Road traffic crashes in New South Wales

Statistical Statement: year ended 31 December 2005

2005

Prepared by the Information Section, Road Safety Strategy Branch

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Summary data for 2005

			Compared with 2004	
	Number	Percentage	Number change	Percentage change
CRASHES				
Fatal crashes	459	*1.0*	+1	*+0.2*
Injury crashes	19,400	*42.6*	-749	*-3.7*
Non-casualty crashes	25,695	*56.4*	-1,008	*-3.8*
Total recorded crashes	45,554	*100.0*	-1,756	*-3.7*
CASUALTIES				
Killed	508	*2.0*	-2	*-0.4*
Injured	25,209	*98.0*	-1,114	*-4.2*
Total casualties	25,717	*100.0*	-1,116	*-4.2*
VEHICLES ON REGISTER[1]	4,123,600		+69,100	*+1.7*
Fatalities per 10,000 vehicles	1.23			*-2.1*
LICENCE HOLDERS[2]	4,397,000		+51,900	*+1.2*
Fatalities per 10,000 licence holders	1.16			*-1.6*
POPULATION OF STATE[3]	6,774,200		+53,500	*+0.8*
Fatalities per 100,000 persons	7.50			*-1.2*

[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 2005

- During 2005 the number of persons killed in road crashes in New South Wales per 100,000 population was 7.5. This is the lowest since records were first compiled in 1908.
- There were 45,554 recorded road crashes in New South Wales during 2005. Of these, 19,859 were casualty crashes. There were 508 persons killed and 25,209 injured.
- The estimated cost to the community of these road crashes was around $3,600 million.
- The number of persons killed was down by two (0.4%) on the previous year and was the equal lowest annual fatality total since 1945. There were also 508 persons killed in 1946.
- The number of persons injured in 2005 was down by 1,114 (4%) on the previous year.
- The number of passengers killed was the lowest since such records began in 1939.
- Country roads accounted for 32% of all crashes, but 62% of fatal crashes.
- At least 17% of motor vehicle occupants killed were not wearing available seat belts.
- Four of the thirteen pedal cyclists killed and at least 21% of those injured failed to wear a helmet.
- Forty-six 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 43% of fatal crashes on Thursday, Friday and Saturday nights, 19% of all fatal crashes, 7% of injury crashes and 6% of all crashes.
- At least 5% 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-three per cent of all drivers and motorcycle riders involved in fatal crashes were young persons aged 17-25, but this age group accounted for only 15% per cent of licence holders.
- Thirty per cent of speeding drivers and motorcycle riders involved in fatal crashes were males aged 17-25. In contrast, only two per cent of speeding drivers and motorcycle riders involved in fatal crashes were females in that age group.
- Fatigue was assessed as being involved in at least 18% 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 53 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 23.

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 2,052. 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 2,023 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 2006.

Criteria for reporting crashes in 2005

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. It is referred to as the site diagram. The site diagram 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 site diagrams 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 Sydney West 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 initial 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 site diagram of the crash scene is usually supplied 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) Act 1999*, prescribes a zero alcohol limit in NSW for novice licence holders commencing 3 May 2004. The zero alcohol limit means learner, provisional P1 and provisional P2 licence holders may not consume any alcohol before driving. Relevant tables in this statement incorporate the zero alcohol limit (novice range prescribed concentration of alcohol (PCA) and special range PCA offences).

Local Government Areas

The Local Government Areas used in this statement represent the boundaries in force in 2003. There have been some boundary changes since then.

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 (motorised '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 Conveyance	Any device, ordinarily operated on the footpath, by which a pedestrian may move, or by which a pedestrian may move another pedestrian or goods. Includes non-motorised scooter, pedal car, skateboard, roller skates, in-line skates, toy tricycle, unicycle, push cart, sled, trolley, non-motorised go-cart, billycart, pram, wheelbarrow, handbarrow, non-motorised 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

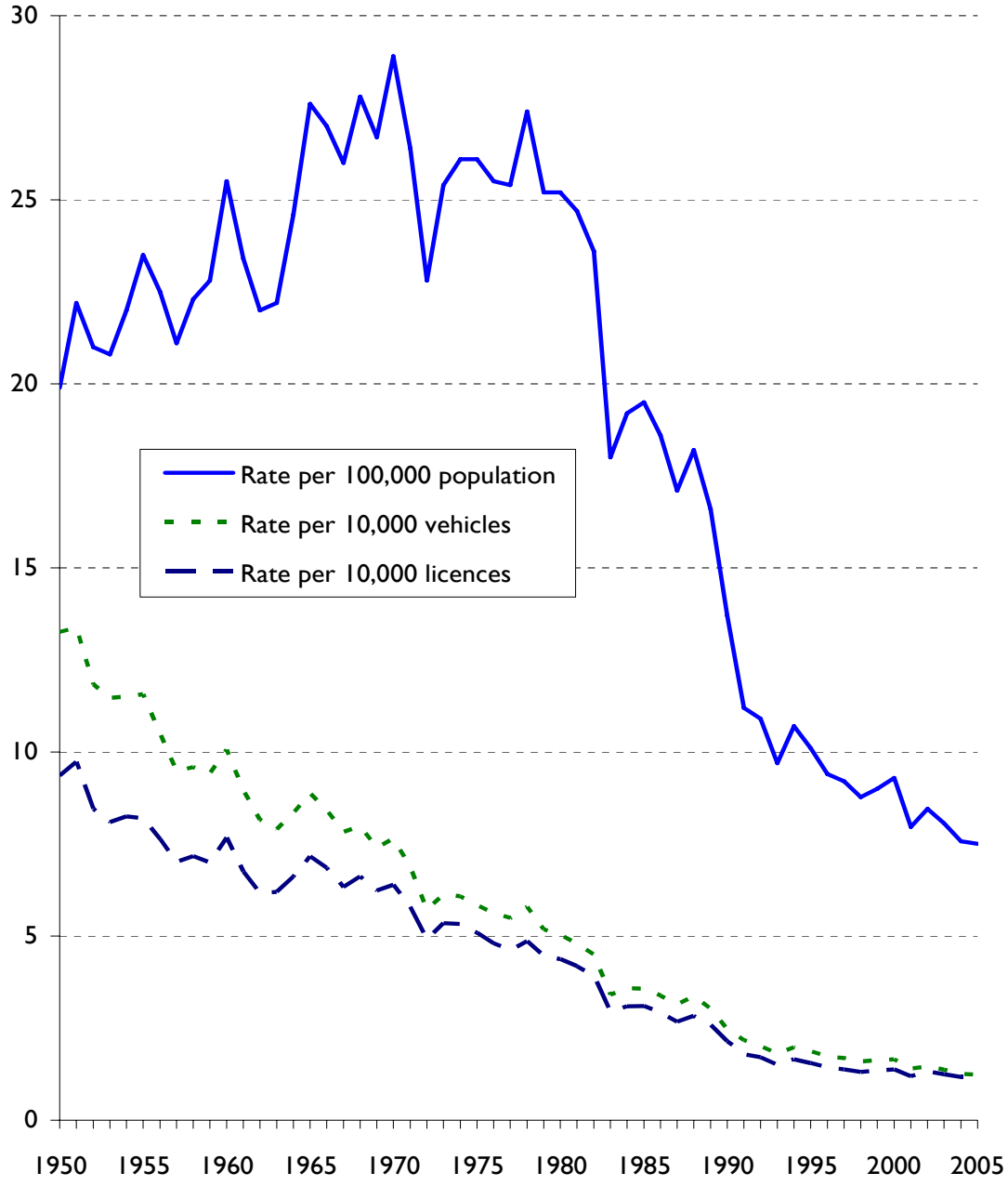
- Historical data
- Fatality rates
- Interstate and international comparisons
- Causes of death

Table 1: Trends in New South Wales 1950, 1955, 1960, 1965-2005

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	6,721	-	1.26	1.17	7.6	-
2005	**508**	**25,209**	**459**	**45,554**	**4,124**	**4,397**	**p6,774**	**63,717.0**	**1.23**	**1.16**	**7.5**	**0.8**

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 2005 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	**508**	**4,124**	**6,774**	**1.2**	**7.5**
Victoria	348	3,650	5,022	1.0	6.9
Queensland	330	2,767	3,964	1.2	8.3
Western Australia	163	1,530	2,010	1.1	8.1
South Australia	148	1,112	1,542	1.3	9.6
Tasmania	51	362	485	1.4	10.5
Australian Capital Territory	26	220	325	1.2	8.0
Northern Territory	55	110	203	5.0	27.1
AUSTRALIA	**1,629**	**13,873**	**20,329**	**1.2**	**8.0**
CANADA	2,725	19,081	31,946	1.4	8.5
DENMARK	369	2,521	5,399	1.5	6.8
FRANCE	5,530	36,809	59,900	1.5	9.2
GERMANY	5,842	54,082	82,532	1.1	7.1
GREAT BRITAIN	3,221	32,259	58,124	1.0	5.5
JAPAN	8,492	81,220	127,687	1.0	6.7
NETHERLANDS	804	8,494	16,258	0.9	4.9
NEW ZEALAND	436	2,921	4,061	1.5	10.7
NORWAY	259	2,862	4,579	0.9	5.7
SWEDEN	480	5,055	8,976	0.9	5.3
UNITED STATES OF AMERICA	42,636	198,889	293,655	2.1	14.5

1 Data based on information published by the Australian Transport Safety Bureau for 2005.
2 Data based on information from International Road Traffic and Accident Database (OECD) or individual National Road Statistics Reporting Authorities for 2004.
3 Australian figures (except for New South Wales) are as at 31 March 2005 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 2005.
4 Australian population estimates are as at 30 June 2005.

Table 3: Deaths within NSW, causes of death, sex, age for 2004

2004	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]	290	32	91	155	194	531	972	1,925	3,396	15,995	23,583
All accidental deaths[1]	26	11	51	78	88	182	154	100	76	290	1,057
Road deaths	9	4	32	47	42	61	48	38	26	45	352
as % of accidental deaths	35	36	63	60	48	34	31	38	34	16	33
as % of all deaths	3	13	35	30	22	11	5	2	<1	<1	1
Females											
Deaths from all causes[1]	231	22	57	57	67	246	584	1,163	2,047	18,017	22,491
All accidental deaths[1]	29	5	25	24	18	42	41	38	37	378	637
Road deaths	11	2	21	15	7	18	14	19	14	36	158
as % of accidental deaths	38	40	84	63	39	43	34	50	38	10	25
as % of all deaths	5	9	37	26	10	7	2	2	<1	<1	<1
All persons											
Deaths from all causes[1]	521	54	148	212	261	777	1,556	3,088	5,443	34,012	46,074
All accidental deaths[1]	55	16	76	102	106	224	195	138	113	668	1,694
Road deaths	20	6	53	62	49	79	62	57	40	81	510
as % of accidental deaths	36	38	70	61	46	35	32	41	35	12	30
as % of all deaths	4	11	36	29	19	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
2005	**35**	**38**	**37**	**45**	**56**	**40**	**50**	**40**	**44**	**40**	**37**	**46**	**508**

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
2005	**235**	**13,887**	**100**	**5,808**	**61**	**1,976**	**3**	**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
2005	96	2,220	13	1,188	0	7	508	25,209

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 2005

- 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 to 3 January) (3 days)	5	76	104	185	5	117	122
Australia Day (26 January) (1 day)	0	37	42	79	0	63	63
Easter (24 March to 28 March) (5 days)	4	243	255	502	4	333	337
Anzac Day (22 April to 25 April) (4 days)	2	198	211	411	2	255	257
Queen's Birthday (10 June to 13 June) (4 days)	5	197	298	500	5	283	288
Labour Day (30 September to 3 October) (4 days)	3	174	219	396	3	234	237
Christmas (23 December to 31 December) (9 days)	9	307	434	750	10	417	427
SCHOOL HOLIDAYS							
January (1 January to 27 January) (includes New Year & Australia Day holidays) (27 days)	30	1,239	1,643	2,912	31	1,701	1,732
April (9 April to 25 April) (includes Anzac Day public holiday) (17 days)	26	843	1,071	1,940	27	1,098	1,125
July (2 July to 17 July) (16 days)	27	792	1,077	1,896	30	1,050	1,080
October (24 September to 9 October) (includes Labour Day holiday) (16 days)	20	741	1,005	1,766	22	991	1,013
December (22 December to 31 December) (includes Christmas holidays) (10 days)	10	365	514	889	11	501	512

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	5	4	4	3	0	5	11	32
02:00 - 03:59	5	1	1	1	3	4	6	21
04:00 - 05:59	5	2	0	5	3	6	4	25
06:00 - 07:59	2	2	4	5	5	3	6	27
08:00 - 09:59	5	4	2	2	5	6	7	31
10:00 - 11:59	5	11	8	7	6	8	6	51
12:00 - 13:59	3	8	3	4	3	4	9	34
14:00 - 15:59	8	16	8	3	8	10	8	61
16:00 - 17:59	8	8	5	7	6	11	6	51
18:00 - 19:59	5	9	6	7	10	9	11	57
20:00 - 21:59	6	3	5	6	3	8	9	40
22:00 - Midnight	3	1	5	0	5	9	6	29
Unknown	0	0	0	0	0	0	0	0
CRASHES:								
TOTAL	**60**	**69**	**51**	**50**	**57**	**83**	**89**	**459**

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

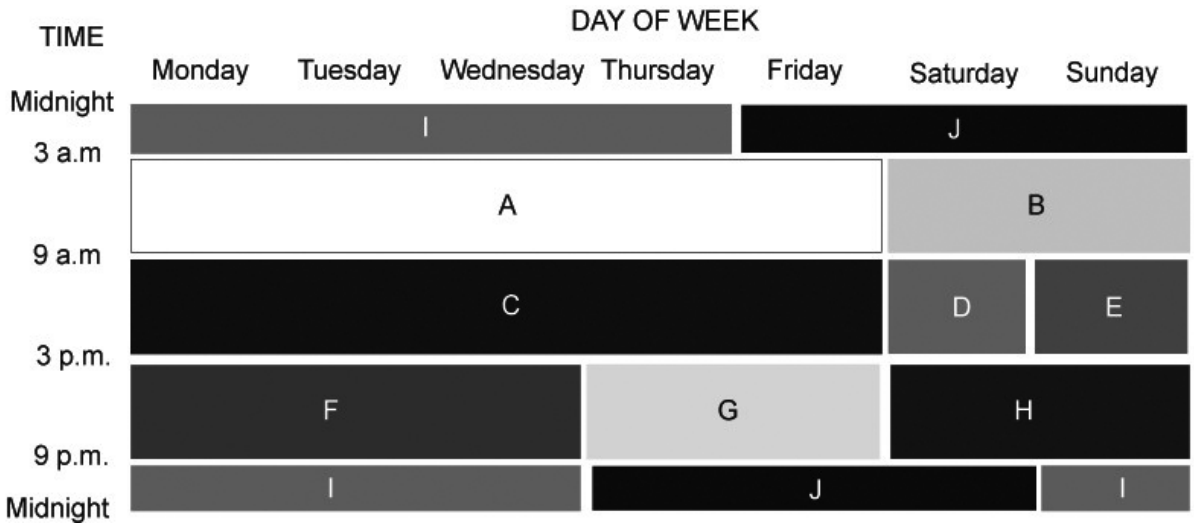
Table 7b: Total crashes, time period, day of week

Time period	Day of week							Total
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
00:01 - 01:59	394	142	92	119	142	190	414	1,493
02:00 - 03:59	253	73	68	64	95	110	296	959
04:00 - 05:59	222	108	124	148	145	186	227	1,160
06:00 - 07:59	242	527	605	594	589	559	347	3,463
08:00 - 09:59	374	813	908	900	889	844	550	5,278
10:00 - 11:59	630	638	623	665	692	655	872	4,775
12:00 - 13:59	740	719	615	607	682	756	903	5,022
14:00 - 15:59	679	937	912	836	1,050	1,054	791	6,259
16:00 - 17:59	712	1,017	1,052	1,146	1,180	1,158	741	7,006
18:00 - 19:59	500	582	748	700	793	904	599	4,826
20:00 - 21:59	354	334	376	408	497	561	481	3,011
22:00 - Midnight	252	215	263	265	320	518	469	2,302
Unknown	0	0	0	0	0	0	0	0
CRASHES:								
TOTAL	**5,352**	**6,105**	**6,386**	**6,452**	**7,074**	**7,495**	**6,690**	**45,554**

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

Time period[1]	Degree of crash							
	Fatal crash		Injury crash		Non-casualty crash		Total crashes	
A	48	(0.8%)	2,689	(42.9%)	3,535	(56.4%)	6,272	(100.0%)
B	29	(1.7%)	661	(39.2%)	998	(59.1%)	1,688	(100.0%)
C	87	(0.8%)	4,609	(44.0%)	5,772	(55.1%)	10,468	(100.0%)
D	24	(1.0%)	1,091	(44.0%)	1,364	(55.0%)	2,479	(100.0%)
E	18	(0.9%)	877	(45.4%)	1,035	(53.6%)	1,930	(100.0%)
F	63	(0.8%)	3,223	(43.3%)	4,155	(55.8%)	7,441	(100.0%)
G	57	(1.0%)	2,424	(41.8%)	3,324	(57.3%)	5,805	(100.0%)
H	41	(1.1%)	1,613	(43.7%)	2,036	(55.2%)	3,690	(100.0%)
I	34	(1.5%)	880	(37.7%)	1,419	(60.8%)	2,333	(100.0%)
J	58	(1.7%)	1,333	(38.7%)	2,057	(59.7%)	3,448	(100.0%)
Unknown	0	(0.0%)	0	(0.0%)	0	(0.0%)	0	(0.0%)
CRASHES:								
TOTAL	**459**	**(1.0%)**	**19,400**	**(42.6%)**	**25,695**	**(56.4%)**	**45,554**	**(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)

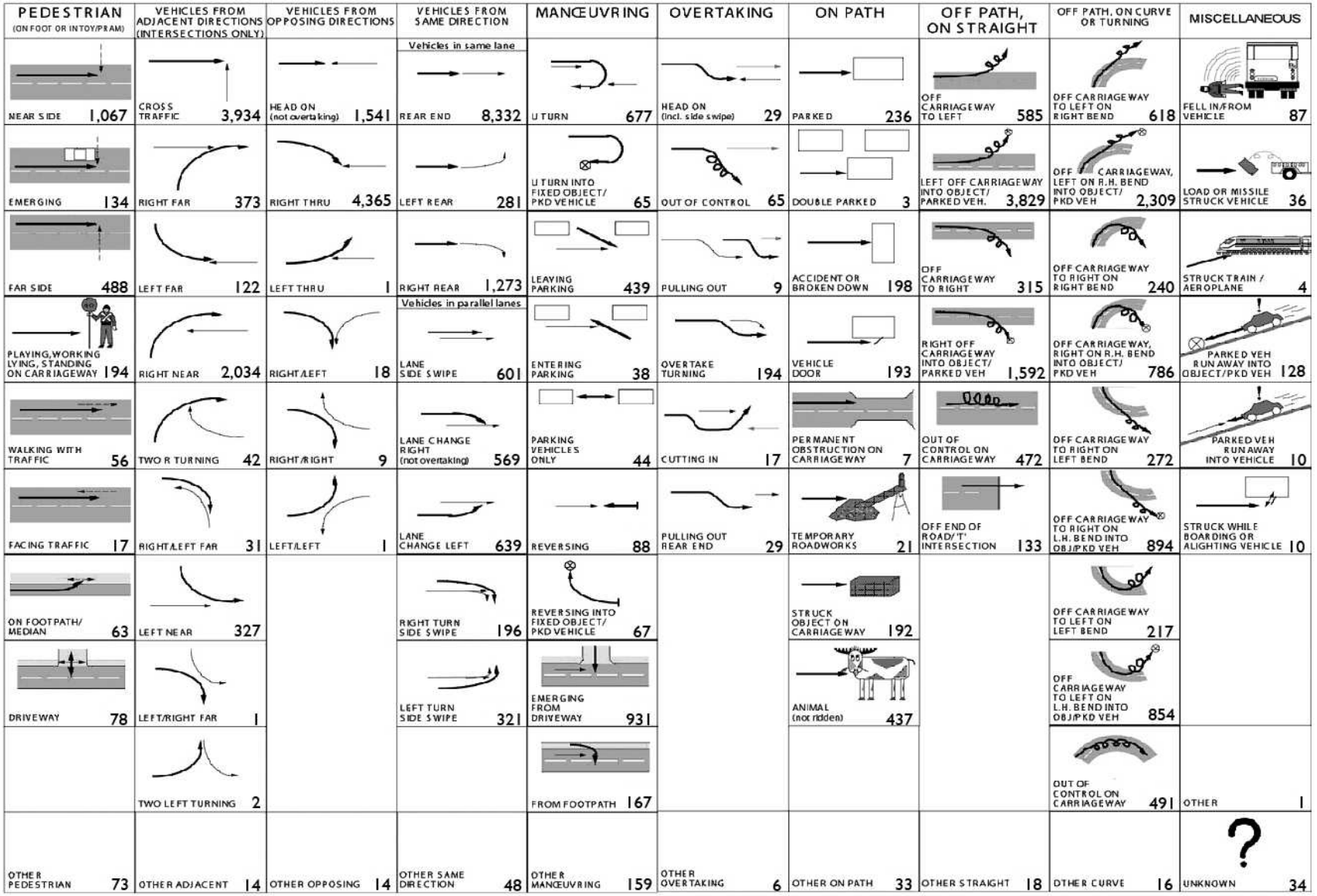


Table 8: Crashes, object hit in first impact, degree of crash

Object hit in first impact	Degree of crash			
	Fatal crash	Injury crash	Non-casualty crash	Total crashes
Bridge/wall	2	42	81	125
Fence/post	32	703	1,641	2,376
Pole	28	574	680	1,282
Embankment	9	368	547	924
Tree	42	964	1,117	2,123
Street furniture	6	217	454	677
Drain or culvert	7	108	126	241
Building	1	46	89	136
Other object	6	243	585	834
Stock	0	35	126	161
Kangaroo/wallaby	0	60	156	216
Other animal	0	31	32	63
Unknown	0	1	2	3
Sub-total	**133**	**3,392**	**5,636**	**9,161**
No object hit	**326**	**16,008**	**20,059**	**36,393**
CRASHES: TOTAL	**459**	**19,400**	**25,695**	**45,554**

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	113	3,236	6,109	9,458
Light truck	16	471	656	1,143
Heavy rigid truck	3	47	70	120
Articulated truck	13	151	163	327
Bus	5	21	11	37
Other motor vehicle	1	26	27	54
Motorcycle	25	843	37	905
SINGLE MOTOR CRASHES: TOTAL	**176**	**4,795**	**7,073**	**12,044**

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	347	(1%)	16,448	(40%)	24,360	(59%)	41,155	(100%)	387	21,862	22,249
Light truck crash	70	(1%)	2,794	(41%)	3,973	(58%)	6,837	(100%)	77	3,703	3,780
Heavy truck crash	70	(3%)	1,028	(39%)	1,524	(58%)	2,622	(100%)	78	1,368	1,446
Heavy rigid truck crash	26	(2%)	485	(37%)	787	(61%)	1,298	(100%)	28	648	676
Articulated truck crash	45	(3%)	563	(41%)	756	(55%)	1,364	(100%)	52	756	808
Bus crash	15	(2%)	325	(48%)	338	(50%)	678	(100%)	21	503	524
Emergency vehicle crash	3	(1%)	111	(47%)	124	(52%)	238	(100%)	4	172	176
Motorcycle crash	63	(3%)	2,023	(88%)	225	(10%)	2,311	(100%)	66	2,210	2,276
Pedal cycle crash	14	(1%)	1,204	(99%)	4	(0%)	1,222	(100%)	14	1,239	1,253
Pedestrian crash	97	(4%)	2,149	(95%)	7	(0%)	2,253	(100%)	98	2,288	2,386
All types of crashes	**459**	**(1%)**	**19,400**	**(43%)**	**25,695**	**(56%)**	**45,554**	**(100%)**	**508**	**25,209**	**25,717**

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]	416	*1.3*	25,593	*78.4*	40,444	*123.9*	66,453	*203.6*
Rigid truck, van or utility	123	*1.7*	4,156	*57.7*	6,318	*87.7*	10,597	*147.1*
Articulated truck[3]	47	*30.4*	588	*380.3*	783	*506.4*	1,418	*917.1*
Bus	15	*12.7*	337	*285.8*	347	*294.3*	699	*592.8*
Motorcycle	74	*6.7*	2,052	*184.4*	230	*20.7*	2,356	*211.8*
All motor vehicles on register[4]	**681**	***1.7***	**33,441**	***81.1***	**48,810**	***118.4***	**82,932**	***201.1***

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 2005.

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	0	1	1
Sudden illness	0	190	166	356
Swerving to avoid animal	2	278	504	784
Using hand-held telephone	0	7	13	20
Distraction inside vehicle (not hand-held telephone)	2	264	491	757
Distraction outside vehicle	18	1,177	1,590	2,785
Equipment failure/fault				
Brakes	0	36	50	86
Steering	0	16	40	56
Tyres	1	89	183	273
Wheel, axle/suspension	0	22	52	74
Lights	2	9	5	16
Towing/coupling	0	7	15	22
Insecure load	0	30	49	79

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] A	B	C	D	E	F	G	H	I	J	Unknown	Total
Fatal	Yes	5	11	3	3	0	9	7	8	9	22	0	77
	No	37	15	75	18	13	43	37	32	23	29	0	322
	Unknown	6	3	9	3	5	11	13	1	2	7	0	60
	Sub-total	**48**	**29**	**87**	**24**	**18**	**63**	**57**	**41**	**34**	**58**	**0**	**459**
Injury	Yes	40	120	41	16	19	118	87	107	124	273	0	945
	No	1,648	389	3,016	764	615	1,978	1,472	1,036	533	712	0	12,163
	Unknown	1,001	152	1,552	311	243	1,127	865	470	223	348	0	6,292
	Sub-total	**2,689**	**661**	**4,609**	**1,091**	**877**	**3,223**	**2,424**	**1,613**	**880**	**1,333**	**0**	**19,400**
Non-casualty	Yes	40	92	23	14	10	86	95	86	119	236	0	801
	No	2,484	555	4,246	1,027	778	2,869	2,284	1,353	782	1,057	0	17,435
	Unknown	1,011	351	1,503	323	247	1,200	945	597	518	764	0	7,459
	Sub-total	**3,535**	**998**	**5,772**	**1,364**	**1,035**	**4,155**	**3,324**	**2,036**	**1,419**	**2,057**	**0**	**25,695**
Total crashes	Yes	85	223	67	33	29	213	189	201	252	531	0	1,823
	No	4,169	959	7,337	1,809	1,406	4,890	3,793	2,421	1,338	1,798	0	29,920
	Unknown	2,018	506	3,064	637	495	2,338	1,823	1,068	743	1,119	0	13,811
	TOTAL	**6,272**	**1,688**	**10,468**	**2,479**	**1,930**	**7,441**	**5,805**	**3,690**	**2,333**	**3,448**	**0**	**45,554**

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

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	12	2	4	20	39	0	77
	No	116	14	4	71	117	0	322
	Unknown	20	2	0	15	23	0	60
	Sub-total	**148**	**18**	**8**	**106**	**179**	**0**	**459**
Injury	Yes	363	61	33	307	180	1	945
	No	6,605	595	458	2,772	1,719	14	12,163
	Unknown	4,318	311	167	1,068	424	4	6,292
	Sub-total	**11,286**	**967**	**658**	**4,147**	**2,323**	**19**	**19,400**
Non-casualty	Yes	373	48	42	276	61	1	801
	No	10,497	936	601	3,552	1,840	9	17,435
	Unknown	4,775	307	213	1,374	784	6	7,459
	Sub-total	**15,645**	**1,291**	**856**	**5,202**	**2,685**	**16**	**25,695**
Total crashes	Yes	748	111	79	603	280	2	1,823
	No	17,218	1,545	1,063	6,395	3,676	23	29,920
	Unknown	9,113	620	380	2,457	1,231	10	13,811
	TOTAL	**27,079**	**2,276**	**1,522**	**9,455**	**5,187**	**35**	**45,554**

1 The Sydney, Newcastle and Wollongong Metropolitan Areas are defined in the Definitions on pages 12 and 13.
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.

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	77	945	801	1,823
No	322	12,163	17,435	29,920
Unknown	60	6,292	7,459	13,811
Crashes: Total	**459**	**19,400**	**25,695**	**45,554**

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	170	3,129	4,584	7,883
No or unknown	289	16,271	21,111	37,671
Crashes: Total	**459**	**19,400**	**25,695**	**45,554**

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	83	1,395	2,019	3,497
No or Unknown	376	18,005	23,676	42,057
Crashes: Total	**459**	**19,400**	**25,695**	**45,554**

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	1	40	50	30	59	44	34	16	35	1	310
	F	0	0	13	10	10	24	18	17	16	9	0	117
	Sub-total[1]	**0**	**1**	**53**	**60**	**40**	**83**	**62**	**51**	**32**	**44**	**2**	**428**
Light truck driver	M	0	0	3	13	11	13	13	7	6	1	0	67
	F	0	0	0	1	0	0	0	1	1	0	0	3
	Sub-total[1]	**0**	**0**	**3**	**14**	**11**	**13**	**13**	**8**	**7**	**1**	**0**	**70**
Heavy rigid truck	M	0	0	0	1	2	2	7	7	7	0	0	26
driver	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	**0**	**0**	**0**	**1**	**2**	**2**	**7**	**7**	**7**	**0**	**0**	**26**
Articulated truck	M	0	0	0	1	5	11	15	9	4	0	1	46
driver	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	**0**	**0**	**0**	**1**	**5**	**11**	**15**	**9**	**4**	**0**	**1**	**46**
Bus driver	M	0	0	0	1	2	2	6	1	2	1	0	15
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	**0**	**0**	**0**	**1**	**2**	**2**	**6**	**1**	**2**	**1**	**0**	**15**
Motorcycle rider	M	0	2	6	13	10	20	14	6	2	1	0	74
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	**0**	**2**	**6**	**13**	**10**	**20**	**14**	**6**	**2**	**1**	**0**	**74**
Other motor vehicle	M	0	0	0	2	1	0	1	1	0	0	0	5
driver	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	**0**	**0**	**0**	**2**	**1**	**0**	**1**	**1**	**0**	**0**	**1**	**6**
MOTOR VEHICLE	**M**	**0**	**3**	**49**	**81**	**61**	**107**	**100**	**65**	**37**	**38**	**2**	**543**
CONTROLLERS:	**F**	**0**	**0**	**13**	**11**	**10**	**24**	**18**	**18**	**17**	**9**	**0**	**120**
	TOTAL[1]	**0**	**3**	**62**	**92**	**71**	**131**	**118**	**83**	**54**	**47**	**4**	**665**

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	0	57	1,974	1,909	1,216	2,688	2,281	1,600	972	892	405	13,994
	F	0	45	1,449	1,553	955	2,322	2,014	1,299	560	471	295	10,963
	Sub-total[1]	**0**	**102**	**3,424**	**3,466**	**2,171**	**5,016**	**4,302**	**2,901**	**1,532**	**1,363**	**1,266**	**25,543**
Light truck driver	M	0	4	217	330	241	607	487	361	148	46	68	2,509
	F	0	0	35	30	28	72	58	30	16	1	2	272
	Sub-total[1]	**0**	**4**	**252**	**360**	**269**	**679**	**545**	**391**	**164**	**47**	**133**	**2,844**
Heavy rigid truck	M	0	0	4	38	49	116	129	76	28	1	17	458
driver	F	0	0	0	0	0	0	1	0	0	0	0	1
	Sub-total[1]	**0**	**0**	**4**	**38**	**49**	**116**	**130**	**76**	**28**	**1**	**28**	**470**
Articulated truck	M	0	0	1	16	42	165	156	123	27	2	19	551
driver	F	0	0	0	0	1	3	0	1	0	0	0	5
	Sub-total[1]	**0**	**0**	**1**	**16**	**43**	**168**	**156**	**124**	**27**	**2**	**37**	**574**
Bus driver	M	0	0	2	8	7	50	71	98	34	1	11	282
	F	0	0	2	3	0	4	6	10	0	0	0	25
	Sub-total[1]	**0**	**0**	**4**	**11**	**7**	**54**	**77**	**108**	**34**	**1**	**33**	**329**
Motorcycle rider	M	0	48	189	337	226	456	353	179	41	14	36	1,879
	F	0	2	9	28	26	43	21	11	2	0	4	146
	Sub-total[1]	**0**	**50**	**198**	**365**	**252**	**499**	**374**	**190**	**43**	**14**	**63**	**2,048**
Other motor vehicle	M	0	2	4	14	19	42	27	14	4	5	22	153
driver	F	0	0	0	4	7	5	3	0	1	4	9	33
	Sub-total[1]	**0**	**2**	**4**	**18**	**26**	**47**	**30**	**14**	**5**	**9**	**543**	**698**
MOTOR VEHICLE	**M**	**0**	**111**	**2,391**	**2,652**	**1,800**	**4,124**	**3,504**	**2,451**	**1,254**	**961**	**578**	**19,826**
CONTROLLERS:	**F**	**0**	**47**	**1,495**	**1,618**	**1,017**	**2,449**	**2,103**	**1,351**	**579**	**476**	**310**	**11,445**
	TOTAL[1]	**0**	**158**	**3,887**	**4,274**	**2,817**	**6,579**	**5,614**	**3,804**	**1,833**	**1,437**	**2,103**	**32,506**

1 Unknown sex included.

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

Road user class	Sex	Age (years) 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	104	4,072	3,602	2,036	4,306	3,462	2,484	1,387	1,268	621	23,342
	F	0	39	2,087	2,037	1,341	3,086	2,641	1,612	798	602	336	14,579
	Sub-total[1]	**0**	**144**	**6,162**	**5,644**	**3,382**	**7,402**	**6,112**	**4,100**	**2,188**	**1,870**	**2,225**	**39,229**
Light truck driver	M	0	8	347	434	387	861	651	451	188	66	91	3,484
	F	0	1	28	30	23	80	69	35	27	2	10	305
	Sub-total[1]	**0**	**9**	**375**	**464**	**410**	**941**	**720**	**487**	**215**	**68**	**251**	**3,940**
Heavy rigid truck driver	M	0	0	4	47	72	192	220	140	40	0	19	734
	F	0	0	0	0	0	0	0	0	1	0	0	1
	Sub-total[1]	**0**	**0**	**4**	**47**	**73**	**192**	**220**	**140**	**41**	**0**	**50**	**767**
Articulated truck driver	M	0	0	3	35	47	218	203	135	43	1	28	713
	F	0	0	0	1	1	1	2	0	0	0	0	5
	Sub-total[1]	**0**	**0**	**3**	**36**	**48**	**219**	**205**	**135**	**43**	**1**	**73**	**763**
Bus driver	M	0	0	5	16	9	46	73	98	33	6	10	296
	F	0	0	1	2	0	7	6	8	1	1	1	27
	Sub-total[1]	**0**	**0**	**6**	**18**	**9**	**53**	**79**	**106**	**34**	**7**	**20**	**332**
Motorcycle rider	M	0	3	21	37	35	48	31	13	3	0	7	198
	F	0	0	1	2	1	5	2	0	0	0	0	11
	Sub-total[1]	**0**	**3**	**22**	**39**	**36**	**54**	**33**	**13**	**3**	**0**	**18**	**221**
Other motor vehicle driver	M	0	0	1	13	13	48	28	14	8	0	18	143
	F	0	0	0	1	3	6	3	0	0	0	3	16
	Sub-total[1]	**0**	**0**	**1**	**14**	**16**	**55**	**31**	**14**	**8**	**0**	**504**	**643**
MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**115**	**4,453**	**4,184**	**2,599**	**5,719**	**4,668**	**3,335**	**1,702**	**1,341**	**794**	**28,910**
	F	**0**	**40**	**2,117**	**2,073**	**1,369**	**3,185**	**2,723**	**1,655**	**827**	**605**	**350**	**14,944**
	TOTAL[1]	**0**	**156**	**6,573**	**6,262**	**3,974**	**8,916**	**7,400**	**4,995**	**2,532**	**1,946**	**3,141**	**45,895**

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	0	162	6,086	5,561	3,282	7,053	5,787	4,118	2,375	2,195	1,027	37,646
	F	0	84	3,549	3,600	2,306	5,432	4,673	2,928	1,374	1,082	631	25,659
	Sub-total[1]	**0**	**247**	**9,639**	**9,170**	**5,593**	**12,501**	**10,476**	**7,052**	**3,752**	**3,277**	**3,493**	**65,200**
Light truck driver	M	0	12	567	777	639	1,481	1,151	819	342	113	159	6,060
	F	0	1	63	61	51	152	127	66	44	3	12	580
	Sub-total[1]	**0**	**13**	**630**	**838**	**690**	**1,633**	**1,278**	**886**	**386**	**116**	**384**	**6,854**
Heavy rigid truck	M	0	0	8	86	123	310	356	223	75	1	36	1,218
driver	F	0	0	0	0	0	0	1	0	1	0	0	2
	Sub-total[1]	**0**	**0**	**8**	**86**	**124**	**310**	**357**	**223**	**76**	**1**	**78**	**1,263**
Articulated truck	M	0	0	4	52	94	394	374	267	74	3	48	1,310
driver	F	0	0	0	1	2	4	2	1	0	0	0	10
	Sub-total[1]	**0**	**0**	**4**	**53**	**96**	**398**	**376**	**268**	**74**	**3**	**111**	**1,383**
Bus driver	M	0	0	7	25	18	98	150	197	69	8	21	593
	F	0	0	3	5	0	11	12	18	1	1	1	52
	Sub-total[1]	**0**	**0**	**10**	**30**	**18**	**109**	**162**	**215**	**70**	**9**	**53**	**676**
Motorcycle rider	M	0	53	216	387	271	524	398	198	46	15	43	2,151
	F	0	2	10	30	27	48	23	11	2	0	4	157
	Sub-total[1]	**0**	**55**	**226**	**417**	**298**	**573**	**421**	**209**	**48**	**15**	**81**	**2,343**
Other motor vehicle	M	0	2	5	29	33	90	56	29	12	5	40	301
driver	F	0	0	0	5	10	11	6	0	1	4	12	49
	Sub-total[1]	**0**	**2**	**5**	**34**	**43**	**102**	**62**	**29**	**13**	**9**	**1,048**	**1,347**
MOTOR VEHICLE	**M**	**0**	**229**	**6,893**	**6,917**	**4,460**	**9,950**	**8,272**	**5,851**	**2,993**	**2,340**	**1,374**	**49,279**
CONTROLLERS:	**F**	**0**	**87**	**3,625**	**3,702**	**2,396**	**5,658**	**4,844**	**3,024**	**1,423**	**1,090**	**660**	**26,509**
	TOTAL[1]	**0**	**317**	**10,522**	**10,628**	**6,862**	**15,626**	**13,132**	**8,882**	**4,419**	**3,430**	**5,248**	**79,066**

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	5	274	439	718
	Provisional[2]	68	4,178	7,530	11,776
	Standard	318	17,769	26,971	45,058
	Unlicensed[1]	29	712	849	1,590
	Unknown[2]	8	2,610	3,440	6,058
	Sub-total	**428**	**25,543**	**39,229**	**65,200**
Light truck driver	Learner	0	6	18	24
	Provisional[2]	3	279	462	744
	Standard	61	2,200	2,992	5,253
	Unlicensed[1]	6	93	118	217
	Unknown[2]	0	266	350	616
	Sub-total	**70**	**2,844**	**3,940**	**6,854**
Heavy rigid truck driver	Standard	26	408	680	1,114
	Unlicensed[1]	0	8	5	13
	Unknown[2]	0	54	82	136
	Sub-total	**26**	**470**	**767**	**1,263**
Articulated truck driver	Standard	45	464	578	1,087
	Unlicensed[1]	1	5	16	22
	Unknown[2]	0	105	169	274
	Sub-total	**46**	**574**	**763**	**1,383**
Bus driver	Learner	0	0	1	1
	Provisional[2]	0	3	7	10
	Standard	15	287	296	598
	Unlicensed[1]	0	3	3	6
	Unknown[2]	0	36	25	61
	Sub-total	**15**	**329**	**332**	**676**
Motorcycle rider	Learner	4	201	15	220
	Provisional[2]	3	154	28	185
	Standard	43	1,186	133	1,362
	Unlicensed[1]	24	161	11	196
	Unknown[2]	0	346	34	380
	Sub-total	**74**	**2,048**	**221**	**2,343**
Other motor vehicle driver	Learner	1	0	1	2
	Provisional[2]	0	2	0	2
	Standard	3	128	140	271
	Unlicensed[1]	0	1	2	3
	Unknown[2]	2	567	500	1,069
	Sub-total	**6**	**698**	**643**	**1,347**
MOTOR VEHICLE CONTROLLERS:	**TOTAL**	**665**	**32,506**	**45,895**	**79,066**

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)											
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	Total
Legal	M	0	3	39	50	47	79	82	57	29	35	2	423
	F	0	0	11	9	9	19	15	12	15	8	0	98
	Sub-total[2]	**0**	**3**	**50**	**59**	**56**	**98**	**97**	**69**	**44**	**43**	**2**	**521**
.001 – .019[3]	M	0	0	2	0	0	0	0	0	0	0	0	2
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
.020 – .049[4]	M	0	0	0	0	0	0	0	1	0	0	0	1
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
.050 – .079	M	0	0	1	4	1	2	0	0	0	0	0	8
	F	0	0	0	1	0	0	0	0	0	0	0	1
	Sub-total[2]	**0**	**0**	**1**	**5**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**9**
.080 – .149	M	0	0	2	6	3	4	4	0	0	0	0	19
	F	0	0	1	0	0	1	0	0	0	0	0	2
	Sub-total[2]	**0**	**0**	**3**	**6**	**3**	**5**	**4**	**0**	**0**	**0**	**0**	**21**
≥ .150	M	0	0	3	11	5	13	5	2	2	0	0	41
	F	0	0	0	0	0	1	1	0	1	0	0	3
	Sub-total[2]	**0**	**0**	**3**	**11**	**5**	**14**	**6**	**2**	**3**	**0**	**0**	**44**
Unknown	M	0	0	2	10	5	9	9	5	6	3	0	49
	F	0	0	1	1	1	3	2	6	1	1	0	16
	Sub-total[2]	**0**	**0**	**3**	**11**	**6**	**12**	**11**	**11**	**7**	**4**	**2**	**67**
MOTOR VEHICLE	**M**	**0**	**3**	**49**	**81**	**61**	**107**	**100**	**65**	**37**	**38**	**2**	**543**
CONTROLLERS:	**F**	**0**	**0**	**13**	**11**	**10**	**24**	**18**	**18**	**17**	**9**	**0**	**120**
	TOTAL[2]	**0**	**3**	**62**	**92**	**71**	**131**	**118**	**83**	**54**	**47**	**4**	**665**

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

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	55	1,783	1,893	1,235	2,905	2,524	1,802	948	775	304	14,224
	F	0	31	1,163	1,147	702	1,647	1,442	988	440	383	177	8,120
	Sub-total[2]	**0**	**86**	**2,946**	**3,043**	**1,937**	**4,555**	**3,968**	**2,791**	**1,388**	**1,158**	**492**	**22,364**
.001 – .019[3]	M	0	0	7	1	0	0	0	0	0	0	0	8
	F	0	0	3	1	0	0	0	0	0	0	0	4
	Sub-total[2]	**0**	**0**	**10**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**
.020 – .049[4]	M	0	0	13	2	1	3	2	1	0	0	0	22
	F	0	1	3	2	0	0	0	0	0	0	0	6
	Sub-total[2]	**0**	**1**	**16**	**4**	**1**	**3**	**2**	**1**	**0**	**0**	**0**	**28**
.050 – .079	M	0	2	17	22	18	28	14	6	1	1	1	110
	F	0	2	8	2	1	7	4	1	0	0	0	25
	Sub-total[2]	**0**	**4**	**25**	**24**	**19**	**35**	**18**	**7**	**1**	**1**	**1**	**135**
.080 – .149	M	0	5	56	66	44	67	36	17	8	3	2	304
	F	0	1	7	11	13	8	16	1	3	1	1	62
	Sub-total[2]	**0**	**6**	**63**	**77**	**57**	**75**	**52**	**18**	**11**	**4**	**3**	**366**
≥ .150	M	0	0	30	58	39	90	64	33	6	1	4	325
	F	0	0	6	8	10	25	18	10	2	0	1	80
	Sub-total[2]	**0**	**0**	**36**	**66**	**49**	**115**	**82**	**43**	**8**	**1**	**5**	**405**
Unknown	M	0	49	485	610	463	1,031	864	592	291	181	267	4,833
	F	0	12	305	447	291	762	623	351	134	92	131	3,148
	Sub-total[2]	**0**	**61**	**791**	**1,058**	**754**	**1,796**	**1,492**	**944**	**425**	**273**	**1,602**	**9,196**
MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**111**	**2,391**	**2,652**	**1,800**	**4,124**	**3,504**	**2,451**	**1,254**	**961**	**578**	**19,826**
	F	**0**	**47**	**1,495**	**1,618**	**1,017**	**2,449**	**2,103**	**1,351**	**579**	**476**	**310**	**11,445**
	TOTAL[2]	**0**	**158**	**3,887**	**4,274**	**2,817**	**6,579**	**5,614**	**3,804**	**1,833**	**1,437**	**2,103**	**32,506**

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

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)											
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	Total
Legal	M	0	67	3,581	3,170	1,972	4,335	3,576	2,600	1,354	1,087	479	22,221
	F	0	28	1,777	1,612	1,090	2,473	2,137	1,358	647	517	219	11,858
	Sub-total[2]	**0**	**95**	**5,359**	**4,785**	**3,065**	**6,815**	**5,719**	**3,962**	**2,003**	**1,604**	**726**	**34,133**
.001 – .019[3]	M	0	1	7	1	1	1	0	0	0	0	0	11
	F	0	0	1	1	1	0	0	0	0	0	0	3
	Sub-total[2]	**0**	**1**	**8**	**2**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**14**
.020 – .049[4]	M	0	0	14	3	0	3	2	1	0	0	0	23
	F	0	0	0	1	0	0	0	0	0	0	0	1
	Sub-total[2]	**0**	**0**	**14**	**4**	**0**	**3**	**2**	**1**	**0**	**0**	**0**	**24**
.050 – .079	M	0	0	25	26	14	24	8	4	3	3	1	108
	F	0	0	4	0	1	1	3	0	1	0	0	10
	Sub-total[2]	**0**	**0**	**29**	**26**	**15**	**25**	**11**	**4**	**5**	**3**	**1**	**119**
.080 – .149	M	0	3	69	84	32	72	42	13	7	5	2	329
	F	0	1	8	9	1	13	13	8	2	1	2	58
	Sub-total[2]	**0**	**4**	**77**	**93**	**33**	**85**	**55**	**21**	**9**	**6**	**4**	**387**
≥ .150	M	0	1	26	27	27	58	34	20	7	2	1	203
	F	0	0	1	7	5	12	16	10	2	0	0	53
	Sub-total[2]	**0**	**1**	**27**	**34**	**32**	**70**	**50**	**30**	**9**	**2**	**2**	**257**
Unknown	M	0	43	731	873	553	1,226	1,006	697	331	244	311	6,015
	F	0	11	326	443	271	686	554	279	175	87	129	2,961
	Sub-total[2]	**0**	**55**	**1,059**	**1,318**	**827**	**1,917**	**1,563**	**977**	**506**	**331**	**2,408**	**10,961**
MOTOR VEHICLE	**M**	**0**	**115**	**4,453**	**4,184**	**2,599**	**5,719**	**4,668**	**3,335**	**1,702**	**1,341**	**794**	**28,910**
CONTROLLERS:	**F**	**0**	**40**	**2,117**	**2,073**	**1,369**	**3,185**	**2,723**	**1,655**	**827**	**605**	**350**	**14,944**
	TOTAL[2]	**0**	**156**	**6,573**	**6,262**	**3,974**	**8,916**	**7,400**	**4,995**	**2,532**	**1,946**	**3,141**	**45,895**

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

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	125	5,403	5,113	3,254	7,319	6,182	4,459	2,331	1,897	785	36,868
	F	0	59	2,951	2,768	1,801	4,139	3,594	2,358	1,102	908	396	20,076
	Sub-total[2]	**0**	**184**	**8,355**	**7,887**	**5,058**	**11,468**	**9,784**	**6,822**	**3,435**	**2,805**	**1,220**	**57,018**
.001 – .019[3]	M	0	1	16	2	1	1	0	0	0	0	0	21
	F	0	0	4	2	1	0	0	0	0	0	0	7
	Sub-total[2]	**0**	**1**	**20**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**28**
.020 – .049[4]	M	0	0	27	5	1	6	4	3	0	0	0	46
	F	0	1	3	3	0	0	0	0	0	0	0	7
	Sub-total[2]	**0**	**1**	**30**	**8**	**1**	**6**	**4**	**3**	**0**	**0**	**0**	**53**
.050 – .079	M	0	2	43	52	33	54	22	10	4	4	2	226
	F	0	2	12	3	2	8	7	1	1	0	0	36
	Sub-total[2]	**0**	**4**	**55**	**55**	**35**	**62**	**29**	**11**	**6**	**4**	**2**	**263**
.080 – .149	M	0	8	127	156	79	143	82	30	15	8	4	652
	F	0	2	16	20	14	22	29	9	5	2	3	122
	Sub-total[2]	**0**	**10**	**143**	**176**	**93**	**165**	**111**	**39**	**20**	**10**	**7**	**774**
≥ .150	M	0	1	59	96	71	161	103	55	15	3	5	569
	F	0	0	7	15	15	38	35	20	5	0	1	136
	Sub-total[2]	**0**	**1**	**66**	**111**	**86**	**199**	**138**	**75**	**20**	**3**	**7**	**706**
Unknown	M	0	92	1,218	1,493	1,021	2,266	1,879	1,294	628	428	578	10,897
	F	0	23	632	891	563	1,451	1,179	636	310	180	260	6,125
	Sub-total[2]	**0**	**116**	**1,853**	**2,387**	**1,587**	**3,725**	**3,066**	**1,932**	**938**	**608**	**4,012**	**20,224**
MOTOR VEHICLE	**M**	**0**	**229**	**6,893**	**6,917**	**4,460**	**9,950**	**8,272**	**5,851**	**2,993**	**2,340**	**1,374**	**49,279**
CONTROLLERS:	**F**	**0**	**87**	**3,625**	**3,702**	**2,396**	**5,658**	**4,844**	**3,024**	**1,423**	**1,090**	**660**	**26,509**
	TOTAL[2]	**0**	**317**	**10,522**	**10,628**	**6,862**	**15,626**	**13,132**	**8,882**	**4,419**	**3,430**	**5,248**	**79,066**

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

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	2	24	30	21	29	25	17	3	6	0	157
	F	0	0	3	1	2	5	3	1	3	2	0	20
	Sub-total[1]	**0**	**2**	**27**	**31**	**23**	**34**	**28**	**18**	**6**	**8**	**1**	**178**
Injury	M	0	38	474	357	242	415	329	184	73	65	30	2,207
	F	0	11	239	126	69	148	137	92	34	36	12	904
	Sub-total[1]	**0**	**49**	**713**	**483**	**311**	**563**	**466**	**276**	**107**	**101**	**90**	**3,159**
Non-casualty	M	0	34	923	645	280	504	347	165	78	83	67	3,126
	F	0	9	257	177	112	202	178	105	42	40	22	1,144
	Sub-total[1]	**0**	**44**	**1,180**	**822**	**392**	**709**	**525**	**270**	**120**	**123**	**433**	**4,618**
SPEEDING MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**74**	**1,421**	**1,032**	**543**	**948**	**701**	**366**	**154**	**154**	**97**	**5,490**
	F	**0**	**20**	**499**	**304**	**183**	**355**	**318**	**198**	**79**	**78**	**34**	**2,068**
	TOTAL[1]	**0**	**95**	**1,920**	**1,336**	**726**	**1,306**	**1,019**	**564**	**233**	**232**	**524**	**7,955**

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 14.

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	1	3	11	4	18	7	9	10	10	0	73
	F	0	0	5	0	2	3	0	0	0	0	0	10
	Sub-total[1]	**0**	**1**	**8**	**11**	**6**	**21**	**7**	**9**	**10**	**10**	**0**	**83**
Injury	M	0	10	154	146	88	176	166	82	43	63	22	950
	F	0	9	71	61	29	71	71	50	23	29	8	422
	Sub-total[1]	**0**	**19**	**225**	**207**	**117**	**247**	**237**	**132**	**66**	**92**	**53**	**1,395**
Non-casualty	M	0	10	258	211	121	215	147	103	54	66	26	1,211
	F	0	5	74	50	28	72	65	47	35	37	8	421
	Sub-total[1]	**0**	**15**	**333**	**261**	**151**	**287**	**213**	**150**	**90**	**103**	**416**	**2,019**
FATIGUED MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**21**	**415**	**368**	**213**	**409**	**320**	**194**	**107**	**139**	**48**	**2,234**
	F	**0**	**14**	**150**	**111**	**59**	**146**	**136**	**97**	**58**	**66**	**16**	**853**
	TOTAL[1]	**0**	**35**	**566**	**479**	**274**	**555**	**457**	**291**	**166**	**205**	**469**	**3,497**

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 14.

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

Location type	Degree of crash			Total crashes
	Fatal crash	Injury crash	Non-casualty crash	
INTERSECTION				
Cross	28	3,691	4,461	8,180
'T'	71	4,891	6,653	11,615
'Y'	1	19	33	53
Multiple	3	46	50	99
Roundabout	2	776	1,063	1,841
Sub-total	**105**	**9,423**	**12,260**	**21,788**
NON-INTERSECTION				
One-way	0	74	47	121
2-way undivided	287	7,123	8,927	16,337
Dual carriageway (non-freeway)	44	1,941	3,069	5,054
Dual carriageway (freeway)	21	598	1,090	1,709
Other limited access	0	36	33	69
Other	2	205	269	476
Unknown	0	0	0	0
Sub-total	**354**	**9,977**	**13,435**	**23,766**
CRASHES: TOTAL	**459**	**19,400**	**25,695**	**45,554**

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	13	358	457	828
Causeway	0	11	8	19
Railway crossing	2	16	15	33
Entrance/driveway	9	1,206	1,666	2,881
Hazardous road surface	21	549	530	1,100
Roadworks/detour/diversion	9	255	339	603
Previous crash	2	39	111	152

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	40	14	54
40 km/h	1	179	187	367
50 km/h	40	4,272	5,726	10,038
60 km/h	77	5,680	7,723	13,480
70 km/h	16	1,502	2,259	3,777
80 km/h	18	703	1,014	1,735
90 km/h	6	189	303	498
100 km/h	8	127	197	332
110 km/h	8	170	323	501
Unknown	0	49	46	95
Sub-total	**174**	**12,911**	**17,792**	**30,877**
COUNTRY				
30 km/h or less	0	5	5	10
40 km/h	1	78	61	140
50 km/h	31	1,710	2,155	3,896
60 km/h	21	1,345	1,814	3,180
70 km/h	9	255	334	598
80 km/h	44	754	833	1,631
90 km/h	11	132	192	335
100 km/h	145	1,848	1,958	3,951
110 km/h	23	343	535	901
Unknown	0	19	16	35
Sub-total	**285**	**6,489**	**7,903**	**14,677**
CRASHES: TOTAL	**459**	**19,400**	**25,695**	**45,554**

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	38	1,992	3,301	5,331
Dry	241	13,226	16,717	30,184
Snow or ice	0	9	12	21
Unknown	0	18	33	51
Sub-total	**279**	**15,245**	**20,063**	**35,587**
CURVE				
Wet	40	997	1,858	2,895
Dry	140	3,141	3,736	7,017
Snow or ice	0	7	25	32
Unknown	0	4	5	9
Sub-total	**180**	**4,149**	**5,624**	**9,953**
TOTAL CRASHES[1]				
Wet	78	2,989	5,159	8,226
Dry	381	16,367	20,454	37,202
Snow or ice	0	16	37	53
Unknown	0	28	45	73
CRASHES: TOTAL	**459**	**19,400**	**25,695**	**45,554**

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	3	730	582	1,315	3	857	860
Ashfield	0	143	178	321	0	188	188
Auburn	3	278	413	694	4	355	359
Bankstown City	8	592	829	1,429	8	711	719
Baulkham Hills	4	361	647	1,012	4	455	459
Blacktown City	4	769	1,041	1,814	4	1,002	1,006
Botany Bay City	0	161	266	427	0	194	194
Burwood	1	106	142	249	1	127	128
Camden	3	122	149	274	3	161	164
Campbelltown City	3	383	462	848	4	489	493
Canada Bay City	0	197	300	497	0	231	231
Canterbury City	3	374	584	961	3	452	455
Fairfield City	9	583	742	1,334	9	803	812
Holroyd City	8	373	491	872	8	463	471
Hornsby	8	364	639	1,011	8	459	467
Hunters Hill	0	26	39	65	0	39	39
Hurstville City	1	160	275	436	1	198	199
Kogarah	0	130	236	366	0	164	164
Ku-ring-gai	6	241	466	713	6	303	309
Lane Cove	3	77	152	232	3	97	100
Leichhardt	1	155	164	320	1	186	187
Liverpool City	9	634	684	1,327	9	838	847
Manly	0	88	104	192	0	106	106
Marrickville	6	257	275	538	6	307	313
Mosman	2	47	70	119	2	61	63

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	0	171	252	423	0	198	198
Parramatta City	10	588	816	1,414	11	735	746
Penrith City	10	505	656	1,171	10	659	669
Pittwater	2	101	165	268	2	126	128
Randwick City	4	281	389	674	4	325	329
Rockdale City	5	305	497	807	5	392	397
Ryde City	7	268	509	784	7	334	341
South Sydney City	6	405	411	822	6	493	499
Strathfield	1	141	220	362	1	190	191
Sutherland	9	433	649	1,091	11	526	537
Warringah	3	301	512	816	3	376	379
Waverley	2	145	105	252	2	169	171
Willoughby City	1	173	361	535	1	197	198
Woollahra	3	118	173	294	3	138	141
Sydney Metropolitan Area Sub-total	**148**	**11,286**	**15,645**	**27,079**	**153**	**14,104**	**14,257**
Outer Sydney Area							
Blue Mountains City	6	191	247	444	6	250	256
Gosford City	11	447	708	1,166	12	614	626
Hawkesbury City	12	212	308	532	12	277	289
Wollondilly	6	112	171	289	6	172	178
Wyong	9	320	451	780	9	444	453
Outer Sydney Area Sub-total	**44**	**1,282**	**1,885**	**3,211**	**45**	**1,757**	**1,802**
TOTAL	**192**	**12,568**	**17,530**	**30,290**	**198**	**15,861**	**16,059**

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	9	541	798	1,348	9	674	683
Lake Macquarie City	9	426	493	928	9	550	559
Cessnock City	5	173	119	297	5	244	249
Dungog	0	32	23	55	0	42	42
Gloucester	1	19	26	46	1	29	30
Great Lakes	4	116	135	255	8	174	182
Maitland City	11	144	140	295	13	200	213
Merriwa	0	13	11	24	0	21	21
Murrurundi	0	10	8	18	0	16	16
Muswellbrook	2	48	41	91	2	75	77
Port Stephens	5	130	162	297	5	174	179
Scone	2	16	26	44	2	22	24
Singleton	6	71	75	152	8	86	94
TOTAL	**54**	**1,739**	**2,057**	**3,850**	**62**	**2,307**	**2,369**
ILLAWARRA REGION							
Wollongong City	6	523	697	1,226	6	669	675
Shellharbour City	2	135	159	296	2	172	174
Kiama	3	47	51	101	5	84	89
Shoalhaven City	7	228	285	520	7	291	298
Wingecarribee	3	123	162	288	3	171	174
TOTAL	**21**	**1,056**	**1,354**	**2,431**	**23**	**1,387**	**1,410**

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	3	122	172	297	3	175	178
Bellingen	0	34	41	75	0	48	48
Byron	6	126	195	327	7	159	166
Coffs Harbour City	8	135	154	297	11	191	202
Copmanhurst	1	15	14	30	1	17	18
Grafton City	2	44	49	95	2	53	55
Hastings	6	147	162	315	6	210	216
Kempsey	4	80	84	168	4	112	116
Kyogle	0	47	26	73	0	63	63
Lismore City	8	162	192	362	8	202	210
Lord Howe Island	0	2	0	2	0	5	5
Maclean	0	32	43	75	0	44	44
Nambucca	4	52	37	93	5	74	79
Pristine Waters	3	44	54	101	3	75	78
Richmond Valley	3	66	80	149	3	81	84
Greater Taree City	3	127	181	311	4	180	184
Tweed	7	207	332	546	7	272	279
TOTAL	58	1,442	1,816	3,316	64	1,961	2,025

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	2	39	65	106	3	56	59
Barraba	0	5	1	6	0	5	5
Bingara	1	8	9	18	1	10	11
Glen Innes	0	7	8	15	0	9	9
Gunnedah	1	18	26	45	1	26	27
Guyra	0	8	13	21	0	12	12
Inverell	3	45	40	88	4	65	69
Manilla	0	8	8	16	0	14	14
Moree Plains	3	38	45	86	3	66	69
Narrabri	1	44	34	79	2	59	61
Nundle	1	5	7	13	2	5	7
Parry	4	35	38	77	4	52	56
Quirindi	2	6	12	20	3	17	20
Severn	3	17	23	43	4	27	31
Tamworth City	1	72	90	163	1	86	87
Tenterfield	0	36	25	61	0	49	49
Uralla	1	15	15	31	1	26	27
Walcha	1	20	20	41	1	26	27
Yallaroi	0	6	10	16	0	9	9
TOTAL	**24**	**432**	**489**	**945**	**30**	**619**	**649**

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	16	6	22	0	32	32
Brewarrina	0	8	2	10	0	11	11
Cobar	1	13	10	24	2	21	23
Coolah	0	15	13	28	0	22	22
Coonabarabran	2	21	19	42	2	27	29
Coonamble	0	5	9	14	0	6	6
Dubbo City	2	85	97	184	2	117	119
Gilgandra	1	12	17	30	3	15	18
Mudgee	4	49	55	108	4	79	83
Narromine	1	22	14	37	1	29	30
Walgett	2	27	17	46	2	36	38
Warren	1	15	4	20	1	22	23
Wellington	2	17	19	38	2	27	29
TOTAL	**17**	**313**	**292**	**622**	**20**	**454**	**474**
CENTRAL WESTERN REGION							
Bathurst City	0	54	102	156	0	71	71
Bland	1	15	16	32	1	25	26
Blayney	1	18	19	38	1	26	27
Cabonne	2	40	52	94	2	55	57
Cowra	2	35	22	59	2	43	45
Evans	3	36	34	73	4	51	55
Forbes	3	13	15	31	6	17	23
Lachlan	1	16	8	25	1	31	32
Lithgow City	3	92	105	200	4	125	129

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	3	27	29	59	3	33	36
Orange City	1	79	108	188	1	114	115
Parkes	2	28	27	57	2	43	45
Rylstone	1	14	13	28	1	28	29
Weddin	0	5	4	9	0	5	5
TOTAL	23	472	554	1,049	28	667	695
SOUTH-EASTERN REGION							
Bega Valley	5	89	80	174	5	115	120
Bombala	2	15	5	22	3	24	27
Boorowa	1	18	12	31	1	29	30
Cooma-Monaro	3	32	47	82	3	48	51
Crookwell	2	14	18	34	2	16	18
Eurobodalla	6	111	146	263	7	171	178
Goulburn City	0	48	50	98	0	58	58
Gunning	1	12	37	50	1	16	17
Harden	0	17	15	32	0	21	21
Mulwaree	4	64	117	185	5	120	125
Queanbeyan City	2	67	70	139	2	77	79
Snowy River	2	32	66	100	2	45	47
Tallaganda	1	35	40	76	1	61	62
Yarrowlumla	4	40	59	103	5	63	68
Yass	3	62	87	152	4	96	100
Young	0	35	9	44	0	44	44
TOTAL	36	691	858	1,585	41	1,004	1,045

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	1	13	11	25	2	17	19
Coolamon	2	6	2	10	2	7	9
Cootamundra	0	16	22	38	0	19	19
Griffith City	2	55	75	132	2	78	80
Gundagai	2	17	24	43	2	30	32
Hay	0	11	6	17	0	11	11
Junee	2	12	6	20	2	15	17
Leeton	1	22	15	38	2	25	27
Lockhart	0	7	14	21	0	9	9
Murrumbidgee	0	5	12	17	0	8	8
Narrandera	2	20	18	40	2	28	30
Temora	2	12	14	28	3	17	20
Tumut	1	34	33	68	1	44	45
Wagga Wagga City	3	130	127	260	4	181	185
TOTAL	**18**	**360**	**379**	**757**	**22**	**489**	**511**
MURRAY REGION							
Albury City	3	114	191	308	3	145	148
Balranald	1	5	11	17	2	6	8
Berrigan	0	12	11	23	0	16	16
Conargo	1	6	2	9	1	9	10
Corowa	1	19	8	28	2	40	42
Culcairn	0	7	11	18	0	9	9
Deniliquin	0	6	7	13	0	9	9
Holbrook	0	15	9	24	0	20	20
Hume	3	17	23	43	5	27	32

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	7	4	11	0	8	8
Murray	0	17	10	27	0	21	21
Tumbarumba	1	17	14	32	1	24	25
Urana	2	5	3	10	2	12	14
Wakool	2	17	5	24	2	21	23
Wentworth	0	9	13	22	0	17	17
TOTAL	14	273	322	609	18	384	402
FAR WESTERN REGION							
Broken Hill City	0	33	28	61	0	49	49
Central Darling	0	8	6	14	0	10	10
Unincorporated Area	2	13	10	25	2	17	19
TOTAL	2	54	44	100	2	76	78
METROPOLITAN[3]:							
TOTAL	174	12,911	17,792	30,877	179	16,169	16,348
COUNTRY[3]: TOTAL	285	6,489	7,903	14,677	329	9,040	9,369
NSW STATE							
TOTAL	459	19,400	25,695	45,554	508	25,209	25,717

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	8	18	26	0	9	9
Hornsby	0	13	31	44	0	14	14
Baulkham Hills	0	19	23	42	0	22	22
Sub-total	**0**	**40**	**72**	**112**	**0**	**45**	**45**
SYDNEY-NEWCASTLE FREEWAY (WAHROONGA to BERESFIELD)							
Ku-ring-gai	0	5	9	14	0	10	10
Hornsby	3	43	86	132	3	58	61
Gosford City	1	48	87	136	1	70	71
Wyong	3	27	69	99	3	42	45
Lake Macquarie City	1	19	44	64	1	20	21
Cessnock City	0	0	0	0	0	0	0
Newcastle City	1	4	3	8	1	7	8
Sub-total	**9**	**146**	**298**	**453**	**9**	**207**	**216**
M4 MOTORWAY (CONCORD to LAPSTONE)							
Canada Bay City	0	7	13	20	0	8	8
Strathfield	0	3	4	7	0	3	3
Auburn	0	30	46	76	0	40	40
Parramatta City	0	8	13	21	0	10	10
Holroyd City	2	61	101	164	2	69	71
Blacktown City	1	56	95	152	1	71	72
Penrith City	1	30	55	86	1	40	41
Blue Mountains City	1	0	0	1	1	1	2
Sub-total	**5**	**195**	**327**	**527**	**5**	**242**	**247**
M5 MOTORWAY (SYDNEY AIRPORT to PRESTONS)							
Rockdale City	0	17	30	47	0	20	20
Canterbury City	0	22	54	76	0	30	30
Hurstville City	0	0	1	1	0	0	0
Bankstown City	1	26	48	75	1	27	28
Liverpool City	2	27	66	95	2	35	37
Sub-total	**3**	**92**	**199**	**294**	**3**	**112**	**115**

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	2	39	58	99	2	58	60
Sub-total	**2**	**39**	**58**	**99**	**2**	**58**	**60**
M7 WESTLINK (BAULKHAM HILLS to PRESTONS)							
Baulkham Hills City	0	0	1	1	0	0	0
Blacktown City	0	1	1	2	0	1	1
Fairfield City	1	0	0	1	1	4	5
Liverpool City	0	0	0	0	0	0	0
Sub-total	**1**	**1**	**2**	**4**	**1**	**5**	**6**
Opened in December 2005							
EASTERN DISTRIBUTOR (WOOLLOOMOOLOO to KENSINGTON							
City of Sydney	0	9	15	24	0	27	27
South Sydney City	0	3	6	9	0	5	5
Randwick City	0	0	1	1	0	0	0
Sub-total	**0**	**12**	**22**	**34**	**0**	**32**	**32**
CROSS CITY TUNNEL							
City of Sydney	0	2	0	2	0	2	2
Sub-total	**0**	**2**	**0**	**2**	**0**	**2**	**2**
Opened in August 2005							
FREEWAYS/MOTOR-WAYS: TOTAL	**20**	**527**	**978**	**1,525**	**20**	**703**	**723**
STATE HIGHWAYS							
PRINCES (State Highway (SH) 1) (SYDNEY to Victorian border near EDEN)							
City of Sydney	0	10	18	28	0	15	15
South Sydney City	0	26	9	35	0	30	30
Marrickville	0	51	38	89	0	65	65
Rockdale City	0	45	61	106	0	59	59
Kogarah	0	34	54	88	0	40	40
Sutherland	0	82	150	232	0	101	101
Wollongong City	1	103	151	255	1	128	129
Shellharbour City	2	24	36	62	2	31	33
Kiama	1	24	22	47	1	40	41

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
PRINCES (State Highway (SH) 1) (SYDNEY to Victorian border near EDEN) (Continued)							
Shoalhaven City	3	73	113	189	3	112	115
Eurobodalla	2	44	57	103	3	68	71
Bega Valley	3	22	23	48	3	32	35
Sub-total	**12**	**538**	**732**	**1,282**	**13**	**721**	**734**

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

HUME (SH 2) (ASHFIELD to ALBURY)							
Ashfield	0	21	24	45	0	24	24
Burwood	1	11	15	27	1	13	14
Strathfield	1	21	26	48	1	26	27
Bankstown City	0	78	123	201	0	90	90
Fairfield City	0	20	33	53	0	24	24
Liverpool City	0	117	130	247	0	156	156
Campbelltown City	0	40	66	106	0	56	56
Wollondilly	0	14	21	35	0	21	21
Wingecarribee	1	31	50	82	1	39	40
Mulwaree	1	23	54	78	2	55	57
Goulburn City	0	3	2	5	0	3	3
Gunning	1	4	10	15	1	7	8
Yass	1	14	32	47	1	23	24
Harden	0	2	4	6	0	4	4
Gundagai	2	8	18	28	2	16	18
Wagga Wagga City	0	9	14	23	0	17	17
Holbrook	0	10	5	15	0	14	14
Hume	2	1	5	8	3	2	5
Albury City	0	33	40	73	0	45	45
Sub-total	**10**	**460**	**672**	**1,142**	**12**	**635**	**647**

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	3	15	22	40	3	30	33
Gunning	0	4	18	22	0	5	5
Yarrowlumla	1	6	13	20	1	14	15
Sub-total	**4**	**25**	**53**	**82**	**4**	**49**	**53**
SNOWY MOUNTAINS (SH 4) (TATHRA to Hume Hwy near GUNDAGAI)							
Bega Valley	0	7	6	13	0	9	9
Cooma-Monaro	0	0	5	5	0	0	0
Snowy River	0	4	18	22	0	4	4
Tumut	1	7	10	18	1	8	9
Gundagai	0	0	0	0	0	0	0
Sub-total	**1**	**18**	**39**	**58**	**1**	**21**	**22**
GREAT WESTERN (SH 5) (SYDNEY to BATHURST)							
City of Sydney	1	47	24	72	1	55	56
Leichhardt	0	17	24	41	0	25	25
Marrickville	1	25	25	51	1	32	33
Ashfield	0	30	41	71	0	46	46
Canada Bay City	0	23	43	66	0	25	25
Burwood	0	15	18	33	0	22	22
Strathfield	0	21	28	49	0	30	30
Auburn	0	20	59	79	0	26	26

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	40	57	97	0	57	57
Holroyd City	2	52	78	132	2	63	65
Blacktown City	0	58	75	133	0	82	82
Penrith City	0	59	74	133	0	70	70
Blue Mountains City	4	103	133	240	4	149	153
Lithgow City	1	27	23	51	2	41	43
Evans	1	2	5	8	2	6	8
Bathurst City	0	15	30	45	0	20	20
Sub-total	**10**	**554**	**737**	**1,301**	**12**	**749**	**761**
MID WESTERN (SH 6) (BATHURST to HAY)							
Bathurst City	0	2	0	2	0	2	2
Evans	0	2	3	5	0	3	3
Blayney	0	6	8	14	0	14	14
Cowra	1	9	10	20	1	11	12
Weddin	0	2	0	2	0	2	2
Bland	0	4	0	4	0	6	6
Carrathool	1	5	3	9	2	6	8
Hay	0	0	0	0	0	0	0
Sub-total	**2**	**30**	**24**	**56**	**3**	**44**	**47**

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	0	6	5	11	0	8	8
Evans	1	8	11	20	1	12	13
Cabonne	0	3	10	13	0	7	7
Orange City	0	15	25	40	0	26	26
Wellington	1	8	7	16	1	12	13
Dubbo City	0	24	24	48	0	34	34
Narromine	1	7	4	12	1	10	11
Warren	0	2	0	2	0	2	2
Bogan	0	2	5	7	0	2	2
Bourke	0	1	0	1	0	3	3
Sub-total	**3**	**76**	**91**	**170**	**3**	**116**	**119**
BARRIER (SH 8) (NYNGAN to SA border near COCKBURN)							
Bogan	0	2	1	3	0	4	4
Cobar	1	4	4	9	2	9	11
Central Darling	0	1	4	5	0	1	1
Unincorporated Area	0	5	4	9	0	6	6
Broken Hill City	0	9	5	14	0	15	15
Sub-total	**1**	**21**	**18**	**40**	**2**	**35**	**37**

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	0	14	24	38	0	16	16
Maitland City	5	65	46	116	6	93	99
Cessnock City	0	1	6	7	0	1	1
Singleton	2	20	18	40	4	30	34
Muswellbrook	0	18	12	30	0	30	30
Scone	1	4	9	14	1	6	7
Murrurundi	0	8	3	11	0	13	13
Quirindi	1	3	3	7	2	8	10
Nundle	1	3	2	6	2	3	5
Parry	0	7	12	19	0	13	13
Tamworth City	0	6	8	14	0	7	7
Uralla	1	3	6	10	1	7	8
Armidale Dumaresq	0	4	2	6	0	4	4
Guyra	0	3	6	9	0	5	5
Severn	0	11	12	23	0	18	18
Glen Innes	0	3	2	5	0	4	4
Tenterfield	0	6	7	13	0	7	7
Sub-total	**11**	**179**	**178**	**368**	**16**	**265**	**281**

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	16	27	43	0	16	16
Lane Cove	0	9	34	43	0	11	11
Willoughby City	0	27	48	75	0	30	30
Ku-ring-gai	1	83	121	205	1	107	108
Hornsby	1	50	63	114	1	55	56
Gosford City	1	49	86	136	1	77	78
Wyong	0	65	75	140	0	84	84
Lake Macquarie City	2	68	75	145	2	94	96
Newcastle City	0	60	108	168	0	69	69
Port Stephens	1	13	24	38	1	20	21
Great Lakes	3	48	46	97	7	79	86
Greater Taree City	1	19	59	79	1	27	28
Hastings	2	32	21	55	2	61	63
Kempsey	1	13	23	37	1	26	27
Nambucca	3	21	12	36	4	37	41
Bellingen	0	5	8	13	0	8	8
Coffs Harbour City	5	44	62	111	8	87	95
Pristine Waters	1	14	24	39	1	30	31
Grafton City	1	6	5	12	1	7	8
Maclean	0	10	18	28	0	17	17
Richmond Valley	2	11	14	27	2	13	15
Ballina	2	40	54	96	2	57	59
Byron	3	23	50	76	3	37	40
Tweed	0	30	53	83	0	49	49
Sub-total	**30**	**756**	**1,110**	**1,896**	**38**	**1,098**	**1,136**

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
OXLEY (SH 11) (PORT MACQUARIE to NEVERTIRE)							
Hastings	1	20	23	44	1	23	24
Walcha	1	4	10	15	1	5	6
Parry	1	4	7	12	1	6	7
Tamworth City	0	16	16	32	0	20	20
Gunnedah	0	3	5	8	0	3	3
Coonabarabran	1	1	4	6	1	1	2
Gilgandra	0	4	0	4	0	5	5
Warren	1	5	2	8	1	6	7
Sub-total	**5**	**57**	**67**	**129**	**5**	**69**	**74**
GWYDIR (SH 12) (STH GRAFTON to COLLARENEBRI)							
Grafton City	0	2	2	4	0	3	3
Pristine Waters	0	1	4	5	0	1	1
Severn	2	1	6	9	2	2	4
Glen Innes	0	0	3	3	0	0	0
Inverell	1	13	10	24	2	19	21
Yallaroi	0	5	2	7	0	6	6
Moree Plains	1	3	4	8	1	7	8
Walgett	0	1	3	4	0	1	1
Sub-total	**4**	**26**	**34**	**64**	**5**	**39**	**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	11	8	19	0	17	17
Fairfield City	0	55	64	119	0	76	76
Holroyd City	1	51	60	112	1	64	65
Parramatta City	2	68	91	161	3	92	95
Baulkham Hills	0	18	42	60	0	27	27
Hornsby	0	73	128	201	0	103	103
Sub-total	**3**	**276**	**393**	**672**	**4**	**379**	**383**
STURT (SH 14) (Hume Hwy near GUNDAGAI to MILDURA)							
Wagga Wagga City	0	24	22	46	0	37	37
Narrandera	0	3	3	6	0	3	3
Murrumbidgee	0	4	3	7	0	6	6
Hay	0	6	3	9	0	6	6
Wakool	0	1	0	1	0	1	1
Balranald	1	5	5	11	2	6	8
Wentworth	0	3	5	8	0	9	9
Sub-total	**1**	**46**	**41**	**88**	**2**	**68**	**70**
BARTON (SH 15) (Hume Hwy near YASS to ACT border near HALL)							
Yass	1	10	25	36	1	23	24
Yarrowlumla	0	0	0	0	0	0	0
Sub-total	**1**	**10**	**25**	**36**	**1**	**23**	**24**

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	14	28	1	20	21
Lismore City	2	35	43	80	2	43	45
Richmond Valley	0	18	22	40	0	25	25
Kyogle	0	4	6	10	0	6	6
Tenterfield	0	16	10	26	0	24	24
Inverell	0	1	2	3	0	1	1
Yallaroi	0	0	0	0	0	0	0
Moree Plains	0	0	1	1	0	0	0
Sub-total	**3**	**87**	**98**	**188**	**3**	**119**	**122**
NEWELL (SH 17) (TOCUMWAL to GOONDIWINDI)							
Berrigan	0	4	1	5	0	7	7
Jerilderie	0	4	3	7	0	5	5
Urana	1	2	1	4	1	9	10
Narrandera	0	7	8	15	0	10	10
Coolamon	1	2	0	3	1	2	3
Bland	0	6	5	11	0	13	13
Weddin	0	0	0	0	0	0	0
Forbes	1	2	3	6	2	2	4
Parkes	0	10	12	22	0	12	12
Narromine	0	4	2	6	0	4	4
Dubbo City	0	18	19	37	0	27	27

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	1	3	6	10	3	4	7
Coonabarabran	1	6	7	14	1	9	10
Narrabri	0	14	14	28	0	17	17
Moree Plains	1	17	20	38	1	32	33
Sub-total	**6**	**99**	**101**	**206**	**9**	**153**	**162**
CASTLEREAGH (SH 18) (MARRANGAROO to HEBEL)							
Lithgow City	1	6	9	16	1	7	8
Rylstone	1	2	3	6	1	3	4
Mudgee	2	13	20	35	2	26	28
Coolah	0	1	4	5	0	2	2
Gilgandra	0	1	3	4	0	1	1
Coonamble	0	2	2	4	0	2	2
Walgett	0	4	2	6	0	7	7
Brewarrina	0	0	0	0	0	0	0
Sub-total	**4**	**29**	**43**	**76**	**4**	**48**	**52**
MONARO (SH 19) (ACT border near CANBERRA to Victorian border near ROCKTON)							
Yarrowlumla	0	2	3	5	0	2	2
Cooma-Monaro	3	18	23	44	3	24	27
Bombala	2	6	2	10	3	15	18
Sub-total	**5**	**26**	**28**	**59**	**6**	**41**	**47**

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	1	5	6	0	1	1
Albury City	0	7	13	20	0	9	9
Corowa	1	1	0	2	2	3	5
Berrigan	0	1	2	3	0	1	1
Conargo	0	2	1	3	0	2	2
Deniliquin	0	0	2	2	0	0	0
Sub-total	**1**	**12**	**23**	**36**	**2**	**16**	**18**
COBB (SH 21) (MOAMA to Barrier Hwy near WILCANNIA)							
Murray	0	5	4	9	0	6	6
Deniliquin	0	2	1	3	0	4	4
Conargo	1	1	0	2	1	1	2
Hay	0	2	2	4	0	2	2
Carrathool	0	0	0	0	0	0	0
Central Darling	0	2	0	2	0	3	3
Sub-total	**1**	**12**	**7**	**20**	**1**	**16**	**17**
SILVER CITY (SH 22) (Sturt Hwy near MILDURA to Qld border at WARRI GATE)							
Wentworth	0	2	3	5	0	3	3
Unincorporated Area	1	3	4	8	1	4	5
Broken Hill City	0	4	0	4	0	6	6
Sub-total	**1**	**9**	**7**	**17**	**1**	**13**	**14**

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	0	11	16	27	0	15	15
Newcastle City	0	35	42	77	0	44	44
Sub-total	**0**	**46**	**58**	**104**	**0**	**59**	**59**
ILLAWARRA (SH 25) (ALBION PARK to Hume Hwy at HODDLES CROSSROADS)							
Shellharbour City	0	7	20	27	0	8	8
Wingecarribee	2	16	15	33	2	25	27
Sub-total	**2**	**23**	**35**	**60**	**2**	**33**	**35**
GOLDEN (SH 27) (SINGLETON to DUBBO)							
Singleton	0	3	3	6	0	3	3
Muswellbrook	0	5	8	13	0	6	6
Merriwa	0	9	10	19	0	17	17
Coolah	0	2	2	4	0	3	3
Wellington	0	1	1	2	0	2	2
Dubbo City	1	1	5	7	1	1	2
Sub-total	**1**	**21**	**29**	**51**	**1**	**32**	**33**
CARNARVON (SH 28) (MOREE to MUNGINDI)							
Moree Plains	0	0	3	3	0	0	0
Sub-total	**0**	**0**	**3**	**3**	**0**	**0**	**0**

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	0	1	1	0	0	0
Gunnedah	1	5	1	7	1	6	7
Narrabri	1	10	3	14	2	13	15
Walgett	0	2	2	4	0	2	2
Brewarrina	0	3	1	4	0	4	4
Bourke	0	2	1	3	0	9	9
Sub-total	**2**	**22**	**9**	**33**	**3**	**34**	**37**
STATE HIGHWAYS:							
TOTAL	**124**	**3,458**	**4,655**	**8,237**	**153**	**4,875**	**5,028**

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

Casualties in 2005

- 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	191	12,380	12,571
Light truck	25	1,103	1,128
Heavy rigid truck	6	92	98
Articulated truck	12	205	217
Bus	0	37	37
Other motor vehicle	1	70	71
Sub-total	**235**	**13,887**	**14,122**
Motorcycle rider	**61**	**1,976**	**2,037**
Pedal cycle rider	**13**	**1,179**	**1,192**
Other/Unknown	**0**	**3**	**3**
CONTROLLER			
Sub-total	**309**	**17,045**	**17,354**
PASSENGER			
Car	80	5,205	5,285
Light truck	6	354	360
Heavy rigid truck	1	21	22
Articulated truck	4	18	22
Bus	8	173	181
Other motor vehicle	1	37	38
Sub-total	**100**	**5,808**	**5,908**
Motorcycle	**3**	**123**	**126**
Pedal cycle	**0**	**9**	**9**
Other/Unknown	**0**	**4**	**4**
PASSENGER			
Sub-total	**103**	**5,944**	**6,047**
PEDESTRIAN			
Sub-total	**96**	**2,220**	**2,316**
CASUALTIES: TOTAL	508	25,209	25,717

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	0	17	24	13	25	19	15	9	20	0	142
	F	0	0	6	3	6	10	6	6	8	4	0	49
	Sub-total[1]	**0**	**0**	**23**	**27**	**19**	**35**	**25**	**21**	**17**	**24**	**0**	**191**
Car passenger	M	1	7	9	5	3	3	1	3	5	1	0	38
	F	4	3	5	3	1	3	3	2	4	14	0	42
	Sub-total[1]	**5**	**10**	**14**	**8**	**4**	**6**	**4**	**5**	**9**	**15**	**0**	**80**
Other motor vehicle driver	M	0	0	1	8	3	5	12	8	6	0	0	43
	F	0	0	0	0	0	0	0	0	1	0	0	1
	Sub-total[1]	**0**	**0**	**1**	**8**	**3**	**5**	**12**	**8**	**7**	**0**	**0**	**44**
Other motor vehicle passenger	M	0	2	1	1	0	1	1	1	1	0	1	9
	F	0	0	1	2	0	1	0	0	2	4	1	11
	Sub-total[1]	**0**	**2**	**2**	**3**	**0**	**2**	**1**	**1**	**3**	**4**	**2**	**20**
Motorcycle rider	M	0	2	5	10	10	16	9	6	2	1	0	61
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	**0**	**2**	**5**	**10**	**10**	**16**	**9**	**6**	**2**	**1**	**0**	**61**
Motorcycle passenger	M	0	0	0	1	0	0	0	0	0	0	0	1
	F	0	1	0	0	0	1	0	0	0	0	0	2
	Sub-total[1]	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**
Pedal cycle rider/passenger	M	0	1	0	0	2	1	1	2	0	3	0	10
	F	0	0	1	0	0	0	1	1	0	0	0	3
	Sub-total[1]	**0**	**1**	**1**	**0**	**2**	**1**	**2**	**3**	**0**	**3**	**0**	**13**
Pedestrian	M	1	5	5	2	0	10	9	5	7	14	1	59
	F	0	2	0	1	1	5	3	2	1	22	0	37
	Sub-total[1]	**1**	**7**	**5**	**3**	**1**	**15**	**12**	**7**	**8**	**36**	**1**	**96**
CASUALTIES[2]:	**M**	**2**	**17**	**38**	**51**	**31**	**61**	**52**	**40**	**30**	**39**	**2**	**363**
	F	**4**	**6**	**13**	**9**	**8**	**20**	**13**	**11**	**16**	**44**	**1**	**145**
	TOTAL[1]	**6**	**23**	**51**	**60**	**39**	**81**	**65**	**51**	**46**	**83**	**3**	**508**

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) 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	32	893	823	487	1,057	916	616	385	447	139	5,795
	F	0	25	928	954	571	1,364	1,141	787	328	323	141	6,562
	Sub-total[1]	**0**	**57**	**1,821**	**1,777**	**1,058**	**2,421**	**2,057**	**1,403**	**713**	**770**	**303**	**12,380**
Car passenger	M	117	397	352	279	105	150	117	88	53	54	240	1,952
	F	119	519	385	292	138	310	272	224	186	220	418	3,083
	Sub-total[1]	**238**	**916**	**737**	**571**	**243**	**460**	**389**	**312**	**239**	**274**	**826**	**5,205**
Other motor vehicle driver	M	0	3	95	121	135	328	304	195	70	26	29	1,306
	F	0	0	25	13	24	50	41	21	13	3	3	193
	Sub-total[1]	**0**	**3**	**120**	**134**	**159**	**378**	**345**	**216**	**83**	**29**	**40**	**1,507**
Other motor vehicle passenger	M	3	55	35	47	20	43	37	20	19	11	35	325
	F	7	32	27	19	18	32	33	19	19	21	34	261
	Sub-total[1]	**10**	**87**	**62**	**66**	**38**	**75**	**70**	**39**	**38**	**32**	**86**	**603**
Motorcycle rider	M	0	43	186	331	220	441	346	174	39	13	31	1,824
	F	0	2	9	27	26	43	21	10	2	0	4	144
	Sub-total[1]	**0**	**45**	**195**	**358**	**246**	**484**	**367**	**184**	**41**	**13**	**43**	**1,976**
Motorcycle passenger	M	0	4	2	9	3	1	4	0	0	0	9	32
	F	1	6	6	10	10	18	18	10	2	0	7	88
	Sub-total[1]	**1**	**10**	**8**	**19**	**13**	**19**	**22**	**10**	**2**	**0**	**19**	**123**
Pedal cycle rider/passenger	M	4	225	67	93	64	221	134	80	36	18	61	1,003
	F	1	38	6	17	20	36	27	17	2	1	10	175
	Sub-total[1]	**5**	**264**	**73**	**110**	**84**	**257**	**161**	**97**	**38**	**19**	**80**	**1,188**
Pedestrian	M	35	189	111	134	83	171	109	103	88	112	90	1,225
	F	19	160	91	98	49	108	119	77	61	143	62	987
	Sub-total[1]	**54**	**349**	**202**	**232**	**132**	**279**	**228**	**180**	**149**	**255**	**160**	**2,220**
CASUALTIES[2]:	**M**	**159**	**949**	**1,743**	**1,837**	**1,117**	**2,412**	**1,968**	**1,276**	**691**	**682**	**635**	**13,469**
	F	**147**	**782**	**1,477**	**1,430**	**856**	**1,961**	**1,672**	**1,165**	**613**	**711**	**679**	**11,493**
	TOTAL[1]	**308**	**1,732**	**3,220**	**3,267**	**1,973**	**4,373**	**3,640**	**2,441**	**1,304**	**1,393**	**1,558**	**25,209**

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) 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	32	910	847	500	1,082	935	631	394	467	139	5,937
	F	0	25	934	957	577	1,374	1,147	793	336	327	141	6,611
	Sub-total[1]	**0**	**57**	**1,844**	**1,804**	**1,077**	**2,456**	**2,082**	**1,424**	**730**	**794**	**303**	**12,571**
Car passenger	M	118	404	361	284	108	153	118	91	58	55	240	1,990
	F	123	522	390	295	139	313	275	226	190	234	418	3,125
	Sub-total[1]	**243**	**926**	**751**	**579**	**247**	**466**	**393**	**317**	**248**	**289**	**826**	**5,285**
Other motor vehicle driver	M	0	3	96	129	138	333	316	203	76	26	29	1,349
	F	0	0	25	13	24	50	41	21	14	3	3	194
	Sub-total[1]	**0**	**3**	**121**	**142**	**162**	**383**	**357**	**224**	**90**	**29**	**40**	**1,551**
Other motor vehicle passenger	M	3	57	36	48	20	44	38	21	20	11	36	334
	F	7	32	28	21	18	33	33	19	21	25	35	272
	Sub-total[1]	**10**	**89**	**64**	**69**	**38**	**77**	**71**	**40**	**41**	**36**	**88**	**623**
Motorcycle rider	M	0	45	191	341	230	457	355	180	41	14	31	1,885
	F	0	2	9	27	26	43	21	10	2	0	4	144
	Sub-total[1]	**0**	**47**	**200**	**368**	**256**	**500**	**376**	**190**	**43**	**14**	**43**	**2,037**
Motorcycle passenger	M	0	4	2	10	3	1	4	0	0	0	9	33
	F	1	7	6	10	10	19	18	10	2	0	7	90
	Sub-total[1]	**1**	**11**	**8**	**20**	**13**	**20**	**22**	**10**	**2**	**0**	**19**	**126**
Pedal cycle rider/passenger	M	4	226	67	93	66	222	135	82	36	21	61	1,013
	F	1	38	7	17	20	36	28	18	2	1	10	178
	Sub-total[1]	**5**	**265**	**74**	**110**	**86**	**258**	**163**	**100**	**38**	**22**	**80**	**1,201**
Pedestrian	M	36	194	116	136	83	181	118	108	95	126	91	1,284
	F	19	162	91	99	50	113	122	79	62	165	62	1,024
	Sub-total[1]	**55**	**356**	**207**	**235**	**133**	**294**	**240**	**187**	**157**	**291**	**161**	**2,316**
CASUALTIES[2]:	**M**	**161**	**966**	**1,781**	**1,888**	**1,148**	**2,473**	**2,020**	**1,316**	**721**	**721**	**637**	**13,832**
	F	**151**	**788**	**1,490**	**1,439**	**864**	**1,981**	**1,685**	**1,176**	**629**	**755**	**680**	**11,638**
	TOTAL[1]	**314**	**1,755**	**3,271**	**3,327**	**2,012**	**4,454**	**3,705**	**2,492**	**1,350**	**1,476**	**1,561**	**25,717**

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	173	12,915	13,088
Fitted but not worn	41	215	256
No restraint fitted	0	36	36
Unknown	21	721	742
Sub-total	**235**	**13,887**	**14,122**
Passenger			
Adult belt worn	63	4,673	4,736
Child restraint worn	5	73	78
Fitted but not worn	16	116	132
No restraint fitted	10	131	141
Unknown	6	815	821
Sub-total	**100**	**5,808**	**5,908**
Motorcycle rider/passenger			
Open face (jet) helmet worn	8	234	242
Full face helmet worn	48	1,586	1,634
No helmet worn	8	84	92
Unknown	0	195	195
Sub-total	**64**	**2,099**	**2,163**
Pedal cycle rider/passenger			
Helmet worn	9	701	710
No helmet worn	4	247	251
Unknown	0	240	240
Sub-total	**13**	**1,188**	**1,201**
Other/unknown	**0**	**7**	**7**
All road vehicle casualties			
Device worn	**306**	**20,185**	**20,491**
Device not worn	**79**	**830**	**909**
Unknown	**27**	**1,974**	**2,001**
ROAD VEHICLE CASUALTIES: TOTAL[2]	**412**	**22,989**	**23,401**

[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)											
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	Total
Legal	M	0	2	17	27	16	27	30	23	14	20	0	176
	F	0	0	5	1	5	8	5	3	7	3	0	37
	Sub-total[2]	**0**	**2**	**22**	**28**	**21**	**35**	**35**	**26**	**21**	**23**	**0**	**213**
.001 – .019[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**
.020 – .049[4]	M	0	0	0	0	0	0	0	1	0	0	0	1
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
.050 – .079	M	0	0	1	3	0	2	0	0	0	0	0	6
	F	0	0	0	1	0	0	0	0	0	0	0	1
	Sub-total[2]	**0**	**0**	**1**	**4**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**7**
.080 – .149	M	0	0	1	4	2	3	3	0	0	0	0	13
	F	0	0	1	0	0	1	0	0	0	0	0	2
	Sub-total[2]	**0**	**0**	**2**	**4**	**2**	**4**	**3**	**0**	**0**	**0**	**0**	**15**
≥ .150	M	0	0	3	8	5	10	5	2	2	0	0	35
	F	0	0	0	0	0	0	1	0	1	0	0	2
	Sub-total[2]	**0**	**0**	**3**	**8**	**5**	**10**	**6**	**2**	**3**	**0**	**0**	**37**
Unknown	M	0	0	0	0	3	4	2	3	1	1	0	14
	F	0	0	0	1	1	1	0	3	1	1	0	8
	Sub-total[2]	**0**	**0**	**0**	**1**	**4**	**5**	**2**	**6**	**2**	**2**	**0**	**22**
MOTOR VEHICLE	**M**	**0**	**2**	**23**	**42**	**26**	**46**	**40**	**29**	**17**	**21**	**0**	**246**
CONTROLLER	**F**	**0**	**0**	**6**	**3**	**6**	**10**	**6**	**6**	**9**	**4**	**0**	**50**
CASUALTIES:	**TOTAL[2]**	**0**	**2**	**29**	**45**	**32**	**56**	**46**	**35**	**26**	**25**	**0**	**296**

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

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)											
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	Total
Legal	M	0	40	897	903	576	1,277	1,150	747	389	416	118	6,513
	F	0	17	770	717	417	968	822	617	274	266	100	4,968
	Sub-total[2]	**0**	**57**	**1,667**	**1,620**	**993**	**2,245**	**1,972**	**1,364**	**663**	**682**	**224**	**11,487**
.001 – .019[3]	M	0	0	7	1	0	0	0	0	0	0	0	8
	F	0	0	2	0	0	0	0	0	0	0	0	2
	Sub-total[2]	**0**	**0**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**
.020 – .049[4]	M	0	0	11	1	0	1	1	0	0	0	0	14
	F	0	1	3	2	0	0	0	0	0	0	0	6
	Sub-total[2]	**0**	**1**	**14**	**3**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**20**
.050 – .079	M	0	2	12	20	11	23	10	2	1	1	1	83
	F	0	2	8	2	1	6	2	1	0	0	0	22
	Sub-total[2]	**0**	**4**	**20**	**22**	**12**	**29**	**12**	**3**	**1**	**1**	**1**	**105**
.080 – .149	M	0	4	46	58	34	55	27	14	7	2	2	249
	F	0	1	7	10	10	5	16	1	2	1	1	54
	Sub-total[2]	**0**	**5**	**53**	**68**	**44**	**60**	**43**	**15**	**9**	**3**	**3**	**303**
≥ .150	M	0	0	29	55	34	82	53	29	5	0	3	290
	F	0	0	5	8	10	24	15	10	2	0	1	75
	Sub-total[2]	**0**	**0**	**34**	**63**	**44**	**106**	**68**	**39**	**7**	**0**	**4**	**365**
Unknown	M	0	32	172	237	187	388	325	193	92	67	75	1,768
	F	0	6	167	255	183	454	348	189	65	59	46	1,772
	Sub-total[2]	**0**	**38**	**339**	**492**	**370**	**842**	**673**	**382**	**157**	**126**	**154**	**3,573**
MOTOR VEHICLE	**M**	**0**	**78**	**1,174**	**1,275**	**842**	**1,826**	**1,566**	**985**	**494**	**486**	**199**	**8,925**
CONTROLLER	**F**	**0**	**27**	**962**	**994**	**621**	**1,457**	**1,203**	**818**	**343**	**326**	**148**	**6,899**
CASUALTIES:	**TOTAL[2]**	**0**	**105**	**2,136**	**2,269**	**1,463**	**3,283**	**2,769**	**1,803**	**837**	**812**	**386**	**15,863**

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

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)											
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	Total
Legal	M	0	42	914	930	592	1,304	1,180	770	403	436	118	6,689
	F	0	17	775	718	422	976	827	620	281	269	100	5,005
	Sub-total[2]	**0**	**59**	**1,689**	**1,648**	**1,014**	**2,280**	**2,007**	**1,390**	**684**	**705**	**224**	**11,700**
.001 – .019[3]	M	0	0	8	1	0	0	0	0	0	0	0	9
	F	0	0	2	0	0	0	0	0	0	0	0	2
	Sub-total[2]	**0**	**0**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**
.020 – .049[4]	M	0	0	11	1	0	1	1	1	0	0	0	15
	F	0	1	3	2	0	0	0	0	0	0	0	6
	Sub-total[2]	**0**	**1**	**14**	**3**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**21**
.050 – .079	M	0	2	13	23	11	25	10	2	1	1	1	89
	F	0	2	8	3	1	6	2	1	0	0	0	23
	Sub-total[2]	**0**	**4**	**21**	**26**	**12**	**31**	**12**	**3**	**1**	**1**	**1**	**112**
.080 – .149	M	0	4	47	62	36	58	30	14	7	2	2	262
	F	0	1	8	10	10	6	16	1	2	1	1	56
	Sub-total[2]	**0**	**5**	**55**	**72**	**46**	**64**	**46**	**15**	**9**	**3**	**3**	**318**
≥ .150	M	0	0	32	63	39	92	58	31	7	0	3	325
	F	0	0	5	8	10	24	16	10	3	0	1	77
	Sub-total[2]	**0**	**0**	**37**	**71**	**49**	**116**	**74**	**41**	**10**	**0**	**4**	**402**
Unknown	M	0	32	172	237	190	392	327	196	93	68	75	1,782
	F	0	6	167	256	184	455	348	192	66	60	46	1,780
	Sub-total[2]	**0**	**38**	**339**	**493**	**374**	**847**	**675**	**388**	**159**	**128**	**154**	**3,595**
MOTOR VEHICLE	**M**	**0**	**80**	**1,197**	**1,317**	**868**	**1,872**	**1,606**	**1,014**	**511**	**507**	**199**	**9,171**
CONTROLLER	**F**	**0**	**27**	**968**	**997**	**627**	**1,467**	**1,209**	**824**	**352**	**330**	**148**	**6,949**
CASUALTIES:	**TOTAL[2]**	**0**	**107**	**2,165**	**2,314**	**1,495**	**3,339**	**2,815**	**1,838**	**863**	**837**	**386**	**16,159**

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

Table 30a: Motor vehicle controller casualties, degree of casualty, road user class, blood alcohol concentration
DEGREE OF CASUALTY: **KILLED**

	Blood alcohol concentration (g/100mL)							
Road user class	Legal	.001-.019[1]	.020-.049[2]	.050-.079	.080-.149	≥.150	Unknown	**Total**
Car driver	137	1	0	5	10	23	15	191
Light truck driver	11	0	0	0	2	10	2	25
Heavy rigid truck driver	6	0	0	0	0	0	0	6
Articulated truck driver	11	0	1	0	0	0	0	12
Bus driver	0	0	0	0	0	0	0	0
Motorcycle rider	47	0	0	2	3	4	5	61
Other motor vehicle driver	1	0	0	0	0	0	0	1
MOTOR VEHICLE CONTROLLER CASUALTIES: TOTAL	213	1	1	7	15	37	22	296

1 Learner and Provisional Licence holders.

2 Learner and Provisional Licence holders, unlicensed controllers and certain categories of professional controllers.

Table 30b: Motor vehicle controller casualties, degree of casualty, road user class, blood alcohol concentration
DEGREE OF CASUALTY: **INJURED**

	Blood alcohol concentration (g/100mL)							
Road user class	Legal	.001-.019[1]	.020-.049[2]	.050-.079	.080-.149	≥.150	Unknown	**Total**
Car driver	8,891	8	15	83	244	271	2,868	12,380
Light truck driver	800	0	3	10	27	59	204	1,103
Heavy rigid truck driver	76	0	0	0	1	0	15	92
Articulated truck driver	184	0	1	0	0	0	20	205
Bus driver	30	0	0	0	0	1	6	37
Motorcycle rider	1,456	2	1	11	30	34	442	1,976
Other motor vehicle driver	50	0	0	1	1	0	18	70
MOTOR VEHICLE CONTROLLER CASUALTIES: TOTAL	11,487	10	20	105	303	365	3,573	15,863

1 Learner and Provisional Licence holders.

2 Learner and Provisional Licence holders, unlicensed controllers and certain categories of professional controllers.

Table 30c: Motor vehicle controller casualties, degree of casualty, road user class, blood alcohol concentration
DEGREE OF CASUALTY: **ALL CASUALTIES**

	Blood alcohol concentration (g/100mL)							
Road user class	Legal	.001-.019[1]	.020-.049[2]	.050-.079	.080-.149	≥.150	Unknown	**Total**
Car driver	9,028	9	15	88	254	294	2,883	12,571
Light truck driver	811	0	3	10	29	69	206	1,128
Heavy rigid truck driver	82	0	0	0	1	0	15	98
Articulated truck driver	195	0	2	0	0	0	20	217
Bus driver	30	0	0	0	0	1	6	37
Motorcycle rider	1,503	2	1	13	33	38	447	2,037
Other motor vehicle driver	51	0	0	1	1	0	18	71
MOTOR VEHICLE CONTROLLER CASUALTIES: TOTAL	**11,700**	**11**	**21**	**112**	**318**	**402**	**3,595**	**16,159**

1 Learner and Provisional Licence holders.

2 Learner and Provisional Licence holders, unlicensed controllers and certain categories of professional controllers.

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

	Degree of casualty		
Alcohol involved in crash	Killed	Injured	Total killed & injured
Yes	83	1,340	1,423
No	357	16,352	16,709
Unknown	68	7,517	7,585
CASUALTIES: Total	508	25,209	25,717

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

	Degree of casualty		
Speeding involved in crash	Killed	Injured	Total killed & injured
Yes	190	4,269	4,459
No or unknown	318	20,940	21,258
CASUALTIES: Total	508	25,209	25,717

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

	Degree of casualty		
Fatigue involved in crash	Killed	Injured	Total killed & injured
Yes	95	1,926	2,021
No or unknown	413	23,283	23,696
CASUALTIES: Total	508	25,209	25,717

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.

Reference information

- Population
- Licence
- Vehicles

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

Age (years)	Sex		TOTAL
	Male	Female	
0 – 4	218,313	205,760	424,073
5 – 16	553,252	524,985	1,078,237
17 – 20	186,534	177,398	363,932
21 – 25	236,794	226,275	463,069
26 – 29	183,678	181,834	365,512
30 – 39	494,925	497,778	992,703
40 – 49	496,068	496,511	992,579
50 – 59	425,712	424,806	850,518
60 – 69	289,982	290,389	580,371
≥70	284,333	378,922	663,255
NEW SOUTH WALES RESIDENTS:			
TOTAL	3,369,591	3,404,658	6,774,249

Source – Australian Bureau of Statistics.
1 Preliminary estimated resident population as at 30 June 2005.

Table 33: Licence holders* as at 30 June 2005

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	25,039	21,536	46,575	148	9	157	25,187	21,545	46,732
17 – 20	136,846	132,756	269,602	4,639	384	5,023	141,485	133,140	274,625
21 – 25	168,863	177,802	346,667	15,286	1,735	17,021	184,149	179,537	363,688
26 – 29	135,344	152,142	287,499	19,882	2,432	22,317	155,226	154,574	309,816
30 – 39	372,694	436,012	809,667	78,767	9,755	88,763	451,461	445,767	898,430
40 – 49	355,293	429,819	786,167	112,010	12,622	124,924	467,303	442,441	911,091
50 – 59	308,778	346,395	655,657	89,695	10,754	100,544	398,473	357,149	756,201
60 – 69	223,709	211,468	435,417	36,761	2,868	39,657	260,470	214,336	475,074
≥ 70	193,451	152,528	346,074	14,396	858	15,261	207,847	153,386	361,335
LICENCE HOLDERS									
TOTAL	1,920,017	2,060,459	3,983,326	371,584	41,417	413,667	2,291,601	2,101,876	4,396,993

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]	3,264,680
Rigid truck, van or utility	720,419
Articulated truck	15,461
Bus	11,791
Motorcycle	111,253
Sub-total	**4,123,604**
OTHER VEHICLES	
Plant	16,580
Trailer	720,342
Sub-total	**736,922**
VEHICLES ON REGISTER: TOTAL	**4,860,526**

Source – Roads and Traffic Authority.
1 As at 30 June 2005.
2 Includes sedans, station wagons, passenger vans, convertibles, coupes and three-wheeled cars.

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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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