Road traffic crashes in New South Wales

Statistical Statement: year ended 31 December 2004

2004

Prepared by the Information Section, Road Safety Strategy Branch

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Summary data for 2004

			Compared with 2003	
	Number	Percentage	Number change	Percentage change
CRASHES				
Fatal crashes	**458**	***1.0***	**-25**	***-5.2***
Injury crashes	**20,149**	***42.6***	**-649**	***-3.1***
Non-casualty crashes	**26,703**	***56.4***	**-1,282**	***-4.6***
Total recorded crashes	**47,310**	***100.0***	**-1,956**	***-4.0***
CASUALTIES				
Killed	**510**	***1.9***	**-29**	***-5.4***
Injured	**26,323**	***98.1***	**-885**	***-3.3***
Total casualties	**26,833**	***100.0***	**-914**	***-3.3***
VEHICLES ON REGISTER[1]	4,054,500		+116,300	*+3.0*
Fatalities per 10,000 vehicles	**1.26**			***-8.1***
LICENCE HOLDERS[2]	4,345,100		+27,600	*+0.6*
Fatalities per 10,000 licence holders	**1.17**			***-6.0***
POPULATION OF STATE[3]	6,731,300		+49,200	*+0.7*
Fatalities per 100,000 persons	**7.58**			***-6.1***

[1] Excludes tractors, trailers, caravans, trader plates, plant and equipment. As at 30 June.

[2] As at 30 June. Previously, the number of licences on issue was reported. See also note on Table 33.

[3] Estimated resident population. As at 30 June. Source - Australian Bureau of Statistics.

Main points for 2004

- During 2004 the number of persons killed in road crashes in New South Wales per 100,000 population was 7.6. This is the lowest since records were first compiled in 1908.
- There were 47,310 recorded road crashes in New South Wales during 2004. Of these, 20,607 were casualty crashes. There were 510 persons killed and 26,323 injured.
- The estimated cost to the community of these road crashes was around $3,580 million.
- The number of persons killed was down by 29 (5%) on the previous year and was the lowest annual fatality total since 1947. The number of persons injured was down by 885 (3%) on the previous year.
- The number of pedestrians killed was the lowest since such records began in 1928.
- Country roads accounted for 32% of all crashes, but 65% of fatal crashes and 34% of injury crashes.
- At least 18% of motor vehicle occupants killed were not wearing available seat belts.
- Five of the sixteen pedal cyclists killed and at least 20% of those injured failed to wear a helmet.
- Forty-five per cent of the pedestrians killed were aged 60 or more, although only 18% of the population is represented by people of this age.
- Amongst those crashes in which the alcohol involvement was known, alcohol was a contributing factor in 51% of fatal crashes on Thursday, Friday and Saturday nights, 20% of all fatal crashes, 8% of injury crashes and 6% of all crashes.
- At least 6% of all motor vehicle drivers and motorcycle riders who were killed or injured had an illegal blood alcohol concentration. Around half of these casualties were in the high range (0.15 g/100mL or more).
- Crashes which involved speeding represented at least 37% of fatal crashes and 17% of all crashes.
- Twenty-eight per cent of speeding drivers and motorcycle riders involved in fatal crashes were males aged 17-25. In contrast, only seven per cent of speeding drivers and motorcycle riders involved in fatal crashes were females in that age group. Twenty-four per cent of all drivers and motorcycle riders involved in fatal crashes were aged 17-25.
- Fatigue was assessed as being involved in at least 17% of fatal crashes. Forty-three per cent of the fatigued drivers and motorcycle riders involved in fatal crashes were males aged 40 years or more.

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 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 crashes and Table 29 gives counts of motor vehicle controller casualties. Remaining words in the table titles indicate the classification variables.

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 34, saw the word *fatal* in the heading and assumed that the table was counting persons killed, you would deduce that 75 car drivers aged 17-20 were killed. **That is not the correct answer!** Table 16a is counting motor vehicle controllers involved in fatal crashes 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 74. 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 27.

EXAMPLE 2

Suppose you wish to know how many injury crashes involved at least one motorcycle. If you looked at Table 11, on page 30, and did not note that the table is counting **motor vehicles involved** in crashes, you might be tempted to assume that the answer to your question was 2,041. **That is not the correct answer!**

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

The correct answer of 2,004 is to be found from Table 10 which is counting crashes and casualties for particular types of crashes.

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 crashes but does not imply anything about the road user classes of those casualties.

For example, when considering casualties from pedal cycle crashes 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!**

Preface

Scope of crash statistics

Crash statistics included in this Statistical Statement

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

1 The crash was reported to the police

2 The crash occurred on a road open to the public

3 The crash involved at least one moving road vehicle

4 The crash involved at least one person being killed or injured or at least one motor vehicle being towed away.

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

Crash data reported in this Statistical Statement were finalised and released in September 2005.

Criteria for reporting crashes in 2004

Prior to 2000, Section 8 (3) of the Traffic Act 1909 required a road crash 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 a crash to be reported to police when any person is killed or injured; when drivers involved in the crash do not exchange particulars; or when a vehicle involved in the crash is towed away.

How crash data are processed

The processing of crash data in New South Wales directly involves three organisations: the NSW Police, Spinal Cord Injuries Australia (SCI, formerly known as Australian Quadriplegic Association) and the Roads and Traffic Authority (RTA). Within the RTA, the Road Safety Strategy Branch is responsible for the collation and dissemination of road crash data.

From July 1997, as part of a police initiative, the practice of recording a road crash on a P4 report was abandoned. It was replaced by a system whereby information relating to a road crash 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 crash site, a component of the original P4 report, has been retained and is completed for crashes where a police officer attended the crash scene. The sketch is sent to a central office of the NSW Police 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 NSW Police being reproduced on paper as a pseudo P4 (PP4), resembling the original P4.

The PP4s and sketches described above are forwarded to the Alexandria office of SCI, 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 crash and the collision summary describing the crash 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 crash. 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 finalisation.

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

The Road Safety Strategy Branch's crash 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, National Roads and Motorist's Association, Australian Bureau of Statistics and Local Governments also regularly access the information.

Special notes

Comparing data with previous years

Due to the introduction by police of the paperless system described in **How crash 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 crashes

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

Zero alcohol limit

The *Road Transport (Safety and Traffic Management) Amendment (Alcohol) Act*, the legislation to prescribe a zero alcohol limit in NSW for all novice licence holders, commenced on 3 May 2004. *The alcohol tables in this document do not include the zero alcohol limit.*

The zero alcohol limit applies to all learner, provisional P1 and provisional P2 licence holders. The limit was introduced for novice drivers as they are more vulnerable to the effects of alcohol than experienced drivers due to their newly developing driving skills. The zero alcohol limit means learner, P1 and P2 licence holders can't consume any alcohol before driving.

The novice range prescribed concentration of alcohol (PCA) offence applies to learner and provisional licence holders. The novice range is a blood alcohol concentration (BAC) of zero to less than 0.02 g/100mL.

Definitions and explanatory notes

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 a crash.
Controller	A person occupying the controlling position of a road vehicle.
Crash	Any apparently unpremeditated event reported to the police and resulting in death, injury or property damage attributable to the movement of a road vehicle on a road.
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 crash	A crash for which there is at least one fatality.
Fatality	A person who dies within 30 days of a crash as a result of injuries received in that crash.
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 a crash, and who does not die as a result of those injuries within 30 days of the crash.
Injury crash	A non-fatal crash for which at least one person is injured.
Intersection crash	A crash 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.
Motor vehicle	Any road vehicle which is mechanically or electrically powered but not operated on rails.
Motorcycle	Any mechanically or electrically propelled two or three-wheeled machine with or without side-car. Includes solo motorcycle, motorcycle with sidecar, motor scooter, mini-bike, three-wheeled special mobility vehicle and moped (motorized 'pedal cycle').
Motorcycle passenger	A person on but not controlling a motorcycle.
Motorcycle rider	A person occupying the controlling position of a motorcycle.
Newcastle Metropolitan Area	Comprised of the following local government areas: Newcastle and Lake Macquarie cities.
Non-casualty crash	A crash 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 crash, provided a portion of the person is in/on the road vehicle.
Pedal cycle	Any two or three-wheeled device operated solely by pedals and propelled by human power except toy vehicles or other pedestrian 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 crash.
Pedestrian	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 crashes cannot always be determined directly from police reports of those crashes. Certain circumstances, however, suggest the involvement of speeding. The Roads and Traffic Authority has therefore drawn up criteria for determining whether or not a crash is to be considered as having involved speeding as a contributing factor.

Speeding is considered to have been a contributing factor to a road crash if that crash 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 traveling 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 crashes similarly cannot always be determined directly from police reports of those crashes and the following criteria are used to assess its involvement. Fatigue is considered to have been involved as a contributing factor to a road crash if that crash 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 traveled 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 traveling at excessive speed and there was no other relevant factor identified for the manoeuvre.

Crash and casualty trends

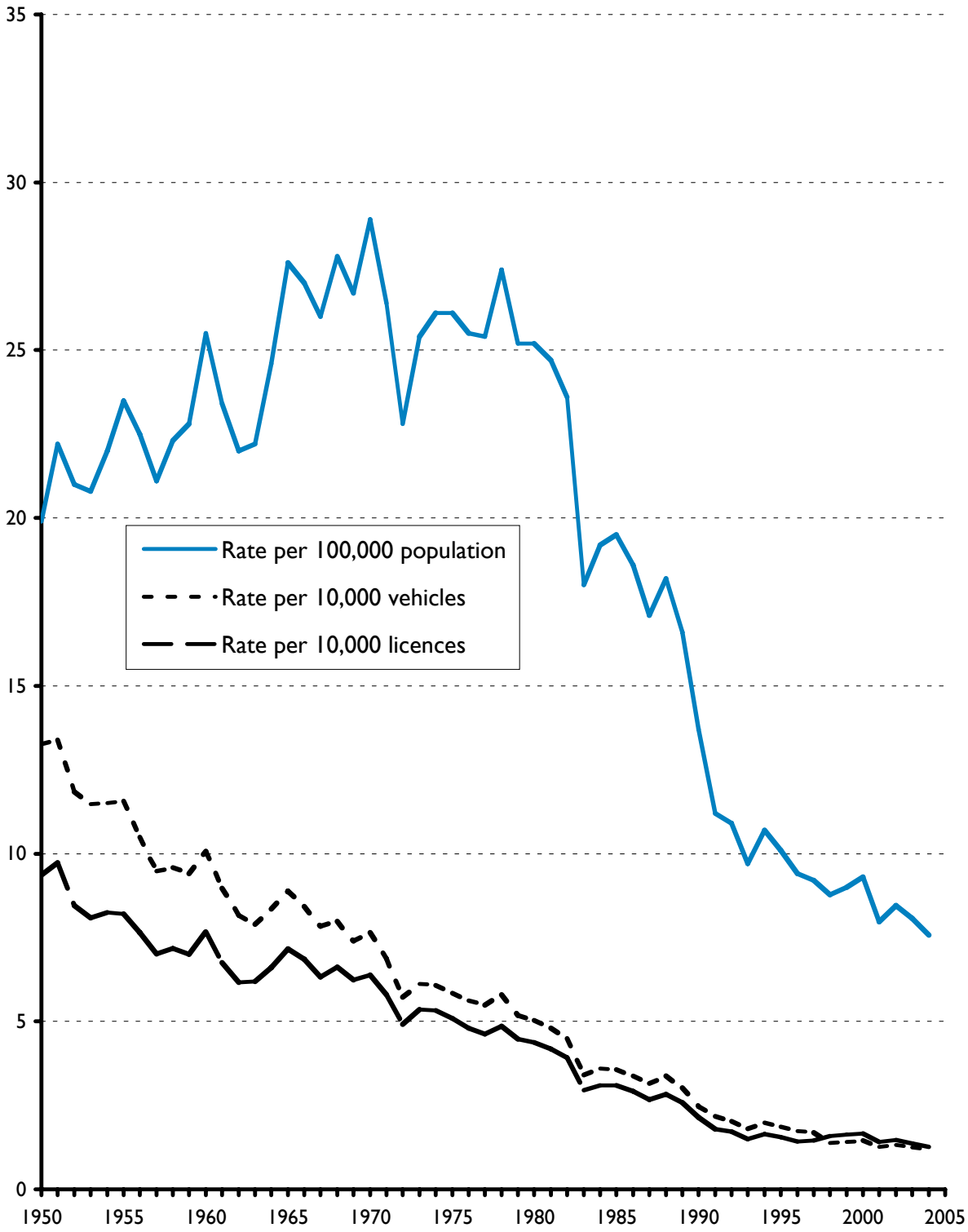
- Historical data
- Fatality rates
- Interstate and international comparisons
- Causes of death

Table 1: Trends in New South Wales 1950, 1955, 1960, 1965-2004

Year	Killed	Injured	Fatal crashes	Total crashes	Vehicles on register[1] ('000)	Licence holders[2] ('000)	Population[3] ('000)	Total vehicle kilometres travelled[4] ('000,000)	Fatalities per 10,000 vehicles	Fatalities per 10,000 licences	Fatalities per 100,000 population	Fatalities per 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**	**-**
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[3]	-	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[3]	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[5]	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[1]	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[4]	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**	**3,721**	**5,827**	**-**	**2.47**	**2.14**	**13.7**	**-**
1991	663	28,085	585	53,762	3,059[1]	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	3,954[2]	6,277[3]	-	1.69	1.46	9.2	-
1998	556	26,415	491	52,575	3,493	4,030	6,339	52,607.0[4]	1.59	1.38	8.8	1.1
1999	577	26,748	506	52,866	3,545	4,086	6,411	55,572.0	1.63	1.41	9.0	1.0
2000	**603**	**28,812**	**543**	**52,914**	**3,644**	**4,146**	**6,486**	**51,088.0[4]**	**1.65**	**1.45**	**9.3**	**1.2**
2001	524	29,913	486	51,814	3,737	4,157	6,575	58,553.0	1.40	1.26	8.0	0.9
2002	561	28,447	501	50,448	3,829	4,243	6,634	60,792.0	1.47	1.32	8.5	0.9
2003	539	27,208	483	49,266	3,938	4,317	6,682	62,125.0	1.37	1.25	8.1	0.9
2004	**510**	**26,323**	**458**	**47,310**	**4,055**	**4,345**	**p6,731**	**-**	**1.26**	**1.17**	**7.6**	**-**

1 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.
2 At 30 June (16 May for 1993 data). Licences on issue prior to 1997.
3 Estimated Resident Population as at 30 June. Prior to 1966 full-blooded Aborigines were excluded. Prior to 1971 data were defined as Estimated Population. 1997-2001 data revised.
4 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. Travel from 2000 onwards is for the 12 months ended 31 October.
5 NSW criterion for recording crashes 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 licence holders and 100,000 population for years 1950 to 2004 in NSW



Note: Fatality rate is expressed as the number of persons killed in road crashes per 10,000 vehicles on register, per 10,000 licence holders (licences on issue prior to 1997) and per 100,000 population.

Table 2: Comparison with other Australian States[1] and other countries[2]

	Killed	Vehicles[3] ('000)	Population[4] ('000)	Fatalities per 10,000 vehicles	Fatalities per 100,000 population
NEW SOUTH WALES	**510**	**4,055**	**6,731**	**1.3**	**7.6**
Victoria	343	3,565	4,973	1.0	6.9
Queensland	311	2,656	3,882	1.2	8.0
Western Australia	178	1,480	1,982	1.2	9.0
South Australia	139	1,095	1,534	1.3	9.1
Tasmania	58	350	482	1.7	12.0
Australian Capital Territory	9	216	324	0.4	2.8
Northern Territory	35	106	200	3.3	17.5
AUSTRALIA	**1,583**	**13,524**	**20,111**	**1.2**	**7.9**
CANADA	2,778	18,868	31,660	1.5	8.8
DENMARK	432	2,502	5,387	1.7	8.0
FRANCE	6,058	36,198	60,028	1.7	10.1
GERMANY	6,613	53,656	82,502	1.2	8.0
GREAT BRITAIN	3,508	31,207	59,554	1.1	5.9
JAPAN	8,877	80,970	127,619	1.1	7.0
NETHERLANDS	1,088	8,388	16,300	1.3	6.7
NEW ZEALAND	461	2,810	4,009	1.6	11.5
NORWAY	280	2,883	4,557	1.0	6.1
SWEDEN	529	4,998	8,941	1.1	5.9
UNITED STATES OF AMERICA	42,643	230,788	290,810	1.8	14.7

1 Data based on information published by the Australian Transport Safety Bureau for 2003.

2 Data based on information from International Road Traffic and Accident Database (OECD) or individual National Road Statistics Reporting Authorities for 2003.

3 Australian figures (except for New South Wales) are as at 31 March 2003 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 2004.

4 Australian population estimates are as at 30 June 2004.

Table 3: Deaths within NSW, causes of death, sex, age for 2003

2003	Age (years)										
	0-9	10-14	15-19	20-24	25-29	30-39	40-49	50-59	60-69	≥70	TOTAL[2]
Males											
Deaths from all causes[1]	282	30	135	184	213	524	1,006	1,852	3,493	15,551	23,273
All accidental deaths[1]	30	12	70	76	78	160	124	107	75	279	1012
Road deaths	13	7	42	45	37	63	51	41	15	54	369
as % of accidental deaths	43	58	60	59	47	39	41	38	20	19	36
as % of all deaths	5	23	31	24	17	12	5	2	<1	<1	2
Females											
Deaths from all causes[1]	235	15	51	64	75	263	577	1,137	2,055	17,954	22,426
All accidental deaths[1]	25	4	20	24	22	36	49	34	41	338	593
Road deaths	9	4	15	19	10	17	18	19	15	44	170
as % of accidental deaths	36	100	75	79	45	47	37	56	37	13	29
as % of all deaths	4	27	29	30	13	6	3	2	<1	<1	<1
All persons											
Deaths from all causes[1]	517	45	186	248	288	787	1,583	2,989	5,548	33,505	45,699
All accidental deaths[1]	55	16	90	100	100	196	173	141	116	617	1,605
Road deaths	22	11	57	64	47	80	69	60	30	98	539
as % of accidental deaths	40	69	63	64	47	41	40	43	26	16	34
as % of all deaths	4	24	31	26	16	10	4	2	<1	<1	1

1 Data based on information published by Australian Bureau of Statistics and RTA road crash statistics.
2 Includes several deaths where age unknown.

Table 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	**51**	**36**	**54**	**59**	**50**	**57**	**63**	**46**	**51**	**46**	**68**	**53**	**634**
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	**79**	**82**	**73**	**94**	**81**	**87**	**110**	**89**	**62**	**79**	**59**	**83**	**978**
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	**105**	**89**	**118**	**136**	**116**	**91**	**92**	**115**	**94**	**129**	**107**	**117**	**1,309**
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	**99**	**62**	**97**	**128**	**112**	**103**	**134**	**128**	**92**	**118**	**124**	**106**	**1,303**
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	**52**	**52**	**87**	**57**	**59**	**70**	**83**	**66**	**80**	**62**	**55**	**74**	**797**
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	**50**	**52**	**48**	**55**	**53**	**48**	**58**	**33**	**50**	**39**	**49**	**68**	**603**
2001	38	39	42	42	56	35	44	51	35	46	46	50	524
2002	39	45	50	46	56	57	35	51	50	45	43	44	561
2003	42	40	49	47	42	32	35	51	40	57	52	52	539
2004	**52**	**44**	**48**	**34**	**39**	**41**	**44**	**43**	**35**	**43**	**47**	**40**	**510**

Table 5: Casualties, year, road user class, degree of casualty[1]

Year	Road user class							
	Vehicle occupant				Motorcyclist			
	Driver		Passenger		Rider		Passenger	
	K	I	K	I	K	I	K	I
1960	**273**	**7,029**	**248**	**8,801**	**39**	**1,409**	**9**	**241**
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
1965	411	11,225	373	11,714	28	901	4	95
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
1970	**494**	**13,710**	**387**	**12,719**	**93**	**2,967**	**17**	**311**
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
1975	475	14,469	368	13,384	142	4,483	19	609
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
1980	**487**	**15,390**	**359**	**12,940**	**152**	**4,366**	**21**	**610**
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
1985	412	15,861	264	11,779	122	5,220	21	573
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
1990	**310**	**14,469**	**200**	**9,082**	**84**	**2,537**	**6**	**240**
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
1995	281	12,228	139	7,375	57	1,848	2	174
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
2000	**278**	**15,270**	**146**	**7,308**	**60**	**1,894**	**2**	**138**
2001	219	16,270	133	7,468	68	2,007	2	151
2002	276	15,553	123	6,856	51	1,994	4	141
2003	239	15,125	137	6,549	56	1,826	3	110
2004	**229**	**14,749**	**122**	**6,051**	**57**	**1,963**	**1**	**123**

1 K – Killed I – Injured.

Table 5: Casualties, year, road user class, degree of casualty[1]

Year	Road user class							
	Pedestrian		Pedal cyclist[2]		Other[3]		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
2001	88	2,861	13	1,142	1	14	524	29,913
2002	94	2,607	13	1,292	0	4	561	28,447
2003	94	2,490	9	1,107	1	1	539	27,208
2004	85	2,301	16	1,116	0	20	510	26,323

1 K – Killed I – Injured.
2 Includes pedal cycle passengers.
3 Includes unknowns, animal riders and occupants of vehicles such as animal drawn vehicles and trains.

Road crashes in 2004

- Time distribution
- Crash types
- Motor vehicle types
- Factors in crashes
- Controllers in crashes
- Location and distribution of crashes

Table 6: Crashes, casualties, holiday periods, degree of crash, degree of casualty

Period	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
New Year (1 January) (1 day)	1	28	47	76	1	45	46
Australia Day (23 January to 26 January) (4 days)	6	179	253	438	7	237	244
Easter (8 April to 12 April) (5 days)	8	208	260	476	8	306	314
Anzac Day (23 April to 26 April) (4 days)	3	183	236	422	3	223	226
Queen's Birthday (11 June to 14 June) (4 days)	6	174	261	441	6	228	234
Labour Day (1 October to 4 October) (4 days)	5	216	305	526	5	302	307
Christmas (24 December to 31 December) (8 days)	7	303	427	737	8	448	456
SCHOOL HOLIDAYS							
January (1 January to 26 January) (includes New Year & Australia Day holidays) (26 days)	34	1,213	1,644	2,891	42	1,658	1,700
April (8 April to 26 April) (includes Easter and Anzac Day public holidays) (19 days)	23	898	1,169	2,090	27	1,202	1,229
July (3 July to 18 July) (16 days)	23	861	1,362	2,246	29	1,156	1,185
October (25 September to 10 October) (includes Labour Day holiday) (16 days)	12	800	1,078	1,890	12	1,069	1,081
December (22 December to 31 December) (includes Christmas holidays) (10 days)	10	415	570	995	11	581	592

1 F – Fatal crash I C – Injury crash N – Non-casualty crash
2 K – Killed I – Injured

Table 7a: Fatal crashes, time period, day of week

Time period[1]	Day of week							Total
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
00:01 - 01:59	13	2	0	1	3	4	9	32
02:00 - 03:59	6	0	0	2	1	5	7	21
04:00 - 05:59	5	2	1	2	2	5	4	21
06:00 - 07:59	6	4	7	4	5	4	6	36
08:00 - 09:59	3	8	3	4	3	9	3	33
10:00 - 11:59	4	6	5	6	4	9	5	39
12:00 - 13:59	9	9	8	6	5	8	5	50
14:00 - 15:59	12	9	6	5	12	11	4	59
16:00 - 17:59	6	7	7	10	11	7	8	56
18:00 - 19:59	9	4	5	3	2	7	6	36
20:00 - 21:59	4	4	6	1	5	8	2	30
22:00 - Midnight	6	7	4	5	6	11	6	45
Unknown	0	0	0	0	0	0	0	0
CRASHES:								
TOTAL	**83**	**62**	**52**	**49**	**59**	**88**	**65**	**458**

1 In the case of a fatal crash reported with an unknown time, a time period is estimated.

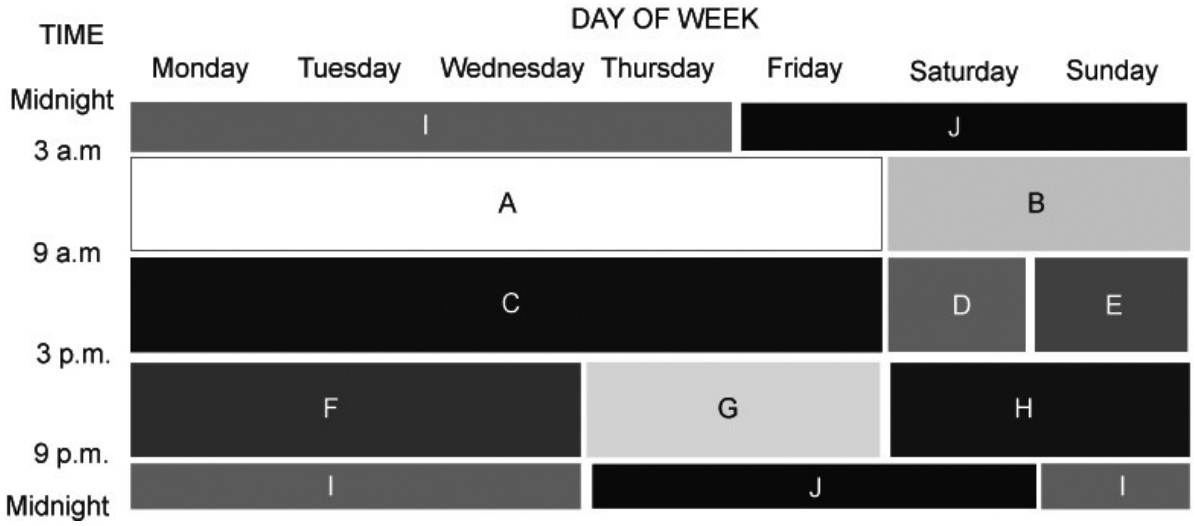
Table 7b: Total crashes, time period, day of week

Time period	Day of week							Total
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
00:01 - 01:59	410	141	107	127	168	239	402	1,594
02:00 - 03:59	290	81	64	66	130	124	262	1,017
04:00 - 05:59	195	165	115	133	139	172	214	1,133
06:00 - 07:59	208	546	596	579	632	609	279	3,449
08:00 - 09:59	335	821	903	890	929	901	559	5,338
10:00 - 11:59	645	656	666	649	709	793	840	4,958
12:00 - 13:59	717	681	605	666	706	819	942	5,136
14:00 - 15:59	771	971	976	990	949	1,246	825	6,728
16:00 - 17:59	748	1,040	1,128	1,164	1,159	1,370	776	7,385
18:00 - 19:59	536	660	730	753	781	976	658	5,094
20:00 - 21:59	421	348	379	443	510	594	392	3,087
22:00 - Midnight	301	217	265	313	328	531	436	2,391
Unknown	0	0	0	0	0	0	0	0
CRASHES:								
TOTAL	**5,577**	**6,327**	**6,534**	**6,773**	**7,140**	**8,374**	**6,585**	**47,310**

Table 7c: Crashes, time period, degree of crash

Time period[1]	Degree of crash							
	Fatal crash		Injury crash		Non-casualty crash		Total crashes	
A	56	(0.9%)	2,824	(43.9%)	3,551	(55.2%)	6,431	(100.0%)
B	26	(1.7%)	610	(40.3%)	879	(58.0%)	1,515	(100.0%)
C	101	(0.9%)	4,776	(43.3%)	6,155	(55.8%)	11,032	(100.0%)
D	15	(0.6%)	1,083	(42.9%)	1,428	(56.5%)	2,526	(100.0%)
E	23	(1.2%)	932	(47.4%)	1,012	(51.4%)	1,967	(100.0%)
F	49	(0.6%)	3,346	(43.0%)	4,386	(56.4%)	7,781	(100.0%)
G	44	(0.7%)	2,596	(42.0%)	3,543	(57.3%)	6,183	(100.0%)
H	39	(1.0%)	1,706	(43.6%)	2,171	(55.4%)	3,916	(100.0%)
I	37	(1.5%)	948	(37.2%)	1,561	(61.3%)	2,546	(100.0%)
J	68	(2.0%)	1,328	(38.9%)	2,017	(59.1%)	3,413	(100.0%)
Unknown	0	(0.0%)	0	(0.0%)	0	(0.0%)	0	(0.0%)
CRASHES:								
TOTAL	458	(1.0%)	20,149	(42.6%)	26,703	(56.4%)	47,310	(100.0%)

1 Time periods **A** to **J** are as shown below. In the case of a fatal crash 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: Crashes, road user movement

(Number in each cell indicates number of crashes 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 1,106	CROSS TRAFFIC 4,030	HEAD ON (not overtaking) 1,703	Vehicles in same lane REAR END 9,103	U TURN 745	HEAD ON (incl. side swipe) 34	PARKED 285	OFF CARRIAGEWAY TO LEFT 688	OFF CARRIAGEWAY TO LEFT ON RIGHT BEND 626	FELL IN/FROM VEHICLE 84
EMERGING 153	RIGHT FAR 359	RIGHT THRU 4,468	LEFT REAR 337	U TURN INTO FIXED OBJECT/ PKD VEHICLE 59	OUT OF CONTROL 75	DOUBLE PARKED 3	LEFT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH. 3,833	OFF CARRIAGEWAY, LEFT ON R.H. BEND INTO OBJECT/ PKD VEH 2,364	LOAD OR MISSILE STRUCK VEHICLE 42
FAR SIDE 497	LEFT FAR 132	LEFT THRU 3	RIGHT REAR 1,476	LEAVING PARKING 477	PULLING OUT 7	ACCIDENT OR BROKEN DOWN 259	OFF CARRIAGEWAY TO RIGHT 334	OFF CARRIAGEWAY TO RIGHT ON RIGHT BEND 211	STRUCK TRAIN / AEROPLANE 6
PLAYING,WORKING LYING, STANDING ON CARRIAGEWAY 164	RIGHT NEAR 1,957	RIGHT/LEFT 18	Vehicles in parallel lanes LANE SIDE SWIPE 594	ENTERING PARKING 40	OVERTAKE TURNING 202	VEHICLE DOOR 207	RIGHT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH 1,618	OFF CARRIAGEWAY, RIGHT ON R.H. BEND INTO OBJECT/ PKD VEH 789	PARKED VEH RUN AWAY INTO OBJECT/PKD VEH 126
WALKING WITH TRAFFIC 66	TWO R TURNING 44	RIGHT/RIGHT 5	LANE CHANGE RIGHT (not overtaking) 533	PARKING VEHICLES ONLY 73	CUTTING IN 16	PERMANENT OBSTRUCTION ON CARRIAGEWAY 5	OUT OF CONTROL ON CARRIAGEWAY 532	OFF CARRIAGEWAY TO RIGHT ON LEFT BEND 244	PARKED VEH RUN AWAY INTO VEHICLE 16
FACING TRAFFIC 17	RIGHT/LEFT FAR 32	LEFT/LEFT 0	LANE CHANGE LEFT 644	REVERSING 106	PULLING OUT REAR END 14	TEMPORARY ROADWORKS 21	OFF END OF ROAD/'T' INTERSECTION 154	OFF CARRIAGEWAY TO RIGHT ON L.H. BEND INTO OBJ/PKD VEH 908	STRUCK WHILE BOARDING OR ALIGHTING VEHICLE 7
ON FOOTPATH/ MEDIAN 67	LEFT NEAR 301		RIGHT TURN SIDE SWIPE 205	REVERSING INTO FIXED OBJECT/ PKD VEHICLE 69		STRUCK OBJECT ON CARRIAGEWAY 195		OFF CARRIAGEWAY TO LEFT ON LEFT BEND 216	
DRIVEWAY 84	LEFT/RIGHT FAR 1		LEFT TURN SIDE SWIPE 303	EMERGING FROM DRIVEWAY 895		ANIMAL (not ridden) 428		OFF CARRIAGEWAY TO LEFT ON L.H. BEND INTO OBJ/PKD VEH 852	
	TWO LEFT TURNING 2			FROM FOOTPATH 165				OUT OF CONTROL ON CARRIAGEWAY 459	OTHER 1
OTHER PEDESTRIAN 70	OTHER ADJACENT 18	OTHER OPPOSING 19	OTHER SAME DIRECTION 83	OTHER MANŒUVRING 138	OTHER OVERTAKING 6	OTHER ON PATH 32	OTHER STRAIGHT 20	OTHER CURVE 7	UNKNOWN 23

Table 8: Crashes, object hit in first impact, degree of crash

Object hit in first impact	Degree of crash			
	Fatal crash	Injury crash	Non-casualty crash	Total crashes
Bridge/wall	2	55	90	147
Fence/post	36	745	1,663	2,444
Pole	19	609	679	1,307
Embankment	11	376	575	962
Tree	58	923	1,081	2,062
Street furniture	10	176	493	679
Drain or culvert	9	112	137	258
Building	0	43	101	144
Other object	6	279	604	889
Stock	0	32	114	146
Kangaroo/wallaby	1	45	160	206
Other animal	0	35	41	76
Unknown	0	1	4	5
Sub-total	**152**	**3,431**	**5,743**	**9,326**
No object hit	**306**	**16,718**	**20,960**	**37,984**
CRASHES: TOTAL	**458**	**20,149**	**26,703**	**47,310**

Table 9: Single motor vehicle crashes, vehicle type, degree of crash

Vehicle type	Degree of crash			
	Fatal crash	Injury crash	Non-casualty crash	Total crashes
Car	114	3,410	6,367	9,891
Light truck	25	405	565	995
Heavy rigid truck	3	51	77	131
Articulated truck	13	162	161	336
Bus	0	28	14	42
Other motor vehicle	4	22	27	53
Motorcycle	23	841	48	912
SINGLE MOTOR CRASHES: TOTAL	**182**	**4,919**	**7,259**	**12,360**

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

Table 10: Crashes, casualties, type of crash, degree of crash, degree of casualty

Type of crash	Degree of crash[2]								Degree of casualty[3]		
	F		I C		N		Total crashes		K	I	Total killed & injured
Car crash	324	(1%)	17,303	(40%)	25,427	(59%)	43,054	(100%)	373	23,060	23,433
Light truck crash	90	(1%)	2,782	(40%)	4,014	(58%)	6,886	(100%)	96	3,798	3,894
Heavy truck crash	86	(3%)	1,111	(39%)	1,616	(57%)	2,813	(100%)	100	1,498	1,598
Heavy rigid truck crash	30	(2%)	540	(38%)	865	(60%)	1,435	(100%)	38	739	777
Articulated truck crash	57	(4%)	594	(42%)	773	(54%)	1,424	(100%)	64	788	852
Bus crash	15	(2%)	385	(49%)	380	(49%)	780	(100%)	15	636	651
Emergency vehicle crash	6	(2%)	124	(46%)	138	(51%)	268	(100%)	6	192	198
Motorcycle crash	60	(3%)	2,004	(88%)	222	(10%)	2,286	(100%)	61	2,184	2,245
Pedal cycle crash	17	(2%)	1,109	(98%)	1	(0%)	1,127	(100%)	17	1,155	1,172
Pedestrian crash	85	(4%)	2,220	(96%)	2	(0%)	2,307	(100%)	87	2,368	2,455
All types of crashes	**458**	**(1%)**	**20,149**	**(43%)**	**26,703**	**(56%)**	**47,310**	**(100%)**	**510**	**26,323**	**26,833**

Note: Percentages of all crashes involving those traffic unit types are shown in brackets.
1 Crash categories listed are those involving at least one traffic unit of that type.
2 F – Fatal crash I C – Injury crash N – Non-casualty crash
3 K – Killed I – Injured

IMPORTANT: The 'Type of Crash' categories in this table are not mutually exclusive and must therefore not be added together. For example, a crash involving both a car and a motorcycle will be included in both 'Car Crash' and 'Motorcycle Crash' categories.

Table 11: Motor vehicles involved and involvement rate[1], vehicle type, degree of crash

Vehicle type	Degree of crash							
	Fatal crash		Injury crash		Non-casualty crash		All crashes	
Passenger vehicle[2]	430	*1.3*	27,016	*84.0*	42,263	*131.4*	69,709	*216.8*
Rigid truck, van or utility	137	*1.9*	4,191	*59.3*	6,481	*91.7*	10,809	*152.9*
Articulated truck[3]	60	*39.5*	618	*407.2*	804	*529.8*	1,482	*976.5*
Bus	15	*12.8*	395	*336.4*	382	*325.4*	792	*674.6*
Motorcycle	61	*5.8*	2,041	*193.8*	223	*21.2*	2,325	*220.8*
All motor vehicles on register[4]	**717**	***1.8***	**34,958**	***86.2***	**50,873**	***125.5***	**86,548**	***213.5***

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

1 Rates (shown in italics) are expressed as the number of vehicles involved in crashes per 10,000 registered vehicles of that type using registration data as at 30 June 2004.

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

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

4 Includes other and unknown motor vehicle types.

Table 12: Crashes, factors, degree of crash

Factors possibly contributing to crash	Degree of crash			
	Fatal crash	Injury crash	Non-casualty crash	All crashes
Controller Disadvantaged				
Chronic illness/physical infirmity	0	1	0	1
Sudden illness	3	214	149	366
Swerving to avoid animal	3	240	485	728
Using hand-held telephone	0	10	20	30
Distraction inside vehicle (not hand-held telephone)	1	278	469	748
Distraction outside vehicle	15	1,369	1,849	3,233
Equipment failure/fault				
Brakes	2	32	62	96
Steering	1	15	39	55
Tyres	2	83	180	265
Wheel, axle/suspension	1	15	53	69
Lights	2	4	2	8
Towing/coupling	1	5	24	30
Insecure load	2	38	43	83

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

Table 13: Crashes, degree of crash, alcohol involvement, time period

Degree of crash	Alcohol involved	Time Period[1]										Unknown	Total
		A	B	C	D	E	F	G	H	I	J		
Fatal	Yes	7	8	2	0	0	4	8	7	11	31	0	78
	No	45	12	85	14	18	40	29	29	19	30	0	321
	Unknown	4	6	14	1	5	5	7	3	7	7	0	59
	Sub-total	**56**	**26**	**101**	**15**	**23**	**49**	**44**	**39**	**37**	**68**	**0**	**458**
Injury	Yes	64	108	42	17	21	119	110	119	136	296	0	1,032
	No	1,669	366	3,078	744	650	1,999	1,541	1,053	559	684	0	12,343
	Unknown	1,091	136	1,656	322	261	1,228	945	534	253	348	0	6,774
	Sub-total	**2,824**	**610**	**4,776**	**1,083**	**932**	**3,346**	**2,596**	**1,706**	**948**	**1,328**	**0**	**20,149**
Non-casualty	Yes	40	80	26	7	12	75	79	70	119	203	0	711
	No	2,455	474	4,449	1,004	743	3,016	2,378	1,481	884	1,043	0	17,927
	Unknown	1,056	325	1,680	417	257	1,295	1,086	620	558	771	0	8,065
	Sub-total	**3,551**	**879**	**6,155**	**1,428**	**1,012**	**4,386**	**3,543**	**2,171**	**1,561**	**2,017**	**0**	**26,703**
Total crashes	Yes	111	196	70	24	33	198	197	196	266	530	0	1,821
	No	4,169	852	7,612	1,762	1,411	5,055	3,948	2,563	1,462	1,757	0	30,591
	Unknown	2,151	467	3,350	740	523	2,528	2,038	1,157	818	1,126	0	14,898
	TOTAL	**6,431**	**1,515**	**11,032**	**2,526**	**1,967**	**7,781**	**6,183**	**3,916**	**2,546**	**3,413**	**0**	**47,310**

Note: Assessment of alcohol involvement in a crash is based on the blood alcohol concentration (BAC) readings of the motor vehicle controllers involved in the crash 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 crash.
Unknown – at least one motor vehicle controller had unknown BAC and all known BAC levels were under the legal limit.

1 Time periods **A** to **J** are as defined on page 15. In the case of a fatal crash reported with an unknown time, a time period is estimated.

This table does not include the zero alcohol limit applicable to all Learner and Provisional licence holders. Legislation to prescribe this limit commenced on 3 May 2004.

Table 14: Crashes, degree of crash, alcohol involvement, urbanisation

Degree of crash	Alcohol involved	Urbanisation						Total
		Metropolitan[1]			Country[2]			
		Sydney	Newcastle	Wollongong	Urban	Non-urban	Unknown	
Fatal	Yes	11	2	2	32	31	0	78
	No	98	14	12	68	129	0	321
	Unknown	19	0	1	15	24	0	59
	Sub-total	**128**	**16**	**15**	**115**	**184**	**0**	**458**
Injury	Yes	407	58	36	347	183	1	1,032
	No	6,629	602	412	2,873	1,814	13	12,343
	Unknown	4,716	284	184	1,114	467	9	6,774
	Sub-total	**11,752**	**944**	**632**	**4,334**	**2,464**	**23**	**20,149**
Non-casualty	Yes	374	46	37	200	53	1	711
	No	10,703	933	636	3,694	1,950	11	17,927
	Unknown	5,374	277	204	1,389	807	14	8,065
	Sub-total	**16,451**	**1,256**	**877**	**5,283**	**2,810**	**26**	**26,703**
Total crashes	Yes	792	106	75	579	267	2	1,821
	No	17,430	1,549	1,060	6,635	3,893	24	30,591
	Unknown	10,109	561	389	2,518	1,298	23	14,898
	TOTAL	**28,331**	**2,216**	**1,524**	**9,732**	**5,458**	**49**	**47,310**

1 The Sydney, Newcastle and Wollongong Metropolitan Areas are defined in the Definitions on page 16.
2 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.

This table does not include the zero alcohol limit applicable to all Learner and Provisional licence holders. Legislation to prescribe this limit commenced on 3 May 2004.

Table 15a: Crashes, alcohol involvement, degree of crash

Alcohol involved in crash	Degree of crash			
	Fatal crash	Injury crash	Non-casualty crash	Total crashes
Yes	78	1,032	711	1,821
No	321	12,343	17,927	30,591
Unknown	59	6,774	8,065	14,898
Crashes: Total	**458**	**20,149**	**26,703**	**47,310**

This table does not include the zero alcohol limit applicable to all Learner and Provisional licence holders. Legislation to prescribe this limit commenced on 3 May 2004.

Table 15b: Crashes, speeding involvement, degree of crash

Speeding involved in crash	Degree of crash			
	Fatal crash	Injury crash	Non-casualty crash	Total crashes
Yes	168	3,277	4,573	8,018
No or unknown	290	16,872	22,130	39,292
Crashes: Total	**458**	**20,149**	**26,703**	**47,310**

Table 15c: Crashes, fatigue involvement, degree of crash

Fatigue involved in crash	Degree of crash			
	Fatal crash	Injury crash	Non-casualty crash	Total crashes
Yes	79	1,455	2,023	3,557
No or Unknown	379	18,694	24,680	43,753
Crashes: Total	**458**	**20,149**	**26,703**	**47,310**

The identification of speeding and fatigue involvement cannot always be determined from police reports of road crashes. The Roads and Traffic Authority has therefore established criteria for determining if a crash is likely to have involved these factors. The criteria used for this purpose are shown on page 14.

Table 16a: Motor vehicle controllers involved, degree of crash, road user class, sex, age
DEGREE OF CRASH: **FATAL**

		Age (years)											
Road user class	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	**Total**
Car driver	M	0	2	53	37	19	44	34	31	24	36	2	282
	F	0	1	21	19	8	31	26	23	8	11	0	148
	Sub-total[1]	**0**	**3**	**75**	**56**	**27**	**75**	**60**	**54**	**32**	**47**	**3**	**432**
Light truck driver	M	0	0	5	15	10	16	15	12	6	4	0	83
	F	0	0	0	0	0	0	3	2	0	0	0	5
	Sub-total[1]	**0**	**0**	**5**	**15**	**10**	**16**	**18**	**14**	**6**	**4**	**2**	**90**
Heavy rigid truck driver	M	0	0	0	0	2	7	9	10	1	0	1	30
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	**0**	**0**	**0**	**0**	**2**	**7**	**9**	**10**	**1**	**0**	**1**	**30**
Articulated truck driver	M	0	0	0	1	8	17	14	14	4	0	0	58
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	**0**	**0**	**0**	**1**	**8**	**17**	**14**	**14**	**4**	**0**	**0**	**58**
Bus driver	M	0	0	0	0	1	0	5	3	3	1	0	13
	F	0	0	0	0	0	0	2	0	0	0	0	2
	Sub-total[1]	**0**	**0**	**0**	**0**	**1**	**0**	**7**	**3**	**3**	**1**	**0**	**15**
Motorcycle rider	M	0	0	8	9	8	15	11	5	1	2	0	59
	F	0	0	0	0	0	1	0	1	0	0	0	2
	Sub-total[1]	**0**	**0**	**8**	**9**	**8**	**16**	**11**	**6**	**1**	**2**	**0**	**61**
Other motor vehicle driver	M	0	0	0	0	0	5	1	1	0	2	0	9
	F	0	0	0	0	0	1	0	0	0	0	0	1
	Sub-total[1]	**0**	**0**	**0**	**0**	**0**	**6**	**1**	**1**	**0**	**2**	**4**	**14**
MOTOR VEHICLE	**M**	**0**	**2**	**66**	**62**	**48**	**104**	**89**	**76**	**39**	**45**	**3**	**534**
CONTROLLERS:	**F**	**0**	**1**	**21**	**19**	**8**	**33**	**31**	**26**	**8**	**11**	**0**	**158**
	TOTAL[1]	**0**	**3**	**88**	**81**	**56**	**137**	**120**	**102**	**47**	**56**	**10**	**700**

1 Unknown sex included.

Table 16b: Motor vehicle controllers involved, degree of crash, road user class, sex, age
DEGREE OF CRASH: **INJURY**

		Age (years)											
Road user class	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	**Total**
Car driver	M	1	64	2,123	2,005	1,290	2,803	2,433	1,737	974	882	501	14,813
	F	0	32	1,490	1,664	1,039	2,449	2,156	1,308	555	445	338	11,476
	Sub-total[1]	**1**	**96**	**3,614**	**3,672**	**2,329**	**5,255**	**4,593**	**3,047**	**1,530**	**1,328**	**1,456**	**26,921**
Light truck driver	M	0	4	212	329	260	627	479	322	137	51	84	2,505
	F	0	2	24	25	20	64	64	24	10	4	10	247
	Sub-total[1]	**0**	**6**	**236**	**354**	**281**	**691**	**543**	**346**	**147**	**55**	**164**	**2,823**
Heavy rigid truck driver	M	0	0	7	45	32	144	143	98	27	2	14	512
	F	0	0	0	0	0	0	0	1	0	0	0	1
	Sub-total[1]	**0**	**0**	**7**	**45**	**33**	**144**	**143**	**100**	**27**	**2**	**31**	**532**
Articulated truck driver	M	0	0	0	26	50	182	166	116	28	2	15	585
	F	0	0	0	0	0	0	0	1	0	0	0	1
	Sub-total[1]	**0**	**0**	**0**	**26**	**50**	**182**	**166**	**117**	**28**	**2**	**35**	**606**
Bus driver	M	0	0	2	11	20	51	83	95	49	6	16	333
	F	0	0	0	2	2	13	15	6	1	0	3	42
	Sub-total[1]	**0**	**0**	**2**	**13**	**22**	**64**	**98**	**101**	**50**	**6**	**37**	**393**
Motorcycle rider	M	0	25	217	304	229	497	318	172	43	7	50	1,862
	F	0	2	16	26	21	42	31	10	3	2	5	158
	Sub-total[1]	**0**	**27**	**233**	**330**	**250**	**539**	**349**	**182**	**46**	**9**	**73**	**2,038**
Other motor vehicle driver	M	0	2	8	12	14	45	25	13	6	10	27	162
	F	0	1	2	8	3	8	6	0	1	2	8	39
	Sub-total[1]	**0**	**3**	**10**	**20**	**17**	**53**	**31**	**13**	**7**	**12**	**498**	**664**
MOTOR VEHICLE	**M**	**1**	**95**	**2,569**	**2,732**	**1,895**	**4,349**	**3,647**	**2,553**	**1,264**	**960**	**707**	**20,772**
CONTROLLERS:	**F**	**0**	**37**	**1,532**	**1,725**	**1,085**	**2,576**	**2,272**	**1,350**	**570**	**453**	**364**	**11,964**
	TOTAL[1]	**1**	**132**	**4,102**	**4,460**	**2,982**	**6,928**	**5,923**	**3,906**	**1,835**	**1,414**	**2,294**	**33,977**

1 Unknown sex included.

Table 16c: Motor vehicle controllers involved, degree of crash, road user class, sex, age
DEGREE OF CRASH: **NON-CASUALTY**

		Age (years)											
Road user class	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	**Total**
Car driver	M	0	106	4,260	3,719	2,264	4,505	3,697	2,609	1,452	1,215	661	24,488
	F	0	49	2,140	2,226	1,410	3,308	2,704	1,638	759	606	389	15,229
	Sub-total[1]	**0**	**155**	**6,401**	**5,951**	**3,680**	**7,818**	**6,410**	**4,252**	**2,211**	**1,822**	**2,403**	**41,103**
Light truck driver	M	0	5	325	493	357	906	656	473	197	51	93	3,556
	F	0	1	22	44	34	90	68	33	16	5	5	318
	Sub-total[1]	**0**	**6**	**348**	**537**	**391**	**996**	**725**	**506**	**213**	**56**	**218**	**3,996**
Heavy rigid truck driver	M	0	0	8	60	75	227	213	147	48	4	22	804
	F	0	0	0	0	0	3	0	0	0	0	1	4
	Sub-total[1]	**0**	**0**	**8**	**60**	**76**	**230**	**214**	**147**	**48**	**4**	**46**	**833**
Articulated truck driver	M	0	0	1	25	56	213	212	159	32	0	33	731
	F	0	0	0	0	1	2	1	0	0	0	0	4
	Sub-total[1]	**0**	**0**	**1**	**25**	**57**	**216**	**213**	**159**	**32**	**0**	**83**	**786**
Bus driver	M	0	0	3	17	19	60	92	82	33	8	10	324
	F	0	0	0	1	2	9	6	8	2	0	1	29
	Sub-total[1]	**0**	**0**	**3**	**18**	**21**	**69**	**98**	**91**	**35**	**8**	**25**	**368**
Motorcycle rider	M	0	5	15	36	26	56	26	11	4	0	6	185
	F	0	0	2	2	1	3	3	0	0	0	1	12
	Sub-total[1]	**0**	**5**	**17**	**38**	**27**	**59**	**29**	**11**	**4**	**0**	**21**	**211**
Other motor vehicle driver	M	0	0	0	16	22	54	36	14	4	0	21	167
	F	0	0	1	1	2	6	3	1	0	0	9	23
	Sub-total[1]	**0**	**0**	**1**	**17**	**24**	**60**	**39**	**15**	**4**	**0**	**525**	**685**
MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**116**	**4,612**	**4,366**	**2,819**	**6,021**	**4,932**	**3,495**	**1,770**	**1,278**	**846**	**30,255**
	F	**0**	**50**	**2,165**	**2,274**	**1,450**	**3,421**	**2,785**	**1,680**	**777**	**611**	**406**	**15,619**
	TOTAL[1]	**0**	**166**	**6,779**	**6,646**	**4,276**	**9,448**	**7,728**	**5,181**	**2,547**	**1,890**	**3,321**	**47,982**

1 Unknown sex included.

Table 16d: Motor vehicle controllers involved, degree of crash, road user class, sex, age
DEGREE OF CRASH: **ALL CRASHES**

		Age (years)											
Road user class	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	**Total**
Car driver	M	1	172	6,436	5,761	3,573	7,352	6,164	4,377	2,450	2,133	1,164	39,583
	F	0	82	3,651	3,909	2,457	5,788	4,886	2,969	1,322	1,062	727	26,853
	Sub-total[1]	**1**	**254**	**10,090**	**9,679**	**6,036**	**13,148**	**11,063**	**7,353**	**3,773**	**3,197**	**3,862**	**68,456**
Light truck driver	M	0	9	542	837	627	1,549	1,150	807	340	106	177	6,144
	F	0	3	46	69	54	154	135	59	26	9	15	570
	Sub-total[1]	**0**	**12**	**589**	**906**	**682**	**1,703**	**1,286**	**866**	**366**	**115**	**384**	**6,909**
Heavy rigid truck	M	0	0	15	105	109	378	365	255	76	6	37	1,346
driver	F	0	0	0	0	0	3	0	1	0	0	1	5
	Sub-total[1]	**0**	**0**	**15**	**105**	**111**	**381**	**366**	**257**	**76**	**6**	**78**	**1,395**
Articulated truck	M	0	0	1	52	114	412	392	289	64	2	48	1,374
driver	F	0	0	0	0	1	2	1	1	0	0	0	5
	Sub-total[1]	**0**	**0**	**1**	**52**	**115**	**415**	**393**	**290**	**64**	**2**	**118**	**1,450**
Bus driver	M	0	0	5	28	40	111	180	180	85	15	26	670
	F	0	0	0	3	4	22	23	14	3	0	4	73
	Sub-total[1]	**0**	**0**	**5**	**31**	**44**	**133**	**203**	**195**	**88**	**15**	**62**	**776**
Motorcycle rider	M	0	30	240	349	263	568	355	188	48	9	56	2,106
	F	0	2	18	28	22	46	34	11	3	2	6	172
	Sub-total[1]	**0**	**32**	**258**	**377**	**285**	**614**	**389**	**199**	**51**	**11**	**94**	**2,310**
Other motor vehicle	M	0	2	8	28	36	104	62	28	10	12	48	338
driver	F	0	1	3	9	5	15	9	1	1	2	17	63
	Sub-total[1]	**0**	**3**	**11**	**37**	**41**	**119**	**71**	**29**	**11**	**14**	**1,027**	**1,363**
MOTOR VEHICLE	**M**	**1**	**213**	**7,247**	**7,160**	**4,762**	**10,474**	**8,668**	**6,124**	**3,073**	**2,283**	**1,556**	**51,561**
CONTROLLERS:	**F**	**0**	**88**	**3,718**	**4,018**	**2,543**	**6,030**	**5,088**	**3,056**	**1,355**	**1,075**	**770**	**27,741**
	TOTAL[1]	**1**	**301**	**10,969**	**11,187**	**7,314**	**16,513**	**13,771**	**9,189**	**4,429**	**3,360**	**5,625**	**82,659**

1 Unknown sex included.

Table 17: Motor vehicle controllers involved, road user class, licence status, degree of crash

Road user class	Licence status	Degree of crash			
		Fatal crash	Injury crash	Non-casualty crash	All crashes
Car driver	Learner	8	274	466	748
	Provisional[2]	78	3,951	7,115	11,144
	Standard	314	18,753	28,711	47,778
	Unlicensed[1]	30	475	617	1,122
	Unknown[2]	2	3,468	4.194	7,664
	Sub-total	**432**	**26,921**	**41,103**	**68,456**
Light truck driver	Learner	2	11	11	24
	Provisional[2]	3	228	377	608
	Standard	81	2,176	3,174	5,431
	Unlicensed[1]	2	64	72	138
	Unknown[2]	2	344	362	708
	Sub-total	**90**	**2,823**	**3,996**	**6,909**
Heavy rigid truck driver	Standard	29	458	736	1,223
	Unlicensed[1]	0	4	11	15
	Unknown[2]	1	70	86	157
	Sub-total	**30**	**532**	**833**	**1,395**
Articulated truck driver	Standard	57	464	605	1,126
	Unlicensed[1]	1	8	6	15
	Unknown[2]	0	134	175	309
	Sub-total	**58**	**606**	**786**	**1,450**
Bus driver	Learner	0	1	0	1
	Provisional[2]	0	1	7	8
	Standard	15	350	328	693
	Unlicensed[1]	0	4	3	7
	Unknown[2]	0	37	30	67
	Sub-total	**15**	**393**	**368**	**776**
Motorcycle rider	Learner	3	98	17	118
	Provisional[2]	4	136	11	151
	Standard	42	1,319	150	1,511
	Unlicensed[1]	11	73	4	88
	Unknown[2]	1	412	29	442
	Sub-total	**61**	**2,038**	**211**	**2,310**
Other motor vehicle driver	Learner	0	0	0	0
	Provisional[2]	0	4	1	5
	Standard	10	128	157	295
	Unlicensed[1]	0	5	0	5
	Unknown[2]	4	527	527	1,058
	Sub-total	**14**	**664**	**685**	**1,363**
MOTOR VEHICLE CONTROLLERS:	TOTAL	**700**	**33,977**	**47,982**	**82,659**

1 Includes persons driving whilst disqualified or suspended.

2 Includes P1 and P2 licence types. Following the introduction of the Provisional P2 licence type, in July 2001, there has been a marked increase in the number of controllers recorded with an unknown licence status. Uncertainties also exist with the reporting of other statuses.

Table 18a: Motor vehicle controllers involved, degree of crash, BAC[1], sex, age
DEGREE OF CRASH: **FATAL**

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	1	45	43	34	85	73	64	32	42	3	422
	F	0	1	17	14	8	28	26	21	8	10	0	133
	Sub-total[2]	**0**	**2**	**62**	**57**	**42**	**113**	**99**	**85**	**40**	**52**	**3**	**555**
.020 – .049[3]	M	0	0	1	0	0	0	0	0	0	0	0	1
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
.050 – .079	M	0	0	6	1	2	0	0	0	0	1	0	10
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**6**	**1**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**10**
.080 – .149	M	0	0	4	4	3	2	1	3	1	0	0	18
	F	0	0	0	2	0	1	1	0	0	0	0	4
	Sub-total[2]	**0**	**0**	**4**	**6**	**3**	**3**	**2**	**3**	**1**	**0**	**0**	**22**
≥ .150	M	0	0	2	7	8	9	7	3	2	0	0	38
	F	0	0	2	2	0	1	2	0	0	0	0	7
	Sub-total[2]	**0**	**0**	**4**	**9**	**8**	**10**	**9**	**3**	**2**	**0**	**0**	**45**
Unknown	M	0	1	8	7	1	8	8	6	4	2	0	45
	F	0	0	2	1	0	3	2	5	0	1	0	14
	Sub-total[2]	**0**	**1**	**11**	**8**	**1**	**11**	**10**	**11**	**4**	**3**	**7**	**67**
MOTOR VEHICLE	**M**	**0**	**2**	**66**	**62**	**48**	**104**	**89**	**76**	**39**	**45**	**3**	**534**
CONTROLLERS:	**F**	**0**	**1**	**21**	**19**	**8**	**33**	**31**	**26**	**8**	**11**	**0**	**158**
	TOTAL[2]	**0**	**3**	**88**	**81**	**56**	**137**	**120**	**102**	**47**	**56**	**10**	**700**

1 Blood Alcohol Concentration.
2 Unknown sex included.
3 Learner's and Provisional Licence holders and unlicensed controllers and certain categories of young and professional controllers.

This table does not include the zero alcohol limit applicable to all Learner and Provisional licence holders. Legislation to prescribe this limit commenced on 3 May 2004.

Table 18b: Motor vehicle controllers involved, degree of crash, BAC[1], sex, age
DEGREE OF CRASH: **INJURY**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years) 0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	Total
Legal	M	0	54	1,925	1,891	1,304	2,958	2,534	1,824	940	745	383	14,558
	F	0	28	1,160	1,214	733	1,721	1,612	993	425	361	196	8,443
	Sub-total[2]	**0**	**82**	**3,085**	**3,108**	**2,038**	**4,681**	**4,149**	**2,819**	**1,366**	**1,107**	**588**	**23,023**
.020 – .049[3]	M	0	0	10	7	3	2	4	1	0	0	0	27
	F	0	0	4	1	0	0	0	0	0	0	0	5
	Sub-total[2]	**0**	**0**	**14**	**8**	**3**	**2**	**4**	**1**	**0**	**0**	**0**	**32**
.050 – .079	M	0	1	16	20	20	18	16	3	7	2	3	106
	F	0	1	5	2	2	6	0	0	2	2	0	20
	Sub-total[2]	**0**	**2**	**21**	**22**	**22**	**24**	**16**	**3**	**9**	**4**	**3**	**126**
.080 – .149	M	0	3	57	83	36	57	54	17	5	11	3	326
	F	0	3	11	14	6	18	12	5	3	1	0	73
	Sub-total[2]	**0**	**6**	**68**	**97**	**42**	**75**	**66**	**22**	**8**	**12**	**3**	**399**
≥ .150	M	0	0	39	80	49	102	66	31	12	2	7	388
	F	0	0	5	16	15	22	17	9	3	0	2	89
	Sub-total[2]	**0**	**0**	**44**	**96**	**64**	**124**	**83**	**40**	**15**	**2**	**9**	**477**
Unknown	M	1	37	522	651	483	1,212	973	677	300	200	311	5,367
	F	0	5	347	478	329	809	631	343	137	89	166	3,334
	Sub-total[2]	**1**	**42**	**870**	**1,129**	**813**	**2,022**	**1,605**	**1,021**	**437**	**289**	**1,691**	**9,920**
MOTOR VEHICLE CONTROLLERS:	**M**	**1**	**95**	**2,569**	**2,732**	**1,895**	**4,349**	**3,647**	**2,553**	**1,264**	**960**	**707**	**20,772**
	F	**0**	**37**	**1,532**	**1,725**	**1,085**	**2,576**	**2,272**	**1,350**	**570**	**453**	**364**	**11,964**
	TOTAL[2]	**1**	**132**	**4,102**	**4,460**	**2,982**	**6,928**	**5,923**	**3,906**	**1,835**	**1,414**	**2,294**	**33,977**

1 Blood Alcohol Concentration.
2 Unknown sex included.
3 Learner's and Provisional Licence holders and unlicensed controllers and certain categories of young and professional controllers.

This table does not include the zero alcohol limit applicable to all Learner and Provisional licence holders. Legislation to prescribe this limit commenced on 3 May 2004.

Table 18c: Motor vehicle controllers involved, degree of crash, BAC[1], sex, age
DEGREE OF CRASH: **NON-CASUALTY**

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	79	3,665	3,252	2,069	4,512	3,759	2,661	1,417	1,029	528	22,971
	F	0	37	1,760	1,739	1,097	2,648	2,167	1,301	622	511	255	12,137
	Sub-total[2]	**0**	**116**	**5,427**	**4,993**	**3,171**	**7,165**	**5,933**	**3,966**	**2,039**	**1,540**	**803**	**35,153**
.020 – .049[3]	M	0	1	14	1	1	1	0	0	0	0	0	18
	F	0	0	2	0	0	1	0	0	0	0	0	3
	Sub-total[2]	**0**	**1**	**16**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**21**
.050 – .079	M	0	2	19	15	17	16	4	6	0	1	0	80
	F	0	0	1	3	0	2	1	0	0	0	0	7
	Sub-total[2]	**0**	**2**	**20**	**18**	**17**	**18**	**5**	**6**	**0**	**1**	**0**	**87**
.080 – .149	M	0	2	53	80	48	57	43	12	8	4	2	309
	F	0	2	5	5	11	9	8	2	1	1	1	45
	Sub-total[2]	**0**	**4**	**58**	**85**	**59**	**66**	**51**	**14**	**9**	**5**	**3**	**354**
≥ .150	M	0	0	20	39	26	50	34	23	10	0	0	202
	F	0	0	4	1	5	16	14	7	1	0	0	48
	Sub-total[2]	**0**	**0**	**24**	**40**	**31**	**66**	**48**	**30**	**11**	**0**	**0**	**250**
Unknown	M	0	32	841	979	658	1,385	1,092	793	335	244	316	6,675
	F	0	11	393	526	337	745	595	370	153	99	150	3,379
	Sub-total[2]	**0**	**43**	**1,234**	**1,509**	**997**	**2,131**	**1,691**	**1,165**	**488**	**344**	**2,515**	**12,117**
MOTOR VEHICLE	**M**	**0**	**116**	**4,612**	**4,366**	**2,819**	**6,021**	**4,932**	**3,495**	**1,770**	**1,278**	**846**	**30,255**
CONTROLLERS:	**F**	**0**	**50**	**2,165**	**2,274**	**1,450**	**3,421**	**2,785**	**1,680**	**777**	**611**	**406**	**15,619**
	TOTAL[2]	**0**	**166**	**6,779**	**6,646**	**4,276**	**9,448**	**7,728**	**5,181**	**2,547**	**1,890**	**3,321**	**47,982**

1 Blood Alcohol Concentration.
2 Unknown sex included.
3 Learner's and Provisional Licence holders and unlicensed controllers and certain categories of young and professional controllers.

This table does not include the zero alcohol limit applicable to all Learner and Provisional licence holders. Legislation to prescribe this limit commenced on 3 May 2004.

Table 18d: Motor vehicle controllers involved, degree of crash, BAC[1], sex, age
DEGREE OF CRASH: **ALL CRASHES**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	Total
Legal	M	0	134	5,635	5,186	3,407	7,555	6,366	4,549	2,389	1,816	914	37,951
	F	0	66	2,937	2,967	1,838	4,397	3,805	2,315	1,055	882	451	20,713
	Sub-total[2]	**0**	**200**	**8,574**	**8,158**	**5,251**	**11,959**	**10,181**	**6,870**	**3,445**	**2,699**	**1,394**	**58,731**
.020 – .049[3]	M	0	1	25	8	4	3	4	1	0	0	0	46
	F	0	0	6	1	0	1	0	0	0	0	0	8
	Sub-total[2]	**0**	**1**	**31**	**9**	**4**	**4**	**4**	**1**	**0**	**0**	**0**	**54**
.050 – .079	M	0	3	41	36	39	34	20	9	7	4	3	196
	F	0	1	6	5	2	8	1	0	2	2	0	27
	Sub-total[2]	**0**	**4**	**47**	**41**	**41**	**42**	**21**	**9**	**9**	**6**	**3**	**223**
.080 – .149	M	0	5	114	167	87	116	98	32	14	15	5	653
	F	0	5	16	21	17	28	21	7	4	2	1	122
	Sub-total[2]	**0**	**10**	**130**	**188**	**104**	**144**	**119**	**39**	**18**	**17**	**6**	**775**
≥ .150	M	0	0	61	126	83	161	107	57	24	2	7	628
	F	0	0	11	19	20	39	33	16	4	0	2	144
	Sub-total[2]	**0**	**0**	**72**	**145**	**103**	**200**	**140**	**73**	**28**	**2**	**9**	**772**
Unknown	M	1	70	1,371	1,637	1,142	2,605	2,073	1,476	639	446	627	12,087
	F	0	16	742	1,005	666	1,557	1,228	718	290	189	316	6,727
	Sub-total[2]	**1**	**86**	**2,115**	**2,646**	**1,811**	**4,164**	**3,306**	**2,197**	**929**	**636**	**4,213**	**22,104**
MOTOR VEHICLE	**M**	**1**	**213**	**7,247**	**7,160**	**4,762**	**10,474**	**8,668**	**6,124**	**3,073**	**2,283**	**1,556**	**51,561**
CONTROLLERS:	**F**	**0**	**88**	**3,718**	**4,018**	**2,543**	**6,030**	**5,088**	**3,056**	**1,355**	**1,075**	**770**	**27,741**
	TOTAL[2]	**1**	**301**	**10,969**	**11,187**	**7,314**	**16,513**	**13,771**	**9,189**	**4,429**	**3,360**	**5,625**	**82,659**

1 Blood Alcohol Concentration
2 Unknown sex included
3 Learner's and Provisional Licence holders and unlicensed controllers and certain categories of young and professional controllers.

This table does not include the zero alcohol limit applicable to all Learner and Provisional licence holders. Legislation to prescribe this limit commenced on 3 May 2004.

Table 19: Speeding motor vehicle controllers involved, degree of crash, sex, age

		Age (years)											
Degree of crash	Sex	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	Total
Fatal	M	0	0	25	22	22	26	16	14	6	6	0	137
	F	0	1	8	4	0	7	7	1	1	2	0	31
	Sub-total[1]	**0**	**1**	**34**	**26**	**22**	**33**	**23**	**15**	**7**	**8**	**0**	**169**
Injury	M	0	27	510	398	221	438	327	161	78	71	57	2,288
	F	0	11	215	158	83	173	153	104	50	30	14	991
	Sub-total[1]	**0**	**38**	**725**	**556**	**304**	**611**	**480**	**265**	**128**	**101**	**108**	**3,316**
Non-casualty	M	0	44	910	592	278	513	317	197	110	63	53	3,077
	F	0	6	290	183	88	254	164	99	47	26	30	1,187
	Sub-total[1]	**0**	**50**	**1,200**	**775**	**366**	**767**	**481**	**297**	**157**	**89**	**431**	**4,613**
SPEEDING MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**71**	**1,445**	**1,012**	**521**	**977**	**660**	**372**	**194**	**140**	**110**	**5,502**
	F	**0**	**18**	**513**	**345**	**171**	**434**	**324**	**204**	**98**	**58**	**44**	**2,209**
	TOTAL[1]	**0**	**89**	**1,959**	**1,357**	**692**	**1,411**	**984**	**577**	**292**	**198**	**539**	**8,098**

1 Unknown sex included.

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

Table 20: Fatigued motor vehicle controllers involved, degree of crash, sex, age

		Age (years)											
Degree of crash	Sex	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	Total
Fatal	M	0	0	8	5	7	9	11	10	5	8	0	63
	F	0	0	5	2	0	2	2	2	1	2	0	16
	Sub-total[1]	**0**	**0**	**13**	**7**	**7**	**11**	**13**	**12**	**6**	**10**	**0**	**79**
Injury	M	0	10	169	153	106	196	129	89	55	59	31	997
	F	0	6	72	53	40	68	77	52	31	32	3	434
	Sub-total[1]	**0**	**16**	**241**	**206**	**146**	**264**	**206**	**141**	**86**	**91**	**58**	**1,455**
Non-casualty	M	0	6	258	213	114	215	155	105	52	49	34	1,201
	F	0	9	78	41	36	73	68	38	39	23	12	417
	Sub-total[1]	**0**	**15**	**336**	**254**	**150**	**288**	**223**	**143**	**91**	**72**	**451**	**2,023**
FATIGUED MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**16**	**435**	**371**	**227**	**420**	**295**	**204**	**112**	**116**	**65**	**2,261**
	F	**0**	**15**	**155**	**96**	**76**	**143**	**147**	**92**	**71**	**57**	**15**	**867**
	TOTAL[1]	**0**	**31**	**590**	**467**	**303**	**563**	**442**	**296**	**183**	**173**	**509**	**3,557**

1 Unknown sex included.

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

Table 21a: Crashes, location type, degree of crash

Location type	Degree of crash			Total crashes
	Fatal crash	Injury crash	Non-casualty crash	
INTERSECTION				
Cross	31	3,669	4,771	8,471
'T'	59	5,003	6,596	11,658
'Y'	1	21	33	55
Multiple	0	56	49	105
Roundabout	1	798	1,076	1,875
Sub-total	**92**	**9,547**	**12,525**	**22,164**
NON-INTERSECTION				
One-way	2	62	59	123
2-way undivided	298	7,580	9,402	17,280
Dual carriageway (non-freeway)	47	2,147	3,273	5,467
Dual carriageway (freeway)	17	592	1,156	1,765
Other limited access	0	17	13	30
Other	2	204	275	481
Unknown	0	0	0	0
Sub-total	**366**	**10,602**	**14,178**	**25,146**
CRASHES: TOTAL	**458**	**20,149**	**26,703**	**47,310**

Table 21b: Crashes, feature of location, degree of crash

Feature of location	Degree of crash			Total crashes
	Fatal crash	Injury crash	Non-casualty crash	
Bridge	9	370	535	914
Causeway	0	7	5	12
Railway crossing	2	15	13	30
Entrance/driveway	18	1,310	1,629	2,957
Hazardous road surface	24	535	571	1,130
Roadworks/detour/diversion	5	262	323	590
Previous crash	2	65	125	192

Table 22: Crashes, area, speed limit, degree of crash

Area[1]/speed limit	Degree of crash			Total crashes
	Fatal crash	Injury crash	Non-casualty crash	
METROPOLITAN				
30 km/h or less	0	25	16	41
40 km/h	5	168	188	361
50 km/h	39	4,391	5,997	10,427
60 km/h	53	5,857	8,020	13,930
70 km/h	21	1,573	2,369	3,963
80 km/h	22	739	1,043	1,804
90 km/h	7	201	299	507
100 km/h	10	141	227	378
110 km/h	2	187	378	567
Unknown	0	46	47	93
Sub-total	**159**	**13,328**	**18,584**	**32,071**
COUNTRY				
30 km/h or less	0	4	8	12
40 km/h	2	71	66	139
50 km/h	33	1,807	2,157	3,997
60 km/h	25	1,393	1,852	3,270
70 km/h	9	277	333	619
80 km/h	46	782	867	1,695
90 km/h	14	158	172	344
100 km/h	142	1,958	2,093	4,193
110 km/h	28	348	545	921
Unknown	0	23	26	49
Sub-total	**299**	**6,821**	**8,119**	**15,239**
CRASHES: TOTAL	**458**	**20,149**	**26,703**	**47,310**

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

Table 23: Crashes, alignment, surface condition, degree of crash

Alignment/surface condition	Degree of crash			Total crashes
	Fatal crash	Injury crash	Non-casualty crash	
STRAIGHT				
Wet	28	2,160	3,620	5,808
Dry	253	13,725	17,342	31,320
Snow or ice	0	15	38	53
Unknown	0	28	35	63
Sub-total	**281**	**15,928**	**21,035**	**37,244**
CURVE				
Wet	34	1,088	1,879	3,001
Dry	140	3,107	3,740	6,987
Snow or ice	0	11	33	44
Unknown	2	8	10	20
Sub-total	**176**	**4,214**	**5,662**	**10,052**
TOTAL CRASHES[1]				
Wet	62	3,248	5,499	8,809
Dry	393	16,832	21,082	38,307
Snow or ice	0	26	71	97
Unknown	3	43	51	97
CRASHES: TOTAL	**458**	**20,149**	**26,703**	**47,310**

1 Includes cases of unknown alignment.

Table 24: Crashes, casualties, region, local government area, degree of crash, degree of casualty

Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
SYDNEY REGION							
Sydney Metropolitan Area							
City of Sydney	1	742	622	1,365	1	889	890
Ashfield	2	143	169	314	2	181	183
Auburn	5	266	440	711	5	345	350
Bankstown City	11	610	838	1,459	13	804	817
Baulkham Hills	1	376	675	1,052	1	470	471
Blacktown City	12	776	1,125	1,913	13	1,012	1,025
Botany Bay City	1	177	256	434	1	230	231
Burwood	3	133	154	290	3	169	172
Camden	1	118	166	285	1	163	164
Campbelltown City	12	408	504	924	13	552	565
Canada Bay City	2	233	288	523	2	284	286
Canterbury City	4	416	548	968	4	533	537
Fairfield City	8	674	767	1,449	8	899	907
Holroyd City	4	348	560	912	4	466	470
Hornsby	4	371	703	1,078	4	456	460
Hunters Hill	0	41	57	98	0	48	48
Hurstville City	2	158	256	416	2	223	225
Kogarah	2	123	206	331	2	149	151
Ku-ring-gai	2	227	438	667	2	284	286
Lane Cove	1	89	146	236	1	100	101
Leichhardt	1	161	195	357	1	187	188
Liverpool City	10	634	732	1,376	10	857	867
Manly	0	89	113	202	0	107	107
Marrickville	3	258	291	552	3	321	324
Mosman	1	58	77	136	1	67	68

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.
2 K – Killed I – Injured.

Table 24: Crashes, casualties, region, local government area, degree of crash, degree of casualty (continued)

Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
SYDNEY REGION (continued)							
North Sydney	1	182	276	459	1	215	216
Parramatta City	7	557	941	1,505	7	698	705
Penrith City	6	527	693	1,226	6	700	706
Pittwater	0	101	200	301	0	119	119
Randwick City	3	348	457	808	3	416	419
Rockdale City	3	332	501	836	3	434	437
Ryde City	3	309	539	851	3	354	357
South Sydney City	1	409	442	852	1	501	502
Strathfield	1	127	221	349	2	160	162
Sutherland	6	461	632	1,099	6	580	586
Warringah	2	307	506	815	2	371	373
Waverley	1	150	164	315	1	168	169
Willoughby City	0	168	376	544	0	198	198
Woollahra	1	145	177	323	1	167	168
Sydney Metropolitan Area Sub-total	**128**	**11,752**	**16,451**	**28,331**	**133**	**14,877**	**15,010**
Outer Sydney Area							
Blue Mountains City	6	180	267	453	6	254	260
Gosford City	9	444	680	1,133	11	580	591
Hawkesbury City	8	228	334	570	9	298	307
Wollondilly	11	143	171	325	12	199	211
Wyong	7	339	427	773	8	432	440
Outer Sydney Area Sub-total	**41**	**1,334**	**1,879**	**3,254**	**46**	**1,763**	**1,809**
TOTAL	**169**	**13,086**	**18,330**	**31,585**	**179**	**16,640**	**16,819**

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.
2 K – Killed I – Injured.

Table 24: Crashes, casualties, region, local government area, degree of crash, degree of casualty (continued)

Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
HUNTER REGION							
Newcastle City	8	523	793	1,324	9	653	662
Lake Macquarie City	8	421	463	892	9	581	590
Cessnock City	7	181	160	348	8	252	260
Dungog	2	15	19	36	2	17	19
Gloucester	4	24	28	56	4	36	40
Great Lakes	6	119	142	267	8	187	195
Maitland City	3	145	156	304	4	198	202
Merriwa	1	15	3	19	1	23	24
Murrurundi	1	4	14	19	1	5	6
Muswellbrook	2	40	50	92	3	63	66
Port Stephens	3	159	146	308	5	211	216
Scone	3	27	31	61	4	40	44
Singleton	2	82	91	175	2	109	111
TOTAL	**50**	**1,755**	**2,096**	**3,901**	**60**	**2,375**	**2,435**
ILLAWARRA REGION							
Wollongong City	13	500	686	1,199	14	642	656
Shellharbour City	2	132	191	325	2	169	171
Kiama	2	49	80	131	3	62	65
Shoalhaven City	16	231	313	560	19	326	345
Wingecarribee	7	139	218	364	7	197	204
TOTAL	**40**	**1,051**	**1,488**	**2,579**	**45**	**1,396**	**1,441**

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.
2 K – Killed I – Injured.

Table 24: Crashes, casualties, region, local government area, degree of crash, degree of casualty (continued)

Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
NORTH COAST REGION							
Ballina	7	114	147	268	7	152	159
Bellingen	0	37	47	84	0	46	46
Byron	2	121	178	301	2	163	165
Coffs Harbour City	8	172	165	345	10	232	242
Copmanhurst	2	12	13	27	2	13	15
Grafton City	0	32	61	93	0	40	40
Hastings	10	179	179	368	10	252	262
Kempsey	3	75	75	153	3	117	120
Kyogle	3	40	36	79	4	60	64
Lismore City	3	158	172	333	4	200	204
Lord Howe Island	0	0	0	0	0	0	0
Maclean	4	43	42	89	5	71	76
Nambucca	0	64	56	120	0	83	83
Pristine Waters	2	47	61	110	2	79	81
Richmond Valley	3	69	62	134	4	102	106
Greater Taree City	6	139	183	328	6	188	194
Tweed	6	208	353	567	6	272	278
TOTAL	**59**	**1,510**	**1,830**	**3,399**	**65**	**2,070**	**2,135**

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.
2 K – Killed I – Injured.

Table 24: Crashes, casualties, region, local government area, degree of crash, degree of casualty (continued)

Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
NEW ENGLAND REGION							
Armidale Dumaresq	3	60	56	119	3	76	79
Barraba	0	3	1	4	0	7	7
Bingara	0	4	1	5	0	4	4
Glen Innes	0	7	8	15	0	8	8
Gunnedah	1	24	23	48	2	27	29
Guyra	0	13	6	19	0	19	19
Inverell	0	44	43	87	0	63	63
Manilla	0	7	5	12	0	8	8
Moree Plains	3	40	37	80	3	54	57
Narrabri	3	34	31	68	3	71	74
Nundle	0	2	3	5	0	3	3
Parry	2	41	35	78	2	60	62
Quirindi	1	18	15	34	1	23	24
Severn	2	14	21	37	4	19	23
Tamworth City	0	66	105	171	0	82	82
Tenterfield	1	34	34	69	1	50	51
Uralla	2	10	16	28	2	12	14
Walcha	1	12	22	35	1	17	18
Yallaroi	0	12	9	21	0	20	20
TOTAL	**19**	**445**	**471**	**935**	**22**	**623**	**645**

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.
2 K – Killed I – Injured.

Table 24: Crashes, casualties, region, local government area, degree of crash, degree of casualty (continued)

Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
ORANA REGION							
Bogan	1	8	10	19	1	10	11
Bourke	0	10	10	20	0	13	13
Brewarrina	0	3	2	5	0	5	5
Cobar	2	12	18	32	2	18	20
Coolah	0	11	10	21	0	14	14
Coonabarabran	3	27	25	55	4	37	41
Coonamble	2	9	6	17	2	14	16
Dubbo City	4	93	106	203	4	115	119
Gilgandra	0	11	17	28	0	14	14
Mudgee	1	59	51	111	1	95	96
Narromine	1	24	11	36	1	30	31
Walgett	2	16	8	26	2	24	26
Warren	0	8	6	14	0	10	10
Wellington	0	20	24	44	0	28	28
TOTAL	**16**	**311**	**304**	**631**	**17**	**427**	**444**
CENTRAL WESTERN REGION							
Bathurst City	3	71	125	199	3	103	106
Bland	3	17	10	30	3	26	29
Blayney	1	11	24	36	1	14	15
Cabonne	1	50	44	95	1	81	82
Cowra	3	24	22	49	3	40	43
Evans	0	40	44	84	0	55	55
Forbes	4	25	11	40	4	34	38
Lachlan	0	17	9	26	0	23	23
Lithgow City	4	89	102	195	6	127	133

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.
2 K – Killed I – Injured.

Table 24: Crashes, casualties, region, local government area, degree of crash, degree of casualty (continued)

Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
CENTRAL WESTERN REGION (continued)							
Oberon	2	33	28	63	2	43	45
Orange City	4	77	98	179	4	103	107
Parkes	5	35	35	75	7	46	53
Rylstone	1	28	24	53	1	35	36
Weddin	0	9	7	16	0	14	14
TOTAL	**31**	**526**	**583**	**1,140**	**35**	**744**	**779**
SOUTH-EASTERN REGION							
Bega Valley	6	98	109	213	7	149	156
Bombala	0	15	13	28	0	18	18
Boorowa	2	12	13	27	2	16	18
Cooma-Monaro	3	39	44	86	3	55	58
Crookwell	0	9	15	24	0	16	16
Eurobodalla	15	111	133	259	16	141	157
Goulburn City	0	33	39	72	0	44	44
Gunning	2	16	35	53	2	22	24
Harden	0	27	15	42	0	41	41
Mulwaree	3	78	103	184	3	113	116
Queanbeyan City	2	58	66	126	3	78	81
Snowy River	2	39	64	105	2	55	57
Tallaganda	2	37	26	65	2	56	58
Yarrowlumla	1	46	62	109	1	65	66
Yass	1	39	72	112	1	57	58
Young	1	31	15	47	1	37	38
TOTAL	**40**	**688**	**824**	**1,552**	**43**	**963**	**1,006**

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.
2 K – Killed I – Injured.

Table 24: Crashes, casualties, region, local government area, degree of crash, degree of casualty (continued)

Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
RIVERINA REGION							
Carrathool	2	13	10	25	2	20	22
Coolamon	0	7	8	15	0	12	12
Cootamundra	0	19	26	45	0	25	25
Griffith City	0	69	84	153	0	88	88
Gundagai	4	28	28	60	6	44	50
Hay	0	14	8	22	0	15	15
Junee	0	17	8	25	0	19	19
Leeton	4	28	21	53	7	41	48
Lockhart	1	8	3	12	1	12	13
Murrumbidgee	0	3	11	14	0	3	3
Narrandera	1	19	13	33	1	30	31
Temora	0	9	12	21	0	11	11
Tumut	4	45	36	85	4	59	63
Wagga Wagga City	6	126	127	259	9	185	194
TOTAL	**22**	**405**	**395**	**822**	**30**	**564**	**594**
MURRAY REGION							
Albury City	1	117	184	302	1	161	162
Balranald	0	11	6	17	0	18	18
Berrigan	1	14	11	26	1	15	16
Conargo	1	10	4	15	1	11	12
Corowa	0	18	10	28	0	24	24
Culcairn	0	12	9	21	0	13	13
Deniliquin	0	11	9	20	0	13	13
Holbrook	1	22	21	44	1	34	35
Hume	1	16	27	44	1	25	26

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.
2 K – Killed I – Injured.

Table 24: Crashes, casualties, region, local government area, degree of crash, degree of casualty (continued)

Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
MURRAY REGION (continued)							
Jerilderie	0	4	5	9	0	6	6
Murray	0	13	9	22	0	17	17
Tumbarumba	2	21	15	38	2	25	27
Urana	0	8	4	12	0	13	13
Wakool	2	17	10	29	3	24	27
Wentworth	0	28	21	49	0	43	43
TOTAL	**9**	**322**	**345**	**676**	**10**	**442**	**452**
FAR WESTERN REGION							
Broken Hill City	0	30	20	50	0	39	39
Central Darling	1	7	9	17	2	13	15
Unincorporated Area	2	13	8	23	2	27	29
TOTAL	**3**	**50**	**37**	**90**	**4**	**79**	**83**
METROPOLITAN[3]:							
TOTAL	**159**	**13,328**	**18,584**	**32,071**	**167**	**16,922**	**17,089**
COUNTRY[3]: TOTAL	**299**	**6,821**	**8,119**	**15,239**	**343**	**9,401**	**9,744**
NSW STATE							
TOTAL	**458**	**20,149**	**26,703**	**47,310**	**510**	**26,323**	**26,833**

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.
2 K – Killed I – Injured.
3 'Metropolitan' is comprised of the Sydney, Newcastle and Wollongong Metropolitan Areas. 'Country' is comprised of all other areas of the State

Table 25: Crashes, casualties, route, local government area, degree of crash, degree of casualty

Route/ Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
FREEWAYS AND MOTORWAYS							
M2 MOTORWAY (NORTH RYDE to BAULKHAM HILLS)							
Ryde City	0	4	14	18	0	4	4
Hornsby	0	7	25	32	0	7	7
Baulkham Hills	0	12	20	32	0	17	17
Sub-total	**0**	**23**	**59**	**82**	**0**	**28**	**28**
SYDNEY-NEWCASTLE FREEWAY (WAHROONGA to BERESFIELD)							
Ku-ring-gai	0	5	7	12	0	9	9
Hornsby	0	33	85	118	0	45	45
Gosford City	1	44	97	142	1	72	73
Wyong	1	30	63	94	1	38	39
Lake Macquarie City	0	33	52	85	0	58	58
Cessnock City	0	0	0	0	0	0	0
Newcastle City	0	3	2	5	0	5	5
Sub-total	**2**	**148**	**306**	**456**	**2**	**227**	**229**
M4 MOTORWAY (CONCORD to LAPSTONE)							
Canada Bay City	0	3	8	11	0	3	3
Strathfield	0	9	13	22	0	16	16
Auburn	3	34	51	88	3	46	49
Parramatta City	0	1	18	19	0	2	2
Holroyd City	1	56	106	163	1	76	77
Blacktown City	2	51	104	157	2	66	68
Penrith City	0	30	74	104	0	48	48
Blue Mountains City	0	2	3	5	0	2	2
Sub-total	**6**	**186**	**377**	**569**	**6**	**259**	**265**
M5 MOTORWAY (SYDNEY AIRPORT to PRESTONS)							
Rockdale City	0	10	25	35	0	17	17
Canterbury City	0	33	52	85	0	38	38
Hurstville City	0	0	1	1	0	0	0
Bankstown City	1	27	37	65	1	34	35
Liverpool City	1	40	73	114	1	45	46
Sub-total	**2**	**110**	**188**	**300**	**2**	**134**	**136**

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.
2 K – Killed I – Injured.

Table 25: Crashes, casualties, route, local government area, degree of crash, degree of casualty (continued)

Route/ Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
SOUTHERN FREEWAY (WATERFALL to BULLI HEIGHTS & NTH WOLLONGONG to YALLAH)							
Wollongong City	3	47	53	103	3	64	67
Sub-total	**3**	**47**	**53**	**103**	**3**	**64**	**67**
EASTERN DISTRIBUTOR (WOOLLOOMOOLOO to KENSINGTON							
City of Sydney	0	2	9	11	0	2	2
South Sydney City	0	5	5	10	0	5	5
Randwick City	0	0	0	0	0	0	0
Sub-total	**0**	**7**	**14**	**21**	**0**	**7**	**7**
FREEWAYS/MOTOR-WAYS: TOTAL	**13**	**521**	**997**	**1,531**	**13**	**719**	**732**
STATE HIGHWAYS							
PRINCES (State Highway (SH) 1) (SYDNEY to Victorian border near EDEN)							
City of Sydney	0	8	9	17	0	9	9
South Sydney City	0	23	14	37	0	24	24
Marrickville	2	41	50	93	2	53	55
Rockdale City	1	56	82	139	1	66	67
Kogarah	1	29	68	98	1	35	36
Sutherland	2	97	140	239	2	126	128
Wollongong City	0	92	137	229	0	127	127
Shellharbour City	0	22	44	66	0	28	28
Kiama	1	34	45	80	2	43	45
Shoalhaven City	10	90	104	204	12	147	159
Eurobodalla	6	36	53	95	7	48	55
Bega Valley	2	36	38	76	3	57	60
Sub-total	**25**	**564**	**784**	**1,373**	**30**	**763**	**793**

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.
2 K – Killed I – Injured.

Table 25: Crashes, casualties, route, local government area, degree of crash, degree of casualty (continued)

Route/Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
HUME (SH 2) (ASHFIELD to ALBURY)							
Ashfield	0	20	24	44	0	26	26
Burwood	0	12	15	27	0	16	16
Strathfield	0	21	23	44	0	26	26
Bankstown City	0	79	123	202	0	116	116
Fairfield City	1	32	32	65	1	47	48
Liverpool City	1	131	125	257	1	188	189
Campbelltown City	2	42	71	115	3	54	57
Wollondilly	3	14	31	48	3	18	21
Wingecarribee	2	26	54	82	2	36	38
Mulwaree	2	34	60	96	2	51	53
Goulburn City	0	0	3	3	0	0	0
Gunning	1	6	13	20	1	8	9
Yass	0	8	27	35	0	12	12
Harden	0	6	2	8	0	10	10
Gundagai	4	19	20	43	6	31	37
Wagga Wagga City	2	8	12	22	5	14	19
Holbrook	1	14	15	30	1	24	25
Hume	1	7	4	12	1	11	12
Albury City	0	29	60	89	0	38	38
Sub-total	**20**	**508**	**714**	**1,242**	**26**	**726**	**752**

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.
2 K – Killed I – Injured.

Table 25: Crashes, casualties, route, local government area, degree of crash, degree of casualty (continued)

Route/Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
FEDERAL (SH 3) (Hume Hwy near GOULBURN to ACT Border near SUTTON)							
Mulwaree	0	12	11	23	0	19	19
Gunning	1	6	14	21	1	8	9
Yarrowlumla	0	4	8	12	0	7	7
Sub-total	**1**	**22**	**33**	**56**	**1**	**34**	**35**
SNOWY MOUNTAINS (SH 4) (TATHRA to Hume Hwy near GUNDAGAI)							
Bega Valley	1	5	6	12	1	11	12
Cooma-Monaro	0	1	5	6	0	2	2
Snowy River	0	8	10	18	0	15	15
Tumut	0	18	13	31	0	26	26
Gundagai	0	0	1	1	0	0	0
Sub-total	**1**	**32**	**35**	**68**	**1**	**54**	**55**
GREAT WESTERN (SH 5) (SYDNEY to BATHURST)							
City of Sydney	0	40	26	66	0	52	52
Leichhardt	0	16	15	31	0	19	19
Marrickville	1	20	21	42	1	32	33
Ashfield	0	32	40	72	0	45	45
Canada Bay City	1	29	46	76	1	41	42
Burwood	0	20	22	42	0	26	26
Strathfield	0	14	21	35	0	19	19
Auburn	0	35	94	129	0	43	43

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.
2 K – Killed I – Injured.

Table 25: Crashes, casualties, route, local government area, degree of crash, degree of casualty (continued)

Route/Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
Great Western Highway (continued)							
Parramatta City	0	44	70	114	0	58	58
Holroyd City	0	55	83	138	0	63	63
Blacktown City	1	64	76	141	1	94	95
Penrith City	2	55	81	138	2	80	82
Blue Mountains City	5	94	136	235	5	144	149
Lithgow City	3	25	27	55	5	38	43
Evans	0	7	8	15	0	13	13
Bathurst City	0	17	35	52	0	29	29
Sub-total	**13**	**567**	**801**	**1,381**	**15**	**796**	**811**
MID WESTERN (SH 6) (BATHURST to HAY)							
Bathurst City	0	1	1	2	0	3	3
Evans	0	3	8	11	0	5	5
Blayney	1	3	12	16	1	4	5
Cowra	1	8	6	15	1	14	15
Weddin	0	4	3	7	0	4	4
Bland	0	0	0	0	0	0	0
Carrathool	0	4	3	7	0	5	5
Hay	0	1	0	1	0	1	1
Sub-total	**2**	**24**	**33**	**59**	**2**	**36**	**38**

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.
2 K – Killed I – Injured.

Table 25: Crashes, casualties, route, local government area, degree of crash, degree of casualty (continued)

Route/ Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
MITCHELL (SH 7) (BATHURST to BARRINGUN)							
Bathurst City	1	2	6	9	1	4	5
Evans	0	11	4	15	0	16	16
Cabonne	1	5	10	16	1	9	10
Orange City	2	18	32	52	2	29	31
Wellington	0	6	9	15	0	7	7
Dubbo City	1	26	20	47	1	36	37
Narromine	0	9	2	11	0	10	10
Warren	0	1	1	2	0	2	2
Bogan	1	4	3	8	1	5	6
Bourke	0	3	2	5	0	6	6
Sub-total	**6**	**85**	**89**	**180**	**6**	**124**	**130**
BARRIER (SH 8) (NYNGAN to SA border near COCKBURN)							
Bogan	0	3	0	3	0	4	4
Cobar	1	3	5	9	1	4	5
Central Darling	1	1	3	5	2	1	3
Unincorporated Area	0	2	2	4	0	4	4
Broken Hill City	0	5	3	8	0	6	6
Sub-total	**2**	**14**	**13**	**29**	**3**	**19**	**22**

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.
2 K – Killed I – Injured.

Table 25: Crashes, casualties, route, local government area, degree of crash, degree of casualty (continued)

Route/Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
NEW ENGLAND (SH 9) (HEXHAM to WALLANGARRA)							
Newcastle City	1	12	28	41	2	18	20
Maitland City	0	62	65	127	0	90	90
Cessnock City	0	7	8	15	0	9	9
Singleton	2	12	33	47	2	20	22
Muswellbrook	1	12	21	34	2	27	29
Scone	2	9	13	24	2	17	19
Murrurundi	1	2	10	13	1	3	4
Quirindi	0	8	2	10	0	10	10
Nundle	0	0	2	2	0	0	0
Parry	1	12	10	23	1	21	22
Tamworth City	0	9	14	23	0	11	11
Uralla	0	2	3	5	0	2	2
Armidale Dumaresq	0	5	8	13	0	6	6
Guyra	0	2	3	5	0	2	2
Severn	1	6	11	18	3	8	11
Glen Innes	0	1	1	2	0	1	1
Tenterfield	0	7	12	19	0	12	12
Sub-total	**9**	**168**	**244**	**421**	**13**	**257**	**270**

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.
2 K – Killed I – Injured.

Table 25: Crashes, casualties, route, local government area, degree of crash, degree of casualty (continued)

Route/Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
PACIFIC (SH 10) (NTH SYDNEY to TWEED HEADS)							
North Sydney	0	32	37	69	0	34	34
Lane Cove	0	14	22	36	0	16	16
Willoughby City	0	32	49	81	0	37	37
Ku-ring-gai	1	66	127	194	1	81	82
Hornsby	1	37	64	102	1	42	43
Gosford City	1	58	76	135	1	72	73
Wyong	1	56	86	143	1	71	72
Lake Macquarie City	2	59	74	135	2	83	85
Newcastle City	2	77	131	210	2	100	102
Port Stephens	0	22	23	45	0	30	30
Great Lakes	3	43	68	114	5	95	100
Greater Taree City	4	28	54	86	4	47	51
Hastings	5	17	24	46	5	44	49
Kempsey	1	27	26	54	1	46	47
Nambucca	0	23	24	47	0	30	30
Bellingen	0	8	10	18	0	10	10
Coffs Harbour City	5	62	68	135	7	92	99
Pristine Waters	2	21	33	56	2	41	43
Grafton City	0	3	6	9	0	7	7
Maclean	3	8	20	31	4	21	25
Richmond Valley	1	14	17	32	2	28	30
Ballina	1	34	44	79	1	48	49
Byron	0	22	49	71	0	27	27
Tweed	1	25	62	88	1	34	35
Sub-total	**34**	**788**	**1,194**	**2,016**	**40**	**1,136**	**1,176**

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.
2 K – Killed I – Injured.

Table 25: Crashes, casualties, route, local government area, degree of crash, degree of casualty (continued)

Route/Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
OXLEY (SH 11) (PORT MACQUARIE to NEVERTIRE)							
Hastings	1	32	28	61	1	43	44
Walcha	0	4	10	14	0	5	5
Parry	0	4	1	5	0	4	4
Tamworth City	0	14	26	40	0	17	17
Gunnedah	1	7	5	13	2	9	11
Coonabarabran	0	5	3	8	0	6	6
Gilgandra	0	0	1	1	0	0	0
Warren	0	3	2	5	0	4	4
Sub-total	**2**	**69**	**76**	**147**	**3**	**88**	**91**
GWYDIR (SH 12) (STH GRAFTON to COLLARENEBRI)							
Grafton City	0	3	3	6	0	3	3
Pristine Waters	0	3	1	4	0	4	4
Severn	1	1	5	7	1	1	2
Glen Innes	0	2	1	3	0	2	2
Inverell	0	11	6	17	0	14	14
Yallaroi	0	4	3	7	0	6	6
Moree Plains	1	5	7	13	1	6	7
Walgett	1	2	1	4	1	5	6
Sub-total	**3**	**31**	**27**	**61**	**3**	**41**	**44**

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.
2 K – Killed I – Injured.

Table 25: Crashes, casualties, route, local government area, degree of crash, degree of casualty (continued)

Route/Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
CUMBERLAND (SH 13) (LIVERPOOL to WAHROONGA)							
Liverpool City	0	18	23	41	0	27	27
Fairfield City	1	53	74	128	1	74	75
Holroyd City	0	44	73	117	0	87	87
Parramatta City	0	56	85	141	0	72	72
Baulkham Hills	0	18	50	68	0	21	21
Hornsby	2	75	166	243	2	99	101
Sub-total	**3**	**264**	**471**	**738**	**3**	**380**	**383**
STURT (SH 14) (Hume Hwy near GUNDAGAI to MILDURA)							
Wagga Wagga City	2	28	24	54	2	44	46
Narrandera	1	3	1	5	1	5	6
Murrumbidgee	0	1	6	7	0	1	1
Hay	0	4	4	8	0	4	4
Wakool	0	2	2	4	0	2	2
Balranald	0	5	3	8	0	10	10
Wentworth	0	8	4	12	0	8	8
Sub-total	**3**	**51**	**44**	**98**	**3**	**74**	**77**
BARTON (SH 15) (Hume Hwy near YASS to ACT border near HALL)							
Yass	1	7	18	26	1	11	12
Yarrowlumla	0	1	4	5	0	8	8
Sub-total	**1**	**8**	**22**	**31**	**1**	**19**	**20**

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.
2 K – Killed I – Injured.

Table 25: Crashes, casualties, route, local government area, degree of crash, degree of casualty (continued)

Route/Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
BRUXNER (SH 16) (Pacific Hwy near BALLINA to BOGGABILLA)							
Ballina	1	13	11	25	1	18	19
Lismore City	0	33	25	58	0	48	48
Richmond Valley	0	11	9	20	0	18	18
Kyogle	0	3	4	7	0	3	3
Tenterfield	0	9	10	19	0	16	16
Inverell	0	0	1	1	0	0	0
Yallaroi	0	0	1	1	0	0	0
Moree Plains	0	0	1	1	0	0	0
Sub-total	**1**	**69**	**62**	**132**	**1**	**103**	**104**
NEWELL (SH 17) (TOCUMWAL to GOONDIWINDI)							
Berrigan	1	5	2	8	1	6	7
Jerilderie	0	1	4	5	0	3	3
Urana	0	1	2	3	0	1	1
Narrandera	0	6	5	11	0	9	9
Coolamon	0	0	3	3	0	0	0
Bland	1	8	4	13	1	13	14
Weddin	0	0	1	1	0	0	0
Forbes	1	4	1	6	1	8	9
Parkes	2	10	10	22	4	14	18
Narromine	0	2	3	5	0	2	2
Dubbo City	0	14	22	36	0	15	15

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.
2 K – Killed I – Injured.

Table 25: Crashes, casualties, route, local government area, degree of crash, degree of casualty (continued)

Route/Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
Newell Highway (continued)							
Gilgandra	0	3	8	11	0	3	3
Coonabarabran	1	8	13	22	2	12	14
Narrabri	0	10	12	22	0	15	15
Moree Plains	1	13	11	25	1	19	20
Sub-total	**7**	**85**	**101**	**193**	**10**	**120**	**130**
CASTLEREAGH (SH 18) (MARRANGAROO to HEBEL)							
Lithgow City	0	5	9	14	0	8	8
Rylstone	0	3	7	10	0	3	3
Mudgee	0	15	18	33	0	20	20
Coolah	0	2	1	3	0	3	3
Gilgandra	0	5	2	7	0	8	8
Coonamble	1	2	4	7	1	3	4
Walgett	0	1	0	1	0	1	1
Brewarrina	0	0	0	0	0	0	0
Sub-total	**1**	**33**	**41**	**75**	**1**	**46**	**47**
MONARO (SH 19) (ACT border near CANBERRA to Victorian border near ROCKTON)							
Yarrowlumla	0	3	3	6	0	4	4
Cooma-Monaro	2	17	20	39	2	26	28
Bombala	0	6	5	11	0	7	7
Sub-total	**2**	**26**	**28**	**56**	**2**	**37**	**39**

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.
2 K – Killed I – Injured.

Table 25: Crashes, casualties, route, local government area, degree of crash, degree of casualty (continued)

Route/Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
RIVERINA (SH 20) (HUME WEIR to DENILIQUIN)							
Hume	0	3	7	10	0	4	4
Albury City	0	11	6	17	0	13	13
Corowa	0	3	2	5	0	3	3
Berrigan	0	2	1	3	0	2	2
Conargo	0	2	2	4	0	2	2
Deniliquin	0	0	0	0	0	0	0
Sub-total	**0**	**21**	**18**	**39**	**0**	**24**	**24**
COBB (SH 21) (MOAMA to Barrier Hwy near WILCANNIA)							
Murray	0	1	3	4	0	1	1
Deniliquin	0	1	3	4	0	1	1
Conargo	1	0	1	2	1	0	1
Hay	0	6	2	8	0	7	7
Carrathool	0	0	0	0	0	0	0
Central Darling	0	0	0	0	0	0	0
Sub-total	**1**	**8**	**9**	**18**	**1**	**9**	**10**
SILVER CITY (SH 22) (Sturt Hwy near MILDURA to Qld border at WARRI GATE)							
Wentworth	0	11	7	18	0	23	23
Unincorporated Area	2	6	4	12	2	15	17
Broken Hill City	0	0	3	3	0	0	0
Sub-total	**2**	**17**	**14**	**33**	**2**	**38**	**40**

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.
2 K – Killed I – Injured.

Table 25: Crashes, casualties, route, local government area, degree of crash, degree of casualty (continued)

Route/Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
CHARLESTOWN-SANDGATE (SH 23) (CHARLESTOWN to SANDGATE)							
Lake Macquarie City	1	6	9	16	1	12	13
Newcastle City	1	26	45	72	1	32	33
Sub-total	**2**	**32**	**54**	**88**	**2**	**44**	**46**
ILLAWARRA (SH 25) (ALBION PARK to Hume Hwy at HODDLES CROSSROADS)							
Shellharbour City	2	12	20	34	2	13	15
Wingecarribee	0	25	29	54	0	32	32
Sub-total	**2**	**37**	**49**	**88**	**2**	**45**	**47**
GOLDEN (SH 27) (SINGLETON to DUBBO)							
Singleton	0	6	8	14	0	9	9
Muswellbrook	0	4	6	10	0	8	8
Merriwa	1	7	0	8	1	13	14
Coolah	0	3	5	8	0	3	3
Wellington	0	0	1	1	0	0	0
Dubbo City	1	6	6	13	1	7	8
Sub-total	**2**	**26**	**26**	**54**	**2**	**40**	**42**
CARNARVON (SH 28) (MOREE to MUNGINDI)							
Moree Plains	0	3	1	4	0	3	3
Sub-total	**0**	**3**	**1**	**4**	**0**	**3**	**3**

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.
2 K – Killed I – Injured.

Table 25: Crashes, casualties, route, local government area, degree of crash, degree of casualty (continued)

Route/ Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
KAMILAROI (SH 29) (WILLOW TREE to BOURKE)							
Murrurundi	0	0	0	0	0	0	0
Quirindi	0	1	2	3	0	1	1
Gunnedah	0	3	4	7	0	3	3
Narrabri	0	5	4	9	0	10	10
Walgett	1	3	4	8	1	6	7
Brewarrina	0	1	2	3	0	2	2
Bourke	0	0	0	0	0	0	0
Sub-total	**1**	**13**	**16**	**30**	**1**	**22**	**23**
STATE HIGHWAYS:							
TOTAL	146	3,565	4,999	8,710	174	5,078	5,252

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.
2 K – Killed I – Injured.

Casualties in 2004

- Road user class
- Age and sex distribution
- Safety devices
- Alcohol and controller casualties
- Alcohol, speeding and fatigue

Table 26: Casualties, road user class, degree of casualty

Road user class	Degree of casualty		
	Killed	Injured	Total killed & injured
CONTROLLER			
Driver			
Car	180	13,210	13,390
Light truck	24	1,058	1,082
Heavy rigid truck	4	113	117
Articulated truck	17	223	240
Bus	0	62	62
Other motor vehicle	4	83	87
Sub-total	**229**	**14,749**	**14,978**
Motorcycle rider	**57**	**1,963**	**2,020**
Pedal cycle rider	**16**	**1,109**	**1,125**
Other/Unknown	**0**	**0**	**0**
CONTROLLER			
Sub-total	**302**	**17,821**	**18,123**
PASSENGER			
Car	105	5,355	5,460
Light truck	11	376	387
Heavy rigid truck	1	20	21
Articulated truck	2	27	29
Bus	1	233	234
Other motor vehicle	2	40	42
Sub-total	**122**	**6,051**	**6,173**
Motorcycle	**1**	**123**	**124**
Pedal cycle	**0**	**7**	**7**
Other/Unknown	**0**	**20**	**20**
PASSENGER			
Sub-total	**123**	**6,201**	**6,324**
PEDESTRIAN			
Sub-total	**85**	**2,301**	**2,386**
CASUALTIES: TOTAL	**510**	**26,323**	**26,833**

Table 27a: Casualties, degree of casualty, road user class, sex, age
DEGREE OF CASUALTY: **KILLED**

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	1	20	12	14	13	12	14	13	22	0	121
	F	0	0	7	7	2	10	9	12	3	9	0	59
	Sub-total[1]	**0**	**1**	**27**	**19**	**16**	**23**	**21**	**26**	**16**	**31**	**0**	**180**
Car passenger	M	3	5	14	5	3	7	5	1	2	2	0	47
	F	4	10	11	4	0	4	3	4	7	10	1	58
	Sub-total[1]	**7**	**15**	**25**	**9**	**3**	**11**	**8**	**5**	**9**	**12**	**1**	**105**
Other motor vehicle driver	M	0	0	0	2	4	14	9	9	4	5	0	47
	F	0	0	0	0	0	0	2	0	0	0	0	2
	Sub-total[1]	**0**	**0**	**0**	**2**	**4**	**14**	**11**	**9**	**4**	**5**	**0**	**49**
Other motor vehicle passenger	M	1	1	2	3	1	1	2	2	0	2	0	15
	F	0	0	0	0	1	0	0	1	0	0	0	2
	Sub-total[1]	**1**	**1**	**2**	**3**	**2**	**1**	**2**	**3**	**0**	**2**	**0**	**17**
Motorcycle rider	M	0	0	7	8	8	14	10	5	1	2	0	55
	F	0	0	0	0	0	1	0	1	0	0	0	2
	Sub-total[1]	**0**	**0**	**7**	**8**	**8**	**15**	**10**	**6**	**1**	**2**	**0**	**57**
Motorcycle passenger	M	0	0	1	0	0	0	0	0	0	0	0	1
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
Pedal cycle rider/passenger	M	0	3	0	0	0	6	3	2	1	0	0	15
	F	0	0	0	0	0	1	0	0	0	0	0	1
	Sub-total[1]	**0**	**3**	**0**	**0**	**0**	**7**	**3**	**2**	**1**	**0**	**0**	**16**
Pedestrian	M	1	3	2	4	6	6	7	5	5	12	0	51
	F	1	2	5	1	1	2	0	1	4	17	0	34
	Sub-total[1]	**2**	**5**	**7**	**5**	**7**	**8**	**7**	**6**	**9**	**29**	**0**	**85**
CASUALTIES[2]:	**M**	**5**	**13**	**46**	**34**	**36**	**61**	**48**	**38**	**26**	**45**	**0**	**352**
	F	**5**	**12**	**23**	**12**	**4**	**18**	**14**	**19**	**14**	**36**	**1**	**158**
	TOTAL[1]	**10**	**25**	**69**	**46**	**40**	**79**	**62**	**57**	**40**	**81**	**1**	**510**

1 Unknown sex included.
2 Includes unkowns, animal riders and occupants of vehicles such as animal drawn vehicles and trains.

Table 27b: Casualties, degree of casualty, road user class, sex, age
DEGREE OF CASUALTY: **INJURED**

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	32	993	848	539	1,109	971	660	416	462	157	6,187
	F	0	22	953	1,020	646	1,449	1,268	835	341	281	172	6,987
	Sub-total[1]	**0**	**54**	**1,946**	**1,868**	**1,185**	**2,558**	**2,239**	**1,495**	**757**	**743**	**365**	**13,210**
Car passenger	M	108	410	340	251	102	184	118	91	52	58	264	1,978
	F	91	535	428	311	168	289	279	274	178	212	445	3,210
	Sub-total[1]	**201**	**945**	**768**	**562**	**270**	**473**	**397**	**365**	**230**	**270**	**874**	**5,355**
Other motor vehicle driver	M	0	5	95	136	124	359	299	200	82	33	25	1,358
	F	0	3	10	17	16	46	44	22	6	5	6	175
	Sub-total[1]	**0**	**8**	**105**	**153**	**140**	**405**	**343**	**222**	**88**	**38**	**37**	**1,539**
Other motor vehicle passenger	M	11	63	35	37	37	52	18	28	15	10	41	347
	F	7	75	24	19	19	35	24	22	19	15	66	325
	Sub-total[1]	**18**	**138**	**59**	**56**	**56**	**87**	**42**	**50**	**34**	**25**	**131**	**696**
Motorcycle rider	M	0	25	215	300	221	484	305	164	39	6	43	1,802
	F	0	2	16	26	21	42	29	10	3	2	5	156
	Sub-total[1]	**0**	**27**	**231**	**326**	**242**	**526**	**334**	**174**	**42**	**8**	**53**	**1,963**
Motorcycle passenger	M	0	1	5	7	6	3	4	1	0	0	5	32
	F	0	7	16	11	10	12	16	5	0	0	10	87
	Sub-total[1]	**0**	**8**	**21**	**18**	**16**	**15**	**20**	**6**	**0**	**0**	**19**	**123**
Pedal cycle rider/passenger	M	1	205	74	84	87	210	116	63	32	21	50	943
	F	0	24	14	28	12	51	24	9	1	0	4	167
	Sub-total[1]	**1**	**229**	**88**	**112**	**99**	**261**	**140**	**72**	**33**	**21**	**60**	**1,116**
Pedestrian	M	40	223	104	138	72	164	152	127	69	133	102	1,324
	F	28	145	80	106	48	115	99	89	57	129	70	966
	Sub-total[1]	**68**	**368**	**184**	**244**	**120**	**279**	**251**	**216**	**126**	**262**	**183**	**2,301**
CASUALTIES[2]:	**M**	**160**	**964**	**1,861**	**1,801**	**1,188**	**2,565**	**1,983**	**1,334**	**705**	**723**	**687**	**13,971**
	F	**126**	**813**	**1,541**	**1,538**	**940**	**2,039**	**1,783**	**1,266**	**605**	**644**	**778**	**12,073**
	TOTAL[1]	**288**	**1,777**	**3,402**	**3,339**	**2,128**	**4,604**	**3,766**	**2,600**	**1,310**	**1,367**	**1,742**	**26,323**

1 Unknown sex included.
2 Includes unkowns, animal riders and occupants of vehicles such as animal drawn vehicles and trains.

Table 27c: Casualties, degree of casualty, road user class, sex, age
DEGREE OF CASUALTY: **ALL CASUALTIES**

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	33	1,013	860	553	1,122	983	674	429	484	157	6,308
	F	0	22	960	1,027	648	1,459	1,277	847	344	290	172	7,046
	Sub-total[1]	**0**	**55**	**1,973**	**1,887**	**1,201**	**2,581**	**2,260**	**1,521**	**773**	**774**	**365**	**13,390**
Car passenger	M	111	415	354	256	105	191	123	92	54	60	264	2,025
	F	95	545	439	315	168	293	282	278	185	222	446	3,268
	Sub-total[1]	**208**	**960**	**793**	**571**	**273**	**484**	**405**	**370**	**239**	**282**	**875**	**5,460**
Other motor vehicle driver	M	0	5	95	138	128	373	308	209	86	38	25	1,405
	F	0	3	10	17	16	46	46	22	6	5	6	177
	Sub-total[1]	**0**	**8**	**105**	**155**	**144**	**419**	**354**	**231**	**92**	**43**	**37**	**1,588**
Other motor vehicle passenger	M	12	64	37	40	38	53	20	30	15	12	41	362
	F	7	75	24	19	20	35	24	23	19	15	66	327
	Sub-total[1]	**19**	**139**	**61**	**59**	**58**	**88**	**44**	**53**	**34**	**27**	**131**	**713**
Motorcycle rider	M	0	25	222	308	229	498	315	169	40	8	43	1,857
	F	0	2	16	26	21	43	29	11	3	2	5	158
	Sub-total[1]	**0**	**27**	**238**	**334**	**250**	**541**	**344**	**180**	**43**	**10**	**53**	**2,020**
Motorcycle passenger	M	0	1	6	7	6	3	4	1	0	0	5	33
	F	0	7	16	11	10	12	16	5	0	0	10	87
	Sub-total[1]	**0**	**8**	**22**	**18**	**16**	**15**	**20**	**6**	**0**	**0**	**19**	**124**
Pedal cycle rider/passenger	M	1	208	74	84	87	216	119	65	33	21	50	958
	F	0	24	14	28	12	52	24	9	1	0	4	168
	Sub-total[1]	**1**	**232**	**88**	**112**	**99**	**268**	**143**	**74**	**34**	**21**	**60**	**1,132**
Pedestrian	M	41	226	106	142	78	170	159	132	74	145	102	1,375
	F	29	147	85	107	49	117	99	90	61	146	70	1,000
	Sub-total[1]	**70**	**373**	**191**	**249**	**127**	**287**	**258**	**222**	**135**	**291**	**183**	**2,386**
CASUALTIES[2]:	**M**	**165**	**977**	**1,907**	**1,835**	**1,224**	**2,626**	**2,031**	**1,372**	**731**	**768**	**687**	**14,323**
	F	**131**	**825**	**1,564**	**1,550**	**944**	**2,057**	**1,797**	**1,285**	**619**	**680**	**779**	**12,231**
	TOTAL[1]	**298**	**1,802**	**3,471**	**3,385**	**2,168**	**4,683**	**3,828**	**2,657**	**1,350**	**1,448**	**1,743**	**26,833**

1 Unknown sex included.
2 Includes unkowns, animal riders and occupants of vehicles such as animal drawn vehicles and trains.

Table 28: Road vehicle casualties, road user class, safety device used, degree of casualty

Road user class/ safety device used[1]	Degree of casualty		
	Killed	Injured	Total killed & injured
Driver			
Adult belt worn	157	13,495	13,652
Fitted but not worn	47	230	277
No restraint fitted	7	56	63
Unknown	18	968	986
Sub-total	**229**	**14,749**	**14,978**
Passenger			
Adult belt worn	88	4,844	4,932
Child restraint worn	4	58	62
Fitted but not worn	18	135	153
No restraint fitted	5	107	112
Unknown	7	907	914
Sub-total	**122**	**6,051**	**6,173**
Motorcycle rider/passenger			
Open face (jet) helmet worn	9	229	238
Full face helmet worn	42	1,566	1,608
No helmet worn	7	68	75
Unknown	0	223	223
Sub-total	**58**	**2,086**	**2,144**
Pedal cycle rider/passenger			
Helmet worn	10	643	653
No helmet worn	5	221	226
Unknown	1	252	253
Sub-total	**16**	**1,116**	**1,132**
Other/unknown	**0**	**20**	**20**
All road vehicle casualties			
Device worn	**310**	**20,835**	**21,145**
Device not worn	**89**	**837**	**926**
Unknown	**26**	**2,350**	**2,376**
ROAD VEHICLE CASUALTIES: TOTAL[2]	**425**	**24,022**	**24,447**

[1] 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.

[2] Includes not applicable safety device use.

Table 29a: Motor vehicle controller casualties, degree of casualty, BAC[1], sex, age
DEGREE OF CASUALTY: KILLED

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	1	17	13	13	29	26	19	12	26	0	156
	F	0	0	4	4	2	9	8	13	3	8	0	51
	Sub-total[2]	**0**	**1**	**21**	**17**	**15**	**38**	**34**	**32**	**15**	**34**	**0**	**207**
.020 – .049[3]	M	0	0	0	0	0	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
.050 – .079	M	0	0	3	1	2	0	0	0	0	1	0	7
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**3**	**1**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**7**
.080 – .149	M	0	0	2	0	3	2	1	3	1	0	0	12
	F	0	0	0	0	0	0	1	0	0	0	0	1
	Sub-total[2]	**0**	**0**	**2**	**0**	**3**	**2**	**2**	**3**	**1**	**0**	**0**	**13**
≥ .150	M	0	0	2	5	7	8	3	3	2	0	0	30
	F	0	0	2	2	0	1	2	0	0	0	0	7
	Sub-total[2]	**0**	**0**	**4**	**7**	**7**	**9**	**5**	**3**	**2**	**0**	**0**	**37**
Unknown	M	0	0	3	3	1	2	1	3	3	2	0	18
	F	0	0	1	1	0	1	0	0	0	1	0	4
	Sub-total[2]	**0**	**0**	**4**	**4**	**1**	**3**	**1**	**3**	**3**	**3**	**0**	**22**
MOTOR VEHICLE	**M**	**0**	**1**	**27**	**22**	**26**	**41**	**31**	**28**	**18**	**29**	**0**	**223**
CONTROLLER	**F**	**0**	**0**	**7**	**7**	**2**	**11**	**11**	**13**	**3**	**9**	**0**	**63**
CASUALTIES:	**TOTAL[2]**	**0**	**1**	**34**	**29**	**28**	**52**	**42**	**41**	**21**	**38**	**0**	**286**

1 Blood Alcohol Concentration.
2 Unknown sex included.
3 Learner's and Provisional Licence holders and unlicensed controllers and certain categories of young and professional controllers.

This table does not include the zero alcohol limit applicable to all Learner and Provisional licence holders. Legislation to prescribe this limit commenced on 3 May 2004.

Table 29b: Motor vehicle controller casualties, degree of casualty, BAC[1], sex, age
DEGREE OF CASUALTY: **INJURED**

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	36	1,015	890	609	1,362	1,122	768	416	411	141	6,770
	F	0	20	773	752	471	1,038	957	651	271	238	107	5,278
	Sub-total[2]	**0**	**56**	**1,788**	**1,642**	**1,080**	**2,400**	**2,079**	**1,419**	**687**	**649**	**251**	**12,051**
.020 – .049[3]	M	0	0	7	6	3	1	3	1	0	0	0	21
	F	0	0	4	1	0	0	0	0	0	0	0	5
	Sub-total[2]	**0**	**0**	**11**	**7**	**3**	**1**	**3**	**1**	**0**	**0**	**0**	**26**
.050 – .079	M	0	1	14	13	16	10	11	1	5	1	3	75
	F	0	1	5	2	2	4	0	0	2	2	0	18
	Sub-total[2]	**0**	**2**	**19**	**15**	**18**	**14**	**11**	**1**	**7**	**3**	**3**	**93**
.080 – .149	M	0	1	46	68	24	44	41	10	4	9	3	250
	F	0	3	10	14	6	15	9	4	2	1	0	64
	Sub-total[2]	**0**	**4**	**56**	**82**	**30**	**59**	**50**	**14**	**6**	**10**	**3**	**314**
≥ .150	M	0	0	38	78	44	95	62	26	11	2	7	363
	F	0	0	5	16	15	20	16	9	3	0	2	86
	Sub-total[2]	**0**	**0**	**43**	**94**	**59**	**115**	**78**	**35**	**14**	**2**	**9**	**449**
Unknown	M	0	24	183	229	188	440	336	218	101	78	71	1,868
	F	0	3	182	278	189	460	359	203	72	47	74	1,867
	Sub-total[2]	**0**	**27**	**365**	**507**	**377**	**900**	**695**	**421**	**173**	**125**	**189**	**3,779**
MOTOR VEHICLE	**M**	**0**	**62**	**1,303**	**1,284**	**884**	**1,952**	**1,575**	**1,024**	**537**	**501**	**225**	**9,347**
CONTROLLER	**F**	**0**	**27**	**979**	**1,063**	**683**	**1,537**	**1,341**	**867**	**350**	**288**	**183**	**7,318**
CASUALTIES:	**TOTAL[2]**	**0**	**89**	**2,282**	**2,347**	**1,567**	**3,489**	**2,916**	**1,891**	**887**	**789**	**455**	**16,712**

1 Blood Alcohol Concentration.
2 Unknown sex included.
3 Learner's and Provisional Licence holders and unlicensed controllers and certain categories of young and professional controllers.

This table does not include the zero alcohol limit applicable to all Learner and Provisional licence holders. Legislation to prescribe this limit commenced on 3 May 2004.

Table 29c: Motor vehicle controller casualties, degree of casualty, BAC[1], sex, age
DEGREE OF CASUALTY: **ALL CASUALTIES**

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	37	1,032	903	622	1,391	1,148	787	428	437	141	6,926
	F	0	20	777	756	473	1,047	965	664	274	246	107	5,329
	Sub-total[2]	**0**	**57**	**1,809**	**1,659**	**1,095**	**2,438**	**2,113**	**1,451**	**702**	**683**	**251**	**12,258**
.020 – .049[3]	M	0	0	7	6	3	1	3	1	0	0	0	21
	F	0	0	4	1	0	0	0	0	0	0	0	5
	Sub-total[2]	**0**	**0**	**11**	**7**	**3**	**1**	**3**	**1**	**0**	**0**	**0**	**26**
.050 – .079	M	0	1	17	14	18	10	11	1	5	2	3	82
	F	0	1	5	2	2	4	0	0	2	2	0	18
	Sub-total[2]	**0**	**2**	**22**	**16**	**20**	**14**	**11**	**1**	**7**	**4**	**3**	**100**
.080 – .149	M	0	1	48	68	27	46	42	13	5	9	3	262
	F	0	3	10	14	6	15	10	4	2	1	0	65
	Sub-total[2]	**0**	**4**	**58**	**82**	**33**	**61**	**52**	**17**	**7**	**10**	**3**	**327**
≥ .150	M	0	0	40	83	51	103	65	29	13	2	7	393
	F	0	0	7	18	15	21	18	9	3	0	2	93
	Sub-total[2]	**0**	**0**	**47**	**101**	**66**	**124**	**83**	**38**	**16**	**2**	**9**	**486**
Unknown	M	0	24	186	232	189	442	337	221	104	80	71	1,886
	F	0	3	183	279	189	461	359	203	72	48	74	1,871
	Sub-total[2]	**0**	**27**	**369**	**511**	**378**	**903**	**696**	**424**	**176**	**128**	**189**	**3,801**
MOTOR VEHICLE	**M**	**0**	**63**	**1,330**	**1,306**	**910**	**1,993**	**1,606**	**1,052**	**555**	**530**	**225**	**9,570**
CONTROLLER	**F**	**0**	**27**	**986**	**1,070**	**685**	**1,548**	**1,352**	**880**	**353**	**297**	**183**	**7,381**
CASUALTIES:	**TOTAL[2]**	**0**	**90**	**2,316**	**2,376**	**1,595**	**3,541**	**2,958**	**1,932**	**908**	**827**	**455**	**16,998**

1 Blood Alcohol Concentration.
2 Unknown sex included.
3 Learner's and Provisional Licence holders and unlicensed controllers and certain categories of young and professional controllers.

This table does not include the zero alcohol limit applicable to all Learner and Provisional licence holders. Legislation to prescribe this limit commenced on 3 May 2004.

Table 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[1]	.050-.079	.080-.149	≥.150	Unknown	
Car driver	132	0	4	7	23	14	180
Light truck driver	12	0	0	2	8	2	24
Heavy rigid truck driver	3	0	0	1	0	0	4
Articulated truck driver	15	0	0	1	0	1	17
Bus driver	0	0	0	0	0	0	0
Motorcycle rider	43	0	2	2	6	4	57
Other motor vehicle driver	2	0	1	0	0	1	4
MOTOR VEHICLE CONTROLLER CASUALTIES: TOTAL	**207**	**0**	**7**	**13**	**37**	**22**	**286**

This table does not include the zero alcohol limit applicable to all Learner and Provisional licence holders. Legislation to prescribe this limit commenced on 3 May 2004

Table 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[1]	.050-.079	.080-.149	≥.150	Unknown	
Car driver	9,472	15	65	234	351	3,073	13,210
Light truck driver	776	1	7	43	49	182	1,058
Heavy rigid truck driver	95	1	1	0	0	16	113
Articulated truck driver	204	0	1	0	0	18	223
Bus driver	47	1	0	0	0	14	62
Motorcycle rider	1,399	8	19	37	47	453	1,963
Other motor vehicle driver	58	0	0	0	2	23	83
MOTOR VEHICLE CONTROLLER CASUALTIES: TOTAL	**12,051**	**26**	**93**	**314**	**449**	**3,779**	**16,712**

1 Learner's and Provisional Licence holders and unlicensed controllers and certain categories of young and professional controllers.

This table does not include the zero alcohol limit applicable to all Learner and Provisional licence holders. Legislation to prescribe this limit commenced on 3 May 2004

Table 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[1]	.050-.079	.080-.149	≥.150	Unknown	
Car Driver	9,604	15	69	241	374	3,087	13,390
Light truck driver	788	1	7	45	57	184	1,082
Heavy rigid truck driver	98	1	1	1	0	16	117
Articulated truck driver	219	0	1	1	0	19	240
Bus driver	47	1	0	0	0	14	62
Motorcycle rider	1,442	8	21	39	53	457	2,020
Other motor vehicle driver	60	0	1	0	2	24	87
MOTOR VEHICLE CONTROLLER CASUALTIES: TOTAL	**12,258**	**26**	**100**	**327**	**486**	**3,801**	**16,998**

1 Learner's and Provisional Licence holders and unlicensed controllers and certain categories of young and professional controllers.

This table does not include the zero alcohol limit applicable to all Learner and Provisional licence holders. Legislation to prescribe this limit commenced on 3 May 2004

Table 31a: Casualties, alcohol involvement in crash, degree of casualty

	Degree of casualty		
Alcohol involved in crash	Killed	Injured	Total killed & injured
Yes	84	1,450	1,534
No	359	16,713	17,072
Unknown	67	8,160	8,227
CASUALTIES: Total	**510**	**26,323**	**26,833**

This table does not include the zero alcohol limit applicable to all Learner and Provisional licence holders. Legislation to prescribe this limit commenced on 3 May 2004

Table 31b: Casualties, speeding involvement in crash, degree of casualty

	Degree of casualty		
Speeding involved in crash	Killed	Injured	Total killed & injured
Yes	195	4,484	4,679
No or unknown	315	21,839	22,154
CASUALTIES: Total	**510**	**26,323**	**26,833**

Table 31c: Casualties, fatigue involvement in crash, degree of casualty

	Degree of casualty		
Fatigue involved in crash	Killed	Injured	Total killed & injured
Yes	84	1,937	2,021
No or unknown	426	24,386	24,812
CASUALTIES: Total	**510**	**26,323**	**26,833**

The identification of speeding and fatigue involvement cannot always be determined from police reports of road crashes. The Roads and Traffic Authority has therefore established criteria for determining if a crash is likely to have involved these factors. The criteria used for this purpose are shown on page 18.

Reference information

- Population
- Licences
- Vehicles

Table 32: New South Wales residents[1], age, sex

Age (years)	Sex		TOTAL
	Male	Female	
0 – 4	219,158	206,786	425,944
5 – 16	554,223	526,479	1,080,702
17 – 20	186,586	177,648	364,234
21 – 25	233,820	224,604	458,424
26 – 29	184,435	183,625	368,060
30 – 39	496,361	500,269	996,630
40 – 49	495,116	495,288	990,404
50 – 59	419,357	415,747	835,104
60 – 69	279,141	280,628	559,769
≥70	278,419	373,605	652,024
NEW SOUTH WALES RESIDENTS:			
TOTAL	**3,346,616**	**3,384,679**	**6,731,295**

Source – Australian Bureau of Statistics.
1 Preliminary estimated resident population as at 30 June 2004.

Table 33: Licence holders* as at 30 June 2004

Age (years)	Drivers only			Riders and combined drivers/riders			All licence holders		
	Male	Female	Total[1]	Male	Female	Total[1]	Male	Female	Total[1]
≤ 16	22,379	19,297	41,676	119	5	124	22,498	19,302	41,800
17 – 20	134,192	129,700	263,892	4,342	380	4,722	138,534	130,080	268,614
21 – 25	166,307	175,572	341,881	15,457	1,701	17,158	181,764	177,273	359,039
26 – 29	136,519	153,171	289,739	20,175	2,316	22,499	156,694	155,487	312,238
30 – 39	371,960	434,444	807,521	79,427	9,456	89,144	451,387	443,900	896,665
40 – 49	353,377	426,266	780,634	112,753	12,622	125,645	466,130	438,888	906,279
50 – 59	307,492	338,527	646,480	85,102	9,846	95,033	392,594	348,373	741,513
60 – 69	218,387	202,119	420,710	34,081	2,643	36,749	252,468	204,762	457,459
≥ 70	194,893	151,901	346,876	13,787	793	14,587	208,680	152,694	361,463
LICENCES									
TOTAL	**1,905,506**	**2,030,997**	**3,939,409**	**365,243**	**39,762**	**405,661**	**2,270,749**	**2,070,759**	**4,345,070**

Source – Roads and Traffic Authority.

* Including learner licence holders.

1 Includes cases in which the sex of the licence holder was not recorded.

Note: This table is counting the number of licence holders, whereas editions prior to 2000 counted the number of licences on issue. Learner Licence holders are now included.

Table 34: Vehicles on register, vehicle type

Vehicle type	Vehicles on register[1]
MOTOR VEHICLES	
Passenger vehicle[2]	3,215,220
Rigid truck, van or utility	707,119
Articulated truck	15,176
Bus	11,741
Motorcycle	105,289
Sub-total	**4,054,545**
OTHER VEHICLES	
Plant	17,471
Trailer	700,666
Sub-total	**718,137**
VEHICLES ON REGISTER: TOTAL	**4,772,682**

Source – Roads and Traffic Authority.
1 As at 30 June 2004.
2 Includes sedans, station wagons, passenger vans, convertibles, coupes and three-wheeled cars.

Index

References in normal type are to page number, or range of pages, which are relevant to the entry. References in bold type are to the page number of figures.

An asterisk (*) following a main entry indicates that the meaning of the word, as used in this statistical statement, appears in the definitions on pages 12-13.

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