascot office of the AQA, a business enterprise employing physically disabled people, which is contracted to the RTA to provide a coding and data entry service. Accurate location information is determined for each accident and the comprehensive narrative describing the accident is interpreted and validated, then used to make additions to TADS via an on-line data entry system.

Each night a computer checking process is performed to identify inconsistencies and errors which may have occurred during the data entry and validation phases. Daily editing of the data is then undertaken until a 'clean' file is obtained for every accident. In addition, results of blood alcohol analyses are regularly obtained from the Western Sydney Area Health Service's Division of Analytical Laboratories. A further checking process is undertaken each quarter to identify and correct any anomalies in the data prior to its finalisation.

In the case of a fatal accident, police officers send a preliminary report, generated from COPS, by facsimile to the RTA within a matter of hours. This provides basic information which is used to compile a preliminary database of fatal accidents. Hence, it is possible to monitor and analyse fatal accidents on a daily basis. A sketch of the accident scene is usually supplied a few days later which enables location and accident details to be confirmed and updated if required. Final fatal accident data are captured upon receipt of the data electronically from the Police Service.

The Road Safety Strategy Branch's accident database is used extensively within the RTA for monitoring and research work, strategic planning and the production of routine reports and analyses. Members of the public and organisations such as the Australian Transport Safety Bureau, NSW Police Service, National Roads and Motorist's Association, Australian Bureau of Statistics and Local Governments also regularly access the information.

## SPECIAL NOTES

### Changes to Tables

A new **Table 14** has been introduced with Police RBT figures replaced by a tabulation of accidents by alcohol involvement and urbanisation.

**Table 35** showing Hospital Inpatient Statistics has been deleted as data consistent with previous publications were not available.

### Comparing Data with Previous Years

Due to the introduction by police of the paperless system described in **How Accident Data are Processed**, there may be inconsistencies in the reporting of some data fields. In particular, the classification of injury data into serious injury or other injury was discontinued from 1998 as the Police reported "admitted to hospital" was no longer considered reliable. Furthermore, the assignment of an unknown value has increased in frequency for a number of fields and decreased in others. Care should therefore be taken when making comparisons with data from previous years.

### Pedal cycle accidents

It is recognised that a substantial proportion of non-fatal pedal cycle accidents are not reported to police. As the Police Service is the only source of accident notification used in this statement, statistics relating to pedal cycle accidents may not accurately reflect the situation.

## CONVENTION FOR TABLE HEADINGS

The first word(s) in the title of a table indicates the data items being counted. For example, Table 5 gives counts of casualties, Table 13 gives counts of accidents and Table 29 gives counts of motor vehicle controller casualties. Remaining words in the table titles indicate the classification variables.

## DEFINITIONS AND EXPLANATORY NOTES

*Accident:* Any apparently unpremeditated event reported to the police and resulting in death, injury or property damage attributable to the movement of a road vehicle on a road.

*Animal rider:* A person sitting on/riding a horse or other animal.

*Articulated truck:* Comprised of articulated tanker, semi-trailer, low loader, road train and B-double.

*Bicycle rider:* See *Pedal cycle rider*.

*Bus:* Includes 'State Transit Authority' bus and long distance/tourist coach.

*Car:* Includes sedan, station wagon, utility (based on car design), panel van (based on car design), coupe, hatchback, fastback, sports car, taxi-cab, passenger van and four wheel drive vehicle.

*Carriageway:* That part of the road improved or designed and/or ordinarily used for vehicular movement. When a road has two or more of these portions, divided by a median strip or other physical separation, each of these is a separate carriageway.

*Casualty:* Any person killed or injured as a result of an accident.

*Controller:* A person occupying the controlling position of a road vehicle.

*Driver:* A controller of a motor vehicle other than a motorcycle.

*Emergency vehicle:* Includes ambulance, fire brigade vehicle, police patrol car (or van) and tow truck.

*Fatal accident:* An accident for which there is at least one fatality.

*Fatality:* A person who dies within 30 days of an accident as a result of injuries received in that accident.

*Footpath:* That part of the road which is ordinarily reserved for pedestrian movement as a matter of right or custom.

*Heavy truck:* Comprised of heavy rigid truck and articulated truck.

*Heavy rigid truck:* Comprised of rigid lorry and rigid tanker with a tare weight in excess of 4.5 tonnes.

*Injured:* A person who is injured as a result of an accident, and who does not die as a result of those injuries within 30 days of the accident.

*Injury accident:* A non-fatal accident for which at least one person is injured.

*Intersection accident:* An accident for which the first impact occurs at or within 10 metres of an intersection.

*Killed:* See *Fatality*.

*Light truck:* Includes panel van (not based on car design), utility (not based on car design) and mobile vending vehicle.



*Motorcycle:* Any mechanically or electrically propelled two or three-wheeled machine with or without side-car. Includes solo motorcycle, motorcycle with sidecar, motor scooter, mini-bike, three-wheeled special mobility vehicle and moped (motorized 'pedal cycle').

*Motorcycle passenger:* A person on but not controlling a motorcycle.

*Motorcycle rider:* A person occupying the controlling position of a motorcycle.

*Motor vehicle:* Any road vehicle which is mechanically or electrically powered but not operated on rails.

*Newcastle Metropolitan Area:* Comprised of the following local government areas: Newcastle and Lake Macquarie cities.

*Non-casualty accident:* An accident for which at least one vehicle is towed away but there is no fatality or person injured.

*Passenger:* Any person, other than the controller, who is in, on, boarding, entering, alighting or falling from a road vehicle at the time of the accident, provided a portion of the person is in/on the road vehicle.

*Pedal cycle:* Any two or three-wheeled device operated solely by pedals and propelled by human power except toy vehicles or other pedestrian conveyances. Includes bicycles with side-car, trailer or training wheels attached.

*Pedal cycle passenger:* A person on but not controlling a pedal cycle.

*Pedal cycle rider:* A person occupying the controlling position of a pedal cycle.

*Pedestrian:* Any person who is not in, on, boarding, entering, alighting or falling from a road vehicle at the time of the accident.

*Pedestrian conveyance:* Any device, ordinarily operated on the footpath, by which a pedestrian may move, or by which a pedestrian may move another pedestrian or goods. Includes non-motorized scooter, pedal car, skateboard, roller skates, in-line skates, toy tricycle, unicycle, push cart, sled, trolley, non-motorized go-cart, billycart, pram, wheelbarrow, handbarrow, non-motorized wheelchair or any other toy device used as a means of mobility.

*Road:* The area devoted to public travel within a surveyed road reserve. Includes a footpath and cycle path inside the road reserve and a median strip or traffic island.

*Road vehicle:* Any device (except pedestrian conveyance) upon which or by which any person or property may be transported or drawn on a road.

*Sydney Metropolitan Area:* Comprised of the following local government areas: City of Sydney, Bankstown, Blacktown, Botany Bay, Campbelltown, Canada Bay, Canterbury, Fairfield, Holroyd, Hurstville, Liverpool, Parramatta, Penrith, Randwick, Rockdale, Ryde, South Sydney and Willoughby cities, Ashfield, Auburn, Baulkham Hills, Burwood, Camden, Hornsby, Hunters Hill, Kogarah, Ku-ring-gai, Lane Cove, Leichhardt, Manly, Marrickville, Mosman, North Sydney, Pittwater, Strathfield, Sutherland, Warringah, Waverley and Woollahra.

*Wollongong Metropolitan Area:* Comprised of the following local government areas: Wollongong and Shellharbour cities.

## CRITERIA FOR DETERMINING SPEEDING AND FATIGUE INVOLVEMENT

### Speeding

The identification of speeding (excessive speed for the prevailing conditions) as a contributing factor in road traffic accidents cannot always be determined directly from police reports of those accidents. Certain circumstances, however, suggest the involvement of speeding. The Roads and Traffic Authority has therefore drawn up criteria for determining whether or not an accident is to be considered as having involved speeding as a contributing factor.

Speeding is considered to have been a contributing factor to a road traffic accident if that accident involved at least one *speeding* motor vehicle.

A motor vehicle is assessed as having been *speeding* if it satisfies the conditions described below under (a) or (b) or both.

- (a) The vehicle's controller (driver or rider) was charged with a speeding offence; or  
the vehicle was described by police as travelling at excessive speed; or  
the stated speed of the vehicle was in excess of the speed limit.
- (b) The vehicle was performing a manoeuvre characteristic of excessive speed, that is:
  - while on a curve the vehicle jack-knifed, skidded, slid or the controller lost control; or
  - the vehicle ran off the road while negotiating a bend or turning a corner and the controller was not distracted by something or disadvantaged by drowsiness or sudden illness and was not swerving to avoid another vehicle, animal or object and the vehicle did not suffer equipment failure.

### Fatigue

The identification of fatigue as a contributing factor in road traffic accidents similarly cannot always be determined directly from police reports of those accidents and the following criteria are used to assess its involvement. Fatigue is considered to have been involved as a contributing factor to a road traffic accident if that accident involved at least one *fatigued* motor vehicle controller.

A motor vehicle controller is assessed as having been *fatigued* if the conditions described under (c) or (d) are satisfied together or separately.

- (c) The vehicle's controller was described by police as being asleep, drowsy or fatigued.
- (d) The vehicle performed a manoeuvre which suggested loss of concentration of the controller due to fatigue, that is
  - the vehicle travelled onto the incorrect side of a straight road and was involved in a head-on collision (and was not overtaking another vehicle and no other relevant factor was identified);
  - or
  - the vehicle ran off a straight road or off the road to the outside of a curve and the vehicle was not directly identified as travelling at excessive speed and there was no other relevant factor identified for the manoeuvre.

## **ACCIDENT AND CASUALTY TRENDS**

- HISTORICAL DATA
- FATALITY RATES
- INTERSTATE AND INTERNATIONAL COMPARISONS
- CAUSES OF DEATH



## TRENDS IN NEW SOUTH WALES 1950, 1955, 1960-2000

Year	Killed	Injured	Fatal accidents	Total accidents	Vehicles on register <sup>1</sup> ('000)	Licences on issue <sup>2</sup> ('000)	Population <sup>3</sup> ('000)	Total vehicle kilometres travelled <sup>4</sup> ('000,000)	Fatalities per:			
									10,000 vehicles	10,000 licences	100,000 population	100 million vehicle km
1950	634	11,096		18,232	478	677	3,193	-	13.26	9.36	19.9	-
1955	820	16,437		37,379	709	1,000	3,491	-	11.57	8.20	23.5	-
1960	978	22,655	910	51,316	972	1,275	3,833	-	10.06	7.67	25.5	-
1961	918	21,839	850	48,939	1,025	1,359	3,917	-	8.96	6.75	23.4	-
1962	876	21,468	798	49,725	1,074	1,420	3,985	-	8.16	6.17	22.0	-
1963	900	24,652	818	55,195	1,139	1,451	4,048	16,028.2	7.90	6.20	22.2	5.6
1964	1,010	26,631	903	59,233	1,210	1,527	4,105	-	8.35	6.61	24.6	-
1965	1,151	29,157	1,026	65,348	1,296	1,608	4,172	-	8.88	7.16	27.6	-
1966	1,143	28,981	1,042	67,094	1,357	1,669	4,238 <sup>3</sup>	-	8.42	6.85	27.0	-
1967	1,117	29,501	1,022	70,641	1,426	1,764	4,295	-	7.83	6.33	26.0	-
1968	1,211	30,919	1,069	76,288	1,518	1,830	4,359	-	7.98	6.62	27.8	-
1969	1,188	32,752	1,070	85,188	1,606	1,908	4,441	-	7.40	6.23	26.7	-
1970	1,309	34,886	1,135	92,998	1,712	2,049	4,522	-	7.65	6.39	28.9	-
1971	1,249	36,660	1,096	99,547	1,818	2,155	4,726 <sup>3</sup>	29,104.5	6.87	5.80	26.4	4.3
1972	1,092	36,814	981	113,375	1,909	2,223	4,795	-	5.72	4.91	22.8	-
1973	1,230	39,294	1,082	119,426	2,009	2,299	4,842	-	6.12	5.35	25.4	-
1974	1,275	40,429	1,121	128,842	2,098	2,391	4,894	-	6.08	5.33	26.1	-
1975	1,288	38,141	1,150	111,565	2,204	2,532	4,932	-	5.84	5.09	26.1	-
1976	1,264	37,327	1,119	69,204 <sup>5</sup>	2,251	2,634	4,960	34,187.5	5.62	4.80	25.5	3.7
1977	1,268	38,407	1,118	70,535	2,309	2,744	5,002	-	5.49	4.62	25.4	-
1978	1,384	40,875	1,222	76,127	2,389	2,849	5,054	-	5.79	4.86	27.4	-
1979	1,290	36,984	1,125	66,738	2,490	2,887	5,111	37,673.7	5.18	4.47	25.2	3.4
1980	1,303	38,816	1,152	66,770	2,587	2,980	5,172	-	5.04	4.37	25.2	-
1981	1,291	38,968	1,130	68,290	2,691	3,087	5,235	-	4.80	4.18	24.7	-
1982	1,253	34,553	1,115	64,056	2,788	3,198	5,308	43,750.6	4.49	3.92	23.6	2.9
1983	966	33,978	877	61,606	2,839	3,275	5,360	-	3.40	2.95	18.0	-
1984	1,037	36,271	910	65,203	2,891	3,358	5,412	-	3.59	3.09	19.2	-
1985	1,067	39,336	954	70,848	2,986	3,438	5,465	46,621.6	3.57	3.10	19.5	2.3
1986	1,029	38,230	908	68,664	3,043	3,521	5,532	-	3.38	2.92	18.6	-
1987	959	38,219	858	69,214	3,042	3,590	5,612	-	3.15	2.67	17.1	-
1988	1,037	36,616	912	64,012	3,081	3,662	5,702	51,453.5 <sup>4</sup>	3.37	2.83	18.2	2.0
1989	960	35,324	783	62,801	3,171	3,705	5,772	-	3.03	2.59	16.6	-
1990	797	32,153	702	59,407	3,224 <sup>1</sup>	3,721	5,827	-	2.47	2.14	13.7	-
1991	663	28,085	585	53,762	3,059 <sup>1</sup>	3,714	5,899	47,443.0	2.17	1.79	11.2	1.4
1992	649	25,920	576	50,505	3,208	e3,793	5,963	-	2.02	1.71	10.9	-
1993	581	26,368	518	50,718	3,235	3,871	6,005	-	1.80	1.50	9.7	-
1994	647	26,160	553	50,846	3,263	3,928	6,060	-	1.98	1.65	10.7	-
1995	620	25,963	563	52,120	3,315	3,998	6,127	50,692.0	1.87	1.55	10.1	1.2
1996	581	26,029	538	52,383	3,363	4,071	6,205	-	1.73	1.43	9.4	-
1997	576	24,454	525	50,120	3,417	4,163	6,274	-	1.69	1.38	9.2	-
1998	556	26,415	491	52,575	3,493	4,244	6,334	57,277.0 <sup>4</sup>	1.59	1.31	8.8	1.0
1999	577	26,748	506	52,866	3,545	4,301	6,397	57,755.0	1.63	1.34	9.0	-
2000	603	28,812	543	52,914	3,644	4,372	6,463	-	1.65	1.38	9.3	-

<sup>1</sup> At 30 June (16 May for 1993 data). Excludes caravans, trailers, tractors and traders plate registrations. From 1986 onwards plant and equipment were omitted. In 1991 the retention period for vehicles with expired registrations was reduced from nine months to three months.

<sup>2</sup> At 30 June (16 May for 1993 data)

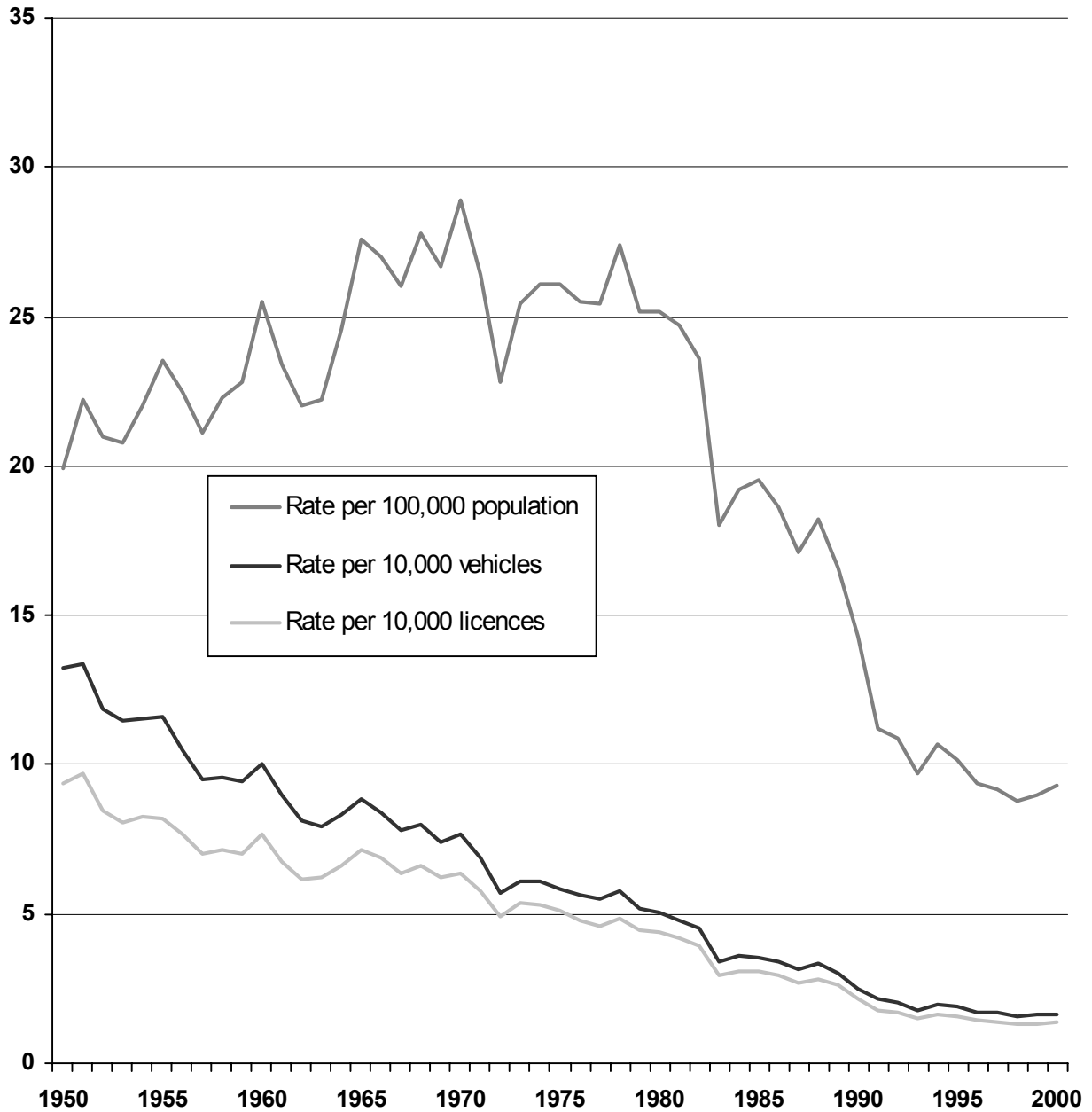
<sup>3</sup> Estimated Resident Population as at 30 June. Prior to 1966 full-blooded Aborigines were excluded. Prior to 1971 data were defined as Estimated Population.

<sup>4</sup> From Australian Bureau of Statistics Survey of Motor Vehicle Use. Prior to 1988 travel by commercial buses was excluded. Prior to 1998 travel is for the 12 months ended 30 September. New methodology introduced for 1998 and travel is for the 12 months ended 31 July.

<sup>5</sup> NSW criterion for recording accidents changed from "casualty or at least \$50 damage" to "casualty or at least one vehicle towed away" from 1 July 1975.

e Estimated p Preliminary

**Figure 1** FATALITY RATE PER 10,000 VEHICLES,  
10,000 LICENCES and 100,000 POPULATION  
FOR YEARS 1950 TO 2000 IN NSW



*Note: Fatality rate is expressed as the number of persons killed in road traffic accidents per 10,000 vehicles on register, per 10,000 licences on issue and per 100,000 population.*

## 2

COMPARISON WITH OTHER AUSTRALIAN STATES<sup>1</sup> AND  
OTHER COUNTRIES<sup>2</sup>

	Killed	Vehicles <sup>3</sup> ( <sup>000</sup> )	Population <sup>4</sup> ( <sup>000</sup> )	Fatalities per 10,000 vehicles	Fatalities per 100,000 population
<b>NEW SOUTH WALES</b>	<b>603</b>	<b>3,644.4</b>	<b>6,463.5</b>	<b>1.7</b>	<b>9.3</b>
Victoria	407	3,266.5	4,765.9	1.2	8.5
Queensland	318	2,315.6	3,566.4	1.4	8.9
Western Australia	213	1,344.8	1,883.9	1.6	11.3
South Australia	166	1,032.5	1,497.6	1.6	11.1
Tasmania	43	329.6	470.4	1.3	9.1
Australian Capital Territory	18	197.0	310.8	0.9	5.8
Northern Territory	51	103.2	195.5	4.9	26.1
<b>AUSTRALIA</b>	<b>1,819</b>	<b>12,233.6</b>	<b>19,157.0</b>	<b>1.5</b>	<b>9.5</b>
CANADA	2,696	17,988 <sup>98</sup>	30,491	1.5	8.8
FRANCE <sup>5</sup>	8,487	33,416	59,225	2.5	14.3
GERMANY	7,772	50,609	82,037	1.5	9.5
GREAT BRITAIN	3,564	28,140 <sup>98</sup>	59,500	1.3	6.0
JAPAN	10,372	77,810	126,686	1.3	8.2
NEW ZEALAND	509	2,426	3,806	2.1	13.4
UNITED STATES OF AMERICA	41,611	212,685	272,691	2.0	15.3

<sup>1</sup> Data based on information published by the Australian Transport Safety Bureau.

<sup>2</sup> International figures obtained from International Road Traffic and Accident Database (OECD) and are for 1999, except where noted.

<sup>3</sup> Australian figures (except for New South Wales) are as at 31 October 1999 and are from the Australian Bureau of Statistics Motor Vehicle Census Australia. These figures may not agree with registration statistics for individual States and Territories. Data for New South Wales are from the Roads and Traffic Authority and are as at 30 June 2000.

<sup>4</sup> Australian population estimates at 30 June.

<sup>5</sup> Death within 6 days.

<sup>98</sup> 1998 data

### 3 DEATHS WITHIN NSW, CAUSES OF DEATH, SEX, AGE

	Age (years)										TOTAL <sup>2</sup>
	0-9	10-14	15-19	20-24	25-29	30-39	40-49	50-59	60-69	≥70	
<b>1999</b>											
<b>Males</b>											
Deaths from all causes <sup>1</sup>	352	33	163	271	349	727	998	1,924	3,728	15,017	23,568
All accidental deaths <sup>1</sup>	35	9	71	116	143	203	145	84	72	271	1,151
Road deaths	7	6	43	63	58	63	45	30	26	44	386
as % of accidental deaths	20	67	61	54	41	31	31	36	36	16	34
as % of all deaths	2	18	26	23	17	9	5	2	1	<1	2
<b>Females</b>											
Deaths from all causes <sup>1</sup>	286	22	79	91	90	299	619	1,022	2,096	16,668	21,274
All accidental deaths <sup>1</sup>	32	6	27	28	22	46	50	45	36	305	597
Road deaths	14	6	22	21	9	22	18	25	23	31	191
as % of accidental deaths	44	100	81	75	41	48	36	56	64	10	32
as % of all deaths	5	27	28	23	10	7	3	2	1	<1	1
<b>All persons</b>											
Deaths from all causes <sup>1</sup>	638	55	242	362	439	1,026	1,617	2,946	5,824	31,685	44,842
All accidental deaths <sup>1</sup>	67	15	98	144	165	249	195	129	108	576	1,748
Road deaths	21	12	65	84	67	85	63	55	49	75	577
as % of accidental deaths	31	80	66	58	41	34	32	43	45	13	33
as % of all deaths	3	22	27	23	15	8	4	2	1	<1	1

<sup>1</sup> Data based on information published by Australian Bureau of Statistics and RTA road traffic accident statistics.

<sup>2</sup> Includes several deaths where age unknown



## 4

## FATALITIES, YEAR, MONTH

Year	Month												TOTAL
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
1945	21	31	26	26	42	35	35	41	30	28	35	61	411
1946	41	28	32	53	48	56	56	39	37	31	46	41	508
1947	35	31	49	49	48	45	41	44	47	34	50	36	509
1948	32	46	39	51	43	45	54	35	49	60	44	41	539
1949	40	37	38	57	60	49	39	50	42	32	44	47	535
1950	<b>51</b>	<b>36</b>	<b>54</b>	<b>59</b>	<b>50</b>	<b>57</b>	<b>63</b>	<b>46</b>	<b>51</b>	<b>46</b>	<b>68</b>	<b>53</b>	<b>634</b>
1951	53	40	72	64	66	77	55	59	63	68	50	61	728
1952	58	58	65	82	70	52	50	49	51	52	50	63	700
1953	54	51	59	63	61	60	60	68	61	64	35	68	704
1954	51	70	56	76	65	54	62	73	67	73	47	60	754
1955	79	57	70	90	64	56	66	65	48	73	72	80	820
1956	56	60	80	66	71	71	62	57	70	64	65	79	801
1957	52	53	63	61	82	66	60	76	53	48	76	75	765
1958	70	54	70	60	86	67	76	64	66	63	64	84	824
1959	79	34	63	66	80	94	75	78	66	66	79	79	859
1960	<b>79</b>	<b>82</b>	<b>73</b>	<b>94</b>	<b>81</b>	<b>87</b>	<b>110</b>	<b>89</b>	<b>62</b>	<b>79</b>	<b>59</b>	<b>83</b>	<b>978</b>
1961	63	55	83	70	79	102	92	79	93	52	63	87	918
1962	72	58	72	62	91	66	88	75	74	67	58	93	876
1963	70	46	79	73	86	85	78	93	72	81	43	94	900
1964	78	76	93	83	111	72	78	87	84	88	71	89	1,010
1965	79	89	94	101	96	129	99	71	83	112	88	110	1,151
1966	98	66	88	126	99	94	96	73	71	117	95	120	1,143
1967	87	79	94	82	93	89	106	100	94	98	92	103	1,117
1968	90	104	103	72	102	110	102	96	100	100	105	127	1,211
1969	86	77	80	119	103	111	107	103	91	97	98	116	1,188
1970	<b>105</b>	<b>89</b>	<b>118</b>	<b>136</b>	<b>116</b>	<b>91</b>	<b>92</b>	<b>115</b>	<b>94</b>	<b>129</b>	<b>107</b>	<b>117</b>	<b>1,309</b>
1971	85	93	99	101	124	108	109	118	102	115	92	103	1,249
1972	73	59	86	94	112	74	85	114	95	94	90	116	1,092
1973	98	85	88	113	107	96	88	112	126	80	107	130	1,230
1974	103	95	101	94	108	113	93	113	112	105	105	133	1,275
1975	106	111	115	94	116	108	88	111	121	100	109	109	1,288
1976	92	76	95	113	126	102	99	106	129	116	98	112	1,264
1977	92	106	109	121	104	87	98	111	89	121	109	121	1,268
1978	114	95	126	101	122	129	128	123	113	104	104	125	1,384
1979	73	75	134	121	120	92	108	109	122	107	103	126	1,290
1980	<b>99</b>	<b>62</b>	<b>97</b>	<b>128</b>	<b>112</b>	<b>103</b>	<b>134</b>	<b>128</b>	<b>92</b>	<b>118</b>	<b>124</b>	<b>106</b>	<b>1,303</b>
1981	112	93	85	125	107	85	112	94	104	116	124	134	1,291
1982	134	113	90	119	101	96	104	106	98	101	107	84	1,253
1983	70	57	91	91	79	79	81	79	86	77	83	93	966
1984	89	76	103	71	96	90	56	91	85	75	97	108	1,037
1985	74	85	77	84	92	71	82	81	97	98	94	132	1,067
1986	89	85	100	74	107	76	76	74	81	101	77	89	1,029
1987	86	58	82	84	69	83	77	63	84	112	74	87	959
1988	89	75	97	75	81	74	85	79	92	107	84	99	1,037
1989	56	82	82	45	77	97	75	64	93	96	69	124	960
1990	<b>52</b>	<b>52</b>	<b>87</b>	<b>57</b>	<b>59</b>	<b>70</b>	<b>83</b>	<b>66</b>	<b>80</b>	<b>62</b>	<b>55</b>	<b>74</b>	<b>797</b>
1991	61	47	52	59	55	52	61	55	59	57	49	56	663
1992	55	56	56	47	41	59	53	65	50	62	55	50	649
1993	44	31	56	51	37	42	42	59	42	59	55	63	581
1994	56	41	65	54	51	42	52	38	43	73	69	63	647
1995	38	50	61	46	48	57	51	53	41	60	59	56	620
1996	23	49	49	62	48	56	50	52	43	52	47	50	581
1997	69	44	39	42	58	38	53	47	35	47	62	42	576
1998	47	39	61	43	58	51	36	51	37	47	31	55	556
1999	52	41	61	47	60	40	39	44	52	43	48	50	577
2000	<b>50</b>	<b>52</b>	<b>48</b>	<b>55</b>	<b>53</b>	<b>48</b>	<b>58</b>	<b>33</b>	<b>50</b>	<b>39</b>	<b>49</b>	<b>68</b>	<b>603</b>

## 5 CASUALTIES, YEAR, ROAD USER CLASS, DEGREE OF CASUALTY<sup>1</sup>

Year	Road User Class							
	Vehicle Occupant				Motorcyclist			
	Driver		Passenger		Rider		Passenger	
	K	I	K	I	K	I	K	I
<b>1960</b>	<b>273</b>	<b>7,029</b>	<b>248</b>	<b>8,801</b>	<b>39</b>	<b>1,409</b>	<b>9</b>	<b>241</b>
1961	272	7,360	252	8,475	41	1,159	4	151
1962	263	7,603	241	8,260	45	952	4	116
1963	282	8,835	262	9,826	18	877	4	111
1964	330	9,860	280	10,778	26	861	7	110
<b>1965</b>	<b>411</b>	<b>11,225</b>	<b>373</b>	<b>11,714</b>	<b>28</b>	<b>901</b>	<b>4</b>	<b>95</b>
1966	428	11,183	321	11,642	32	1,020	2	112
1967	405	11,609	301	11,406	54	1,337	4	122
1968	455	11,908	358	11,786	62	1,899	6	184
1969	436	12,515	358	12,053	75	2,562	4	266
<b>1970</b>	<b>494</b>	<b>13,710</b>	<b>387</b>	<b>12,719</b>	<b>93</b>	<b>2,967</b>	<b>17</b>	<b>311</b>
1971	465	14,671	395	12,620	106	3,783	16	437
1972	370	14,392	331	12,271	98	4,292	17	443
1973	426	15,754	358	12,904	130	4,852	22	533
1974	436	16,156	361	12,974	140	5,181	16	617
<b>1975</b>	<b>475</b>	<b>14,469</b>	<b>368</b>	<b>13,384</b>	<b>142</b>	<b>4,483</b>	<b>19</b>	<b>609</b>
1976	455	14,131	370	13,154	135	4,239	25	551
1977	489	14,744	347	13,619	125	4,055	15	508
1978	537	16,339	396	14,700	137	3,731	10	498
1979	515	14,821	362	12,623	127	3,783	22	506
<b>1980</b>	<b>487</b>	<b>15,390</b>	<b>359</b>	<b>12,940</b>	<b>152</b>	<b>4,366</b>	<b>21</b>	<b>610</b>
1981	504	15,538	325	12,883	146	4,643	26	655
1982	453	13,258	322	11,087	178	4,387	25	631
1983	339	12,684	232	10,381	143	4,817	10	590
1984	374	14,001	275	10,753	135	5,181	18	571
<b>1985</b>	<b>412</b>	<b>15,861</b>	<b>264</b>	<b>11,779</b>	<b>122</b>	<b>5,220</b>	<b>21</b>	<b>573</b>
1986	393	15,964	262	11,591	146	4,364	18	560
1987	356	16,117	262	11,447	119	4,053	19	455
1988	403	15,795	270	10,685	111	3,609	12	388
1989	356	15,627	303	10,535	98	3,064	11	307
<b>1990</b>	<b>310</b>	<b>14,469</b>	<b>200</b>	<b>9,082</b>	<b>84</b>	<b>2,537</b>	<b>6</b>	<b>240</b>
1991	304	12,563	172	8,160	54	2,220	4	212
1992	287	11,883	176	7,490	55	1,936	4	194
1993	274	12,197	135	7,577	41	1,884	5	164
1994	258	12,388	181	7,127	50	1,897	6	193
<b>1995</b>	<b>281</b>	<b>12,228</b>	<b>139</b>	<b>7,375</b>	<b>57</b>	<b>1,848</b>	<b>2</b>	<b>174</b>
1996	234	12,280	146	7,174	52	1,808	6	166
1997	263	11,705	137	6,713	43	1,707	1	142
1998	247	12,653	148	7,344	49	1,879	3	163
1999	263	13,348	139	7,289	51	1,770	4	149
<b>2000</b>	<b>278</b>	<b>15,270</b>	<b>146</b>	<b>7,308</b>	<b>60</b>	<b>1,894</b>	<b>2</b>	<b>138</b>

<sup>1</sup> K - Killed I - Injured

## 5 CASUALTIES, YEAR, ROAD USER CLASS, DEGREE OF CASUALTY<sup>1</sup>

Year	Road User Class							
	Pedestrian		Pedal Cyclist <sup>2</sup>		Other <sup>3</sup>		All Road Users	
	K	I	K	I	K	I	K	I
1960	367	4,022	42	1,128	0	25	978	22,655
1961	319	3,627	30	1,039	0	28	918	21,839
1962	296	3,548	24	961	3	28	876	21,468
1963	310	4,000	24	967	0	36	900	24,652
1964	328	4,012	38	974	1	36	1,010	26,631
1965	301	4,254	29	942	5	26	1,151	29,157
1966	341	4,111	16	869	3	44	1,143	28,981
1967	329	4,155	23	837	1	35	1,117	29,501
1968	292	4,175	37	935	1	32	1,211	30,919
1969	294	4,469	19	868	2	19	1,188	32,752
1970	291	4,346	26	792	1	41	1,309	34,886
1971	250	4,292	16	820	1	37	1,249	36,660
1972	256	4,586	19	788	1	42	1,092	36,814
1973	271	4,563	21	648	2	40	1,230	39,294
1974	296	4,719	25	738	1	44	1,275	40,429
1975	257	4,370	22	766	5	60	1,288	38,141
1976	259	4,335	19	857	1	60	1,264	37,327
1977	266	4,349	23	1,089	3	43	1,268	38,407
1978	281	4,571	22	1,020	1	16	1,384	40,875
1979	230	4,120	32	1,115	2	16	1,290	36,984
1980	252	4,161	31	1,326	1	23	1,303	38,816
1981	267	3,953	22	1,272	1	24	1,291	38,968
1982	256	3,788	19	1,390	0	12	1,253	34,553
1983	212	3,963	29	1,522	1	21	966	33,978
1984	211	4,116	23	1,624	1	25	1,037	36,271
1985	223	4,210	23	1,682	2	11	1,067	39,336
1986	191	3,989	19	1,747	0	15	1,029	38,230
1987	178	4,255	22	1,870	3	22	959	38,219
1988	205	4,177	34	1,949	2	13	1,037	36,616
1989	173	3,980	19	1,800	0	11	960	35,324
1990	177	3,944	20	1,860	0	21	797	32,153
1991	119	3,431	10	1,468	0	31	663	28,085
1992	121	3,104	6	1,300	0	13	649	25,920
1993	117	3,091	8	1,443	1	12	581	26,368
1994	129	3,220	23	1,320	0	15	647	26,160
1995	130	3,154	11	1,170	0	14	620	25,963
1996	130	3,234	13	1,346	0	21	581	26,029
1997	114	2,985	18	1,194	0	8	576	24,454
1998	102	3,150	7	1,223	0	3	556	26,415
1999	108	3,024	12	1,164	0	4	577	26,748
2000	110	2,979	6	1,218	1	5	603	28,812

<sup>1</sup> K - Killed I - Injured

<sup>2</sup> Includes pedal cycle passengers

<sup>3</sup> Includes unknowns, animal riders and occupants of vehicles such as animal drawn vehicles and trains



## **TRAFFIC ACCIDENTS IN 2000**

- TIME DISTRIBUTION
- ACCIDENT TYPES
- MOTOR VEHICLE TYPES
- FACTORS IN ACCIDENTS
- CONTROLLERS IN ACCIDENTS
- LOCATION AND DISTRIBUTION OF ACCIDENTS



## 6 ACCIDENTS, CASUALTIES, HOLIDAY PERIODS, DEGREE OF ACCIDENT, DEGREE OF CASUALTY

Period	Degree of Accident <sup>1</sup>				Degree of Casualty <sup>2</sup>		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured
New Year (1 January to 3 January) (3 days)	4	121	155	280	4	164	168
Australia Day (26 January) (1 day)	1	47	75	123	1	67	68
Easter (20 April to 24 April) (5 days)	10	268	363	641	10	389	399
Anzac Day (25 April) (1 day)	2	49	91	142	2	68	70
Queen's Birthday (9 June to 12 June) (4 days)	6	227	431	664	6	296	302
Labour Day (29 September to 2 October) (4 days)	4	197	262	463	5	278	283
Christmas (22 December to 31 December) (10 days)	24	494	653	1,171	28	734	762
<b>SCHOOL HOLIDAYS</b>							
January (1 January to 27 January) (includes New Year & Australia Day holidays) (27 days)	42	1,345	1,839	3,226	49	1,827	1,876
Easter (15 April to 30 April) (includes Easter and Anzac Day public holidays) (16 days)	26	926	1,351	2,303	29	1,282	1,311
July (1 July to 16 July) (16 days)	27	944	1,379	2,350	35	1,262	1,297
September (9 September to 2 October) (includes Labour Day holidays) (24 days)	39	1,338	1,798	3,175	42	1,807	1,849
December (20 December to 31 December) (includes Christmas holidays) (12 days)	27	651	839	1,517	31	930	961

<sup>1</sup> F - Fatal Accident IA - Injury Accident N - Non-Casualty Accident

<sup>2</sup> K - Killed I - Injured

**7a****FATAL ACCIDENTS, TIME PERIOD, DAY OF WEEK**

Time Period <sup>1</sup>	Day of Week							Total
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
00:01 - 01:59	7	1	2	3	0	14	6	33
02:00 - 03:59	9	3	0	1	1	4	11	29
04:00 - 05:59	8	3	4	5	5	3	7	35
06:00 - 07:59	3	6	3	3	7	6	7	35
08:00 - 09:59	5	4	10	7	8	6	6	46
10:00 - 11:59	4	5	7	8	4	6	7	41
12:00 - 13:59	5	7	8	4	9	9	6	48
14:00 - 15:59	12	3	7	12	9	15	10	68
16:00 - 17:59	7	10	11	13	4	9	5	59
18:00 - 19:59	7	5	4	10	10	9	7	52
20:00 - 21:59	7	4	4	4	9	13	12	53
22:00 - Midnight	5	4	5	6	7	8	9	44
Unknown	0	0	0	0	0	0	0	0
<b>ACCIDENTS:</b>								
<b>TOTAL</b>	<b>79</b>	<b>55</b>	<b>65</b>	<b>76</b>	<b>73</b>	<b>102</b>	<b>93</b>	<b>543</b>

<sup>1</sup> In the case of a fatal accident reported with an unknown time a time period is estimated.

**7b****TOTAL ACCIDENTS, TIME PERIOD, DAY OF WEEK**

Time Period	Day of Week							Total
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
00:01 - 01:59	479	167	150	159	188	257	510	1,910
02:00 - 03:59	347	116	86	94	123	162	348	1,276
04:00 - 05:59	251	188	157	167	152	155	303	1,373
06:00 - 07:59	276	606	612	703	697	610	365	3,869
08:00 - 09:59	415	872	970	1,091	1,077	895	539	5,859
10:00 - 11:59	675	720	708	780	760	770	932	5,345
12:00 - 13:59	765	789	773	743	795	850	1,016	5,731
14:00 - 15:59	798	1,040	1,024	1,013	1,142	1,209	936	7,162
16:00 - 17:59	884	1,222	1,179	1,318	1,244	1,375	899	8,121
18:00 - 19:59	662	706	807	849	854	1,012	785	5,675
20:00 - 21:59	516	408	507	445	592	697	527	3,692
22:00 - Midnight	363	268	305	352	426	607	578	2,899
Unknown	1	1	0	0	0	0	0	2
<b>ACCIDENTS:</b>								
<b>TOTAL</b>	<b>6,432</b>	<b>7,103</b>	<b>7,278</b>	<b>7,714</b>	<b>8,050</b>	<b>8,599</b>	<b>7,738</b>	<b>52,914</b>

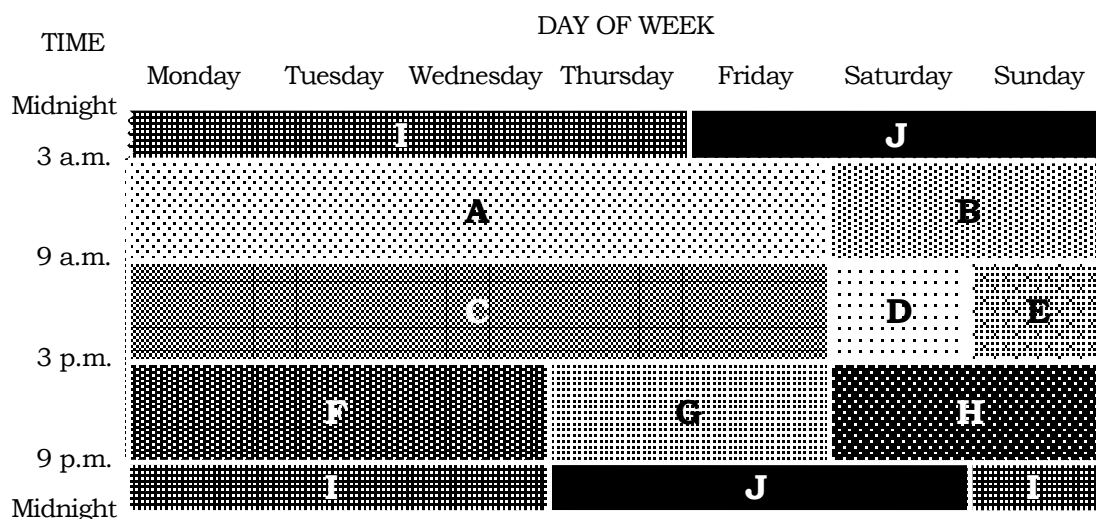


## 7c

## ACCIDENTS, TIME PERIOD, DEGREE OF ACCIDENT

Time Period <sup>1</sup>	Degree of Accident						
	Fatal Accident		Injury Accident		Non-Casualty Accident		Total Accidents
<b>A</b>	67	(0.9%)	2,963	(41.4%)	4,131	(57.7%)	7,161 (100.0%)
<b>B</b>	40	(2.1%)	742	(38.5%)	1,147	(59.5%)	1,929 (100.0%)
<b>C</b>	102	(0.8%)	5,078	(42.1%)	6,872	(57.0%)	12,052 (100.0%)
<b>D</b>	20	(0.7%)	1,128	(41.4%)	1,579	(57.9%)	2,727 (100.0%)
<b>E</b>	19	(0.9%)	910	(43.9%)	1,144	(55.2%)	2,073 (100.0%)
<b>F</b>	76	(0.9%)	3,619	(42.1%)	4,893	(57.0%)	8,588 (100.0%)
<b>G</b>	56	(0.9%)	2,733	(42.0%)	3,718	(57.1%)	6,507 (100.0%)
<b>H</b>	47	(1.0%)	1,999	(42.9%)	2,611	(56.1%)	4,657 (100.0%)
<b>I</b>	37	(1.2%)	1,118	(36.6%)	1,903	(62.2%)	3,058 (100.0%)
<b>J</b>	79	(1.9%)	1,572	(37.8%)	2,509	(60.3%)	4,160 (100.0%)
<b>Unknown</b>	0	(0.0%)	1	(50.0%)	1	(50.0%)	2 (100.0%)
<b>ACCIDENTS: TOTAL</b>	<b>543</b>	<b>(1.0%)</b>	<b>21,863</b>	<b>(41.3%)</b>	<b>30,508</b>	<b>(57.7%)</b>	<b>52,914 (100.0%)</b>

<sup>1</sup> Time periods **A** to **J** are as shown below. In the case of a fatal accident reported with an unknown time a time period is estimated.



The above time periods were defined by A.J. McLean, O.T. Holubowycz and B.L. Sandow in their report *Alcohol and Crashes: Identification of Relevant Factors in this Association*, Department of Transport, Australia, 1980. The ten time periods, **A** to **J**, exhibit different characteristics of traffic conditions, driver/rider behaviour and trip purpose.

For example time period **I** is from 9 p.m. on Sunday, Monday, Tuesday and Wednesday nights to 3 a.m. the following mornings.

Figure 2

ACCIDENTS, ROAD USER MOVEMENT

(Number in each cell indicates number of accidents with a first impact of that type)

PEDESTRIAN (ON FOOT OR IN TOY/PRAM)	VEHICLES FROM ADJACENT DIRECTIONS (INTERSECTIONS ONLY)	VEHICLES FROM OPPOSING DIRECTIONS	VEHICLES FROM SAME DIRECTION	MANŒUVRING	OVERTAKING	ON PATH	OFF PATH, ON STRAIGHT	OFF PATH, ON CURVE OR TURNING	MISCELLANEOUS
NEAR SIDE 1,258	CROSS TRAFFIC 4,584	HEAD ON (not overtaking) 2,107	REAR END 9,477	U TURN 869	HEAD ON (incl. side swipe) 42	PARKED 550	OFF CARRIAGEWAY TO LEFT 681	OFF CARRIAGEWAY TO LEFT ON RIGHT BEND 732	FELL IN/FROM VEHICLE 92
EMERGING 256	RIGHT FAR 377	RIGHT THRU 5,055	LEFT REAR 567	U TURN INTO FIXED OBJECT/ PKD VEHICLE 48	OUT OF CONTROL 63	DOUBLE PARKED 6	LEFT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH. 4,191	CARRIAGEWAY, LEFT ON R.H. BEND INTO OBJECT/ PKD VEH 2,566	LOAD OR MISSILE STRUCK VEHICLE 43
FAR SIDE 772	LEFT FAR 126	LEFT THRU 5	RIGHT REAR 1,774	LEAVING PARKING 380	PULLING OUT 12	ACCIDENT OR BROKEN DOWN 335	OFF CARRIAGEWAY TO RIGHT 353	OFF CARRIAGEWAY TO RIGHT ON RIGHT BEND 258	STRUCK TRAIN / AEROPLANE 14
PLAYING, WORKING, LYING, STANDING ON CARRIAGEWAY 288	RIGHT NEAR 2,451	RIGHT/LEFT 26	Vehicles in parallel lanes RIGHT REAR 499	ENTERING PARKING 53	OVERTAKE TURNING 256	VEHICLE DOOR 165	RIGHT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH 1,828	OFF CARRIAGEWAY RIGHT ON R.H. BEND INTO OBJECT/ PKD VEH 893	PARKED VEH RUN AWAY INTO OBJECT/ PKD VEH 128
WALKING WITH TRAFFIC 67	TWO R TURNING 45	RIGHT/RIGHT 12	LANE CHANGE RIGHT (not overtaking) 480	PARKING VEHICLES ONLY 67	CUTTING IN 20	PERMANENT OBSTRUCTION ON CARRIAGEWAY 18	OUT OF CONTROL ON CARRIAGEWAY 629	OFF CARRIAGEWAY TO LEFT ON LEFT BEND 248	PARKED VEH RUN AWAY INTO VEHICLE 8
FACING TRAFFIC 21	RIGHT/LEFT FAR 29	LEFT/LEFT 0	LANE CHANGE LEFT 679	REVERSING 119	PULLING OUT REAR END 5	TEMPORARY ROADWORKS 21	OFF END OF ROAD/ T INTERSECTION 200	OFF CARRIAGEWAY TO RIGHT ON L.H. BEND INTO OBJ/PKD VEH 926	STRUCK WHILE BOARDING OR ALIGHTING VEHICLE 6
ON FOOTPATH/ MEDIAN 84	LEFT NEAR 387		RIGHT TURN SIDE SWIPE 236	REVERSING INTO FIXED OBJECT/ PKD VEHICLE 50		STRUCK OBJECT ON CARRIAGEWAY 143	OFF CARRIAGEWAY TO LEFT ON LEFT BEND 240	OFF CARRIAGEWAY TO LEFT ON L.H. BEND INTO OBJ/PKD VEH 797	
DRIVEWAY 72	LEFT/RIGHT FAR 2		LEFT TURN SIDE SWIPE 377	EMERGING FROM DRIVEWAY 978		ANIMAL (not ridden) 495	OFF CARRIAGEWAY TO LEFT ON LEFT BEND 611		
	TWO LEFT TURNING 5			FROM FOOTPATH 101			OUT OF CONTROL ON CARRIAGEWAY 611		OTHER 17
OTHER PEDESTRIAN 65	OTHER ADJACENT 29	OTHER OPPOSING 28	OTHER SAME DIRECTION 66	OTHER MANŒUVRING 229	OTHER OVERTAKING 14	OTHER ON PATH 45	OTHER STRAIGHT 26	OTHER CURVE 17	UNKNOWN 20

## 8

ACCIDENTS, OBJECT HIT IN FIRST IMPACT,  
DEGREE OF ACCIDENT

Object Hit in First Impact	Degree of Accident			Total Accidents
	Fatal Accident	Injury Accident	Non-Casualty Accident	
Bridge/Wall	8	69	91	168
Fence/Post	39	732	1,678	2,449
Pole	24	752	853	1,629
Embankment	14	403	652	1,069
Tree	63	959	1,167	2,189
Street Furniture	7	213	547	767
Drain or Culvert	8	112	113	233
Building	0	47	105	152
Other Object	9	297	582	888
Stock	0	56	152	208
Kangaroo/Wallaby	0	55	143	198
Other Animal	1	38	52	91
Unknown	0	0	0	0
<b>Sub-total</b>	<b>173</b>	<b>3,733</b>	<b>6,135</b>	<b>10,041</b>
<b>No Object Hit</b>	<b>370</b>	<b>18,130</b>	<b>24,373</b>	<b>42,873</b>
<b>ACCIDENTS: TOTAL</b>	<b>543</b>	<b>21,863</b>	<b>30,508</b>	<b>52,914</b>

## 9

SINGLE MOTOR VEHICLE ACCIDENTS, VEHICLE TYPE,  
DEGREE OF ACCIDENT

Vehicle Type	Degree of Accident			Total Accidents
	Fatal Accident	Injury Accident	Non-Casualty Accident	
Car	135	3,764	7,029	10,928
Light Truck	23	402	612	1,037
Heavy Rigid Truck	3	61	90	154
Articulated Truck	8	179	194	381
Bus	1	18	11	30
Other Motor Vehicle	3	30	33	66
Motorcycle	19	759	44	822
<b>SINGLE MOTOR VEHICLE ACCIDENTS: TOTAL</b>	<b>192</b>	<b>5,213</b>	<b>8,013</b>	<b>13,418</b>

Note: Vehicles hitting pedestrians are not included in this table.

## ACCIDENTS, CASUALTIES, TYPE OF ACCIDENT, DEGREE OF ACCIDENT, DEGREE OF CASUALTY

# 10

Type of Accident <sup>1</sup>	Degree of Accident <sup>2</sup>				Degree of Casualty <sup>3</sup>		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured
Car Accident	421 (1%)	18,918 (39%)	29,119 (60%)	48,458 (100%)	478	25,442	25,920
Light Truck Accident	93 (1%)	2,723 (39%)	4,176 (60%)	6,992 (100%)	97	3,717	3,814
Heavy Truck Accident	104 (3%)	1,213 (40%)	1,720 (57%)	3,037 (100%)	122	1,611	1,733
Heavy Rigid Truck Accident	37 (2%)	598 (39%)	906 (59%)	1,541 (100%)	40	792	832
Articulated Truck Accident	69 (4%)	643 (41%)	842 (54%)	1,554 (100%)	84	870	954
Bus Accident	13 (2%)	387 (48%)	398 (50%)	798 (100%)	13	569	582
Emergency Vehicle Accident	1 (0%)	152 (46%)	176 (53%)	329 (100%)	1	231	232
Motorcycle Accident	62 (3%)	1,966 (87%)	233 (10%)	2,261 (100%)	64	2,192	2,256
Pedal Cycle Accident	6 (0%)	1,227 (99%)	3 (0%)	1,236 (100%)	6	1,261	1,267
Pedestrian Accident	113 (4%)	2,871 (96%)	3 (0%)	2,987 (100%)	114	3,076	3,190
<b>All Types of Accidents</b>	<b>543 (1%)</b>	<b>21,863 (41%)</b>	<b>30,508 (58%)</b>	<b>52,914 (100%)</b>	<b>603</b>	<b>28,812</b>	<b>29,415</b>

Note: Percentages of all accidents involving those traffic unit types are shown in brackets.

<sup>1</sup> Accident categories listed are those involving at least one traffic unit of that type.

<sup>2</sup> F - Fatal Accident IA - Injury Accident N - Non-Casualty Accident

<sup>3</sup> K - Killed I - Injured

**IMPORTANT :** The 'Type of Accident' categories in this table are not mutually exclusive and must therefore not be added together.

For example, an accident involving both a car and a motorcycle will be included in both 'Car Accident' and 'Motorcycle Accident' categories.

## 11

MOTOR VEHICLES INVOLVED and INVOLVEMENT RATE<sup>1</sup>,  
VEHICLE TYPE, DEGREE OF ACCIDENT

Vehicle Type	Degree of Accident							
	Fatal Accident		Injury Accident		Non-Casualty Accident		All Accidents	
Passenger Vehicle <sup>2</sup>	536	1.9	29,234	101.1	49,097	169.9	78,867	272.9
Rigid Truck, Van or Utility	160	2.5	4,374	67.9	6,881	106.9	11,415	177.3
Articulated Truck <sup>3</sup>	77	54.2	671	472.5	881	620.4	1,629	1,147.2
Bus	16	13.9	398	346.1	408	354.8	822	714.8
Motorcycle	67	7.9	1,999	236.3	236	27.9	2,302	272.1
<b>All Motor Vehicles on Register<sup>4</sup></b>	<b>866</b>	<b>2.4</b>	<b>37,421</b>	<b>102.7</b>	<b>58,260</b>	<b>159.9</b>	<b>96,547</b>	<b>264.9</b>

Note: Involvement rates are calculated using registration data in which the vehicle categories differ slightly from those used in the accident database.

<sup>1</sup> Rates (shown in italics) are expressed as the number of vehicles involved in accidents per 10,000 registered vehicles of that type using registration data as at 30 June 2000

<sup>2</sup> Comprised of sedan, station wagon, hatchback, taxi-cab, passenger van and four wheel drive passenger vehicle.

<sup>3</sup> Comprised of articulated tanker, semi-trailer, low loader, road train and B-double.

<sup>4</sup> Includes other and unknown motor vehicle types.

## 12

## ACCIDENTS, FACTORS, DEGREE OF ACCIDENT

Factors Possibly Contributing to Accident	Degree of Accident			
	Fatal Accident	Injury Accident	Non-Casualty Accident	All Accidents
<b>Controller Disadvantaged</b>				
Chronic Illness/ Physical Infirmity	2	18	11	31
Sudden Illness	14	267	197	478
Swerving to Avoid Animal	3	291	568	862
Using Hand-held Telephone	0	15	28	43
Distraction Inside Vehicle (not Hand-held Telephone)	5	491	806	1,302
Distraction Outside Vehicle	27	1,513	1,950	3,490
<b>Equipment Failure/Fault</b>				
Brakes	3	76	116	195
Steering	0	22	55	77
Tyres	3	172	336	511
Wheel, Axle/Suspension	0	18	45	63
Lights	2	19	8	29
Towing/Coupling	2	14	30	46
Insecure Load	1	39	40	80

**IMPORTANT:** The factor categories in this table are not mutually exclusive and must therefore not be added together.  
For example, an accident in which one driver suffered sudden illness and another vehicle's brakes failed would be counted once in each of the relevant categories.

## 13

ACCIDENTS, DEGREE OF ACCIDENT,  
ALCOHOL INVOLVEMENT, TIME PERIOD

Degree of Accident	Alcohol Involved	Time Period <sup>1</sup>											Total
		A	B	C	D	E	F	G	H	I	J	Unknown	
Fatal	Yes	3	12	5	1	2	10	8	11	14	32	0	98
	No	53	24	84	15	10	56	40	33	20	41	0	376
	Unknown	11	4	13	4	7	10	8	3	3	6	0	69
<b>Sub-total</b>		<b>67</b>	<b>40</b>	<b>102</b>	<b>20</b>	<b>19</b>	<b>76</b>	<b>56</b>	<b>47</b>	<b>37</b>	<b>79</b>	<b>0</b>	<b>543</b>
Injury	Yes	70	135	50	30	11	142	144	142	195	341	0	1,260
	No	1,782	398	3,124	720	588	2,120	1,537	1,219	625	756	0	12,869
	Unknown	1,111	209	1,904	378	311	1,357	1,052	638	298	475	1	7,734
<b>Sub-total</b>		<b>2,963</b>	<b>742</b>	<b>5,078</b>	<b>1,128</b>	<b>910</b>	<b>3,619</b>	<b>2,733</b>	<b>1,999</b>	<b>1,118</b>	<b>1,572</b>	<b>1</b>	<b>21,863</b>
Non-Casualty	Yes	78	129	35	24	13	127	137	108	213	347	0	1,211
	No	2,889	634	5,060	1,136	856	3,492	2,584	1,804	1,075	1,238	0	20,768
	Unknown	1,164	384	1,777	419	275	1,274	997	699	615	924	1	8,529
<b>Sub-total</b>		<b>4,131</b>	<b>1,147</b>	<b>6,872</b>	<b>1,579</b>	<b>1,144</b>	<b>4,893</b>	<b>3,718</b>	<b>2,611</b>	<b>1,903</b>	<b>2,509</b>	<b>1</b>	<b>30,508</b>
<b>Total Accidents</b>	Yes	151	276	90	55	26	279	289	261	422	720	0	2,569
	No	4,724	1,056	8,268	1,871	1,454	5,668	4,161	3,056	1,720	2,035	0	34,013
	Unknown	2,286	597	3,694	801	593	2,641	2,057	1,340	916	1,405	2	16,332
<b>TOTAL</b>		<b>7,161</b>	<b>1,929</b>	<b>12,052</b>	<b>2,727</b>	<b>2,073</b>	<b>8,588</b>	<b>6,507</b>	<b>4,657</b>	<b>3,058</b>	<b>4,160</b>	<b>2</b>	<b>52,914</b>

*Note: Assessment of alcohol involvement in an accident is based on the blood alcohol concentration (BAC) readings of the motor vehicle controllers involved in the accident as follows:  
 Yes - at least one motor vehicle controller was over the legal limit  
 No - (1) BAC levels for all motor vehicle controllers are known and were under the legal limit; or  
 (2) no motor vehicle controllers were involved in the accident  
 Unknown - at least one motor vehicle controller had unknown BAC and all known BAC levels were under the legal limit.*

<sup>1</sup> Time periods A to J are as defined on page 15. In the case of a fatal accident reported with an unknown time a time period is estimated.

## 14

ACCIDENTS, DEGREE OF ACCIDENT,  
ALCOHOL INVOLVEMENT, URBANISATION

Degree of Accident	Alcohol Involved	Urbanisation						Total
		Metropolitan <sup>1</sup>			Country <sup>2</sup>			
		Sydney	Newcastle	Wollongong	Urban	Non-urban	Unknown	
Fatal	Yes	25	4	4	27	38	0	98
	No	131	18	11	71	145	0	376
	Unknown	33	2	1	8	25	0	69
	<b>Sub-total</b>	<b>189</b>	<b>24</b>	<b>16</b>	<b>106</b>	<b>208</b>	<b>0</b>	<b>543</b>
Injury	Yes	543	79	50	383	202	3	1,260
	No	7,120	627	449	2,800	1,865	8	12,869
	Unknown	5,301	319	267	1,233	603	11	7,734
	<b>Sub-total</b>	<b>12,964</b>	<b>1,025</b>	<b>766</b>	<b>4,416</b>	<b>2,670</b>	<b>22</b>	<b>21,863</b>
Non-Casualty	Yes	653	80	47	332	98	1	1,211
	No	12,940	964	671	4,028	2,151	14	20,768
	Unknown	5,673	309	270	1,317	955	5	8,529
	<b>Sub-total</b>	<b>19,266</b>	<b>1,353</b>	<b>988</b>	<b>5,677</b>	<b>3,204</b>	<b>20</b>	<b>30,508</b>
<b>Total Accidents</b>	Yes	1,221	163	101	742	338	4	2,569
	No	20,191	1,609	1,131	6,899	4,161	22	34,013
	Unknown	11,007	630	538	2,558	1,583	16	16,332
	<b>TOTAL</b>	<b>32,419</b>	<b>2,402</b>	<b>1,770</b>	<b>10,199</b>	<b>6,082</b>	<b>42</b>	<b>52,914</b>

<sup>1</sup> The Sydney, Newcastle and Wollongong Metropolitan Areas are defined in the Definitions on page xiii.

<sup>2</sup> Country areas are sub-divided by speed limits as follows -  
 Urban: Speed limit up to and including 80 km/h  
 Non-urban: Speed limit over 80 km/h  
 Unknown: Speed limit is unknown

## 15a ACCIDENTS, ALCOHOL INVOLVEMENT, DEGREE OF ACCIDENT

Alcohol Involved in Accident	Degree of Accident			Total Accidents
	Fatal Accident	Injury Accident	Non-Casualty Accident	
Yes	98	1,260	1,211	2,569
No	376	12,869	20,768	34,013
Unknown	69	7,734	8,529	16,332
<b>ACCIDENTS: TOTAL</b>	<b>543</b>	<b>21,863</b>	<b>30,508</b>	<b>52,914</b>

## 15b ACCIDENTS, SPEEDING INVOLVEMENT, DEGREE OF ACCIDENT

Speeding Involved in Accident	Degree of Accident			Total Accidents
	Fatal Accident	Injury Accident	Non-Casualty Accident	
Yes	204	3,283	5,063	8,550
No or Unknown	339	18,580	25,445	44,364
<b>ACCIDENTS: TOTAL</b>	<b>543</b>	<b>21,863</b>	<b>30,508</b>	<b>52,914</b>

## 15c ACCIDENTS, FATIGUE INVOLVEMENT, DEGREE OF ACCIDENT

Fatigue Involved in Accident	Degree of Accident			Total Accidents
	Fatal Accident	Injury Accident	Non-Casualty Accident	
Yes	107	1,518	2,294	3,919
No or Unknown	436	20,345	28,214	48,995
<b>ACCIDENTS: TOTAL</b>	<b>543</b>	<b>21,863</b>	<b>30,508</b>	<b>52,914</b>

*The identification of speeding and fatigue involvement cannot always be determined from police reports of road traffic accidents. The Roads and Traffic Authority has therefore established criteria for determining if an accident is likely to have involved these factors. The criteria used for this purpose are shown on page xiv.*



# 16a

## MOTOR VEHICLE CONTROLLERS INVOLVED, DEGREE OF ACCIDENT, ROAD USER CLASS, SEX, AGE DEGREE OF ACCIDENT: FATAL

Road User Class		Sex	Age (years)										TOTAL
			0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	
Car Driver	M	0	2	70	65	36	56	42	26	39	7	409	
	F	0	0	21	14	12	30	15	9	13	1	142	
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>79</b>	<b>48</b>	<b>86</b>	<b>57</b>	<b>35</b>	<b>52</b>	<b>9</b>	<b>552</b>	
Light Truck Driver	M	0	0	8	14	13	13	11	4	1	0	88	
	F	0	0	0	1	3	1	0	1	0	0	7	
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>15</b>	<b>16</b>	<b>14</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>95</b>	
Heavy Rigid Truck Driver	M	0	0	0	1	5	8	3	3	0	1	37	
	F	0	0	0	0	0	0	0	0	0	0	0	
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>38</b>	
Articulated Truck Driver	M	0	0	0	3	9	26	12	2	0	1	77	
	F	0	0	0	0	0	0	0	0	0	0	0	
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>9</b>	<b>26</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>77</b>	
Bus Driver	M	0	0	0	2	0	3	4	2	0	0	15	
	F	0	0	0	0	0	0	0	0	0	0	0	
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	
Motorcycle Rider	M	0	4	8	12	8	13	6	1	1	0	64	
	F	0	0	1	1	1	0	0	0	0	0	3	
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>4</b>	<b>9</b>	<b>13</b>	<b>9</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>67</b>	
Other Motor Vehicle Driver	M	0	1	1	0	0	0	0	1	1	1	7	
	F	0	0	0	0	0	0	0	0	0	0	0	
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>10</b>	
<b>MOTOR VEHICLE CONTROLLERS:</b>	<b>M</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>97</b>	<b>71</b>	<b>140</b>	<b>78</b>	<b>39</b>	<b>42</b>	<b>10</b>	<b>697</b>	
	<b>F</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>16</b>	<b>16</b>	<b>31</b>	<b>15</b>	<b>10</b>	<b>13</b>	<b>1</b>	<b>152</b>	
	<b>TOTAL<sup>1</sup></b>	<b>0</b>	<b>7</b>	<b>109</b>	<b>113</b>	<b>87</b>	<b>168</b>	<b>93</b>	<b>49</b>	<b>55</b>	<b>16</b>	<b>854</b>	

<sup>1</sup> Unknown sex included

# 16b

## MOTOR VEHICLE CONTROLLERS INVOLVED, DEGREE OF ACCIDENT, ROAD USER CLASS, SEX, AGE DEGREE OF ACCIDENT: INJURY

Road User Class	Sex	Age (years)											TOTAL
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	
Car Driver	M	0	82	2,658	2,372	1,556	3,243	2,393	1,627	1,027	879	1,245	17,082
	F	0	46	1,676	1,587	1,193	2,381	2,007	1,117	462	413	666	11,548
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>128</b>	<b>4,337</b>	<b>3,964</b>	<b>2,751</b>	<b>5,632</b>	<b>4,415</b>	<b>2,751</b>	<b>1,494</b>	<b>1,293</b>	<b>2,457</b>	<b>29,222</b>
Light Truck Driver	M	0	7	203	334	262	586	415	300	115	44	190	2,456
	F	0	4	31	37	34	55	46	22	8	3	12	252
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>11</b>	<b>234</b>	<b>371</b>	<b>297</b>	<b>641</b>	<b>461</b>	<b>322</b>	<b>123</b>	<b>47</b>	<b>266</b>	<b>2,773</b>
Heavy Rigid Truck Driver	M	0	0	8	38	60	161	145	84	21	0	50	567
	F	0	0	0	0	0	1	0	1	0	0	0	2
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>38</b>	<b>60</b>	<b>162</b>	<b>145</b>	<b>85</b>	<b>21</b>	<b>0</b>	<b>63</b>	<b>582</b>
Articulated Truck Driver	M	0	0	2	34	65	217	139	116	21	3	36	633
	F	0	0	0	0	1	0	2	0	0	1	0	4
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>34</b>	<b>66</b>	<b>217</b>	<b>141</b>	<b>116</b>	<b>21</b>	<b>4</b>	<b>50</b>	<b>651</b>
Bus Driver	M	0	0	5	19	9	74	89	91	25	2	27	341
	F	0	0	0	2	3	11	11	6	1	1	0	35
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>21</b>	<b>12</b>	<b>85</b>	<b>100</b>	<b>97</b>	<b>26</b>	<b>3</b>	<b>45</b>	<b>394</b>
Motorcycle Rider	M	0	40	210	365	278	465	253	114	35	15	99	1,874
	F	0	3	7	17	18	32	14	4	3	0	5	103
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>43</b>	<b>217</b>	<b>382</b>	<b>296</b>	<b>497</b>	<b>267</b>	<b>118</b>	<b>38</b>	<b>15</b>	<b>119</b>	<b>1,992</b>
Other Motor Vehicle Driver	M	0	1	5	26	33	59	28	17	7	1	90	267
	F	0	0	0	6	6	7	2	0	0	2	23	46
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>32</b>	<b>39</b>	<b>67</b>	<b>31</b>	<b>17</b>	<b>7</b>	<b>3</b>	<b>517</b>	<b>719</b>
MOTOR VEHICLE CONTROLLERS:	M	0	130	3,091	3,188	2,263	4,805	3,462	2,349	1,251	944	1,737	23,220
	F	0	53	1,714	1,649	1,255	2,487	2,082	1,150	474	420	706	11,990
	<b>TOTAL<sup>1</sup></b>	<b>0</b>	<b>183</b>	<b>4,808</b>	<b>4,842</b>	<b>3,521</b>	<b>7,301</b>	<b>5,560</b>	<b>3,506</b>	<b>1,730</b>	<b>1,365</b>	<b>3,517</b>	<b>36,333</b>

<sup>1</sup> Unknown sex included

# 16c

## MOTOR VEHICLE CONTROLLERS INVOLVED, DEGREE OF ACCIDENT, ROAD USER CLASS, SEX, AGE DEGREE OF ACCIDENT: NON-CASUALTY

Road User Class	Sex	Age (years)											TOTAL
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	
Car Driver	M	0	158	5,382	4,417	2,877	5,383	3,927	2,711	1,392	1,178	2,180	29,605
	F	0	58	2,496	2,475	1,692	3,358	2,762	1,543	668	599	938	16,589
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>216</b>	<b>7,888</b>	<b>6,914</b>	<b>4,582</b>	<b>8,762</b>	<b>6,714</b>	<b>4,264</b>	<b>2,067</b>	<b>1,780</b>	<b>4,431</b>	<b>47,618</b>
Light Truck Driver	M	0	6	362	502	429	890	626	434	180	61	251	3,741
	F	0	1	30	46	32	63	52	28	10	4	16	282
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>7</b>	<b>393</b>	<b>551</b>	<b>462</b>	<b>953</b>	<b>679</b>	<b>463</b>	<b>190</b>	<b>65</b>	<b>374</b>	<b>4,137</b>
Heavy Rigid Truck Driver	M	0	0	18	80	93	247	192	151	27	3	49	860
	F	0	0	0	0	0	1	0	0	0	0	0	1
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>80</b>	<b>93</b>	<b>248</b>	<b>193</b>	<b>151</b>	<b>27</b>	<b>3</b>	<b>63</b>	<b>876</b>
Articulated Truck Driver	M	0	0	3	53	104	248	202	139	27	2	53	831
	F	0	0	0	0	1	2	0	1	0	0	0	4
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>53</b>	<b>105</b>	<b>250</b>	<b>202</b>	<b>140</b>	<b>27</b>	<b>2</b>	<b>80</b>	<b>862</b>
Bus Driver	M	0	0	2	18	24	73	92	90	26	4	26	355
	F	0	0	3	1	6	6	4	4	0	0	3	27
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>19</b>	<b>30</b>	<b>79</b>	<b>96</b>	<b>94</b>	<b>26</b>	<b>4</b>	<b>47</b>	<b>400</b>
Motorcycle Rider	M	0	1	20	53	26	49	27	9	2	0	18	205
	F	0	0	0	1	1	1	0	0	0	0	3	6
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>54</b>	<b>27</b>	<b>50</b>	<b>27</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>219</b>
Other Motor Vehicle Driver	M	0	0	10	31	38	60	34	30	2	4	55	264
	F	0	0	0	4	7	5	4	1	0	0	16	37
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>36</b>	<b>45</b>	<b>65</b>	<b>38</b>	<b>32</b>	<b>2</b>	<b>4</b>	<b>473</b>	<b>706</b>
<b>MOTOR VEHICLE CONTROLLERS:</b>	<b>M</b>	<b>0</b>	<b>165</b>	<b>5,797</b>	<b>5,154</b>	<b>3,591</b>	<b>6,950</b>	<b>5,100</b>	<b>3,564</b>	<b>1,656</b>	<b>1,252</b>	<b>2,632</b>	<b>35,861</b>
	<b>F</b>	<b>0</b>	<b>59</b>	<b>2,529</b>	<b>2,527</b>	<b>1,739</b>	<b>3,436</b>	<b>2,822</b>	<b>1,577</b>	<b>678</b>	<b>603</b>	<b>976</b>	<b>16,946</b>
	<b>TOTAL<sup>1</sup></b>	<b>0</b>	<b>225</b>	<b>8,337</b>	<b>7,707</b>	<b>5,344</b>	<b>10,407</b>	<b>7,949</b>	<b>5,153</b>	<b>2,341</b>	<b>1,858</b>	<b>5,497</b>	<b>54,818</b>

<sup>1</sup> Unknown sex included

# 16d

## MOTOR VEHICLE CONTROLLERS INVOLVED, DEGREE OF ACCIDENT, ROAD USER CLASS, SEX, AGE DEGREE OF ACCIDENT: ALL ACCIDENTS

Road User Class	Sex	Age (years)											TOTAL
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	
Car Driver	M	0	242	8,110	6,854	4,469	8,692	6,376	4,380	2,445	2,096	3,432	47,096
	F	0	104	4,193	4,076	2,897	5,766	4,799	2,675	1,139	1,025	1,605	28,279
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>346</b>	<b>12,316</b>	<b>10,957</b>	<b>7,381</b>	<b>14,487</b>	<b>11,215</b>	<b>7,072</b>	<b>3,596</b>	<b>3,125</b>	<b>6,897</b>	<b>77,392</b>
Light Truck Driver	M	0	13	573	850	704	1,500	1,054	745	299	106	441	6,285
	F	0	5	61	84	69	119	99	50	19	7	28	541
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>18</b>	<b>635</b>	<b>937</b>	<b>775</b>	<b>1,619</b>	<b>1,154</b>	<b>796</b>	<b>318</b>	<b>113</b>	<b>640</b>	<b>7,005</b>
Heavy Rigid Truck Driver	M	0	0	26	119	158	416	353	238	51	3	100	1,464
	F	0	0	0	0	0	2	0	1	0	0	0	3
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>119</b>	<b>158</b>	<b>418</b>	<b>354</b>	<b>239</b>	<b>51</b>	<b>3</b>	<b>128</b>	<b>1,496</b>
Articulated Truck Driver	M	0	0	5	90	178	491	365	267	50	5	90	1,541
	F	0	0	0	0	2	2	2	1	0	1	0	8
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>180</b>	<b>493</b>	<b>367</b>	<b>268</b>	<b>50</b>	<b>6</b>	<b>131</b>	<b>1,590</b>
Bus Driver	M	0	0	7	39	33	150	185	185	53	6	53	711
	F	0	0	3	3	9	17	15	10	1	1	3	62
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>42</b>	<b>42</b>	<b>167</b>	<b>200</b>	<b>195</b>	<b>54</b>	<b>7</b>	<b>92</b>	<b>809</b>
Motorcycle Rider	M	0	45	238	430	312	527	291	129	38	16	117	2,143
	F	0	3	8	19	20	33	14	4	3	0	8	112
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>48</b>	<b>246</b>	<b>449</b>	<b>332</b>	<b>560</b>	<b>305</b>	<b>133</b>	<b>41</b>	<b>16</b>	<b>148</b>	<b>2,278</b>
Other Motor Vehicle Driver	M	0	2	16	57	71	119	64	47	10	6	146	538
	F	0	0	0	10	13	12	6	1	0	2	39	83
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>3</b>	<b>16</b>	<b>68</b>	<b>84</b>	<b>132</b>	<b>71</b>	<b>49</b>	<b>10</b>	<b>8</b>	<b>994</b>	<b>1,435</b>
<b>MOTOR VEHICLE CONTROLLERS:</b>	<b>M</b>	<b>0</b>	<b>302</b>	<b>8,975</b>	<b>8,439</b>	<b>5,925</b>	<b>11,895</b>	<b>8,688</b>	<b>5,991</b>	<b>2,946</b>	<b>2,238</b>	<b>4,379</b>	<b>59,778</b>
	<b>F</b>	<b>0</b>	<b>112</b>	<b>4,265</b>	<b>4,192</b>	<b>3,010</b>	<b>5,951</b>	<b>4,935</b>	<b>2,742</b>	<b>1,162</b>	<b>1,036</b>	<b>1,683</b>	<b>29,088</b>
	<b>TOTAL<sup>1</sup></b>	<b>0</b>	<b>415</b>	<b>13,254</b>	<b>12,662</b>	<b>8,952</b>	<b>17,876</b>	<b>13,666</b>	<b>8,752</b>	<b>4,120</b>	<b>3,278</b>	<b>9,030</b>	<b>92,005</b>

<sup>1</sup> Unknown sex included

# 17

## MOTOR VEHICLE CONTROLLERS INVOLVED, ROAD USER CLASS, LICENCE STATUS, DEGREE OF ACCIDENT

Road User Class/ Licence Status	Degree of Accident			
	Fatal Accident	Injury Accident	Non-Casualty Accident	All Accidents
<b>Car Driver</b>				
Learner	6	259	446	711
Provisional	29	1,694	3,422	5,145
Standard	457	23,391	38,452	62,300
Unlicensed <sup>1</sup>	24	754	1,265	2,043
<b>Sub-total<sup>2</sup></b>	<b>552</b>	<b>29,222</b>	<b>47,618</b>	<b>77,392</b>
<b>Light Truck Driver</b>				
Learner	0	5	13	18
Provisional	2	73	123	198
Standard	77	2,313	3,558	5,948
Unlicensed <sup>1</sup>	7	90	114	211
<b>Sub-total<sup>2</sup></b>	<b>95</b>	<b>2,773</b>	<b>4,137</b>	<b>7,005</b>
<b>Heavy Rigid Truck Driver</b>				
Standard	35	531	805	1,371
Unlicensed <sup>1</sup>	2	9	15	26
<b>Sub-total<sup>2</sup></b>	<b>38</b>	<b>582</b>	<b>876</b>	<b>1,496</b>
<b>Articulated Truck Driver</b>				
Standard	73	566	767	1,406
Unlicensed <sup>1</sup>	0	4	7	11
<b>Sub-total<sup>2</sup></b>	<b>77</b>	<b>651</b>	<b>862</b>	<b>1,590</b>
<b>Bus Driver</b>				
Learner	0	1	0	1
Provisional	0	3	0	3
Standard	15	340	363	718
Unlicensed <sup>1</sup>	0	0	3	3
<b>Sub-total<sup>2</sup></b>	<b>15</b>	<b>394</b>	<b>400</b>	<b>809</b>
<b>Motorcycle Rider</b>				
Learner	3	95	5	103
Provisional	1	42	4	47
Standard	41	1,402	170	1,613
Unlicensed <sup>1</sup>	14	153	15	182
<b>Sub-total<sup>2</sup></b>	<b>67</b>	<b>1,992</b>	<b>219</b>	<b>2,278</b>
<b>Other Motor Vehicle Driver</b>				
Learner	0	0	2	2
Provisional	0	1	1	2
Standard	4	179	215	398
Unlicensed <sup>1</sup>	1	4	4	9
<b>Sub-total<sup>2</sup></b>	<b>10</b>	<b>719</b>	<b>706</b>	<b>1,435</b>
<b>MOTOR VEHICLE CONTROLLERS: TOTAL</b>	<b>854</b>	<b>36,333</b>	<b>54,818</b>	<b>92,005</b>

<sup>1</sup> Includes persons driving whilst disqualified

<sup>2</sup> Includes unknown licence status

MOTOR VEHICLE CONTROLLERS INVOLVED, DEGREE OF ACCIDENT, BAC\*, SEX, AGE  
DEGREE OF ACCIDENT: **FATAL**

**18a**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)										TOTAL	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		Unknown
Legal	M	0	4	68	67	50	107	102	62	32	38	6	536
	F	0	0	21	10	14	17	26	13	7	12	0	120
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>77</b>	<b>64</b>	<b>124</b>	<b>128</b>	<b>75</b>	<b>39</b>	<b>50</b>	<b>6</b>	<b>656</b>
.020 – .049 <sup>2</sup>	M	0	1	1	0	0	1	0	0	0	0	0	3
	F	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
.050 – .079	M	0	1	0	0	1	1	0	1	0	0	0	4
	F	0	0	0	0	1	0	0	0	0	0	0	1
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
.080 – .149	M	0	0	4	11	2	3	3	3	0	0	0	26
	F	0	0	0	1	0	0	0	0	0	0	0	1
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>12</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>
≥ .150	M	0	0	7	9	14	15	8	1	2	0	0	56
	F	0	0	0	3	1	4	1	0	0	0	0	9
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>12</b>	<b>15</b>	<b>19</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>65</b>
Unknown	M	0	1	7	10	4	13	13	11	5	4	4	72
	F	0	0	1	2	0	7	4	2	3	1	1	21
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>12</b>	<b>4</b>	<b>20</b>	<b>17</b>	<b>13</b>	<b>8</b>	<b>5</b>	<b>10</b>	<b>98</b>
MOTOR VEHICLE CONTROLLERS:	M	0	7	87	97	71	140	126	78	39	42	10	697
	F	0	0	22	16	16	28	31	15	10	13	1	152
	<b>TOTAL<sup>1</sup></b>	<b>0</b>	<b>7</b>	<b>109</b>	<b>113</b>	<b>87</b>	<b>168</b>	<b>157</b>	<b>93</b>	<b>49</b>	<b>55</b>	<b>16</b>	<b>854</b>

\* Blood Alcohol Concentration

<sup>1</sup> Unknown sex included

<sup>2</sup> Learner's and Provisional Licence holders and unlicensed controllers and certain categories of young and professional controllers

# 18b

## MOTOR VEHICLE CONTROLLERS INVOLVED, DEGREE OF ACCIDENT, BAC\*, SEX, AGE DEGREE OF ACCIDENT: INJURY

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)										TOTAL	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		Unknown
Legal	M	0	77	2,241	2,194	1,539	3,278	2,439	1,685	928	710	844	15,935
	F	0	40	1,279	1,131	799	1,669	1,391	829	363	324	370	8,195
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>117</b>	<b>3,521</b>	<b>3,329</b>	<b>2,340</b>	<b>4,951</b>	<b>3,837</b>	<b>2,518</b>	<b>1,296</b>	<b>1,035</b>	<b>1,275</b>	<b>24,219</b>
.020 – .049 <sup>2</sup>	M	0	1	22	7	4	2	4	2	0	0	0	42
	F	0	0	4	1	0	1	1	0	0	0	1	8
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>50</b>
.050 – .079	M	0	2	16	25	20	22	11	7	2	2	5	112
	F	0	0	2	3	5	4	5	2	0	0	2	23
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>2</b>	<b>18</b>	<b>28</b>	<b>25</b>	<b>26</b>	<b>16</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>7</b>	<b>135</b>
.080 – .149	M	0	3	77	91	61	104	33	15	6	3	19	412
	F	0	2	14	11	12	11	13	4	2	0	5	74
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>102</b>	<b>73</b>	<b>115</b>	<b>46</b>	<b>19</b>	<b>8</b>	<b>3</b>	<b>24</b>	<b>486</b>
≥ .150	M	0	1	54	101	60	124	71	26	17	3	20	477
	F	0	0	10	12	11	37	27	4	4	1	9	115
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>113</b>	<b>71</b>	<b>161</b>	<b>98</b>	<b>30</b>	<b>21</b>	<b>4</b>	<b>30</b>	<b>593</b>
Unknown	M	0	46	681	770	579	1,275	904	614	298	226	849	6,242
	F	0	11	405	491	428	765	645	311	105	95	319	3,575
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>57</b>	<b>1,088</b>	<b>1,262</b>	<b>1,008</b>	<b>2,045</b>	<b>1,558</b>	<b>928</b>	<b>403</b>	<b>321</b>	<b>2,180</b>	<b>10,850</b>
MOTOR VEHICLE CONTROLLERS:	M	0	130	3,091	3,188	2,263	4,805	3,462	2,349	1,251	944	1,737	23,220
	F	0	53	1,714	1,649	1,255	2,487	2,082	1,150	474	420	706	11,990
	<b>TOTAL<sup>1</sup></b>	<b>0</b>	<b>183</b>	<b>4,808</b>	<b>4,842</b>	<b>3,521</b>	<b>7,301</b>	<b>5,560</b>	<b>3,506</b>	<b>1,730</b>	<b>1,365</b>	<b>3,517</b>	<b>36,333</b>

\* Blood Alcohol Concentration

<sup>1</sup> Unknown sex included<sup>2</sup> Learner's and Provisional Licence holders and unlicensed controllers and certain categories of young and professional controllers

MOTOR VEHICLE CONTROLLERS INVOLVED, DEGREE OF ACCIDENT, BAC\*, SEX, AGE  
DEGREE OF ACCIDENT: **NON-CASUALTY**

Blood Alcohol Concentration (g/100mL)	Sex	Age (Years)										Unknown	TOTAL
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		
Legal	M	0	106	4,625	3,925	2,739	5,287	3,993	2,803	1,354	1,061	1,462	27,355
	F	0	44	2,086	2,002	1,353	2,711	2,258	1,258	553	504	637	13,406
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>150</b>	<b>6,716</b>	<b>5,945</b>	<b>4,105</b>	<b>8,010</b>	<b>6,265</b>	<b>4,066</b>	<b>1,913</b>	<b>1,567</b>	<b>2,226</b>	<b>40,963</b>
.020 – .049 <sup>2</sup>	M	0	1	14	0	2	2	3	0	0	0	0	22
	F	0	3	2	2	0	0	3	0	0	0	0	10
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>4</b>	<b>16</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>
.050 – .079	M	0	0	36	27	13	20	13	9	1	0	9	128
	F	0	0	6	4	2	1	3	0	0	0	2	18
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>31</b>	<b>15</b>	<b>21</b>	<b>16</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>148</b>
.080 – .149	M	0	4	80	111	53	98	46	23	6	3	51	475
	F	0	1	13	13	13	18	13	4	0	0	7	82
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>124</b>	<b>66</b>	<b>116</b>	<b>59</b>	<b>27</b>	<b>6</b>	<b>3</b>	<b>62</b>	<b>562</b>
≥ .150	M	0	0	43	58	49	102	66	25	4	5	30	382
	F	0	1	11	13	11	17	23	3	2	0	6	87
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>1</b>	<b>54</b>	<b>71</b>	<b>60</b>	<b>119</b>	<b>90</b>	<b>28</b>	<b>6</b>	<b>5</b>	<b>37</b>	<b>471</b>
Unknown	M	0	54	999	1,033	735	1,441	979	704	291	183	1,080	7,499
	F	0	10	411	493	360	689	522	312	123	99	324	3,343
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>65</b>	<b>1,415</b>	<b>1,534</b>	<b>1,096</b>	<b>2,139</b>	<b>1,513</b>	<b>1,023</b>	<b>415</b>	<b>283</b>	<b>3,159</b>	<b>12,642</b>
MOTOR VEHICLE CONTROLLERS:	M	0	165	5,797	5,154	3,591	6,950	5,100	3,564	1,656	1,252	2,632	35,861
	F	0	59	2,529	2,527	1,739	3,436	2,822	1,577	678	603	976	16,946
	<b>TOTAL<sup>1</sup></b>	<b>0</b>	<b>225</b>	<b>8,337</b>	<b>7,707</b>	<b>5,344</b>	<b>10,407</b>	<b>7,949</b>	<b>5,153</b>	<b>2,341</b>	<b>1,858</b>	<b>5,497</b>	<b>54,818</b>

\* Blood Alcohol Concentration

<sup>1</sup> Unknown sex included<sup>2</sup> Learner's and Provisional Licence holders and unlicensed controllers and certain categories of young and professional controllers



# 18d

## MOTOR VEHICLE CONTROLLERS INVOLVED, DEGREE OF ACCIDENT, BAC\*, SEX, AGE DEGREE OF ACCIDENT: ALL ACCIDENTS

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)										TOTAL	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		Unknown
Legal	M	0	187	6,934	6,186	4,328	8,672	6,534	4,550	2,314	1,809	2,312	43,826
	F	0	84	3,386	3,143	2,166	4,397	3,675	2,100	923	840	1,007	21,721
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>271</b>	<b>10,326</b>	<b>9,351</b>	<b>6,509</b>	<b>13,085</b>	<b>10,230</b>	<b>6,659</b>	<b>3,248</b>	<b>2,652</b>	<b>3,507</b>	<b>65,838</b>
.020 – .049 <sup>2</sup>	M	0	3	37	7	6	5	7	2	0	0	0	67
	F	0	3	6	3	0	1	4	0	0	0	1	18
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>6</b>	<b>43</b>	<b>10</b>	<b>6</b>	<b>6</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>85</b>
.050 – .079	M	0	3	52	52	34	43	24	17	3	2	14	244
	F	0	0	8	7	8	5	8	2	0	0	4	42
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>3</b>	<b>60</b>	<b>59</b>	<b>42</b>	<b>48</b>	<b>32</b>	<b>19</b>	<b>3</b>	<b>2</b>	<b>20</b>	<b>288</b>
.080 – .149	M	0	7	161	213	116	205	82	41	12	6	70	913
	F	0	3	27	25	25	29	26	8	2	0	12	157
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>10</b>	<b>189</b>	<b>238</b>	<b>141</b>	<b>234</b>	<b>108</b>	<b>49</b>	<b>14</b>	<b>6</b>	<b>86</b>	<b>1,075</b>
≥ .150	M	0	1	104	168	123	241	145	52	23	8	50	915
	F	0	1	21	28	23	58	51	7	6	1	15	211
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>2</b>	<b>125</b>	<b>196</b>	<b>146</b>	<b>299</b>	<b>197</b>	<b>59</b>	<b>29</b>	<b>9</b>	<b>67</b>	<b>1,129</b>
Unknown	M	0	101	1,687	1,813	1,318	2,729	1,896	1,329	594	413	1,933	13,813
	F	0	21	817	986	788	1,461	1,171	625	231	195	644	6,939
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>123</b>	<b>2,511</b>	<b>2,808</b>	<b>2,108</b>	<b>4,204</b>	<b>3,088</b>	<b>1,964</b>	<b>826</b>	<b>609</b>	<b>5,349</b>	<b>23,590</b>
MOTOR VEHICLE CONTROLLERS:	M	0	302	8,975	8,439	5,925	11,895	8,688	5,991	2,946	2,238	4,379	59,778
	F	0	112	4,265	4,192	3,010	5,951	4,935	2,742	1,162	1,036	1,683	29,088
	<b>TOTAL<sup>1</sup></b>	<b>0</b>	<b>415</b>	<b>13,254</b>	<b>12,662</b>	<b>8,952</b>	<b>17,876</b>	<b>13,666</b>	<b>8,752</b>	<b>4,120</b>	<b>3,278</b>	<b>9,030</b>	<b>92,005</b>

\* Blood Alcohol Concentration

<sup>1</sup> Unknown sex included<sup>2</sup> Learner's and Provisional Licence holders and unlicensed controllers and certain categories of young and professional controllers

## 19

## SPEEDING MOTOR VEHICLE CONTROLLERS INVOLVED, DEGREE OF ACCIDENT, SEX, AGE

Degree of Accident	Sex	Age (Years)											TOTAL
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	
Fatal	M	0	3	33	38	23	36	29	10	3	5	1	181
	F	0	0	4	5	4	6	4	1	1	0	0	25
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>3</b>	<b>37</b>	<b>43</b>	<b>27</b>	<b>42</b>	<b>33</b>	<b>11</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>206</b>
Injury	M	0	37	578	455	279	431	239	148	79	46	115	2,407
	F	0	14	199	123	113	155	127	54	27	27	37	876
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>51</b>	<b>778</b>	<b>578</b>	<b>392</b>	<b>586</b>	<b>366</b>	<b>202</b>	<b>106</b>	<b>73</b>	<b>183</b>	<b>3,315</b>
Non-Casualty	M	0	55	1,085	633	340	537	310	188	70	52	285	3,555
	F	0	17	299	206	113	225	169	86	47	15	61	1,238
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>72</b>	<b>1,386</b>	<b>840</b>	<b>453</b>	<b>763</b>	<b>480</b>	<b>274</b>	<b>117</b>	<b>67</b>	<b>650</b>	<b>5,102</b>
SPEEDING MOTOR VEHICLE CONTROLLERS:	M	0	95	1,696	1,126	642	1,004	578	346	152	103	401	6,143
	F	0	31	502	334	230	386	300	141	75	42	98	2,139
	<b>TOTAL<sup>1</sup></b>	<b>0</b>	<b>126</b>	<b>2,201</b>	<b>1,461</b>	<b>872</b>	<b>1,391</b>	<b>879</b>	<b>487</b>	<b>227</b>	<b>145</b>	<b>834</b>	<b>8,623</b>

<sup>1</sup> Unknown sex included

The identification of speeding involvement cannot always be determined from police reports of road traffic accidents. The Roads and Traffic Authority has therefore established criteria for determining if an accident is likely to have involved this factor. The criteria used for this purpose are shown on page xiv.

## 20

## FATIGUED MOTOR VEHICLE CONTROLLERS INVOLVED, DEGREE OF ACCIDENT, SEX, AGE

Degree of Accident	Sex	Age (years)										TOTAL	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		Unknown
Fatal	M	0	0	13	10	12	17	13	9	3	11	1	89
	F	0	0	2	1	3	3	3	2	2	2	0	18
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>11</b>	<b>15</b>	<b>20</b>	<b>16</b>	<b>11</b>	<b>5</b>	<b>13</b>	<b>1</b>	<b>107</b>
Injury	M	0	14	207	204	113	221	127	71	41	39	51	1,088
	F	0	6	69	62	37	80	57	43	13	22	20	409
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>20</b>	<b>276</b>	<b>266</b>	<b>150</b>	<b>301</b>	<b>184</b>	<b>114</b>	<b>54</b>	<b>61</b>	<b>92</b>	<b>1,518</b>
Non-Casualty	M	0	15	276	235	164	257	138	91	32	42	190	1,440
	F	0	4	65	46	46	56	73	37	20	16	32	395
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>19</b>	<b>341</b>	<b>281</b>	<b>210</b>	<b>313</b>	<b>212</b>	<b>128</b>	<b>52</b>	<b>58</b>	<b>680</b>	<b>2,294</b>
<b>FATIGUED MOTOR VEHICLE CONTROLLERS:</b>													
	M	0	29	496	449	289	495	278	171	76	92	242	2,617
	F	0	10	136	109	86	139	133	82	35	40	52	822
	<b>TOTAL<sup>1</sup></b>	<b>0</b>	<b>39</b>	<b>632</b>	<b>558</b>	<b>375</b>	<b>634</b>	<b>412</b>	<b>253</b>	<b>111</b>	<b>132</b>	<b>773</b>	<b>3,919</b>

<sup>1</sup> Unknown sex included

The identification of fatigue involvement cannot always be determined from police reports of road traffic accidents. The Roads and Traffic Authority has therefore established criteria for determining if an accident is likely to have involved this factor. The criteria used for this purpose are shown on page xiv.

## 21 ACCIDENTS, LOCATION TYPE/FEATURE, DEGREE OF ACCIDENT

	Degree of Accident			
	Fatal Accident	Injury Accident	Non-Casualty Accident	Total Accidents
<b>Location Type</b>				
<b>INTERSECTION</b>				
Cross	42	4,167	5,507	9,716
T	69	5,386	7,743	13,198
Y	0	54	46	100
Multiple	0	48	62	110
Roundabout	5	685	1,026	1,716
<b>Sub-total</b>	<b>116</b>	<b>10,340</b>	<b>14,384</b>	<b>24,840</b>
<b>NON-INTERSECTION</b>				
One-way	3	138	85	226
2-way undivided	338	8,428	11,173	19,939
Dual carriageway (non-freeway)	65	2,341	3,620	6,026
Dual carriageway (freeway)	19	496	1,070	1,585
Other limited access	0	7	12	19
Other	2	113	164	279
Unknown	0	0	0	0
<b>Sub-total</b>	<b>427</b>	<b>11,523</b>	<b>16,124</b>	<b>28,074</b>
<b>ACCIDENTS: TOTAL</b>	<b>543</b>	<b>21,863</b>	<b>30,508</b>	<b>52,914</b>

### Feature of Location

Bridge	22	400	575	997
Causeway	1	7	4	12
Railway crossing	2	25	26	53
Entrance/driveway	9	1,279	1,880	3,168
Hazardous road surface	24	738	751	1,513
Roadworks/detour/diversion	10	236	344	590
Previous accident	2	75	149	226

## 22

## ACCIDENTS, AREA, SPEED LIMIT, DEGREE OF ACCIDENT

Area <sup>1/</sup> Speed Limit	Degree of Accident			Total Accidents
	Fatal Accident	Injury Accident	Non-Casualty Accident	
<b>Metropolitan</b>				
30 km/h or less	0	15	8	23
40 km/h	0	125	116	241
50 km/h	32	2,331	3,551	5,914
60 km/h	99	9,476	13,559	23,134
70 km/h	37	1,553	2,345	3,935
80 km/h	30	687	1,055	1,772
90 km/h	16	228	343	587
100 km/h	10	137	236	383
110 km/h	5	159	361	525
Unknown	0	44	33	77
<b>Sub-total</b>	<b>229</b>	<b>14,755</b>	<b>21,607</b>	<b>36,591</b>
<b>Country</b>				
30 km/h or less	0	0	2	2
40 km/h	0	39	42	81
50 km/h	10	629	776	1,415
60 km/h	49	2,813	3,725	6,587
70 km/h	6	207	263	476
80 km/h	41	728	869	1,638
90 km/h	4	110	156	270
100 km/h	178	2,239	2,505	4,922
110 km/h	26	321	543	890
Unknown	0	22	20	42
<b>Sub-total</b>	<b>314</b>	<b>7,108</b>	<b>8,901</b>	<b>16,323</b>
<b>ACCIDENTS: TOTAL</b>	<b>543</b>	<b>21,863</b>	<b>30,508</b>	<b>52,914</b>

<sup>1</sup> 'Metropolitan' is comprised of the Sydney, Newcastle and Wollongong Metropolitan Areas.  
'Country' is comprised of all other areas of the State.

## 23

ACCIDENTS, ALIGNMENT, SURFACE CONDITION,  
DEGREE OF ACCIDENT

Alignment/ Surface Condition	Degree of Accident			
<b>Straight</b>				
Wet	44	2,799	4,570	7,413
Dry	290	14,487	19,311	34,088
Snow or ice	0	20	65	85
Unknown	0	33	47	80
<b>Sub-total</b>	<b>334</b>	<b>17,339</b>	<b>23,993</b>	<b>41,666</b>
<b>Curve</b>				
Wet	55	1,243	2,285	3,583
Dry	154	3,251	4,152	7,557
Snow or ice	0	20	70	90
Unknown	0	4	7	11
<b>Sub-total</b>	<b>209</b>	<b>4,518</b>	<b>6,514</b>	<b>11,241</b>
<b>Total Accidents<sup>1</sup></b>				
Wet	99	4,043	6,855	10,997
Dry	444	17,740	23,463	41,647
Snow or ice	0	40	135	175
Unknown	0	40	55	95
<b>ACCIDENTS:TOTAL</b>	<b>543</b>	<b>21,863</b>	<b>30,508</b>	<b>52,914</b>

<sup>1</sup> Includes cases of unknown alignment

## 24

ACCIDENTS, CASUALTIES, REGION, LOCAL GOVERNMENT AREA,  
DEGREE OF ACCIDENT, DEGREE OF CASUALTY

Local Government Area	Degree of Accident <sup>1</sup>				Degree of Casualty <sup>2</sup>		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured

## SYDNEY REGION

## Sydney Metropolitan Area

City of Sydney	4	612	457	1,073	4	711	715
Ashfield	1	159	225	385	1	196	197
Auburn	6	340	504	850	6	446	452
Bankstown City	7	707	1,019	1,733	7	933	940
Baulkham Hills	7	345	701	1,053	11	424	435
Blacktown City	12	788	1,314	2,114	14	1,029	1,043
Botany Bay City	2	213	278	493	2	269	271
Burwood	2	161	197	360	2	209	211
Camden	3	133	165	301	3	178	181
Campbelltown City	6	385	550	941	6	528	534
Canada Bay City <sup>3</sup>	2	200	374	576	2	240	242
Canterbury City	7	551	617	1,175	7	735	742
Fairfield City	19	722	894	1,635	22	959	981
Holroyd City	3	368	571	942	3	495	498
Hornsby	7	362	717	1,086	8	463	471
Hunters Hill	0	31	70	101	0	38	38
Hurstville City	0	221	288	509	0	253	253
Kogarah	2	201	275	478	2	250	252
Ku-ring-gai	5	240	461	706	5	302	307
Lane Cove	1	82	198	281	1	94	95
Leichhardt	2	225	336	563	4	263	267
Liverpool City	17	567	830	1,414	18	771	789
Manly	2	95	133	230	2	115	117
Marrickville	5	344	493	842	5	413	418
Mosman	1	81	90	172	1	108	109

<sup>1</sup> F - Fatal Accident    IA - Injury Accident    N - Non-Casualty Accident

<sup>2</sup> K - Killed    I - Injured

<sup>3</sup> Concord and Drummoyne merged to form Canada Bay City on 1 December 2000. In this document, the existence of Canada Bay City is effective from 1 January 2000.

## 24

ACCIDENTS, CASUALTIES, REGION, LOCAL GOVERNMENT AREA,  
DEGREE OF ACCIDENT, DEGREE OF CASUALTY (continued)

Local Government Area	Degree of Accident <sup>1</sup>				Degree of Casualty <sup>2</sup>		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured
<b>Sydney Region (continued)</b>							
North Sydney	0	239	315	554	0	287	287
Parramatta City	14	674	1,027	1,715	14	936	950
Penrith City	10	542	887	1,439	12	713	725
Pittwater	1	117	222	340	1	140	141
Randwick City	5	320	501	826	5	392	397
Rockdale City	4	418	651	1,073	4	535	539
Ryde City	3	298	583	884	3	374	377
South Sydney City	2	620	752	1,374	2	744	746
Strathfield	4	158	260	422	4	214	218
Sutherland	13	569	876	1,458	14	758	772
Warringah	7	367	609	983	7	445	452
Waverley	1	139	193	333	1	146	147
Willoughby City	1	205	406	612	1	233	234
Woollahra	1	165	227	393	1	188	189
<b>Sydney Metropolitan Area Sub-total</b>	<b>189</b>	<b>12,964</b>	<b>19,266</b>	<b>32,419</b>	<b>205</b>	<b>16,527</b>	<b>16,732</b>
<b>Outer Sydney Area</b>							
Blue Mountains City	13	187	330	530	13	275	288
Gosford City	9	460	763	1,232	11	563	574
Hawkesbury City	12	224	358	594	12	307	319
Wollondilly	12	146	191	349	14	240	254
Wyong	11	329	498	838	12	457	469
<b>Outer Sydney Area Sub-total</b>	<b>57</b>	<b>1,346</b>	<b>2,140</b>	<b>3,543</b>	<b>62</b>	<b>1,842</b>	<b>1,904</b>
<b>SYDNEY REGION: TOTAL</b>	<b>246</b>	<b>14,310</b>	<b>21,406</b>	<b>35,962</b>	<b>267</b>	<b>18,369</b>	<b>18,636</b>

<sup>1</sup> F - Fatal Accident    IA - Injury Accident    N - Non-Casualty Accident

<sup>2</sup> K - Killed    I - Injured



## 24

ACCIDENTS, CASUALTIES, REGION, LOCAL GOVERNMENT AREA,  
DEGREE OF ACCIDENT, DEGREE OF CASUALTY (continued)

Local Government Area	Degree of Accident <sup>1</sup>				Degree of Casualty <sup>2</sup>		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured
<b>HUNTER REGION</b>							
Newcastle City	9	566	796	1,371	9	733	742
Lake Macquarie City	15	459	557	1,031	16	622	638
Cessnock City	8	164	141	313	9	227	236
Dungog	1	35	22	58	1	46	47
Gloucester	1	21	22	44	1	35	36
Great Lakes	3	94	172	269	3	128	131
Maitland City	4	128	143	275	4	175	179
Merriwa	1	15	15	31	1	22	23
Murrurundi	0	10	17	27	0	20	20
Muswellbrook	3	42	38	83	4	53	57
Port Stephens	8	143	180	331	8	205	213
Scone	2	23	20	45	2	39	41
Singleton	5	76	78	159	5	102	107
<b>HUNTER REGION: TOTAL</b>	<b>60</b>	<b>1,776</b>	<b>2,201</b>	<b>4,037</b>	<b>63</b>	<b>2,407</b>	<b>2,470</b>
<b>ILLAWARRA REGION</b>							
Wollongong City	12	616	817	1,445	12	783	795
Shellharbour City	4	150	171	325	4	196	200
Kiama	4	61	65	130	4	86	90
Shoalhaven City	7	254	320	581	7	362	369
Wingecarribee	4	150	242	396	4	208	212
<b>ILLAWARRA REGION: TOTAL</b>	<b>31</b>	<b>1,231</b>	<b>1,615</b>	<b>2,877</b>	<b>31</b>	<b>1,635</b>	<b>1,666</b>

<sup>1</sup> F - Fatal Accident    IA - Injury Accident    N - Non-Casualty Accident

<sup>2</sup> K - Killed    I - Injured

## 24

ACCIDENTS, CASUALTIES, REGION, LOCAL GOVERNMENT AREA,  
DEGREE OF ACCIDENT, DEGREE OF CASUALTY (continued)

Local Government Area	Degree of Accident <sup>1</sup>				Degree of Casualty <sup>2</sup>		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured
<b>NORTH COAST REGION</b>							
Ballina	3	139	144	286	3	190	193
Bellingen	3	57	57	117	3	96	99
Byron	2	144	161	307	5	198	203
Coffs Harbour City	2	168	199	369	2	244	246
Copmanhurst	2	16	9	27	2	26	28
Grafton City	1	52	66	119	1	64	65
Hastings	7	137	195	339	9	195	204
Kempsey	9	64	91	164	10	88	98
Kyogle	2	36	34	72	4	51	55
Lismore City	5	135	192	332	5	178	183
Lord Howe Island	0	1	0	1	0	1	1
Maclean	3	36	39	78	4	58	62
Nambucca	3	42	53	98	5	60	65
Pristine Waters <sup>3</sup>	1	48	53	102	1	71	72
Richmond Valley <sup>3</sup>	5	67	65	137	6	100	106
Greater Taree City	9	140	187	336	12	193	205
Tweed	10	238	301	549	11	339	350
<b>NORTH COAST REGION: TOTAL</b>	<b>67</b>	<b>1,520</b>	<b>1,846</b>	<b>3,433</b>	<b>83</b>	<b>2,152</b>	<b>2,235</b>

<sup>1</sup> F - Fatal Accident    IA - Injury Accident    N - Non-Casualty Accident

<sup>2</sup> K - Killed    I - Injured

<sup>3</sup> Casino and Richmond River combined to form Richmond Valley on 21 February 2000.  
Nymboida and Ulmarra combined to form Pristine Waters on 1 July 2000.  
In this document, the existence of Richmond Valley and Pristine Waters is effective from 1 January 2000.

## 24

ACCIDENTS, CASUALTIES, REGION, LOCAL GOVERNMENT AREA,  
DEGREE OF ACCIDENT, DEGREE OF CASUALTY (continued)

Local Government Area	Degree of Accident <sup>1</sup>				Degree of Casualty <sup>2</sup>		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured
<b>NEW ENGLAND REGION</b>							
Armidale Dumaresq <sup>3</sup>	2	67	77	146	2	89	91
Barraba	0	5	6	11	0	6	6
Bingara	3	6	8	17	4	11	15
Glen Innes	0	11	17	28	0	13	13
Gunnedah	2	35	28	65	2	48	50
Guyra	2	13	26	41	2	23	25
Inverell	4	49	40	93	4	80	84
Manilla	0	8	6	14	0	11	11
Moree Plains	2	69	49	120	2	88	90
Narrabri	3	42	39	84	5	60	65
Nundle	1	9	7	17	1	10	11
Parry	3	45	46	94	4	66	70
Quirindi	1	12	10	23	3	16	19
Severn	0	27	19	46	0	42	42
Tamworth City	0	102	94	196	0	134	134
Tenterfield	3	35	37	75	3	56	59
Uralla	2	13	21	36	2	18	20
Walcha	1	14	27	42	1	18	19
Yallaroi	0	10	8	18	0	12	12
<b>NEW ENGLAND REGION: TOTAL</b>	<b>29</b>	<b>572</b>	<b>565</b>	<b>1,166</b>	<b>35</b>	<b>801</b>	<b>836</b>

<sup>1</sup> F - Fatal Accident    IA - Injury Accident    N - Non-Casualty Accident

<sup>2</sup> K - Killed    I - Injured

<sup>3</sup> Armidale City and Dumaresq combined to form Armidale Dumaresq on 21 February 2000. In this document, the existence of Armidale Dumaresq is effective from 1 January 2000.

## 24

ACCIDENTS, CASUALTIES, REGION, LOCAL GOVERNMENT AREA,  
DEGREE OF ACCIDENT, DEGREE OF CASUALTY (continued)

Local Government Area	Degree of Accident <sup>1</sup>				Degree of Casualty <sup>2</sup>		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured
<b>ORANA REGION</b>							
Bogan	1	14	12	27	2	21	23
Bourke	0	16	8	24	0	20	20
Brewarrina	0	2	3	5	0	2	2
Cobar	0	25	13	38	0	31	31
Coolah	2	16	14	32	2	29	31
Coonabarabran	3	23	35	61	3	30	33
Coonamble	0	12	8	20	0	14	14
Dubbo City	2	83	117	202	2	116	118
Gilgandra	3	14	15	32	3	29	32
Mudgee	2	58	57	117	2	75	77
Narromine	0	17	19	36	0	23	23
Walgett	2	25	16	43	2	41	43
Warren	1	9	8	18	1	12	13
Wellington	1	19	38	58	1	21	22
<b>ORANA REGION: TOTAL</b>	<b>17</b>	<b>333</b>	<b>363</b>	<b>713</b>	<b>18</b>	<b>464</b>	<b>482</b>

**CENTRAL WESTERN REGION**

Bathurst City	2	77	103	182	2	102	104
Bland	1	22	19	42	2	36	38
Blayney	2	19	29	50	2	29	31
Cabonne	6	47	64	117	7	62	69
Cowra	2	34	38	74	2	50	52
Evans	1	31	43	75	1	42	43
Forbes	2	25	29	56	3	31	34
Lachlan	0	14	16	30	0	21	21
Lithgow City	4	115	110	229	4	157	161

<sup>1</sup> F - Fatal Accident    IA - Injury Accident    N - Non-Casualty Accident

<sup>2</sup> K - Killed    I - Injured

## 24

ACCIDENTS, CASUALTIES, REGION, LOCAL GOVERNMENT AREA,  
DEGREE OF ACCIDENT, DEGREE OF CASUALTY (continued)

Local Government Area	Degree of Accident <sup>1</sup>				Degree of Casualty <sup>2</sup>		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured
<b>Central Western Region (continued)</b>							
Oberon	0	32	28	60	0	50	50
Orange City	2	79	145	226	2	111	113
Parkes	3	38	41	82	3	48	51
Rylstone	1	18	21	40	1	25	26
Weddin	0	11	9	20	0	18	18
<b>CENTRAL WESTERN REGION: TOTAL</b>	<b>26</b>	<b>562</b>	<b>695</b>	<b>1,283</b>	<b>29</b>	<b>782</b>	<b>811</b>
<b>SOUTH-EASTERN REGION</b>							
Bega Valley	3	69	113	185	6	86	92
Bombala	0	17	14	31	0	21	21
Boorowa	1	11	17	29	1	15	16
Cooma-Monaro	3	37	59	99	3	59	62
Crookwell	1	17	21	39	1	30	31
Eurobodalla	1	117	116	234	1	179	180
Goulburn City	3	58	50	111	3	72	75
Gunning	0	27	47	74	0	41	41
Harden	2	19	17	38	2	32	34
Mulwaree	2	57	102	161	2	76	78
Queanbeyan City	0	58	62	120	0	74	74
Snowy River	1	43	81	125	3	63	66
Tallaganda	2	27	41	70	2	40	42
Yarrowlumla	3	30	49	82	5	42	47
Yass	2	46	79	127	2	64	66
Young	3	41	31	75	4	59	63
<b>SOUTH-EASTERN REGION: TOTAL</b>	<b>27</b>	<b>674</b>	<b>899</b>	<b>1,600</b>	<b>35</b>	<b>953</b>	<b>988</b>

<sup>1</sup> F - Fatal Accident    IA - Injury Accident    N - Non-Casualty Accident

<sup>2</sup> K - Killed    I - Injured

## 24

ACCIDENTS, CASUALTIES, REGION, LOCAL GOVERNMENT AREA,  
DEGREE OF ACCIDENT, DEGREE OF CASUALTY (continued)

Local Government Area	Degree of Accident <sup>1</sup>				Degree of Casualty <sup>2</sup>		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured
<b>RIVERINA REGION</b>							
Carrathool	0	16	19	35	0	19	19
Coolamon	0	8	7	15	0	9	9
Cootamundra	2	22	33	57	2	42	44
Griffith City	2	87	89	178	2	122	124
Gundagai	3	29	30	62	3	49	52
Hay	0	8	7	15	0	19	19
Junee	1	10	11	22	1	13	14
Leeton	1	37	24	62	1	56	57
Lockhart	0	5	7	12	0	11	11
Murrumbidgee	0	8	7	15	0	9	9
Narrandera	2	20	28	50	2	24	26
Temora	1	12	14	27	1	18	19
Tumut	1	39	47	87	1	56	57
Wagga Wagga City	4	177	212	393	4	238	242
<b>RIVERINA REGION: TOTAL</b>	<b>17</b>	<b>478</b>	<b>535</b>	<b>1,030</b>	<b>17</b>	<b>685</b>	<b>702</b>

**MURRAY REGION**

Albury City	5	122	194	321	6	154	160
Balranald	1	12	8	21	1	20	21
Berrigan	1	15	10	26	1	20	21
Conargo	0	0	3	3	0	0	0
Corowa	1	12	16	29	1	12	13
Culcairn	2	14	13	29	2	23	25
Deniliquin	0	25	11	36	0	33	33
Holbrook	1	15	9	25	1	29	30
Hume	4	28	27	59	4	42	46

<sup>1</sup> F - Fatal Accident    IA - Injury Accident    N - Non-Casualty Accident<sup>2</sup> K - Killed    I - Injured

## 24

ACCIDENTS, CASUALTIES, REGION, LOCAL GOVERNMENT AREA,  
DEGREE OF ACCIDENT, DEGREE OF CASUALTY (continued)

Local Government Area	Degree of Accident <sup>1</sup>				Degree of Casualty <sup>2</sup>		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured
<b>Murray Region (continued)</b>							
Jerilderie	0	10	3	13	0	16	16
Murray	0	13	9	22	0	14	14
Tumbarumba	1	22	12	35	1	27	28
Urana	2	3	9	14	2	8	10
Wakool	1	11	5	17	1	16	17
Wentworth	0	20	13	33	0	29	29
Windouran	1	4	1	6	1	4	5
<b>MURRAY REGION: TOTAL</b>	<b>20</b>	<b>326</b>	<b>343</b>	<b>689</b>	<b>21</b>	<b>447</b>	<b>468</b>
<b>FAR WESTERN REGION</b>							
Broken Hill City	0	45	24	69	0	59	59
Central Darling	1	19	8	28	2	36	38
Unincorporated Area	2	17	8	27	2	22	24
<b>FAR WESTERN REGION: TOTAL</b>	<b>3</b>	<b>81</b>	<b>40</b>	<b>124</b>	<b>4</b>	<b>117</b>	<b>121</b>
<b>METROPOLITAN<sup>3</sup>: TOTAL</b>	<b>229</b>	<b>14,755</b>	<b>21,607</b>	<b>36,591</b>	<b>246</b>	<b>18,861</b>	<b>19,107</b>
<b>COUNTRY<sup>3</sup>: TOTAL</b>	<b>314</b>	<b>7,108</b>	<b>8,901</b>	<b>16,323</b>	<b>357</b>	<b>9,951</b>	<b>10,308</b>
<b>NEW SOUTH WALES STATE TOTAL</b>	<b>543</b>	<b>21,863</b>	<b>30,508</b>	<b>52,914</b>	<b>603</b>	<b>28,812</b>	<b>29,415</b>

<sup>1</sup> F - Fatal Accident    IA - Injury Accident    N - Non-Casualty Accident

<sup>2</sup> K - Killed    I - Injured

<sup>3</sup> 'Metropolitan' is comprised of the Sydney, Newcastle and Wollongong Metropolitan Areas. 'Country' is comprised of all other areas of the State.

## 25

ACCIDENTS, CASUALTIES, ROUTE, LOCAL GOVERNMENT AREA,  
DEGREE OF ACCIDENT, DEGREE OF CASUALTY

Route, Length, Local Government Area	Degree of Accident <sup>1</sup>				Degree of Casualty <sup>2</sup>		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured
<b>FREEWAYS AND MOTORWAYS</b>							
<b>M2 MOTORWAY (NORTH RYDE to BAULKHAM HILLS)</b>							
Ryde City	0	1	9	10	0	1	1
Hornsby	0	8	21	29	0	8	8
Baulkham Hills	0	4	17	21	0	5	5
<b>Sub-total</b>	<b>0</b>	<b>13</b>	<b>47</b>	<b>60</b>	<b>0</b>	<b>14</b>	<b>14</b>
<b>SYDNEY-NEWCASTLE FREEWAY (WAHROONGA to BERESFIELD)</b>							
Ku-ring-gai	0	4	4	8	0	4	4
Hornsby	1	38	86	125	1	49	50
Gosford City	2	42	126	170	2	53	55
Wyong	1	18	58	77	1	31	32
Lake Macquarie City	1	21	47	69	1	28	29
Cessnock City	0	0	0	0	0	0	0
Newcastle City	0	0	6	6	0	0	0
<b>Sub-total</b>	<b>5</b>	<b>123</b>	<b>327</b>	<b>455</b>	<b>5</b>	<b>165</b>	<b>170</b>
<b>M4 MOTORWAY (CONCORD to LAPSTONE)</b>							
Canada Bay City	0	3	5	8	0	5	5
Strathfield	0	10	13	23	0	13	13
Auburn	0	48	72	120	0	61	61
Parramatta City	0	9	16	25	0	11	11
Holroyd City	2	54	93	149	2	81	83
Blacktown City	1	43	113	157	1	55	56
Penrith City	1	30	61	92	1	43	44
Blue Mountains City	0	0	1	1	0	0	0
<b>Sub-total</b>	<b>4</b>	<b>197</b>	<b>374</b>	<b>575</b>	<b>4</b>	<b>269</b>	<b>273</b>
<b>M5 MOTORWAY (BEVERLY HILLS to PRESTONS)</b>							
Canterbury City	1	8	11	20	1	11	12
Bankstown City	0	12	31	43	0	14	14
Liverpool City	0	35	63	98	0	41	41
<b>Sub-total</b>	<b>1</b>	<b>55</b>	<b>105</b>	<b>161</b>	<b>1</b>	<b>66</b>	<b>67</b>

<sup>1</sup> F - Fatal Accident    IA - Injury Accident    N - Non-Casualty Accident

<sup>2</sup> K - Killed    I - Injured



## 25

ACCIDENTS, CASUALTIES, ROUTE, LOCAL GOVERNMENT AREA,  
DEGREE OF ACCIDENT, DEGREE OF CASUALTY (continued)

Route, Length, Local Government Area	Degree of Accident <sup>1</sup>				Degree of Casualty <sup>2</sup>		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured
<b>SOUTHERN FREEWAY (WATERFALL to BULLI HEIGHTS &amp; NTH WOLLONGONG to YALLAH)</b>							
Wollongong City	5	46	57	108	5	58	63
<b>Sub-total</b>	<b>5</b>	<b>46</b>	<b>57</b>	<b>108</b>	<b>5</b>	<b>58</b>	<b>63</b>
<b>EASTERN DISTRIBUTOR (WOOLLOOMOOLOO to KENSINGTON)</b>							
City of Sydney	0	0	0	0	0	0	0
South Sydney City	0	5	14	19	0	5	5
Randwick City	0	0	0	0	0	0	0
<b>Sub-total</b>	<b>0</b>	<b>5</b>	<b>14</b>	<b>19</b>	<b>0</b>	<b>5</b>	<b>5</b>
<b>FREEWAYS/ MOTORWAYS: TOTAL</b>	<b>15</b>	<b>439</b>	<b>924</b>	<b>1,378</b>	<b>15</b>	<b>577</b>	<b>592</b>
<b>STATE HIGHWAYS</b>							
<b>PRINCES (State Highway (SH) 1) (SYDNEY to Victorian border near EDEN)</b>							
South Sydney City	0	34	36	70	0	38	38
Marrickville	1	55	50	106	1	77	78
Rockdale City	1	65	80	146	1	81	82
Kogarah	0	54	72	126	0	69	69
Sutherland	3	99	189	291	3	136	139
Wollongong City	1	131	155	287	1	167	168
Shellharbour City	1	25	36	62	1	32	33
Kiama	4	28	36	68	4	46	50
Shoalhaven City	4	101	112	217	4	158	162
Eurobodalla	0	40	34	74	0	70	70
Bega Valley	1	18	38	57	3	20	23
<b>Princes Highway Sub-total</b>	<b>16</b>	<b>650</b>	<b>838</b>	<b>1,504</b>	<b>18</b>	<b>894</b>	<b>912</b>

<sup>1</sup> F - Fatal Accident    IA - Injury Accident    N - Non-Casualty Accident

<sup>2</sup> K - Killed    I - Injured

## 25

ACCIDENTS, CASUALTIES, ROUTE, LOCAL GOVERNMENT AREA,  
DEGREE OF ACCIDENT, DEGREE OF CASUALTY (continued)

Route, Length, Local Government Area	Degree of Accident <sup>1</sup>				Degree of Casualty <sup>2</sup>		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured
<b>HUME (SH 2) (ASHFIELD to ALBURY)</b>							
Ashfield	0	29	26	55	0	38	38
Burwood	0	22	27	49	0	28	28
Strathfield	1	26	38	65	1	34	35
Bankstown City	1	108	146	255	1	134	135
Fairfield City	2	36	46	84	2	49	51
Liverpool City	2	109	156	267	2	141	143
Campbelltown City	2	32	68	102	2	43	45
Wollondilly	0	19	15	34	0	27	27
Wingecarribee	0	27	56	83	0	42	42
Mulwaree	1	27	52	80	1	37	38
Goulburn City	1	3	1	5	1	8	9
Gunning	0	10	19	29	0	17	17
Yass	1	13	18	32	1	16	17
Harden	0	2	5	7	0	2	2
Gundagai	3	17	19	39	3	37	40
Wagga Wagga City	1	9	23	33	1	12	13
Holbrook	1	11	8	20	1	18	19
Hume	3	6	7	16	3	15	18
Albury City	3	36	55	94	4	45	49
<b>Hume Highway Sub-total</b>	<b>22</b>	<b>542</b>	<b>785</b>	<b>1,349</b>	<b>23</b>	<b>743</b>	<b>766</b>

<sup>1</sup> F - Fatal Accident    IA - Injury Accident    N - Non-Casualty Accident

<sup>2</sup> K - Killed    I - Injured

## 25

ACCIDENTS, CASUALTIES, ROUTE, LOCAL GOVERNMENT AREA,  
DEGREE OF ACCIDENT, DEGREE OF CASUALTY (continued)

Route, Length, Local Government Area	Degree of Accident <sup>1</sup>				Degree of Casualty <sup>2</sup>		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured
<b>FEDERAL (SH 3) (Hume Hwy near GOULBURN to ACT Border near SUTTON)</b>							
Mulwaree	1	7	12	20	1	10	11
Gunning	0	6	13	19	0	8	8
Yarrowlumla	2	4	3	9	3	8	11
<b>Federal Highway</b>							
<b>Sub-total</b>	<b>3</b>	<b>17</b>	<b>28</b>	<b>48</b>	<b>4</b>	<b>26</b>	<b>30</b>
<b>SNOWY MOUNTAINS (SH 4) (TATHRA to Hume Hwy near GUNDAGAI)</b>							
Bega Valley	0	2	5	7	0	4	4
Cooma-Monaro	0	2	1	3	0	2	2
Snowy River	0	4	12	16	0	5	5
Tumut	1	11	13	25	1	19	20
Gundagai	0	0	0	0	0	0	0
<b>Snowy Mountains Highway</b>							
<b>Sub-total</b>	<b>1</b>	<b>19</b>	<b>31</b>	<b>51</b>	<b>1</b>	<b>30</b>	<b>31</b>
<b>GREAT WESTERN (SH 5) (SYDNEY to BATHURST)</b>							
South Sydney City	0	34	35	69	0	41	41
Leichhardt	0	28	48	76	0	35	35
Marrickville	0	30	48	78	0	38	38
Ashfield	1	29	50	80	1	41	42
Canada Bay City	1	26	69	96	1	31	32
Burwood	1	19	25	45	1	25	26
Strathfield	0	25	28	53	0	30	30
Auburn	0	52	92	144	0	66	66

<sup>1</sup> F - Fatal Accident    IA - Injury Accident    N - Non-Casualty Accident

<sup>2</sup> K - Killed    I - Injured

## 25

ACCIDENTS, CASUALTIES, ROUTE, LOCAL GOVERNMENT AREA,  
DEGREE OF ACCIDENT, DEGREE OF CASUALTY (continued)

Route, Length, Local Government Area	Degree of Accident <sup>1</sup>				Degree of Casualty <sup>2</sup>		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured
<b>Great Western Highway (continued)</b>							
Parramatta City	3	45	64	112	3	56	59
Holroyd City	0	51	68	119	0	73	73
Blacktown City	0	56	70	126	0	75	75
Penrith City	2	73	117	192	4	94	98
Blue Mountains City	8	120	174	302	8	185	193
Lithgow City	3	33	29	65	3	40	43
Evans	1	7	12	20	1	10	11
Bathurst City	0	13	27	40	0	17	17
<b>Great Western Highway</b>							
<b>Sub-total</b>	<b>20</b>	<b>641</b>	<b>956</b>	<b>1,617</b>	<b>22</b>	<b>857</b>	<b>879</b>
<b>MID WESTERN (SH 6) (BATHURST to HAY)</b>							
Bathurst City	0	2	0	2	0	3	3
Evans	0	2	5	7	0	3	3
Blayney	1	8	14	23	1	14	15
Cowra	0	8	11	19	0	8	8
Weddin	0	4	2	6	0	6	6
Bland	0	3	1	4	0	3	3
Carrathool	0	8	4	12	0	11	11
Hay	0	1	1	2	0	1	1
<b>Mid Western Highway</b>							
<b>Sub-total</b>	<b>1</b>	<b>36</b>	<b>38</b>	<b>75</b>	<b>1</b>	<b>49</b>	<b>50</b>

<sup>1</sup> F - Fatal Accident    IA - Injury Accident    N - Non-Casualty Accident

<sup>2</sup> K - Killed    I - Injured

## 25

ACCIDENTS, CASUALTIES, ROUTE, LOCAL GOVERNMENT AREA,  
DEGREE OF ACCIDENT, DEGREE OF CASUALTY (continued)

Route, Length, Local Government Area	Degree of Accident <sup>1</sup>				Degree of Casualty <sup>2</sup>		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured
<b>MITCHELL (SH 7) (BATHURST to BARRINGUN)</b>							
Bathurst City	1	3	2	6	1	7	8
Evans	0	5	4	9	0	7	7
Cabonne	0	8	12	20	0	10	10
Orange City	0	26	40	66	0	38	38
Wellington	0	9	19	28	0	11	11
Dubbo City	0	12	19	31	0	14	14
Narromine	0	4	5	9	0	5	5
Warren	0	0	2	2	0	0	0
Bogan	1	4	3	8	2	8	10
Bourke	0	3	1	4	0	3	3
<b>Mitchell Highway Sub-total</b>	<b>2</b>	<b>74</b>	<b>107</b>	<b>183</b>	<b>3</b>	<b>103</b>	<b>106</b>
<b>BARRIER (SH 8) (NYNGAN to SA border near COCKBURN)</b>							
Bogan	0	3	4	7	0	3	3
Cobar	0	7	7	14	0	7	7
Central Darling	0	4	2	6	0	6	6
Unincorporated Area	1	3	4	8	1	6	7
Broken Hill City	0	9	5	14	0	11	11
<b>Barrier Highway Sub-total</b>	<b>1</b>	<b>26</b>	<b>22</b>	<b>49</b>	<b>1</b>	<b>33</b>	<b>34</b>

<sup>1</sup> F - Fatal Accident    IA - Injury Accident    N - Non-Casualty Accident

<sup>2</sup> K - Killed    I - Injured

## 25

ACCIDENTS, CASUALTIES, ROUTE, LOCAL GOVERNMENT AREA,  
DEGREE OF ACCIDENT, DEGREE OF CASUALTY (continued)

Route, Length, Local Government Area	Degree of Accident <sup>1</sup>				Degree of Casualty <sup>2</sup>		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured
<b>NEW ENGLAND (SH 9) (HEXHAM to WALLANGARRA)</b>							
Newcastle City	0	12	22	34	0	16	16
Maitland City	1	44	43	88	1	64	65
Cessnock City	0	2	6	8	0	2	2
Singleton	1	20	15	36	1	29	30
Muswellbrook	3	10	11	24	4	16	20
Scone	1	6	11	18	1	12	13
Murrurundi	0	6	16	22	0	13	13
Quirindi	1	6	2	9	3	10	13
Nundle	0	3	0	3	0	4	4
Parry	1	18	16	35	2	27	29
Tamworth City	0	11	9	20	0	15	15
Uralla	1	5	9	15	1	7	8
Armidale Dumaresq	2	7	8	17	2	13	15
Guyra	1	6	12	19	1	13	14
Severn	0	11	5	16	0	16	16
Glen Innes	0	0	5	5	0	0	0
Tenterfield	2	11	7	20	2	20	22
<b>New England Highway Sub-total</b>	<b>14</b>	<b>178</b>	<b>197</b>	<b>389</b>	<b>18</b>	<b>277</b>	<b>295</b>

<sup>1</sup> F - Fatal Accident    IA - Injury Accident    N - Non-Casualty Accident

<sup>2</sup> K - Killed    I - Injured

## 25

ACCIDENTS, CASUALTIES, ROUTE, LOCAL GOVERNMENT AREA,  
DEGREE OF ACCIDENT, DEGREE OF CASUALTY (continued)

Route, Length, Local Government Area	Degree of Accident <sup>1</sup>				Degree of Casualty <sup>2</sup>		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured
<b>PACIFIC (SH 10) (NTH SYDNEY to TWEED HEADS)</b>							
North Sydney	0	47	41	88	0	53	53
Lane Cove	1	9	26	36	1	12	13
Willoughby City	1	38	66	105	1	47	48
Ku-ring-gai	3	78	140	221	3	97	100
Hornsby	0	50	68	118	0	65	65
Gosford City	0	46	70	116	0	56	56
Wyong	7	67	82	156	8	115	123
Lake Macquarie City	2	69	82	153	2	95	97
Newcastle City	6	95	120	221	6	133	139
Port Stephens	1	25	33	59	1	49	50
Great Lakes	2	32	56	90	2	49	51
Greater Taree City	6	35	66	107	7	64	71
Hastings	2	15	28	45	3	32	35
Kempsey	5	20	28	53	6	30	36
Nambucca	2	16	22	40	3	29	32
Bellingen	2	14	10	26	2	29	31
Coffs Harbour City	2	45	67	114	2	67	69
Pristine Waters	0	15	25	40	0	21	21
Grafton City	0	5	10	15	0	5	5
Maclean	2	10	10	22	3	22	25
Richmond Valley	2	15	20	37	3	30	33
Ballina	2	25	35	62	2	46	48
Byron	2	31	47	80	5	46	51
Tweed	4	51	85	140	4	80	84
<b>Pacific Highway Sub-total</b>	<b>54</b>	<b>853</b>	<b>1,237</b>	<b>2,144</b>	<b>64</b>	<b>1,272</b>	<b>1,336</b>

<sup>1</sup> F - Fatal Accident    IA - Injury Accident    N - Non-Casualty Accident

<sup>2</sup> K - Killed    I - Injured

## 25

ACCIDENTS, CASUALTIES, ROUTE, LOCAL GOVERNMENT AREA,  
DEGREE OF ACCIDENT, DEGREE OF CASUALTY (continued)

Route, Length, Local Government Area	Degree of Accident <sup>1</sup>				Degree of Casualty <sup>2</sup>		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured
<b>OXLEY (SH 11) (PORT MACQUARIE to NEVERTIRE)</b>							
Hastings	1	18	18	37	1	25	26
Walcha	1	5	12	18	1	8	9
Parry	0	7	2	9	0	14	14
Tamworth City	0	19	15	34	0	26	26
Gunnedah	1	3	7	11	1	4	5
Coonabarabran	0	4	1	5	0	4	4
Gilgandra	0	0	1	1	0	0	0
Warren	0	4	0	4	0	6	6
<b>Oxley Highway Sub-total</b>	<b>3</b>	<b>60</b>	<b>56</b>	<b>119</b>	<b>3</b>	<b>87</b>	<b>90</b>
<b>GWYDIR (SH 12) (STH GRAFTON to COLLARENEBRI)</b>							
Grafton City	0	7	3	10	0	7	7
Pristine Waters	0	6	3	9	0	7	7
Severn	0	9	7	16	0	12	12
Glen Innes	0	2	1	3	0	3	3
Inverell	1	15	13	29	1	26	27
Yallaroi	0	3	2	5	0	4	4
Moree Plains	0	12	10	22	0	13	13
Walgett	1	4	2	7	1	7	8
<b>Gwydir Highway Sub-total</b>	<b>2</b>	<b>58</b>	<b>41</b>	<b>101</b>	<b>2</b>	<b>79</b>	<b>81</b>

<sup>1</sup> F - Fatal Accident    IA - Injury Accident    N - Non-Casualty Accident

<sup>2</sup> K - Killed    I - Injured



## 25

ACCIDENTS, CASUALTIES, ROUTE, LOCAL GOVERNMENT AREA,  
DEGREE OF ACCIDENT, DEGREE OF CASUALTY (continued)

Route, Length, Local Government Area	Degree of Accident <sup>1</sup>				Degree of Casualty <sup>2</sup>		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured
<b>CUMBERLAND (SH 13) (LIVERPOOL to WAHROONGA)</b>							
Liverpool City	0	7	11	18	0	8	8
Fairfield City	2	61	65	128	4	92	96
Holroyd City	1	44	71	116	1	63	64
Parramatta City	1	61	78	140	1	92	93
Baulkham Hills	0	30	35	65	0	35	35
Hornsby	3	67	148	218	3	90	93
<b>Cumberland Highway Sub-total</b>	<b>7</b>	<b>270</b>	<b>408</b>	<b>685</b>	<b>9</b>	<b>380</b>	<b>389</b>
<b>STURT (SH 14) (Hume Hwy near GUNDAGAI to MILDURA)</b>							
Wagga Wagga City	1	38	30	69	1	61	62
Narrandera	1	2	4	7	1	3	4
Murrumbidgee	0	2	6	8	0	2	2
Hay	0	3	2	5	0	10	10
Wakool	0	0	2	2	0	0	0
Balranald	1	8	3	12	1	15	16
Wentworth	0	3	4	7	0	4	4
<b>Sturt Highway Sub-total</b>	<b>3</b>	<b>56</b>	<b>51</b>	<b>110</b>	<b>3</b>	<b>95</b>	<b>98</b>
<b>BARTON (SH 15) (Hume Hwy near YASS to ACT border near HALL)</b>							
Yass	1	5	11	17	1	12	13
Yarrowlumla	0	1	1	2	0	1	1
<b>Barton Highway Sub-total</b>	<b>1</b>	<b>6</b>	<b>12</b>	<b>19</b>	<b>1</b>	<b>13</b>	<b>14</b>

<sup>1</sup> F - Fatal Accident    IA - Injury Accident    N - Non-Casualty Accident

<sup>2</sup> K - Killed    I - Injured

## 25

ACCIDENTS, CASUALTIES, ROUTE, LOCAL GOVERNMENT AREA,  
DEGREE OF ACCIDENT, DEGREE OF CASUALTY (continued)

Route, Length, Local Government Area	Degree of Accident <sup>1</sup>				Degree of Casualty <sup>2</sup>		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured
<b>BRUXNER (SH 16) (Pacific Hwy near BALLINA to BOGGABILLA)</b>							
Ballina	1	18	14	33	1	24	25
Lismore City	1	27	35	63	1	38	39
Richmond Valley	1	16	4	21	1	24	25
Kyogle	0	4	2	6	0	5	5
Tenterfield	0	9	20	29	0	14	14
Inverell	0	0	3	3	0	0	0
Yallaroi	0	2	0	2	0	3	3
Moree Plains	0	0	1	1	0	0	0
<b>Bruxner Highway Sub-total</b>	<b>3</b>	<b>76</b>	<b>79</b>	<b>158</b>	<b>3</b>	<b>108</b>	<b>111</b>

**NEWELL (SH 17) (TOCUMWAL to GOONDIWINDI)**

Berrigan	0	2	2	4	0	2	2
Jerilderie	0	3	2	5	0	4	4
Urana	1	0	3	4	1	1	2
Narrandera	0	6	5	11	0	7	7
Coolamon	0	2	2	4	0	2	2
Bland	1	8	8	17	2	16	18
Weddin	0	1	4	5	0	1	1
Forbes	1	7	6	14	2	8	10
Parkes	2	6	13	21	2	9	11
Narromine	0	5	6	11	0	5	5
Dubbo City	1	19	23	43	1	32	33

<sup>1</sup> F - Fatal Accident    IA - Injury Accident    N - Non-Casualty Accident

<sup>2</sup> K - Killed    I - Injured

## 25

ACCIDENTS, CASUALTIES, ROUTE, LOCAL GOVERNMENT AREA,  
DEGREE OF ACCIDENT, DEGREE OF CASUALTY (continued)

Route, Length, Local Government Area	Degree of Accident <sup>1</sup>				Degree of Casualty <sup>2</sup>		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured
<b>Newell Highway (continued)</b>							
Gilgandra	2	7	13	22	2	16	18
Coonabarabran	2	10	17	29	2	15	17
Narrabri	1	8	12	21	3	11	14
Moree Plains	0	22	11	33	0	28	28
<b>Newell Highway Sub-total</b>	<b>11</b>	<b>106</b>	<b>127</b>	<b>244</b>	<b>15</b>	<b>157</b>	<b>172</b>
<b>CASTLEREAGH (SH 18) (MARRANGAROO to HEBEL)</b>							
Lithgow City	0	5	11	16	0	5	5
Rylstone	1	3	6	10	1	3	4
Mudgee	1	10	12	23	1	15	16
Coolah	1	1	4	6	1	6	7
Gilgandra	0	4	0	4	0	9	9
Coonamble	0	4	6	10	0	6	6
Walgett	0	4	3	7	0	7	7
Brewarrina	0	0	0	0	0	0	0
<b>Castlereagh Highway Sub-total</b>	<b>3</b>	<b>31</b>	<b>42</b>	<b>76</b>	<b>3</b>	<b>51</b>	<b>54</b>
<b>MONARO (SH 19) (ACT border near CANBERRA to Victorian border near ROCKTON)</b>							
Yarrowlumla	0	0	6	6	0	0	0
Cooma-Monaro	3	21	29	53	3	36	39
Bombala	0	5	6	11	0	6	6
<b>Monaro Highway Sub-total</b>	<b>3</b>	<b>26</b>	<b>41</b>	<b>70</b>	<b>3</b>	<b>42</b>	<b>45</b>

<sup>1</sup> F - Fatal Accident    IA - Injury Accident    N - Non-Casualty Accident

<sup>2</sup> K - Killed    I - Injured

## 25

ACCIDENTS, CASUALTIES, ROUTE, LOCAL GOVERNMENT AREA,  
DEGREE OF ACCIDENT, DEGREE OF CASUALTY (continued)

Route, Length, Local Government Area	Degree of Accident <sup>1</sup>				Degree of Casualty <sup>2</sup>		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured
<b>RIVERINA (SH 20) (HUME WEIR to DENILIQVIN)</b>							
Hume	1	5	5	11	1	6	7
Albury City	0	6	10	16	0	9	9
Corowa	1	2	1	4	1	2	3
Berrigan	0	3	1	4	0	7	7
Conargo	0	0	0	0	0	0	0
Deniliquin	0	0	0	0	0	0	0
<b>Riverina Highway Sub-total</b>	<b>2</b>	<b>16</b>	<b>17</b>	<b>35</b>	<b>2</b>	<b>24</b>	<b>26</b>
<b>COBB (SH 21) (MOAMA to Barrier Hwy near WILCANNIA)</b>							
Murray	0	3	3	6	0	4	4
Deniliquin	0	10	2	12	0	12	12
Windouran	1	2	0	3	1	2	3
Hay	0	0	3	3	0	0	0
Carrathool	0	0	0	0	0	0	0
Central Darling	0	1	0	1	0	1	1
<b>Cobb Highway Sub-total</b>	<b>1</b>	<b>16</b>	<b>8</b>	<b>25</b>	<b>1</b>	<b>19</b>	<b>20</b>
<b>SILVER CITY (SH 22) (Sturt Hwy near MILDURA to Qld border at WARRI GATE)</b>							
Wentworth	0	7	5	12	0	14	14
Unincorporated Area	1	8	2	11	1	10	11
Broken Hill City	0	4	1	5	0	4	4
<b>Silver City Highway Sub-total</b>	<b>1</b>	<b>19</b>	<b>8</b>	<b>28</b>	<b>1</b>	<b>28</b>	<b>29</b>

<sup>1</sup> F - Fatal Accident    IA - Injury Accident    N - Non-Casualty Accident

<sup>2</sup> K - Killed    I - Injured

## 25

ACCIDENTS, CASUALTIES, ROUTE, LOCAL GOVERNMENT AREA,  
DEGREE OF ACCIDENT, DEGREE OF CASUALTY (continued)

Route, Length, Local Government Area	Degree of Accident <sup>1</sup>				Degree of Casualty <sup>2</sup>		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured
<b>CHARLESTOWN-SANDGATE (SH 23) (CHARLESTOWN to SANDGATE)</b>							
Lake Macquarie City	0	21	24	45	0	30	30
Newcastle City	0	35	39	74	0	51	51
<b>State Highway 23 Sub-total</b>	<b>0</b>	<b>56</b>	<b>63</b>	<b>119</b>	<b>0</b>	<b>81</b>	<b>81</b>
<b>ILLAWARRA (SH 25) (ALBION PARK to Hume Hwy at HODDLES CROSSROADS)</b>							
Shellharbour City	0	23	21	44	0	30	30
Wingecarribee	0	16	28	44	0	24	24
<b>Illawarra Highway Sub-total</b>	<b>0</b>	<b>39</b>	<b>49</b>	<b>88</b>	<b>0</b>	<b>54</b>	<b>54</b>
<b>GOLDEN (SH 27) (SINGLETON to DUBBO)</b>							
Singleton	0	8	14	22	0	8	8
Muswellbrook	0	4	5	9	0	5	5
Merriwa	1	10	10	21	1	13	14
Coolah	0	5	3	8	0	10	10
Wellington	0	1	2	3	0	1	1
Dubbo City	1	5	17	23	1	12	13
<b>Golden Highway Sub-total</b>	<b>2</b>	<b>33</b>	<b>51</b>	<b>86</b>	<b>2</b>	<b>49</b>	<b>51</b>
<b>CARNARVON HY (SH 28) (MOREE to MUNGINDI)</b>							
Moree Plains	0	5	2	7	0	5	5
<b>Carnarvon Highway Sub-total</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>5</b>	<b>5</b>

<sup>1</sup> F - Fatal Accident    IA - Injury Accident    N - Non-Casualty Accident

<sup>2</sup> K - Killed    I - Injured

## 25

ACCIDENTS, CASUALTIES, ROUTE, LOCAL GOVERNMENT AREA,  
DEGREE OF ACCIDENT, DEGREE OF CASUALTY (continued)

Route, Length, Local Government Area	Degree of Accident <sup>1</sup>				Degree of Casualty <sup>2</sup>		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured
<b>KAMILAROI (SH 29) (WILLOW TREE to BOURKE)</b>							
Murrurundi	0	0	0	0	0	0	0
Quirindi	0	1	4	5	0	1	1
Gunnedah	1	9	10	20	1	16	17
Narrabri	1	7	7	15	1	12	13
Walgett	0	5	2	7	0	7	7
Brewarrina	0	1	1	2	0	1	1
Bourke	0	1	0	1	0	1	1
<b>Kamilaroi Highway Sub-total</b>	<b>2</b>	<b>24</b>	<b>24</b>	<b>50</b>	<b>2</b>	<b>38</b>	<b>40</b>
<b>STATE HIGHWAYS:</b>							
<b>TOTAL</b>	<b>178</b>	<b>3,933</b>	<b>5,318</b>	<b>9,429</b>	<b>205</b>	<b>5,594</b>	<b>5,799</b>

<sup>1</sup> F - Fatal Accident    IA - Injury Accident    N - Non-Casualty Accident

<sup>2</sup> K - Killed    I - Injured

## **CASUALTIES IN 2000**

- ROAD USER CLASS
- AGE AND SEX DISTRIBUTION
- SAFETY DEVICES
- ALCOHOL AND CONTROLLER CASUALTIES
- ALCOHOL, SPEEDING AND FATIGUE





## 26

## CASUALTIES, ROAD USER CLASS, DEGREE OF CASUALTY

Road User Class	Degree of Casualty		Total Killed & Injured
	Killed	Injured	
<b>CONTROLLER</b>			
<b>Driver</b>			
Car	220	13,645	13,865
Light truck	34	1,090	1,124
Heavy rigid truck	3	124	127
Articulated truck	15	261	276
Bus	1	51	52
Other motor vehicle	5	99	104
<b>Sub-total</b>	<b>278</b>	<b>15,270</b>	<b>15,548</b>
<b>Motorcycle Rider</b>	<b>60</b>	<b>1,894</b>	<b>1,954</b>
<b>Pedal Cycle Rider</b>	<b>6</b>	<b>1,210</b>	<b>1,216</b>
<b>Other/Unknown</b>	<b>1</b>	<b>3</b>	<b>4</b>
<b>CONTROLLER Sub-total</b>	<b>345</b>	<b>18,377</b>	<b>18,722</b>
<b>PASSENGER</b>			
Car	137	6,645	6,782
Light truck	7	379	386
Heavy rigid truck	0	25	25
Articulated truck	2	27	29
Bus	0	159	159
Other motor vehicle	0	73	73
<b>Sub-total</b>	<b>146</b>	<b>7,308</b>	<b>7,454</b>
<b>Motorcycle</b>	<b>2</b>	<b>138</b>	<b>140</b>
<b>Pedal Cycle</b>	<b>0</b>	<b>8</b>	<b>8</b>
<b>Other/Unknown</b>	<b>0</b>	<b>2</b>	<b>2</b>
<b>PASSENGER Sub-total</b>	<b>148</b>	<b>7,456</b>	<b>7,604</b>
<b>PEDESTRIAN Sub-total</b>	<b>110</b>	<b>2,979</b>	<b>3,089</b>
<b>CASUALTIES: TOTAL</b>	<b>603</b>	<b>28,812</b>	<b>29,415</b>

## CASUALTIES, DEGREE OF CASUALTY, ROAD USER CLASS, SEX, AGE DEGREE OF CASUALTY: **KILLED**

# 27a

Road User Class	Sex	Age (years)											TOTAL
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	
Car Driver	M	0	0	30	22	14	25	20	19	11	28	0	169
	F	0	0	10	5	5	7	8	8	2	6	0	51
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>27</b>	<b>19</b>	<b>32</b>	<b>28</b>	<b>27</b>	<b>13</b>	<b>34</b>	<b>0</b>	<b>220</b>
Car Passenger	M	1	11	25	11	5	2	4	4	5	5	0	73
	F	3	6	7	8	2	2	10	4	6	16	0	64
	<b>Sub-total<sup>1</sup></b>	<b>4</b>	<b>17</b>	<b>32</b>	<b>19</b>	<b>7</b>	<b>4</b>	<b>14</b>	<b>8</b>	<b>11</b>	<b>21</b>	<b>0</b>	<b>137</b>
Other Motor Vehicle Driver	M	0	1	2	2	10	14	13	8	2	2	0	54
	F	0	0	0	1	1	1	0	0	1	0	0	4
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>11</b>	<b>15</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>58</b>
Other Motor Vehicle Passenger	M	0	0	0	1	0	1	1	0	0	0	0	3
	F	0	0	3	0	2	1	0	0	0	0	0	6
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
Motorcycle Rider	M	0	2	7	11	8	12	10	5	1	1	0	57
	F	0	0	1	1	1	0	0	0	0	0	0	3
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>2</b>	<b>8</b>	<b>12</b>	<b>9</b>	<b>12</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>60</b>
Motorcycle Passenger	M	0	0	0	0	0	0	0	0	0	0	0	0
	F	0	0	0	1	0	1	0	0	0	0	0	2
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
Pedal Cycle Rider/Passenger	M	0	0	0	1	0	2	2	0	0	0	0	5
	F	0	0	0	1	0	0	0	0	0	0	0	1
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
Pedestrian	M	4	8	13	4	1	9	10	3	5	19	0	76
	F	2	4	1	1	1	6	1	1	6	11	0	34
	<b>Sub-total<sup>1</sup></b>	<b>6</b>	<b>12</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>15</b>	<b>11</b>	<b>4</b>	<b>11</b>	<b>30</b>	<b>0</b>	<b>110</b>
<b>CASUALTIES<sup>2</sup>:</b>	<b>M</b>	<b>5</b>	<b>22</b>	<b>77</b>	<b>52</b>	<b>38</b>	<b>66</b>	<b>60</b>	<b>39</b>	<b>24</b>	<b>55</b>	<b>0</b>	<b>438</b>
	<b>F</b>	<b>5</b>	<b>10</b>	<b>22</b>	<b>18</b>	<b>12</b>	<b>18</b>	<b>19</b>	<b>13</b>	<b>15</b>	<b>33</b>	<b>0</b>	<b>165</b>
	<b>TOTAL<sup>1</sup></b>	<b>10</b>	<b>32</b>	<b>99</b>	<b>70</b>	<b>50</b>	<b>84</b>	<b>79</b>	<b>52</b>	<b>39</b>	<b>88</b>	<b>0</b>	<b>603</b>

<sup>1</sup> Unknown sex included

<sup>2</sup> Includes unknowns, animal riders and occupants of vehicles such as animal drawn vehicles and trains

## CASUALTIES, DEGREE OF CASUALTY, ROAD USER CLASS, SEX, AGE DEGREE OF CASUALTY: INJURED

# 27b

Road User Class	Sex	Age (years)										Unknown	TOTAL
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		
Car Driver	M	0	44	1,160	990	639	1,283	904	569	388	420	371	6,768
	F	0	35	1,030	933	693	1,363	1,187	671	305	294	338	6,849
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>79</b>	<b>2,190</b>	<b>1,923</b>	<b>1,332</b>	<b>2,646</b>	<b>2,092</b>	<b>1,241</b>	<b>693</b>	<b>714</b>	<b>735</b>	<b>13,645</b>
Car Passenger	M	135	521	495	288	154	236	124	81	41	72	343	2,490
	F	139	672	544	398	219	366	344	282	234	258	625	4,081
	<b>Sub-total<sup>1</sup></b>	<b>274</b>	<b>1,193</b>	<b>1,039</b>	<b>686</b>	<b>373</b>	<b>602</b>	<b>468</b>	<b>363</b>	<b>275</b>	<b>330</b>	<b>1,042</b>	<b>6,645</b>
Other Motor Vehicle Driver	M	0	4	80	172	156	398	268	179	70	32	83	1,442
	F	0	2	16	28	26	34	31	14	6	6	15	178
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>6</b>	<b>96</b>	<b>200</b>	<b>182</b>	<b>432</b>	<b>299</b>	<b>193</b>	<b>76</b>	<b>38</b>	<b>103</b>	<b>1,625</b>
Other Motor Vehicle Passenger	M	10	58	39	59	45	58	25	10	10	14	55	383
	F	4	50	17	28	18	26	31	17	14	25	45	275
	<b>Sub-total<sup>1</sup></b>	<b>14</b>	<b>108</b>	<b>56</b>	<b>87</b>	<b>63</b>	<b>84</b>	<b>56</b>	<b>27</b>	<b>24</b>	<b>39</b>	<b>105</b>	<b>663</b>
Motorcycle Rider	M	0	39	207	354	267	442	242	106	34	15	88	1,794
	F	0	3	7	16	15	32	13	4	3	0	5	98
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>42</b>	<b>214</b>	<b>370</b>	<b>282</b>	<b>474</b>	<b>255</b>	<b>110</b>	<b>37</b>	<b>15</b>	<b>95</b>	<b>1,894</b>
Motorcycle Passenger	M	0	12	7	14	3	8	1	0	0	0	4	49
	F	0	13	13	11	7	15	15	6	0	0	9	89
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>25</b>	<b>20</b>	<b>25</b>	<b>10</b>	<b>23</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>138</b>
Pedal Cycle Rider/Passenger	M	6	270	97	105	112	199	100	50	14	13	81	1,047
	F	1	48	9	30	25	31	10	3	3	1	8	169
	<b>Sub-total<sup>1</sup></b>	<b>7</b>	<b>318</b>	<b>106</b>	<b>135</b>	<b>137</b>	<b>230</b>	<b>110</b>	<b>53</b>	<b>17</b>	<b>14</b>	<b>91</b>	<b>1,218</b>
Pedestrian	M	60	336	160	157	121	255	171	120	102	129	123	1,734
	F	31	216	99	141	86	130	122	93	74	153	98	1,243
	<b>Sub-total<sup>1</sup></b>	<b>91</b>	<b>552</b>	<b>259</b>	<b>298</b>	<b>207</b>	<b>385</b>	<b>293</b>	<b>213</b>	<b>176</b>	<b>282</b>	<b>223</b>	<b>2,979</b>
<b>CASUALTIES:</b>	<b>M</b>	<b>211</b>	<b>1,284</b>	<b>2,245</b>	<b>2,139</b>	<b>1,497</b>	<b>2,880</b>	<b>1,835</b>	<b>1,115</b>	<b>659</b>	<b>696</b>	<b>1,148</b>	<b>15,709</b>
	<b>F</b>	<b>175</b>	<b>1,040</b>	<b>1,735</b>	<b>1,585</b>	<b>1,089</b>	<b>1,998</b>	<b>1,753</b>	<b>1,090</b>	<b>639</b>	<b>737</b>	<b>1,144</b>	<b>12,985</b>
	<b>TOTAL<sup>1</sup></b>	<b>386</b>	<b>2,324</b>	<b>3,980</b>	<b>3,724</b>	<b>2,586</b>	<b>4,878</b>	<b>3,589</b>	<b>2,206</b>	<b>1,298</b>	<b>1,433</b>	<b>2,408</b>	<b>28,812</b>

<sup>1</sup> Unknown sex included

<sup>2</sup> Includes unknowns, animal riders and occupants of vehicles such as animal drawn vehicles and trains

CASUALTIES, DEGREE OF CASUALTY, ROAD USER CLASS, SEX, AGE  
DEGREE OF CASUALTY: ALL CASUALTIES

27c

Road User Class	Sex	Age (years)										Unknown	TOTAL
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		
Car Driver	M	0	44	1,190	1,012	653	1,308	924	588	399	448	371	6,937
	F	0	35	1,040	938	698	1,370	1,195	679	307	300	338	6,900
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>79</b>	<b>2,230</b>	<b>1,950</b>	<b>1,351</b>	<b>2,678</b>	<b>2,120</b>	<b>1,268</b>	<b>706</b>	<b>748</b>	<b>735</b>	<b>13,865</b>
Car Passenger	M	136	532	520	299	159	238	128	85	46	77	343	2,563
	F	142	678	551	406	221	368	354	286	240	274	625	4,145
	<b>Sub-total<sup>1</sup></b>	<b>278</b>	<b>1,210</b>	<b>1,071</b>	<b>705</b>	<b>380</b>	<b>606</b>	<b>482</b>	<b>371</b>	<b>286</b>	<b>351</b>	<b>1,042</b>	<b>6,782</b>
Other Motor Vehicle Driver	M	0	5	82	174	166	412	281	187	72	34	83	1,496
	F	0	2	16	29	27	35	31	14	7	6	15	182
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>7</b>	<b>98</b>	<b>203</b>	<b>193</b>	<b>447</b>	<b>312</b>	<b>201</b>	<b>79</b>	<b>40</b>	<b>103</b>	<b>1,683</b>
Other Motor Vehicle Passenger	M	10	58	39	60	45	59	26	10	10	14	55	386
	F	4	50	20	28	20	27	31	17	14	25	45	281
	<b>Sub-total<sup>1</sup></b>	<b>14</b>	<b>108</b>	<b>59</b>	<b>88</b>	<b>65</b>	<b>86</b>	<b>57</b>	<b>27</b>	<b>24</b>	<b>39</b>	<b>105</b>	<b>672</b>
Motorcycle Rider	M	0	41	214	365	275	454	252	111	35	16	88	1,851
	F	0	3	8	17	16	32	13	4	3	0	5	101
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>44</b>	<b>222</b>	<b>382</b>	<b>291</b>	<b>486</b>	<b>265</b>	<b>115</b>	<b>38</b>	<b>16</b>	<b>95</b>	<b>1,954</b>
Motorcycle Passenger	M	0	12	7	14	3	8	1	0	0	0	4	49
	F	0	13	13	12	7	16	15	6	0	0	9	91
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>25</b>	<b>20</b>	<b>26</b>	<b>10</b>	<b>24</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>140</b>
Pedal Cycle Rider/Passenger	M	6	270	97	106	112	201	102	50	14	13	81	1,052
	F	1	48	9	31	25	31	10	3	3	1	8	170
	<b>Sub-total<sup>1</sup></b>	<b>7</b>	<b>318</b>	<b>106</b>	<b>137</b>	<b>137</b>	<b>232</b>	<b>112</b>	<b>53</b>	<b>17</b>	<b>14</b>	<b>91</b>	<b>1,224</b>
Pedestrian	M	64	344	173	161	122	264	181	123	107	148	123	1,810
	F	33	220	100	142	87	136	123	94	80	164	98	1,277
	<b>Sub-total<sup>1</sup></b>	<b>97</b>	<b>564</b>	<b>273</b>	<b>303</b>	<b>209</b>	<b>400</b>	<b>304</b>	<b>217</b>	<b>187</b>	<b>312</b>	<b>223</b>	<b>3,089</b>
<b>CASUALTIES:</b>	<b>M</b>	<b>216</b>	<b>1,306</b>	<b>2,322</b>	<b>2,191</b>	<b>1,535</b>	<b>2,946</b>	<b>1,895</b>	<b>1,154</b>	<b>683</b>	<b>751</b>	<b>1,148</b>	<b>16,147</b>
	<b>F</b>	<b>180</b>	<b>1,050</b>	<b>1,757</b>	<b>1,603</b>	<b>1,101</b>	<b>2,016</b>	<b>1,772</b>	<b>1,103</b>	<b>654</b>	<b>770</b>	<b>1,144</b>	<b>13,150</b>
	<b>TOTAL<sup>1</sup></b>	<b>396</b>	<b>2,356</b>	<b>4,079</b>	<b>3,794</b>	<b>2,636</b>	<b>4,962</b>	<b>3,668</b>	<b>2,258</b>	<b>1,337</b>	<b>1,521</b>	<b>2,408</b>	<b>29,415</b>

<sup>1</sup> Unknown sex included<sup>2</sup> Includes unknowns, animal riders and occupants of vehicles such as animal drawn vehicles and trains

## 28

ROAD VEHICLE CASUALTIES, ROAD USER CLASS,  
SAFETY DEVICE USED, DEGREE OF CASUALTY

Road User Class/ Safety Device Used <sup>1</sup>	Degree of Casualty		Total Killed & Injured
	Killed	Injured	
<b>Driver</b>			
Adult belt worn	192	13,610	13,802
Fitted but not worn	58	364	422
No restraint fitted	5	82	87
Unknown	23	1,214	1,237
<b>Sub-total</b>	<b>278</b>	<b>15,270</b>	<b>15,548</b>
<b>Passenger</b>			
Adult belt worn	101	5,948	6,049
Child restraint worn	2	91	93
Fitted but not worn	34	245	279
No restraint fitted	2	145	147
Unknown	7	879	886
<b>Sub-total</b>	<b>146</b>	<b>7,308</b>	<b>7,454</b>
<b>Motorcycle Rider/ Passenger</b>			
Open face (jet) helmet worn	12	232	244
Full face helmet worn	44	1,446	1,490
No helmet worn	6	87	93
Unknown	0	267	267
<b>Sub-total</b>	<b>62</b>	<b>2,032</b>	<b>2,094</b>
<b>Pedal Cycle Rider/ Passenger</b>			
Helmet worn	6	721	727
No helmet worn	0	232	232
Unknown	0	265	265
<b>Sub-total</b>	<b>6</b>	<b>1,218</b>	<b>1,224</b>
<b>Other/Unknown</b>	<b>1</b>	<b>5</b>	<b>6</b>
<b>All Road Vehicle Casualties</b>			
Device worn	357	22,049	22,406
Device not worn	105	1,158	1,263
Unknown	31	2,626	2,657
<b>ROADVEHICLE CASUALTIES:TOTAL</b>	<b>493</b>	<b>25,833</b>	<b>26,326</b>

<sup>1</sup> Police reporting of safety device usage is often not based on direct observation by police officers and may be reliant upon statements by the casualties themselves or other involved parties.

## MOTOR VEHICLE CONTROLLER CASUALTIES, DEGREE OF CASUALTY, BAC\*, SEX, AGE DEGREE OF CASUALTY: **KILLED**

# 29a

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											TOTAL
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	
Legal	M	0	2	29	20	18	29	31	26	11	27	0	193
	F	0	0	11	4	5	4	5	7	2	6	0	44
	<b>Sub-total</b>	<b>0</b>	<b>2</b>	<b>40</b>	<b>24</b>	<b>23</b>	<b>33</b>	<b>36</b>	<b>33</b>	<b>13</b>	<b>33</b>	<b>0</b>	<b>237</b>
.020-.049 <sup>2</sup>	M	0	1	1	0	0	1	0	0	0	0	0	3
	F	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
.050-.079	M	0	0	0	0	0	1	0	0	0	0	0	1
	F	0	0	0	0	1	0	0	0	0	0	0	1
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
.080-.149	M	0	0	1	5	0	3	3	1	0	0	0	13
	F	0	0	0	1	0	0	0	0	0	0	0	1
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>
≥.150	M	0	0	5	5	13	13	7	1	2	0	0	46
	F	0	0	0	2	1	4	1	0	0	0	0	8
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>7</b>	<b>14</b>	<b>17</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>54</b>
Unknown	M	0	0	3	5	1	4	2	4	1	4	0	24
	F	0	0	0	0	0	0	2	1	1	0	0	4
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>28</b>
MOTOR VEHICLE CONTROLLER CASUALTIES:	M	0	3	39	35	32	51	43	32	14	31	0	280
	F	0	0	11	7	7	8	8	8	3	6	0	58
	<b>TOTAL<sup>1</sup></b>	<b>0</b>	<b>3</b>	<b>50</b>	<b>42</b>	<b>39</b>	<b>59</b>	<b>51</b>	<b>40</b>	<b>17</b>	<b>37</b>	<b>0</b>	<b>338</b>

\* Blood Alcohol Concentration

<sup>1</sup> Unknown sex included

<sup>2</sup> Learner's and Provisional Licence holders and unlicensed controllers and certain categories of young and professional controllers

## MOTOR VEHICLE CONTROLLER CASUALTIES, DEGREE OF CASUALTY, BAC\*, SEX, AGE DEGREE OF CASUALTY: INJURED

# 29b

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)										Unknown	TOTAL
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		
Nil	M	0	52	1,007	986	698	1,409	964	620	363	372	336	6,807
	F	0	29	789	665	452	937	806	494	245	231	218	4,866
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>81</b>	<b>1,796</b>	<b>1,651</b>	<b>1,150</b>	<b>2,346</b>	<b>1,770</b>	<b>1,114</b>	<b>608</b>	<b>603</b>	<b>576</b>	<b>11,695</b>
.020-.049 <sup>2</sup>	M	0	1	16	6	4	2	1	2	0	0	0	32
	F	0	0	2	1	0	1	1	0	0	0	1	6
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>38</b>
.050-.079	M	0	1	11	15	17	13	7	4	0	2	3	73
	F	0	0	2	3	5	4	4	0	0	0	0	18
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>18</b>	<b>22</b>	<b>17</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>91</b>
.080-.149	M	0	2	67	77	50	72	18	10	3	2	11	312
	F	0	2	12	8	10	9	11	3	2	0	1	58
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>85</b>	<b>60</b>	<b>81</b>	<b>29</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>12</b>	<b>370</b>
≥.150	M	0	1	53	92	53	108	56	20	12	2	13	410
	F	0	0	8	12	9	32	23	4	4	1	8	101
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>104</b>	<b>62</b>	<b>140</b>	<b>79</b>	<b>24</b>	<b>16</b>	<b>3</b>	<b>21</b>	<b>511</b>
Unknown	M	0	30	293	340	240	519	368	198	114	89	179	2,370
	F	0	9	240	288	258	446	386	188	63	68	130	2,076
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>39</b>	<b>533</b>	<b>628</b>	<b>498</b>	<b>965</b>	<b>755</b>	<b>387</b>	<b>177</b>	<b>157</b>	<b>320</b>	<b>4,459</b>
<b>MOTOR VEHICLE CONTROLLER CASUALTIES:</b>	<b>M</b>	<b>0</b>	<b>87</b>	<b>1,447</b>	<b>1,516</b>	<b>1,062</b>	<b>2,123</b>	<b>1,414</b>	<b>854</b>	<b>492</b>	<b>467</b>	<b>542</b>	<b>10,004</b>
	<b>F</b>	<b>0</b>	<b>40</b>	<b>1,053</b>	<b>977</b>	<b>734</b>	<b>1,429</b>	<b>1,231</b>	<b>689</b>	<b>314</b>	<b>300</b>	<b>358</b>	<b>7,125</b>
	<b>TOTAL<sup>1</sup></b>	<b>0</b>	<b>127</b>	<b>2,500</b>	<b>2,493</b>	<b>1,796</b>	<b>3,552</b>	<b>2,646</b>	<b>1,544</b>	<b>806</b>	<b>767</b>	<b>933</b>	<b>17,164</b>

\* Blood Alcohol Concentration

<sup>1</sup> Unknown sex included

<sup>2</sup> Learner's and Provisional Licence holders and unlicensed controllers and certain categories of young and professional controllers

## MOTOR VEHICLE CONTROLLER CASUALTIES, DEGREE OF CASUALTY, BAC\*, SEX, AGE DEGREE OF CASUALTY: ALL CASUALTIES

# 29c

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)										TOTAL	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		Unknown
Legal	M	0	54	1,036	1,006	716	1,438	995	646	374	399	336	7,000
	F	0	29	800	669	457	941	811	501	247	237	218	4,910
	<b>Sub-total</b>	<b>0</b>	<b>83</b>	<b>1,836</b>	<b>1,675</b>	<b>1,173</b>	<b>2,379</b>	<b>1,806</b>	<b>1,147</b>	<b>621</b>	<b>636</b>	<b>576</b>	<b>11,932</b>
.020-.049 <sup>2</sup>	M	0	2	17	6	4	3	1	2	0	0	0	35
	F	0	0	2	1	0	1	1	0	0	0	1	6
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>2</b>	<b>19</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>41</b>
.050-.079	M	0	1	11	15	17	14	7	4	0	2	3	74
	F	0	0	2	3	6	4	4	0	0	0	0	19
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>18</b>	<b>23</b>	<b>18</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>93</b>
.080-.149	M	0	2	68	82	50	75	21	11	3	2	11	325
	F	0	2	12	9	10	9	11	3	2	0	1	59
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>91</b>	<b>60</b>	<b>84</b>	<b>32</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>12</b>	<b>384</b>
≥.150	M	0	1	58	97	66	121	63	21	14	2	13	456
	F	0	0	8	14	10	36	24	4	4	1	8	109
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>111</b>	<b>76</b>	<b>157</b>	<b>87</b>	<b>25</b>	<b>18</b>	<b>3</b>	<b>21</b>	<b>565</b>
Unknown	M	0	30	296	345	241	523	370	202	115	93	179	2,394
	F	0	9	240	288	258	446	388	189	64	68	130	2,080
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>39</b>	<b>536</b>	<b>633</b>	<b>499</b>	<b>969</b>	<b>759</b>	<b>392</b>	<b>179</b>	<b>161</b>	<b>320</b>	<b>4,487</b>
<b>MOTOR VEHICLE CONTROLLER CASUALTIES:</b>	<b>M</b>	<b>0</b>	<b>90</b>	<b>1,486</b>	<b>1,551</b>	<b>1,094</b>	<b>2,174</b>	<b>1,457</b>	<b>886</b>	<b>506</b>	<b>542</b>	<b>10,284</b>	
	<b>F</b>	<b>0</b>	<b>40</b>	<b>1,064</b>	<b>984</b>	<b>741</b>	<b>1,437</b>	<b>1,239</b>	<b>697</b>	<b>317</b>	<b>358</b>	<b>7,183</b>	
	<b>TOTAL<sup>1</sup></b>	<b>0</b>	<b>130</b>	<b>2,550</b>	<b>2,535</b>	<b>1,835</b>	<b>3,611</b>	<b>2,697</b>	<b>1,584</b>	<b>823</b>	<b>804</b>	<b>17,502</b>	

\* Blood Alcohol Concentration

<sup>1</sup> Unknown sex included<sup>2</sup> Learner's and Provisional Licence holders and unlicensed controllers and certain categories of young and professional controllers



**30a**

MOTOR VEHICLE CONTROLLER CASUALTIES, DEGREE OF CASUALTY,  
ROAD USER CLASS, BLOOD ALCOHOL CONCENTRATION  
DEGREE OF CASUALTY: **KILLED**

Road User Class	Blood Alcohol Concentration (g/100mL)						Total
	Legal	.020-.049 <sup>1</sup>	.050-.079	.080-.149	≥.150	Unknown	
Car Driver	154	2	0	11	35	18	220
Light Truck Driver	19	0	0	0	13	2	34
Heavy Rigid Truck Driver	3	0	0	0	0	0	3
Articulated Truck Driver	14	0	0	0	0	1	15
Bus Driver	0	0	0	0	0	1	1
Motorcycle Rider	43	1	2	3	6	5	60
Other Motor Vehicle Driver	4	0	0	0	0	1	5
<b>MOTOR VEHICLE CONTROLLER CASUALTIES:TOTAL</b>	<b>237</b>	<b>3</b>	<b>2</b>	<b>14</b>	<b>54</b>	<b>28</b>	<b>338</b>

**30b**

MOTOR VEHICLE CONTROLLER CASUALTIES, DEGREE OF CASUALTY,  
ROAD USER CLASS, BLOOD ALCOHOL CONCENTRATION  
DEGREE OF CASUALTY: **INJURED**

Road User Class	Blood Alcohol Concentration (g/100mL)						Total
	Legal	.020-.049 <sup>1</sup>	.050-.079	.080-.149	≥.150	Unknown	
Car Driver	9,265	31	68	293	398	3,590	13,645
Light Truck Driver	736	4	5	36	62	247	1,090
Heavy Rigid Truck Driver	102	0	0	3	2	17	124
Articulated Truck Driver	231	0	0	1	1	28	261
Bus Driver	37	0	0	0	0	14	51
Motorcycle Rider	1,257	3	18	36	47	533	1,894
Other Motor Vehicle Driver	67	0	0	1	1	30	99
<b>MOTOR VEHICLE CONTROLLER CASUALTIES:TOTAL</b>	<b>11,695</b>	<b>38</b>	<b>91</b>	<b>370</b>	<b>511</b>	<b>4,459</b>	<b>17,164</b>

<sup>1</sup> Learner's and Provisional Licence holders and unlicensed controllers and certain categories of young and professional controllers

**30c**

MOTOR VEHICLE CONTROLLER CASUALTIES, DEGREE OF CASUALTY,  
ROAD USER CLASS, BLOOD ALCOHOL CONCENTRATION  
DEGREE OF CASUALTY: **ALL CASUALTIES**

Road User Class	Blood Alcohol Concentration (g/100mL)						Total
	Legal	.020-.049 <sup>1</sup>	.050-.079	.080-.149	≥.150	Unknown	
Car Driver	9,419	33	68	304	433	3,608	13,865
Light Truck Driver	755	4	5	36	75	249	1,124
Heavy Rigid Truck Driver	105	0	0	3	2	17	127
Articulated Truck Driver	245	0	0	1	1	29	276
Bus Driver	37	0	0	0	0	15	52
Motorcycle Rider	1,300	4	20	39	53	538	1,954
Other Motor Vehicle Driver	71	0	0	1	1	31	104
<b>MOTOR VEHICLE CONTROLLER CASUALTIES:TOTAL</b>	<b>11,932</b>	<b>41</b>	<b>93</b>	<b>384</b>	<b>565</b>	<b>4,487</b>	<b>17,502</b>

<sup>1</sup> *Learner's and Provisional Licence holders and unlicensed controllers and certain categories of young and professional controllers*

### 31a CASUALTIES, ALCOHOL INVOLVEMENT IN ACCIDENT, DEGREE OF CASUALTY

Alcohol Involved in Accident	Degree of Casualty		Total Killed & Injured
	Killed	Injured	
Yes	107	1,853	1,960
No	412	17,492	17,904
Unknown	84	9,467	9,551
<b>CASUALTIES: TOTAL</b>	<b>603</b>	<b>28,812</b>	<b>29,415</b>

### 31b CASUALTIES, SPEEDING INVOLVEMENT IN ACCIDENT, DEGREE OF CASUALTY

Speeding Involved in Accident	Degree of Casualty		Total Killed & Injured
	Killed	Injured	
Yes	235	4,710	4,945
No or Unknown	368	24,102	24,470
<b>CASUALTIES: TOTAL</b>	<b>603</b>	<b>28,812</b>	<b>29,415</b>

### 31c CASUALTIES, FATIGUE INVOLVEMENT IN ACCIDENT, DEGREE OF CASUALTY

Fatigue Involved in Accident	Degree of Casualty		Total Killed & Injured
	Killed	Injured	
Yes	122	2,175	2,297
No or Unknown	481	26,637	27,118
<b>CASUALTIES: TOTAL</b>	<b>603</b>	<b>28,812</b>	<b>29,415</b>

*The identification of speeding and fatigue involvement cannot always be determined from police reports of road traffic accidents. The Roads and Traffic Authority has therefore established criteria for determining if an accident is likely to have involved these factors. The criteria used for this purpose are shown on page xiv.*



## **REFERENCE INFORMATION**

- POPULATION
- LICENCES
- VEHICLES
- HOSPITAL INPATIENT STATISTICS



## 32

NEW SOUTH WALES RESIDENTS<sup>1</sup>, AGE, SEX

Age (years)	Sex		TOTAL
	Male	Female	
0 - 4	220,936	210,256	431,192
5 - 16	543,868	517,902	1,061,770
17 - 20	183,641	173,787	357,428
21 - 25	229,702	223,505	453,207
26 - 29	201,402	202,666	404,068
30 - 39	492,497	490,295	982,792
40 - 49	467,978	465,496	933,474
50 - 59	377,254	364,869	742,123
60 - 69	249,357	254,403	503,760
≥70	247,950	345,691	593,641
<b>NEW SOUTH WALES RESIDENTS:TOTAL</b>	<b>3,214,585</b>	<b>3,248,870</b>	<b>6,463,455</b>

Source - Australian Bureau of Statistics

<sup>1</sup> Preliminary estimated resident population as at 30 June 2000

### 33 LICENCE HOLDERS, AGE OF LICENCE HOLDER, LICENCE TYPE, SEX OF LICENCE HOLDER

Age (years)	DRIVERS ONLY			RIDERS AND COMBINED DRIVERS/RIDERS			ALL LICENCE HOLDERS		
	Male	Female	Total <sup>1</sup>	Male	Female	Total <sup>1</sup>	Male	Female	Total <sup>1</sup>
	≤ 16	25,328	21,474	46,802	140	7	147	25,468	21,481
17 - 20	135,858	128,935	264,794	6,736	521	7,257	142,594	129,456	272,051
21 - 25	163,235	175,343	338,643	19,256	1,946	21,219	182,491	177,289	359,862
26 - 29	149,505	171,091	320,925	26,782	3,005	29,828	176,287	174,096	350,753
30 - 39	367,868	428,405	797,810	91,037	10,173	101,525	458,905	438,578	899,335
40 - 49	330,253	394,524	725,472	110,361	12,904	123,429	440,614	407,428	848,901
50 - 59	290,694	294,788	585,835	63,269	6,071	69,381	353,963	300,859	655,216
60 - 69	199,692	171,402	371,233	26,180	1,809	28,005	225,872	173,211	399,238
≥ 70	175,032	127,777	302,846	9,903	484	10,388	184,935	128,261	313,234
<b>LICENCES: TOTAL</b>	<b>1,837,465</b>	<b>1,913,739</b>	<b>3,754,360</b>	<b>353,664</b>	<b>36,920</b>	<b>391,179</b>	<b>2,191,129</b>	<b>1,950,659</b>	<b>4,145,539</b>

Source - Roads and Traffic Authority

<sup>1</sup> Includes cases in which the sex of the licence holder was not recorded.

Note: This table is counting the number of Licence Holders, whereas previous editions counted the number of Licences on issue. Learner Licence holders are now included.



## 34

## VEHICLES ON REGISTER, VEHICLE TYPE

Vehicle type	Vehicles on register <sup>1</sup> ('000)
<b>MOTOR VEHICLES</b>	
Passenger Vehicle <sup>2</sup>	2,890.2
Rigid Truck, Van or Utility	643.9
Articulated Truck	14.2
Bus	11.5
Motorcycle	84.6
<b>Sub-total</b>	<b>3,644.4</b>
<b>OTHER VEHICLES</b>	
Plant	19.8
Trailer	624.4
<b>Sub-total</b>	<b>644.1</b>
<b>VEHICLES ON REGISTER: TOTAL</b>	<b>4,288.5</b>

Source - Roads and Traffic Authority

<sup>1</sup> As at 30 June 2000

<sup>2</sup> Includes sedans, station wagons, passenger vans, convertibles, coupes and three-wheeled cars.



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# INDEX

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