Road traffic crashes in New South Wales

Statistical Statement for the year ended 31 December 2006

2006

Prepared by the Information Section, NSW Centre for Road Safety

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Summary data for 2006

			Compared with 2005	
	Number	Percentage	Number change	Percentage change
CRASHES				
Fatal crashes	449	1.0	-10	-2.2
Injury crashes	19,663	*43.2*	+263	*+1.4*
Non-casualty crashes	25,416	*55.8*	-279	*-1.1*
Total recorded crashes	45,528	*100.0*	-26	*-0.1*
CASUALTIES				
Killed	496	*1.9*	-12	*-2.4*
Injured	25,439	*98.1*	+230	*+0.9*
Total casualties	25,935	*100.0*	+218	*+0.8*
VEHICLES ON REGISTER[1]	4,218,300		+94,700	*+2.3*
Fatalities per 10,000 vehicles	**1.18**			***-4.6***
LICENCE HOLDERS[2]	4,474,200		+77,200	*+1.8*
Fatalities per 10,000 licence holders	**1.11**			***-4.0***
POPULATION OF STATE[3]	6,827,700		+69,400	*+1.0*
Fatalities per 100,000 persons	**7.26**			***-3.4***

[1] As at 30 June 2006. Excludes tractors, trailers, caravans, trader plates, plant and equipment.

[2] As at 30 June 2006. Previously, the number of licences on issue was reported. See also note on Table 33.

[3] Estimated resident population. Estimate for 30 June 2006, as published in December 2006. Source - Australian Bureau of Statistics.

Main points for 2006

- During 2006 the number of persons killed in road crashes in New South Wales per 100 million vehicle kilometres travelled[1] was 0.81.
- The number of persons killed per 100,000 population was 7.3. This is the lowest since records were first compiled in 1908.
- There were 45,528 recorded road crashes in New South Wales during 2006. Of these, 20,112 were casualty crashes. There were 496 persons killed and 25,439 injured.
- The estimated cost to the community of these road crashes was around $3,610 million.
- The number of persons killed was down by 12 (2%) on the previous year and was the lowest annual fatality total since 1945.
- The number of persons injured in 2006 was up by 230 (1%) on the previous year.
- The number of pedestrians killed was the lowest since such records began in 1928.
- Country roads accounted for 32% of all crashes, but 65% of fatal crashes.
- At least 16% of motor vehicle occupants killed were not wearing available seat belts.
- Two of the seven pedal cyclists killed and at least 20% of those injured failed to wear a helmet.
- Forty-four per cent of the pedestrians killed were aged 60 or more, although only 19% 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 54% of fatal crashes on Thursday, Friday and Saturday nights, 25% of all fatal crashes, 8% of injury crashes and 6% of all crashes.
- At least 6% of all motor vehicle drivers and motorcycle riders who were killed or injured had an illegal blood alcohol concentration. More than 44% of these casualties were in the high range (0.15 g/100mL or more).
- Crashes which involved speeding represented at least 40% of fatal crashes and 17% of all crashes.
- Twenty-five 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.
- One third of all speeding drivers and motorcycle riders involved in fatal crashes were males aged 17-25. In contrast, only six 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. Thirty-three per cent of the fatigued drivers and motorcycle riders involved in fatal crashes were males aged 40 years or more.

1 Travel data are as published in the Australian Bureau of Statistics Survey of Motor Vehicle Use (catalogue number 9208.0, last published October 2007). In this national survey, kilometres of travel are assigned to vehicle state of registration. Given the over-representation of interstate freight movements in New South Wales, these data underestimate the real amount of travel on New South Wales roads.

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 56 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 34.

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 2,291. 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 2,260 is to be found from Table 10, on page 29, 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 fewer than 1% 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 2007.

Criteria for reporting crashes in 2006

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 Force, Spinal Cord Injuries Australia (SCI) and the Roads and Traffic Authority (RTA). Within the RTA, the NSW Centre for Road Safety 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 related 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 Force 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 Force 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, 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 and data items 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 Force.

The NSW Centre for Road Safety'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 Force, 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 that 'admitted to hospital' data were no longer considered reliable. The introduction of the Graduated Licensing System resulted in an increase in the number of Provisional Licence holders. 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 NSW Police Force 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, 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 travelling at excessive speed; or

the stated speed of the vehicle was in excess of the speed limit.

(b) The vehicle was performing a manoeuvre characteristic of excessive speed, that is:

while on a curve the vehicle jack-knifed, skidded, slid or the controller lost control; or

the vehicle ran off the road while negotiating a bend or turning a corner and the controller was not distracted by something or disadvantaged by drowsiness or sudden illness and was not swerving to avoid another vehicle, animal or object and the vehicle did not suffer equipment failure.

Fatigue

The identification of fatigue as a contributing factor in road 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 travelled onto the incorrect side of a straight road and was involved in a head-on collision (and was not overtaking another vehicle and no other relevant factor was identified); or

the vehicle ran off a straight road or off the road to the outside of a curve and the vehicle was not directly identified as travelling at excessive speed and there was no other relevant factor identified for the manoeuvre.

Crash and casualty trends

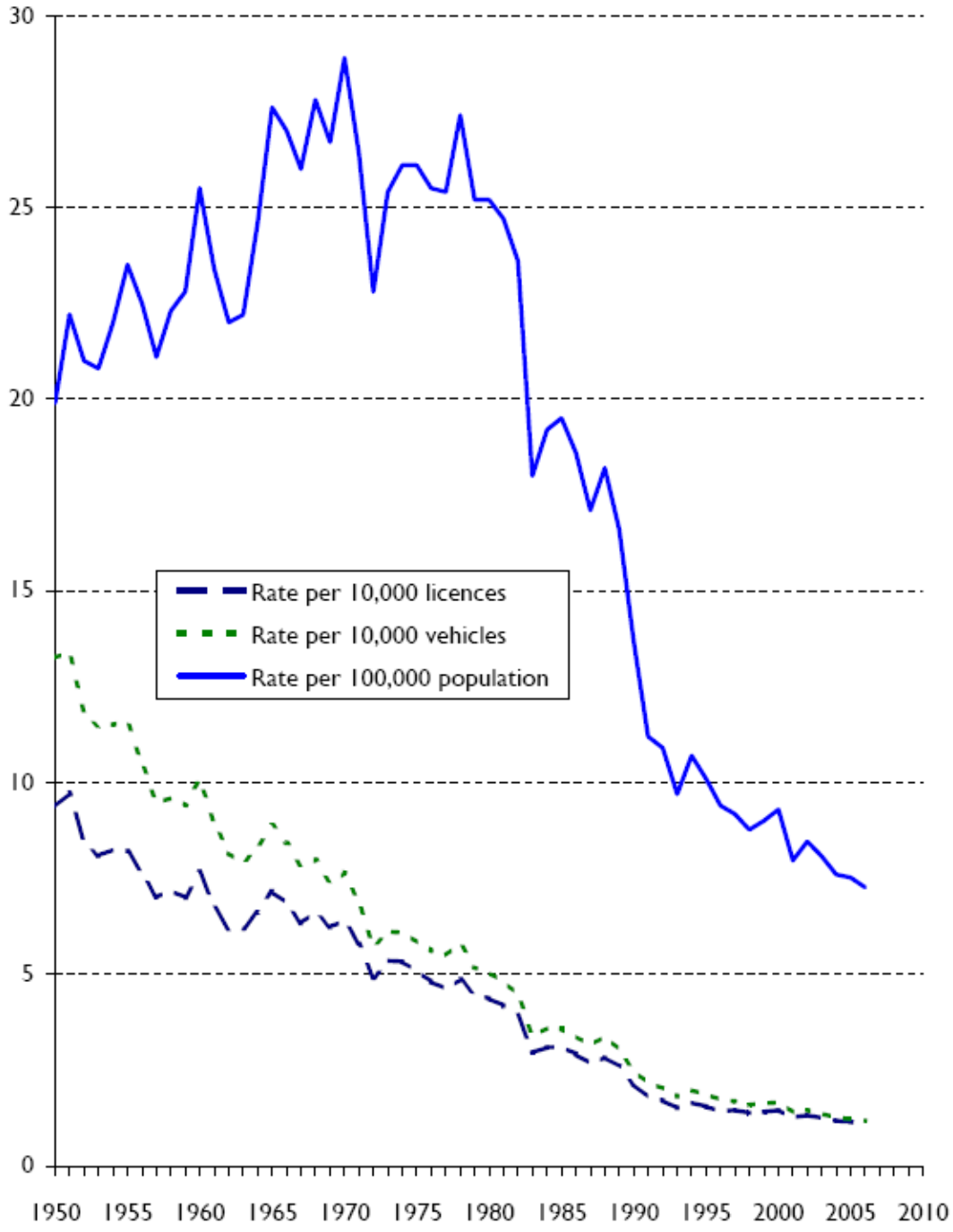
- Historical data
- Fatality rates
- Interstate and international comparisons
- Causes of death

Table 1: Trends in New South Wales 1950, 1955, 1960, 1965-2006

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	10,000 licences	100,000 population	100 million vehicle km
1950	634	11,096		18,232	478	677	3,193	-	13.26	9.36	19.9	-
1955	820	16,437		37,379	709	1,000	3,491	-	11.57	8.20	23.5	-
1960	978	22,655	910	51,316	972	1,275	3,833	-	10.06	7.67	25.5	-
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	4.29
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	3.70
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	3.42
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	2.86
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	2.29
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	2.02
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	1.40
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	1.22
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	-	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	1.06
1999	577	26,748	506	52,866	3,545	4,086	6,411	55,572.0	1.63	1.41	9.0	1.04
2000	603	28,812	543	52,914	3,644	4,146	6,486	51,088.0[4]	1.65	1.45	9.3	1.18
2001	524	29,913	486	51,814	3,737	4,157	6,575	58,553.0	1.40	1.26	8.0	0.89
2002	561	28,447	501	50,448	3,829	4,243	6,630[3]	60,792.0	1.47	1.32	8.5	0.92
2003	539	27,208	483	49,266	3,938	4,317	6,674	62,125.0	1.37	1.25	8.1	0.87
2004	510	26,323	458	47,310	4,055	4,345	6,710	58,875.0	1.26	1.17	7.6	0.87
2005	508	25,209	459	45,554	4,124	4,397	6,758	63,717.0	1.23	1.16	7.5	0.80
2006	496	25,439	449	45,528	4,218	4,474	p6,828	61,400.0	1.18	1.11	7.3	0.81

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. 2002- 2005 data revised, 2006 data as published in December 2006.
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 2006 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	**496**	**4,218**	**6,828**	**1.2**	**7.3**
Victoria	337	3,741	5,092	0.9	6.6
Queensland	335	2,898	4,053	1.2	8.3
Western Australia	203	1,601	2,051	1.3	9.9
South Australia	117	1,138	1,555	1.0	7.5
Tasmania	55	375	489	1.5	11.2
Australian Capital Territory	13	224	329	0.6	4.0
Northern Territory	42	114	207	3.7	20.3
AUSTRALIA	**1,598**	**14,308**	**20,605**	**1.1**	**7.8**
CANADA	2,925	19,353	32,299	1.5	9.1
DENMARK	331	2,570	5,416	1.3	6.1
FRANCE	5,318	37,168	60,566	1.4	8.8
GERMANY	5,361	54,520	82,466	1.0	6.5
GREAT BRITAIN	3,201	32,897	58,485	1.0	5.5
JAPAN	7,931	91,383	127,768	0.9	6.2
NETHERLANDS	750	8,627	16,320	0.9	4.6
NEW ZEALAND	405	3,030	4,099	1.3	9.9
NORWAY	224	2,938	4,593	0.8	4.9
SWEDEN	440	5,131	9,030	0.9	4.9
UNITED STATES OF AMERICA	43,443	245,642	296,410	1.8	14.7

1 Australian data based on information published by the Australian Transport Safety Bureau for 2006.
2 Other data based on information from International Road Traffic and Accident Database (OECD) or individual National Road Crash Statistics Reporting Authorities for 2005.
3 Australian figures (except for New South Wales) are as at 31 March 2006 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 2006.
4 Australian population estimates are for 30 June 2006 as published in December 2006.

Table 3: Deaths within NSW, causes of death, sex, age for 2005

2005	Age (years)										
	0-9	10-14	15-19	20-24	25-29	30-39	40-49	50-59	60-69	≥70	TOTAL[4]
Males											
Deaths from all causes[1]	319	27	89	171	184	528	1,014	1,845	3,369	15,505	23,051
All accidental deaths[1]	29	4	49	81	89	179	160	111	85	277	1,064
Road deaths[2]	8	5	31	54	41	61	52	40	30	39	363
as % of accidental deaths	28	na[3]	63	67	46	34	33	36	35	14	34
as % of all deaths	3	19	35	32	22	12	5	2	<1	<1	2
Females											
Deaths from all causes[1]	237	13	44	58	65	233	564	1,102	1,966	17,562	21,844
All accidental deaths[1]	16	3	16	15	13	50	42	41	54	387	637
Road deaths[2]	6	0	15	9	10	20	13	11	16	44	145
as % of accidental deaths	38	0	94	60	77	40	31	27	30	11	23
as % of all deaths	3	0	34	16	15	9	2	1	<1	<1	<1
All persons											
Deaths from all causes[1]	556	40	133	229	249	761	1,578	2,947	5,335	33,067	44,895
All accidental deaths[1]	45	7	65	96	102	229	202	152	139	664	1,701
Road deaths[2]	14	5	46	63	51	81	65	51	46	83	508
as % of accidental deaths	31	71	71	66	50	35	32	34	33	13	30
as % of all deaths	3	13	35	28	20	11	4	2	<1	<1	1

Note
1 Underlying Cause of Death Data supplied by Australian Bureau of Statistics. Deaths registered in NSW and cause of death based on ICD Codes – Deaths from all causes (A000 - U999) and All accidental deaths (V010 - X599).
2 RTA Crash Data.
3 Not available.
4 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
2006	57	39	54	49	37	43	34	34	33	42	38	36	496

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
2006	249	14,218	102	5,589	65	2,214	1	112

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
2006	72	2,126	7	1,179	0	1	496	25,439

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 2006

- 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 2 January) (2 days)	1	69	110	180	1	93	94
Australia Day (26 January) (1 day)	2	38	35	75	4	55	59
Easter (13 April to 17 April) (5 days)	6	227	338	571	10	319	329
Anzac Day (25 April) (1 day)	1	58	60	119	1	75	76
Queen's Birthday (9 June to 12 June) (4 days)	4	182	321	507	4	250	254
Labour Day (29 September to 2 October) (4 days)	7	203	256	466	7	275	282
Christmas (22 December to 31 December) (10 days)	15	380	527	922	15	542	557
SCHOOL HOLIDAYS							
January (1 January to 29 January) (29 days)	39	1,432	1,855	3,326	50	1,884	1,934
End Term 1 (13 April to 30 April) (18 days)	22	827	1,135	1,984	28	1,112	1,140
End Term 2 (1 July to 16 July) (16 days)	14	835	1,149	1,998	16	1,141	1,157
End Term 3 (29 September to 15 October) (17 days)	22	901	1,152	2,075	22	1,164	1,186
December (22 December to 31 December) (10 days)[3]	15	380	527	922	15	542	557

1 F – Fatal crash; I C – Injury crash; N – Non-casualty crash.
2 K – Killed; I – Injured.
3 Excludes seven late-reported crashes.

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	9	2	2	5	5	5	10	38
02:00 - 03:59	9	2	3	0	4	3	4	25
04:00 - 05:59	4	0	6	3	1	1	3	18
06:00 - 07:59	5	5	3	5	3	9	6	36
08:00 - 09:59	9	3	4	10	4	3	6	39
10:00 - 11:59	3	8	2	2	8	3	6	32
12:00 - 13:59	11	7	3	7	5	4	6	43
14:00 - 15:59	11	3	4	7	9	7	9	50
16:00 - 17:59	7	8	6	10	3	10	9	53
18:00 - 19:59	5	7	5	7	4	12	8	48
20:00 - 21:59	5	8	3	3	5	8	3	35
22:00 - Midnight	3	3	2	5	2	8	9	32
Unknown	0	0	0	0	0	0	0	0
CRASHES:								
TOTAL	81	56	43	64	53	73	79	449

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

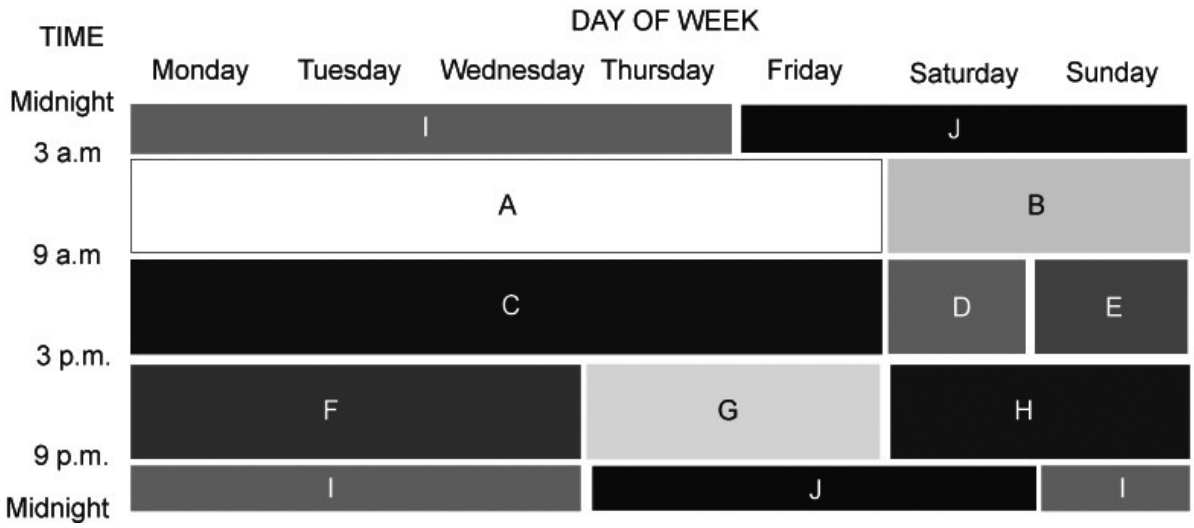
Table 7b: Total crashes, time period, day of week

Time period	Day of week							Total
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
00:01 - 01:59	421	151	106	121	161	215	397	1,572
02:00 - 03:59	312	65	75	66	93	115	276	1,002
04:00 - 05:59	227	145	140	155	167	169	205	1,208
06:00 - 07:59	274	558	613	617	570	568	310	3,510
08:00 - 09:59	405	841	876	919	845	782	545	5,213
10:00 - 11:59	568	666	604	638	643	745	825	4,689
12:00 - 13:59	680	662	631	676	678	705	901	4,933
14:00 - 15:59	720	804	830	963	967	1,090	833	6,207
16:00 - 17:59	699	998	1,012	1,136	1,171	1,199	795	7,010
18:00 - 19:59	486	603	684	717	750	915	639	4,794
20:00 - 21:59	373	341	380	413	460	569	453	2,989
22:00 - Midnight	284	273	261	279	359	501	443	2,400
Unknown	0	0	0	0	0	1	0	1
CRASHES:								
TOTAL	5,449	6,107	6,212	6,700	6,864	7,574	6,622	45,528

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

Time period[1]	Degree of crash							
	Fatal crash		Injury crash		Non-casualty crash		Total crashes	
A	58	(0.9%)	2,792	(43.4%)	3,583	(55.7%)	6,433	(100.0%)
B	28	(1.7%)	661	(39.5%)	984	(58.8%)	1,673	(100.0%)
C	68	(0.7%)	4,646	(44.8%)	5,649	(54.5%)	10,363	(100.0%)
D	22	(0.9%)	1,074	(43.9%)	1,350	(55.2%)	2,446	(100.0%)
E	23	(1.3%)	869	(47.4%)	943	(51.4%)	1,835	(100.0%)
F	55	(0.8%)	3,217	(44.6%)	3,938	(54.6%)	7,210	(100.0%)
G	47	(0.8%)	2,433	(42.4%)	3,253	(56.7%)	5,733	(100.0%)
H	45	(1.2%)	1,698	(44.4%)	2,081	(54.4%)	3,824	(100.0%)
I	42	(1.7%)	956	(37.7%)	1,539	(60.7%)	2,537	(100.0%)
J	61	(1.8%)	1,317	(37.9%)	2,095	(60.3%)	3,473	(100.0%)
Unknown	0	(0.0%)	0	(0.0%)	1	(100.0%)	1	(100.0%)
CRASHES:								
TOTAL	449	(1.0%)	19,663	(43.2%)	25,416	(55.8%)	45,528	(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)

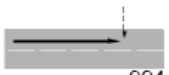
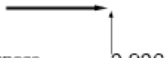
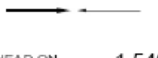
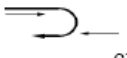
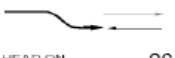
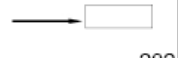
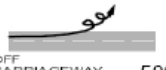
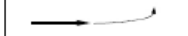
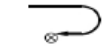
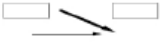
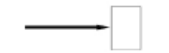
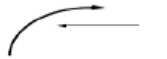
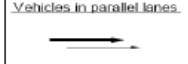
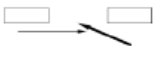
PEDESTRIANS (ON FOOT OR IN TOY/PRAM)	VEHICLES FROM ADJACENT DIRECTIONS (INTERSECTIONS ONLY)	VEHICLES FROM OPPOSING DIRECTION	VEHICLES FROM SAME DIRECTION	MANOEUVRING	OVERTAKING	ON PATH	OFF PATH, ON STRAIGHT	OFF PATH, ON CURVE OR TURNING	MISCELLANEOUS
 NEAR SIDE 994	 CROSS TRAFFIC 3,936	 HEAD ON (not overtaking) 1,540	 Vehicles in same lane REAR END 8,230	 U TURN 674	 HEAD ON (incl. side swipe) 26	 PARKED 282	 OFF CARRIAGEWAY TO LEFT 589	 OFF CARRIAGEWAY TO LEFT ON RIGHT BEND 551	 FELL IN/FROM VEHICLE 91
 EMERGING 136	 RIGHT FAR 368	 RIGHT THRU 4,340	 LEFT REAR 324	 U TURN INTO FIXED OBJECT/ PKD VEHICLE 80	 OUT OF CONTROL 55	 DOUBLE PARKED 5	 LEFT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH. 3,891	 OFF CARRIAGEWAY, LEFT ON R.H. BEND INTO OBJECT/ PKD VEH 2,320	 LOAD OR MISSILE STRUCK VEHICLE 41
 FAR SIDE 445	 LEFT FAR 108	 LEFT THRU 6	 RIGHT REAR 1,273	 LEAVING PARKING 454	 PULLING OUT 11	 ACCIDENT OR BROKEN DOWN 213	 OFF CARRIAGEWAY TO RIGHT 333	 OFF CARRIAGEWAY TO RIGHT ON RIGHT BEND 208	 STRUCK TRAIN / AEROPLANE 4
 PLAYING,WORKING LYING, STANDING ON CARRIAGEWAY 196	 RIGHT NEAR 1,936	 RIGHT/LEFT 14	 Vehicles in parallel lanes LANE SIDE SWIPE 525	 ENTERING PARKING 42	 OVERTAKE TURNING 187	 VEHICLE DOOR 211	 RIGHT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH 1,728	 OFF CARRIAGEWAY, RIGHT ON R.H. BEND INTO OBJECT/ PKD VEH 743	 PARKED VEH RUN AWAY INTO OBJECT/ PKD VEH 128
WALKING WITH TRAFFIC 53	TWO R TURNING 49	RIGHT/RIGHT 4	LANE CHANGE RIGHT (not overtaking) 522	PARKING VEHICLES ONLY 77	CUTTING IN 16	PERMANENT OBSTRUCTION ON CARRIAGEWAY 4	OUT OF CONTROL ON CARRIAGEWAY 548	OFF CARRIAGEWAY TO RIGHT ON LEFT BEND 257	PARKED VEH RUN AWAY INTO VEHICLE 10
FACING TRAFFIC 15	RIGHT/LEFT FAR 25	LEFT/LEFT 0	LANE CHANGE LEFT 638	REVERSING 81	PULLING OUT REAR END 23	TEMPORARY ROADWORKS 29	OFF END OF ROAD/ 'T' INTERSECTION 155	OFF CARRIAGEWAY TO RIGHT ON L.H. BEND INTO OBJ/PKD VEH 931	STRUCK WHILE BOARDING OR ALIGHTING VEHICLE 5
ON FOOTPATH/ MEDIAN 59	LEFT NEAR 309		RIGHT TURN SIDE SWIPE 214	REVERSING INTO FIXED OBJECT/ PKD VEHICLE 76		STRUCK OBJECT ON CARRIAGEWAY 180		OFF CARRIAGEWAY TO LEFT ON LEFT BEND 220	
DRIVEWAY 77	LEFT/RIGHT FAR 0		LEFT TURN SIDE SWIPE 321	EMERGING FROM DRIVEWAY 940		ANIMAL (not ridden) 442		OFF CARRIAGEWAY TO LEFT ON L.H. BEND INTO OBJ/PKD VEH 935	
	TWO LEFT TURNING 2			FROM FOOTPATH 166				OUT OF CONTROL ON CARRIAGEWAY 507	OTHER 1
OTHER PEDESTRIAN 72	OTHER ADJACENT 13	OTHER OPPOSING 9	OTHER SAME DIRECTION 59	OTHER MANŒUVRING 152	OTHER OVERTAKING 8	OTHER ON PATH 32	OTHER STRAIGHT 27	OTHER CURVE 9	UNKNOWN 18

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	0	46	63	109
Fence/post	31	798	1,737	2,566
Pole	20	577	684	1,281
Embankment	13	410	593	1,016
Tree	69	905	1,071	2,045
Street furniture	4	226	436	666
Drain or culvert	8	105	142	255
Building	1	48	100	149
Other object	9	315	597	921
Stock	0	46	101	147
Kangaroo/wallaby	0	67	159	226
Other animal	0	28	42	70
Unknown	0	0	1	1
Sub-total	**155**	**3,571**	**5,726**	**9,452**
No object hit	**294**	**16,092**	**19,690**	**36,076**
CRASHES: TOTAL	**449**	**19,663**	**25,416**	**45,528**

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	139	3,372	6,124	9,635
Light truck	19	465	634	1,118
Heavy rigid truck	1	46	67	114
Articulated truck	8	160	131	299
Bus	0	24	18	42
Other motor vehicle	4	66	42	112
Motorcycle	34	949	39	1,022
SINGLE MOTOR CRASHES: TOTAL	**205**	**5,082**	**7,055**	**12,342**

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	335	(1%)	16,395	(40%)	24,011	(59%)	40,741	(100%)	379	21,734	22,113
Light truck crash	60	(1%)	2,696	(40%)	3,974	(59%)	6,730	(100%)	63	3,621	3,684
Heavy truck crash	80	(3%)	929	(39%)	1,389	(58%)	2,398	(100%)	98	1,203	1,301
Heavy rigid truck crash	24	(2%)	453	(37%)	738	(61%)	1,215	(100%)	30	591	621
Articulated truck crash	57	(5%)	490	(40%)	673	(55%)	1,220	(100%)	69	633	702
Bus crash	7	(1%)	351	(51%)	334	(48%)	692	(100%)	7	538	545
Emergency vehicle crash	5	(2%)	111	(49%)	110	(49%)	226	(100%)	5	167	172
Motorcycle crash	66	(3%)	2,260	(88%)	229	(9%)	2,555	(100%)	66	2,450	2,516
Pedal cycle crash	8	(1%)	1,181	(99%)	4	(0%)	1,193	(100%)	8	1,225	1,233
Pedestrian crash	71	(3%)	2,049	(96%)	4	(0%)	2,124	(100%)	73	2,220	2,293
All types of crashes	**449**	**(1%)**	**19,663**	**(43%)**	**25,416**	**(56%)**	**45,528**	**(100%)**	**496**	**25,439**	**25,935**

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]	403	*1.2*	25,236	*75.5*	39,319	*117.6*	64,958	*194.3*
Rigid truck, van or utility	122	*1.7*	4,000	*55.1*	6,214	*85.6*	10,336	*142.4*
Articulated truck[3]	60	*37.9*	513	*324.2*	699	*441.7*	1,272	*803.8*
Bus	7	*5.9*	358	*303.6*	337	*285.8*	702	*595.4*
Motorcycle	68	*5.6*	2,291	*189.6*	232	*19.2*	2,591	*214.4*
All motor vehicles on register[4]	**677**	***1.6***	**33,665**	***79.8***	**48,145**	***114.1***	**82,487**	***195.5***

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

1 Rates (shown in italics) are expressed as the number of vehicles involved in crashes per 10,000 registered vehicles of that type using registration data as at 30 June 2006.

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

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

4 Includes other and unknown motor vehicle types.

Table 12: Crashes, factors, degree of crash

Factors possibly contributing to crash	Degree of crash			
	Fatal crash	Injury crash	Non-casualty crash	All crashes
Controller Disadvantaged				
Chronic illness/physical infirmity	0	1	0	1
Sudden illness	2	206	141	349
Swerving to avoid animal	1	297	512	810
Using hand-held telephone	1	7	11	19
Distraction inside vehicle (not hand-held telephone)	0	292	515	807
Distraction outside vehicle	15	1,118	1,556	2,689
Equipment failure/fault				
Brakes	0	30	58	88
Steering	0	16	40	56
Tyres	0	81	175	256
Wheel, axle/suspension	0	15	40	55
Lights	1	11	5	17
Towing/coupling	0	6	18	24
Insecure load	0	31	44	75

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

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

Degree of crash	Alcohol involved	Time Period[1]										Unknown	Total
		A	B	C	D	E	F	G	H	I	J		
Fatal	Yes	5	12	5	3	2	8	7	14	17	28	0	101
	No	46	11	56	16	20	42	34	27	21	24	0	297
	Unknown	7	5	7	3	1	5	6	4	4	9	0	51
	Sub-total	**58**	**28**	**68**	**22**	**23**	**55**	**47**	**45**	**42**	**61**	**0**	**449**
Injury	Yes	58	128	42	16	21	112	102	116	171	275	0	1,041
	No	1,780	374	3,186	757	601	2,053	1,541	1,098	583	667	0	12,640
	Unknown	954	159	1,418	301	247	1,052	790	484	202	375	0	5,982
	Sub-total	**2,792**	**661**	**4,646**	**1,074**	**869**	**3,217**	**2,433**	**1,698**	**956**	**1,317**	**0**	**19,663**
Non-casualty	Yes	49	94	27	14	6	85	88	82	108	226	0	779
	No	2,570	536	4,159	1,011	703	2,762	2,223	1,399	905	1,081	0	17,349
	Unknown	964	354	1,463	325	234	1,091	942	600	526	788	1	7,288
	Sub-total	**3,583**	**984**	**5,649**	**1,350**	**943**	**3,938**	**3,253**	**2,081**	**1,539**	**2,095**	**1**	**25,416**
Total crashes	Yes	112	234	74	33	29	205	197	212	296	529	0	1,921
	No	4,396	921	7,401	1,784	1,324	4,857	3,798	2,524	1,509	1,772	0	30,286
	Unknown	1,925	518	2,888	629	482	2,148	1,738	1,088	732	1,172	1	13,321
	TOTAL	**6,433**	**1,673**	**10,363**	**2,446**	**1,835**	**7,210**	**5,733**	**3,824**	**2,537**	**3,473**	**1**	**45,528**

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	19	7	2	33	40	0	101
	No	95	8	10	63	121	0	297
	Unknown	15	2	1	7	26	0	51
	Sub-total	**129**	**17**	**13**	**103**	**187**	**0**	**449**
Injury	Yes	424	56	30	348	181	2	1,041
	No	7,028	636	488	2,731	1,743	14	12,640
	Unknown	4,043	292	180	1,060	400	7	5,982
	Sub-total	**11,495**	**984**	**698**	**4,139**	**2,324**	**23**	**19,663**
Non-casualty	Yes	397	47	37	242	56	0	779
	No	10,576	854	671	3,505	1,729	14	17,349
	Unknown	4,709	245	178	1,437	708	11	7,288
	Sub-total	**15,682**	**1,146**	**886**	**5,184**	**2,493**	**25**	**25,416**
Total crashes	Yes	840	110	69	623	277	2	1,921
	No	17,699	1,498	1,169	6,299	3,593	28	30,286
	Unknown	8,767	539	359	2,504	1,134	18	13,321
	TOTAL	**27,306**	**2,147**	**1,597**	**9,426**	**5,004**	**48**	**45,528**

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	101	1,041	779	1,921
No	297	12,640	17,349	30,286
Unknown	51	5,982	7,288	13,321
Crashes: Total	**449**	**19,663**	**25,416**	**45,528**

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	179	3,182	4,457	7,818
No or unknown	270	16,481	20,959	37,710
Crashes: Total	**449**	**19,663**	**25,416**	**45,528**

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	80	1,530	1,987	3,597
No or Unknown	369	18,133	23,429	41,931
Crashes: Total	**449**	**19,663**	**25,416**	**45,528**

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	3	42	50	23	53	41	28	24	35	1	300
	F	0	0	14	18	9	26	23	10	8	9	0	117
	Sub-total[1]	**0**	**3**	**56**	**68**	**32**	**79**	**64**	**38**	**32**	**44**	**2**	**418**
Light truck driver	M	0	2	6	5	1	11	9	12	5	2	0	53
	F	0	0	0	0	1	2	1	1	0	0	0	5
	Sub-total[1]	**0**	**2**	**6**	**5**	**2**	**13**	**10**	**13**	**5**	**2**	**0**	**58**
Heavy rigid truck driver	M	0	0	0	4	2	4	6	5	4	0	0	25
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	**0**	**0**	**0**	**4**	**2**	**4**	**6**	**5**	**4**	**0**	**0**	**25**
Articulated truck driver	M	0	0	0	2	0	19	19	10	5	0	1	56
	F	0	0	0	0	0	0	1	0	0	0	0	1
	Sub-total[1]	**0**	**0**	**0**	**2**	**0**	**19**	**20**	**10**	**5**	**0**	**1**	**57**
Bus driver	M	0	0	0	0	0	1	1	2	2	0	0	6
	F	0	0	0	0	0	1	0	0	0	0	0	1
	Sub-total[1]	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**2**	**2**	**0**	**0**	**7**
Motorcycle rider	M	0	2	4	11	6	18	11	6	4	1	0	63
	F	0	0	0	2	0	2	0	0	1	0	0	5
	Sub-total[1]	**0**	**2**	**4**	**13**	**6**	**20**	**11**	**6**	**5**	**1**	**0**	**68**
Other motor vehicle driver	M	0	1	0	1	0	4	1	3	0	1	1	12
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	**0**	**1**	**0**	**1**	**0**	**5**	**1**	**3**	**0**	**1**	**1**	**13**
MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**8**	**52**	**73**	**32**	**110**	**88**	**66**	**44**	**39**	**3**	**515**
	F	**0**	**0**	**14**	**20**	**10**	**31**	**25**	**11**	**9**	**9**	**0**	**129**
	TOTAL[1]	**0**	**8**	**66**	**93**	**42**	**142**	**113**	**77**	**53**	**48**	**4**	**646**

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	69	1,934	1,869	1,193	2,542	2,058	1,571	972	860	381	13,449
	F	0	34	1,502	1,528	986	2,391	2,019	1,333	621	519	284	11,217
	Sub-total[1]	0	103	3,438	3,398	2,181	4,935	4,078	2,907	1,593	1,380	1,146	25,159
Light truck driver	M	0	3	227	305	219	599	470	315	160	59	59	2,416
	F	0	1	27	34	20	60	48	32	12	4	3	241
	Sub-total[1]	0	4	254	339	240	659	518	347	172	63	126	2,722
Heavy rigid truck driver	M	0	0	5	38	32	106	121	85	28	1	14	430
	F	0	0	0	0	0	3	1	0	0	0	0	4
	Sub-total[1]	0	0	5	38	32	109	122	85	28	1	25	445
Articulated truck driver	M	0	0	3	17	31	149	143	104	29	0	10	486
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	0	0	3	17	31	149	143	104	29	0	25	501
Bus driver	M	0	0	0	13	15	45	73	91	36	3	8	284
	F	0	0	1	2	8	12	11	6	0	0	3	43
	Sub-total[1]	0	0	1	15	23	57	84	97	36	3	38	354
Motorcycle rider	M	0	56	229	326	262	519	354	228	61	16	46	2,097
	F	0	3	14	34	25	44	37	10	0	0	2	169
	Sub-total[1]	0	59	243	360	287	563	391	238	61	16	71	2,289
Other motor vehicle driver	M	0	1	4	23	30	156	213	148	47	13	34	669
	F	0	1	1	5	6	10	2	3	0	9	10	47
	Sub-total[1]	0	2	5	28	36	166	215	151	48	22	565	1,238
MOTOR VEHICLE CONTROLLERS:	M	0	129	2,402	2,591	1,782	4,116	3,432	2,542	1,333	952	552	19,831
	F	0	39	1,545	1,603	1,045	2,520	2,118	1,384	633	532	302	11,721
	TOTAL[1]	0	168	3,949	4,195	2,830	6,638	5,551	3,929	1,967	1,485	1,996	32,708

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)											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	84	3,906	3,467	2,016	4,041	3,278	2,331	1,364	1,095	604	22,186
	F	0	38	2,167	2,182	1,255	2,884	2,601	1,627	779	629	314	14,476
	Sub-total[1]	0	122	6,076	5,656	3,278	6,933	5,884	3,960	2,145	1,725	2,163	37,942
Light truck driver	M	0	8	348	481	360	852	654	480	188	72	104	3,547
	F	0	2	28	31	23	74	72	34	9	4	8	285
	Sub-total[1]	0	10	376	512	383	926	727	514	198	76	234	3,956
Heavy rigid truck driver	M	0	0	7	55	49	170	188	142	49	1	21	682
	F	0	0	0	0	0	3	1	2	0	0	1	7
	Sub-total[1]	0	0	7	55	49	173	189	144	49	1	52	719
Articulated truck driver	M	0	0	1	27	34	160	223	128	34	6	22	635
	F	0	0	0	0	0	2	1	0	0	0	1	4
	Sub-total[1]	0	0	1	27	34	162	224	128	34	6	70	686
Bus driver	M	0	0	2	5	11	50	86	74	33	5	10	276
	F	0	0	1	2	3	7	14	8	4	1	0	40
	Sub-total[1]	0	0	3	7	14	57	100	82	37	6	23	329
Motorcycle rider	M	0	2	18	38	27	55	25	19	3	0	9	196
	F	0	0	0	0	1	6	0	0	0	0	1	8
	Sub-total[1]	0	2	18	38	28	61	25	19	3	0	23	217
Other motor vehicle driver	M	0	0	3	35	53	167	229	169	49	13	31	749
	F	0	0	0	1	2	8	8	6	1	0	8	34
	Sub-total[1]	0	0	3	36	55	175	238	175	50	13	537	1,282
MOTOR VEHICLE CONTROLLERS:	M	0	94	4,285	4,108	2,550	5,495	4,683	3,343	1,720	1,192	801	28,271
	F	0	40	2,196	2,216	1,284	2,984	2,697	1,677	793	634	333	14,854
	TOTAL[1]	0	134	6,484	6,331	3,841	8,487	7,387	5,022	2,516	1,827	3,102	45,131

1 Unknown sex included.

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

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	156	5,882	5,386	3,232	6,636	5,377	3,930	2,360	1,990	986	35,935
	F	0	72	3,683	3,728	2,250	5,301	4,643	2,970	1,408	1,157	598	25,810
	Sub-total[1]	**0**	**228**	**9,570**	**9,122**	**5,491**	**11,947**	**10,026**	**6,905**	**3,770**	**3,149**	**3,311**	**63,519**
Light truck driver	M	0	13	581	791	580	1,462	1,133	807	353	133	163	6,016
	F	0	3	55	65	44	136	121	67	21	8	11	531
	Sub-total[1]	**0**	**16**	**636**	**856**	**625**	**1,598**	**1,255**	**874**	**375**	**141**	**360**	**6,736**
Heavy rigid truck driver	M	0	0	12	97	83	280	315	232	81	2	35	1,137
	F	0	0	0	0	0	6	2	2	0	0	1	11
	Sub-total[1]	**0**	**0**	**12**	**97**	**83**	**286**	**317**	**234**	**81**	**2**	**77**	**1,189**
Articulated truck driver	M	0	0	4	46	65	328	385	242	68	6	33	1,177
	F	0	0	0	0	0	2	2	0	0	0	1	5
	Sub-total[1]	**0**	**0**	**4**	**46**	**65**	**330**	**387**	**242**	**68**	**6**	**96**	**1,244**
Bus driver	M	0	0	2	18	26	96	160	167	71	8	18	566
	F	0	0	2	4	11	20	25	14	4	1	3	84
	Sub-total[1]	**0**	**0**	**4**	**22**	**37**	**116**	**185**	**181**	**75**	**9**	**61**	**690**
Motorcycle rider	M	0	60	251	375	295	592	390	253	68	17	55	2,356
	F	0	3	14	36	26	52	37	10	1	0	3	182
	Sub-total[1]	**0**	**63**	**265**	**411**	**321**	**644**	**427**	**263**	**69**	**17**	**94**	**2,574**
Other motor vehicle driver	M	0	2	7	59	83	327	443	320	96	27	66	1,430
	F	0	1	1	6	8	18	10	9	1	9	18	81
	Sub-total[1]	**0**	**3**	**8**	**65**	**91**	**346**	**454**	**329**	**98**	**36**	**1,103**	**2,533**
MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**231**	**6,739**	**6,772**	**4,364**	**9,721**	**8,203**	**5,951**	**3,097**	**2,183**	**1,356**	**48,617**
	F	**0**	**79**	**3,755**	**3,839**	**2,339**	**5,535**	**4,840**	**3,072**	**1,435**	**1,175**	**635**	**26,704**
	TOTAL[1]	**0**	**310**	**10,499**	**10,619**	**6,713**	**15,267**	**13,051**	**9,028**	**4,536**	**3,360**	**5,102**	**78,485**

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	4	286	432	722
	Provisional[2]	73	4,436	7,909	12,418
	Standard	293	17,328	25,479	43,100
	Unlicensed[1]	42	655	806	1,503
	Unknown[2]	6	2,454	3,316	5,776
	Sub-total	**418**	**25,159**	**37,942**	**63,519**
Light truck driver	Learner	2	11	12	25
	Provisional[2]	7	309	469	785
	Standard	42	2,044	3,082	5,168
	Unlicensed[1]	7	92	93	192
	Unknown[2]	0	266	300	566
	Sub-total	**58**	**2,722**	**3,956**	**6,736**
Heavy rigid truck driver	Standard	25	388	623	1,036
	Unlicensed[1]	0	4	10	14
	Unknown[2]	0	53	86	139
	Sub-total	**25**	**445**	**719**	**1,189**
Articulated truck driver	Standard	56	374	536	966
	Unlicensed[1]	1	8	8	17
	Unknown[2]	0	119	142	261
	Sub-total	**57**	**501**	**686**	**1,244**
Bus driver	Learner	0	0	0	0
	Provisional[2]	0	3	6	9
	Standard	7	305	299	611
	Unlicensed[1]	0	1	5	6
	Unknown[2]	0	45	19	64
	Sub-total	**7**	**354**	**329**	**690**
Motorcycle rider	Learner	3	246	14	263
	Provisional[2]	2	199	24	225
	Standard	49	1,298	139	1,486
	Unlicensed[1]	13	182	9	204
	Unknown[2]	1	364	31	396
	Sub-total	**68**	**2,289**	**217**	**2,574**
Other motor vehicle driver	Learner	0	1	0	1
	Provisional[2]	0	3	7	10
	Standard	9	621	743	1,373
	Unlicensed[1]	2	13	6	21
	Unknown[2]	2	600	526	1,128
	Sub-total	**13**	**1,238**	**1,282**	**2,533**
MOTOR VEHICLE CONTROLLERS:	**TOTAL**	**646**	**32,708**	**45,131**	**78,485**

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

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

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											Total
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	
Legal	M	0	6	33	52	21	72	71	55	36	33	2	381
	F	0	0	14	14	8	23	19	9	8	9	0	104
	Sub-total[2]	**0**	**6**	**47**	**66**	**29**	**95**	**90**	**64**	**44**	**42**	**2**	**485**
.001 – .019[3]	M	0	0	1	0	0	0	0	0	0	0	0	1
	F	0	0	0	0	0	1	0	0	0	0	0	1
	Sub-total[2]	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**
.020 – .049[4]	M	0	0	1	0	0	0	0	0	0	0	0	1
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
.050 – .079	M	0	0	3	5	0	2	1	0	3	0	0	14
	F	0	0	0	0	0	0	1	0	0	0	0	1
	Sub-total[2]	**0**	**0**	**3**	**5**	**0**	**2**	**2**	**0**	**3**	**0**	**0**	**15**
.080 – .149	M	0	0	2	9	3	12	1	1	2	2	0	32
	F	0	0	0	1	1	0	1	0	0	0	0	3
	Sub-total[2]	**0**	**0**	**2**	**10**	**4**	**12**	**2**	**1**	**2**	**2**	**0**	**35**
≥ .150	M	0	0	5	6	7	11	7	2	0	0	0	38
	F	0	0	0	3	1	2	2	2	0	0	0	10
	Sub-total[2]	**0**	**0**	**5**	**9**	**8**	**13**	**9**	**4**	**0**	**0**	**0**	**48**
Unknown	M	0	2	7	1	1	13	8	8	3	4	1	48
	F	0	0	0	2	0	5	2	0	1	0	0	10
	Sub-total[2]	**0**	**2**	**7**	**3**	**1**	**19**	**10**	**8**	**4**	**4**	**2**	**60**
MOTOR VEHICLE	**M**	**0**	**8**	**52**	**73**	**32**	**110**	**88**	**66**	**44**	**39**	**3**	**515**
CONTROLLERS:	**F**	**0**	**0**	**14**	**20**	**10**	**31**	**25**	**11**	**9**	**9**	**0**	**129**
	TOTAL[2]	**0**	**8**	**66**	**93**	**42**	**142**	**113**	**77**	**53**	**48**	**4**	**646**

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	74	1,845	1,849	1,275	2,961	2,549	1,913	1,037	776	311	14,590
	F	0	28	1,218	1,197	751	1,746	1,540	1,026	491	427	155	8,579
	Sub-total[2]	**0**	**102**	**3,064**	**3,046**	**2,027**	**4,707**	**4,090**	**2,940**	**1,529**	**1,204**	**482**	**23,191**
.001 – .019[3]	M	0	0	11	5	0	1	0	0	0	0	0	17
	F	0	0	4	2	0	0	0	0	0	0	0	6
	Sub-total[2]	**0**	**0**	**15**	**7**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**23**
.020 – .049[4]	M	0	2	9	7	4	1	0	0	2	0	0	25
	F	0	0	3	4	0	2	0	0	0	0	0	9
	Sub-total[2]	**0**	**2**	**12**	**11**	**4**	**3**	**0**	**0**	**2**	**0**	**0**	**34**
.050 – .079	M	0	4	27	21	11	22	15	5	3	2	0	110
	F	0	0	4	4	0	3	4	0	0	0	0	15
	Sub-total[2]	**0**	**4**	**31**	**25**	**11**	**25**	**19**	**5**	**3**	**2**	**0**	**125**
.080 – .149	M	0	5	71	85	33	81	36	26	9	3	3	352
	F	0	1	13	12	8	24	14	3	0	4	0	79
	Sub-total[2]	**0**	**6**	**84**	**97**	**41**	**105**	**50**	**29**	**9**	**7**	**3**	**431**
≥ .150	M	0	3	31	77	39	104	54	23	10	3	4	348
	F	0	0	6	13	10	20	23	5	2	3	1	83
	Sub-total[2]	**0**	**3**	**37**	**90**	**49**	**124**	**77**	**28**	**12**	**6**	**5**	**431**
Unknown	M	0	41	408	547	420	946	778	575	272	168	234	4,389
	F	0	10	297	371	276	725	537	350	140	98	146	2,950
	Sub-total[2]	**0**	**51**	**706**	**919**	**698**	**1,673**	**1,315**	**927**	**412**	**266**	**1,506**	**8,473**
MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**129**	**2,402**	**2,591**	**1,782**	**4,116**	**3,432**	**2,542**	**1,333**	**952**	**552**	**19,831**
	F	**0**	**39**	**1,545**	**1,603**	**1,045**	**2,520**	**2,118**	**1,384**	**633**	**532**	**302**	**11,721**
	TOTAL[2]	**0**	**168**	**3,949**	**4,195**	**2,830**	**6,638**	**5,551**	**3,929**	**1,967**	**1,485**	**1,996**	**32,708**

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	57	3,417	3,163	1,951	4,158	3,663	2,693	1,377	975	470	21,924
	F	0	28	1,847	1,818	1,031	2,356	2,119	1,336	633	516	209	11,893
	Sub-total[2]	**0**	**85**	**5,265**	**4,985**	**2,987**	**6,521**	**5,787**	**4,031**	**2,011**	**1,492**	**709**	**33,873**
.001 – .019[3]	M	0	1	8	4	0	0	0	0	0	0	0	13
	F	0	0	0	1	0	0	1	0	0	0	0	2
	Sub-total[2]	**0**	**1**	**8**	**5**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**15**
.020 – .049[4]	M	0	1	15	3	2	0	1	1	0	0	0	23
	F	0	0	0	0	1	0	0	0	0	0	0	1
	Sub-total[2]	**0**	**1**	**15**	**3**	**3**	**0**	**1**	**1**	**0**	**0**	**0**	**24**
.050 – .079	M	0	4	19	20	11	20	14	6	2	5	1	102
	F	0	1	5	5	1	0	3	0	0	0	0	15
	Sub-total[2]	**0**	**5**	**24**	**25**	**12**	**20**	**17**	**6**	**2**	**5**	**1**	**117**
.080 – .149	M	0	1	71	84	40	64	23	18	8	3	1	313
	F	0	1	10	7	5	13	7	4	2	1	0	50
	Sub-total[2]	**0**	**2**	**81**	**92**	**45**	**77**	**30**	**22**	**10**	**4**	**1**	**364**
≥ .150	M	0	0	20	49	15	51	36	26	9	1	0	207
	F	0	0	0	5	8	22	7	8	1	2	0	53
	Sub-total[2]	**0**	**0**	**20**	**54**	**23**	**73**	**43**	**34**	**10**	**3**	**0**	**260**
Unknown	M	0	30	735	785	531	1,202	946	599	324	208	329	5,689
	F	0	10	334	380	238	593	560	329	157	115	124	2,840
	Sub-total[2]	**0**	**40**	**1,071**	**1,167**	**771**	**1,796**	**1,508**	**928**	**483**	**323**	**2,391**	**10,478**
MOTOR VEHICLE	**M**	**0**	**94**	**4,285**	**4,108**	**2,550**	**5,495**	**4,683**	**3,343**	**1,720**	**1,192**	**801**	**28,271**
CONTROLLERS:	**F**	**0**	**40**	**2,196**	**2,216**	**1,284**	**2,984**	**2,697**	**1,677**	**793**	**634**	**333**	**14,854**
	TOTAL[2]	**0**	**134**	**6,484**	**6,331**	**3,841**	**8,487**	**7,387**	**5,022**	**2,516**	**1,827**	**3,102**	**45,131**

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	137	5,295	5,064	3,247	7,191	6,283	4,661	2,450	1,784	783	36,895
	F	0	56	3,079	3,029	1,790	4,125	3,678	2,371	1,132	952	364	20,576
	Sub-total[2]	**0**	**193**	**8,376**	**8,097**	**5,043**	**11,323**	**9,967**	**7,035**	**3,584**	**2,738**	**1,193**	**57,549**
.001 – .019[3]	M	0	1	20	9	0	1	0	0	0	0	0	31
	F	0	0	4	3	0	1	1	0	0	0	0	9
	Sub-total[2]	**0**	**1**	**24**	**12**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**40**
.020 – .049[4]	M	0	3	25	10	6	1	1	1	2	0	0	49
	F	0	0	3	4	1	2	0	0	0	0	0	10
	Sub-total[2]	**0**	**3**	**28**	**14**	**7**	**3**	**1**	**1**	**2**	**0**	**0**	**59**
.050 – .079	M	0	8	49	46	22	44	30	11	8	7	1	226
	F	0	1	9	9	1	3	8	0	0	0	0	31
	Sub-total[2]	**0**	**9**	**58**	**55**	**23**	**47**	**38**	**11**	**8**	**7**	**1**	**257**
.080 – .149	M	0	6	144	178	76	157	60	45	19	8	4	697
	F	0	2	23	20	14	37	22	7	2	5	0	132
	Sub-total[2]	**0**	**8**	**167**	**199**	**90**	**194**	**82**	**52**	**21**	**13**	**4**	**830**
≥ .150	M	0	3	56	132	61	166	97	51	19	4	4	593
	F	0	0	6	21	19	44	32	15	3	5	1	146
	Sub-total[2]	**0**	**3**	**62**	**153**	**80**	**210**	**129**	**66**	**22**	**9**	**5**	**739**
Unknown	M	0	73	1,150	1,333	952	2,161	1,732	1,182	599	380	564	10,126
	F	0	20	631	753	514	1,323	1,099	679	298	213	270	5,800
	Sub-total[2]	**0**	**93**	**1,784**	**2,089**	**1,470**	**3,488**	**2,833**	**1,863**	**899**	**593**	**3,899**	**19,011**
MOTOR VEHICLE	**M**	**0**	**231**	**6,739**	**6,772**	**4,364**	**9,721**	**8,203**	**5,951**	**3,097**	**2,183**	**1,356**	**48,617**
CONTROLLERS:	**F**	**0**	**79**	**3,755**	**3,839**	**2,339**	**5,535**	**4,840**	**3,072**	**1,435**	**1,175**	**635**	**26,704**
	TOTAL[2]	**0**	**310**	**10,499**	**10,619**	**6,713**	**15,267**	**13,051**	**9,028**	**4,536**	**3,360**	**5,102**	**78,485**

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	35	16	32	16	11	9	8	0	153
	F	0	0	4	7	1	7	5	1	0	2	0	27
	Sub-total[1]	0	2	28	42	17	39	21	12	9	10	0	180
Injury	M	0	40	501	350	228	454	292	195	86	54	48	2,248
	F	0	9	221	149	71	169	146	86	35	24	11	921
	Sub-total[1]	0	49	722	499	299	623	438	281	121	78	100	3,210
Non-casualty	M	0	40	905	618	297	441	297	209	98	65	84	3,054
	F	0	9	243	173	91	202	180	112	45	30	16	1,101
	Sub-total[1]	0	49	1,148	793	390	645	478	321	143	96	427	4,490
SPEEDING MOTOR VEHICLE CONTROLLERS:	M	0	82	1,430	1,003	541	927	605	415	193	127	132	5,455
	F	0	18	468	329	163	378	331	199	80	56	27	2,049
	TOTAL[1]	0	100	1,898	1,334	706	1,307	937	614	273	184	527	7,880

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

Degree of crash	Sex	Age (years) 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	6	7	3	15	11	3	5	7	0	58
	F	0	0	1	4	4	1	5	2	2	3	0	22
	Sub-total[1]	0	1	7	11	7	16	16	5	7	10	0	80
Injury	M	0	12	169	148	91	218	159	104	72	71	19	1,063
	F	0	2	95	64	30	62	59	56	28	37	6	439
	Sub-total[1]	0	14	264	212	121	280	218	160	100	108	53	1,530
Non-casualty	M	0	6	200	195	101	212	165	119	51	60	35	1,144
	F	0	3	70	61	40	88	69	48	30	30	5	444
	Sub-total[1]	0	9	270	257	141	300	234	167	81	90	438	1,987
FATIGUED MOTOR VEHICLE CONTROLLERS:	M	0	19	375	350	195	445	335	226	128	138	54	2,265
	F	0	5	166	129	74	151	133	106	60	70	11	905
	TOTAL[1]	0	24	541	480	269	596	468	332	188	208	491	3,597

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	25	3,618	4,444	8,087
'T'	52	4,934	6,420	11,406
'Y'	3	19	34	56
Multiple	0	39	49	88
Roundabout	1	757	1,063	1,821
Sub-total	**81**	**9,367**	**12,010**	**21,458**
NON-INTERSECTION				
One-way	0	69	62	131
2-way undivided	275	7,364	8,952	16,591
Dual carriageway (non-freeway)	71	1,935	2,952	4,958
Dual carriageway (freeway)	19	678	1,136	1,833
Other limited access	0	25	19	44
Other	3	224	284	511
Unknown	0	1	1	2
Sub-total	**368**	**10,296**	**13,406**	**24,070**
CRASHES: TOTAL	**449**	**19,663**	**25,416**	**45,528**

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	7	330	415	752
Causeway	1	9	7	17
Railway crossing	1	11	17	29
Entrance/driveway	13	1,262	1,609	2,884
Hazardous road surface	16	521	517	1,054
Roadworks/detour/diversion	3	218	304	525
Previous crash	5	62	111	178

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	23	10	33
40 km/h	0	199	161	360
50 km/h	44	4,461	5,871	10,376
60 km/h	48	5,714	7,746	13,508
70 km/h	27	1,462	2,088	3,577
80 km/h	15	696	913	1,624
90 km/h	12	174	243	429
100 km/h	8	185	282	475
110 km/h	5	215	363	583
Unknown	0	48	37	85
Sub-total	**159**	**13,177**	**17,714**	**31,050**
COUNTRY				
30 km/h or less	0	3	7	10
40 km/h	3	67	54	124
50 km/h	25	1,823	2,113	3,961
60 km/h	23	1,234	1,751	3,008
70 km/h	6	247	322	575
80 km/h	46	765	937	1,748
90 km/h	11	114	142	267
100 km/h	140	1,901	1,856	3,897
110 km/h	36	309	495	840
Unknown	0	23	25	48
Sub-total	**290**	**6,486**	**7,702**	**14,478**
CRASHES: TOTAL	**449**	**19,663**	**25,416**	**45,528**

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	21	2,266	3,765	6,052
Dry	235	13,239	16,176	29,650
Snow or ice	1	8	14	23
Unknown	0	29	29	58
Sub-total	**257**	**15,542**	**19,984**	**35,783**
CURVE				
Wet	42	1,023	1,941	3,006
Dry	150	3,074	3,461	6,685
Snow or ice	0	13	16	29
Unknown	0	8	13	21
Sub-total	**192**	**4,118**	**5,431**	**9,741**
TOTAL CRASHES[1]				
Wet	63	3,289	5,706	9,058
Dry	385	16,313	19,637	36,335
Snow or ice	1	21	30	52
Unknown	0	40	43	83
CRASHES: TOTAL	**449**	**19,663**	**25,416**	**45,528**

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							
Ashfield	1	118	151	270	1	145	146
Auburn	5	319	432	756	6	411	417
Bankstown City	5	625	820	1,450	5	825	830
Baulkham Hills	2	397	576	975	2	497	499
Blacktown City	12	824	1,065	1,901	14	1,090	1,104
Botany Bay City	3	179	277	459	3	219	222
Burwood	1	98	137	236	1	115	116
Camden	5	100	156	261	6	135	141
Campbelltown City	3	367	460	830	3	470	473
Canada Bay City	2	198	267	467	2	240	242
Canterbury City	3	403	603	1,009	3	527	530
City Of Sydney	4	764	541	1,309	4	886	890
Fairfield City	7	535	704	1,246	7	739	746
Holroyd City	4	387	456	847	5	484	489
Hornsby	7	370	590	967	8	454	462
Hunters Hill	0	28	72	100	0	31	31
Hurstville City	1	172	287	460	1	227	228
Kogarah	4	147	240	391	4	186	190
Ku-ring-gai	3	204	425	632	3	246	249
Lane Cove	0	78	147	225	0	97	97
Leichhardt	4	165	164	333	4	206	210
Liverpool City	14	565	678	1,257	17	749	766
Manly	1	92	109	202	1	117	118
Marrickville	2	259	300	561	2	313	315
Mosman	1	54	85	140	1	60	61

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	174	217	391	0	208	208
Parramatta City	6	578	838	1,422	6	723	729
Penrith City	7	486	714	1,207	8	634	642
Pittwater	1	103	172	276	1	120	121
Randwick City	3	286	427	716	3	344	347
Rockdale City	0	347	510	857	0	451	451
Ryde City	2	312	573	887	2	380	382
South Sydney City	0	386	443	829	0	460	460
Strathfield	2	185	245	432	2	232	234
Sutherland	5	440	641	1,086	5	553	558
Warringah	5	282	499	786	5	340	345
Waverley	0	149	157	306	0	169	169
Willoughby City	3	173	334	510	3	214	217
Woollahra	1	146	170	317	1	171	172
Sydney Metropolitan Area Sub-total	**129**	**11,495**	**15,682**	**27,306**	**139**	**14,468**	**14,607**
Outer Sydney Area							
Blue Mountains City	5	182	257	444	5	239	244
Gosford City	7	430	670	1,107	8	567	575
Hawkesbury City	10	192	254	456	10	262	272
Wollondilly	12	129	187	328	13	178	191
Wyong	13	314	450	777	16	426	442
Outer Sydney Area Sub-total	**47**	**1,247**	**1,818**	**3,112**	**52**	**1,672**	**1,724**
TOTAL	176	12,742	17,500	30,418	191	16,140	16,331

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							
Cessnock City	5	140	140	285	6	193	199
Dungog	0	22	19	41	0	25	25
Gloucester	2	24	17	43	2	33	35
Great Lakes	3	82	144	229	3	122	125
Lake Macquarie City	11	431	432	874	12	590	602
Maitland City	3	139	158	300	3	173	176
Merriwa	0	13	7	20	0	16	16
Murrurundi	0	7	9	16	0	14	14
Muswellbrook	0	36	33	69	0	48	48
Newcastle City	6	553	714	1,273	6	698	704
Port Stephens	8	147	163	318	8	203	211
Scone	1	22	22	45	1	28	29
Singleton	8	102	74	184	9	125	134
TOTAL	47	1,718	1,932	3,697	50	2,268	2,318
ILLAWARRA REGION							
Kiama	1	54	53	108	1	70	71
Shellharbour City	1	163	172	336	1	200	201
Shoalhaven City	6	247	307	560	6	328	334
Wingecarribee	3	167	208	378	3	206	209
Wollongong City	12	535	714	1,261	12	671	683
TOTAL	23	1,166	1,454	2,643	23	1,475	1,498

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

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

Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
NORTH COAST REGION							
Ballina	7	124	138	269	7	172	179
Bellingen	2	35	47	84	2	47	49
Byron	4	123	182	309	7	168	175
Coffs Harbour City	2	150	163	315	2	207	209
Copmanhurst	0	25	8	33	0	27	27
Grafton City	4	34	59	97	4	49	53
Greater Taree City	5	95	195	295	5	125	130
Hastings	8	165	183	356	9	225	234
Kempsey	5	63	69	137	7	88	95
Kyogle	2	40	21	63	2	57	59
Lismore City	4	149	184	337	6	207	213
Lord Howe Island	0	2	0	2	0	3	3
Maclean	4	33	46	83	4	49	53
Nambucca	2	46	45	93	3	61	64
Pristine Waters	4	56	62	122	4	84	88
Richmond Valley	2	58	83	143	2	78	80
Tweed	7	254	354	615	8	354	362
TOTAL	62	1,452	1,839	3,353	72	2,001	2,073

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	1	62	58	121	1	73	74
Barraba	0	6	5	11	0	6	6
Bingara	0	8	4	12	0	8	8
Glen Innes	0	17	12	29	0	19	19
Gunnedah	5	10	26	41	5	12	17
Guyra	1	15	14	30	1	24	25
Inverell	3	41	38	82	3	48	51
Manilla	0	7	4	11	0	8	8
Moree Plains	2	42	34	78	3	55	58
Narrabri	3	36	39	78	4	60	64
Nundle	0	9	5	14	0	13	13
Parry	4	37	34	75	4	55	59
Quirindi	0	10	13	23	0	12	12
Severn	2	17	17	36	2	22	24
Tamworth City	1	81	96	178	1	109	110
Tenterfield	0	37	22	59	0	59	59
Uralla	2	22	19	43	2	26	28
Walcha	1	15	12	28	1	23	24
Yallaroi	0	8	8	16	0	12	12
TOTAL	25	480	460	965	27	644	671

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	0	8	8	16	0	12	12
Bourke	1	15	6	22	1	18	19
Brewarrina	0	6	3	9	0	7	7
Cobar	0	12	10	22	0	13	13
Coolah	0	11	8	19	0	18	18
Coonabarabran	1	30	24	55	1	43	44
Coonamble	0	7	7	14	0	7	7
Dubbo City	5	81	98	184	8	127	135
Gilgandra	2	14	11	27	3	26	29
Mudgee	4	53	40	97	4	64	68
Narromine	1	13	14	28	4	18	22
Walgett	0	19	8	27	0	23	23
Warren	0	9	2	11	0	19	19
Wellington	3	29	18	50	3	44	47
TOTAL	17	307	257	581	24	439	463
CENTRAL WESTERN REGION							
Bathurst City	0	72	95	167	0	87	87
Bland	1	16	18	35	1	20	21
Blayney	2	14	26	42	3	17	20
Cabonne	1	52	37	90	1	69	70
Cowra	1	22	26	49	1	29	30
Evans	2	31	37	70	3	46	49
Forbes	2	25	15	42	2	32	34
Lachlan	3	16	8	27	3	24	27
Lithgow City	9	76	88	173	9	122	131

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	0	17	21	38	0	22	22
Orange City	2	65	65	132	2	88	90
Parkes	3	31	24	58	4	38	42
Rylstone	3	17	13	33	4	24	28
Weddin	3	9	5	17	3	11	14
TOTAL	32	463	478	973	36	629	665
SOUTH-EASTERN REGION							
Bega Valley	3	87	98	188	3	111	114
Bombala	1	13	11	25	1	18	19
Boorowa	0	10	9	19	0	11	11
Cooma-Monaro	1	39	48	88	1	50	51
Crookwell	1	14	15	30	1	18	19
Eurobodalla	1	109	113	223	1	152	153
Goulburn City	1	40	49	90	1	55	56
Gunning	1	16	37	54	1	22	23
Harden	2	16	19	37	3	24	27
Mulwaree	6	52	91	149	6	78	84
Queanbeyan City	1	55	63	119	1	69	70
Snowy River	3	42	45	90	3	56	59
Tallaganda	2	28	30	60	2	46	48
Yarrowlumla	1	54	59	114	1	74	75
Yass	1	50	68	119	2	64	66
Young	1	34	27	62	1	46	47
TOTAL	26	659	782	1,467	28	894	922

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	11	7	19	1	13	14
Coolamon	1	5	4	10	1	6	7
Cootamundra	2	16	20	38	2	20	22
Griffith City	1	59	59	119	2	77	79
Gundagai	0	22	18	40	0	36	36
Hay	1	10	5	16	1	15	16
Junee	2	13	19	34	2	19	21
Leeton	1	21	20	42	1	30	31
Lockhart	0	10	3	13	0	15	15
Murrumbidgee	2	6	7	15	2	21	23
Narrandera	3	10	13	26	3	16	19
Temora	2	13	13	28	2	16	18
Tumut	0	35	33	68	0	43	43
Wagga Wagga City	6	121	127	254	7	163	170
TOTAL	22	352	348	722	24	490	514
MURRAY REGION							
Albury City	1	97	192	290	1	125	126
Balranald	0	7	11	18	0	24	24
Berrigan	0	14	10	24	0	23	23
Conargo	0	11	1	12	0	12	12
Corowa	1	7	18	26	1	7	8
Culcairn	1	13	10	24	1	23	24
Deniliquin	0	9	6	15	0	9	9
Holbrook	2	9	11	22	2	14	16
Hume	3	20	23	46	3	25	28

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

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

Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
MURRAY REGION (continued)							
Jerilderie	0	4	4	8	0	6	6
Murray	2	23	13	38	4	31	35
Tumbarumba	2	20	9	31	2	23	25
Urana	0	5	0	5	0	5	5
Wakool	3	10	7	20	3	15	18
Wentworth	2	19	20	41	2	36	38
TOTAL	17	268	335	620	19	378	397
FAR WESTERN REGION							
Broken Hill City	0	34	19	53	0	45	45
Central Darling	0	8	6	14	0	15	15
Unincorporated Area	2	14	6	22	2	21	23
TOTAL	2	56	31	89	2	81	83
METROPOLITAN[3]:							
TOTAL	159	13,177	17,714	31,050	170	16,627	16,797
COUNTRY[3]: TOTAL	290	6,486	7,702	14,478	326	8,812	9,138
NSW STATE							
TOTAL	449	19,663	25,416	45,528	496	25,439	25,935

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	16	24	0	10	10
Hornsby	0	5	23	28	0	8	8
Baulkham Hills	0	20	24	44	0	21	21
Sub-total	**0**	**33**	**63**	**96**	**0**	**39**	**39**
SYDNEY-NEWCASTLE FREEWAY (WAHROONGA to BERESFIELD)							
Ku-ring-gai	0	4	6	10	0	6	6
Hornsby	2	48	63	113	3	61	64
Gosford City	2	50	89	141	2	65	67
Wyong	2	28	64	94	2	40	42
Lake Macquarie City	0	22	51	73	0	28	28
Cessnock City	0	0	0	0	0	0	0
Newcastle City	0	6	7	13	0	6	6
Sub-total	**6**	**158**	**280**	**444**	**7**	**206**	**213**
M4 MOTORWAY (CONCORD to LAPSTONE)							
Canada Bay City	0	3	6	9	0	6	6
Strathfield	1	8	10	19	1	13	14
Auburn	3	37	45	85	4	48	52
Parramatta City	0	12	20	32	0	13	13
Holroyd City	1	55	81	137	1	69	70
Blacktown City	1	59	89	149	1	71	72
Penrith City	0	40	92	132	0	53	53
Blue Mountains City	0	0	0	0	0	0	0
Sub-total	**6**	**214**	**343**	**563**	**7**	**273**	**280**
M5 MOTORWAY (SYDNEY AIRPORT to PRESTONS)							
Rockdale City	0	10	18	28	0	10	10
Canterbury City	1	27	45	73	1	35	36
Hurstville City	0	0	2	2	0	0	0
Bankstown City	0	39	58	97	0	48	48
Liverpool City	2	45	62	109	2	56	58
Sub-total	**3**	**121**	**185**	**309**	**3**	**149**	**152**

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	1	24	62	87	1	38	39
Sub-total	**1**	**24**	**62**	**87**	**1**	**38**	**39**
M7 WESTLINK (BAULKHAM HILLS to PRESTONS)							
Baulkham Hills City	0	0	1	1	0	0	0
Blacktown City	0	20	31	51	0	27	27
Fairfield City	0	5	6	11	0	5	5
Liverpool City	0	8	15	23	0	8	8
Sub-total	**0**	**33**	**53**	**86**	**0**	**40**	**40**
Opened in December 2005							
EASTERN DISTRIBUTOR (WOOLLOOMOOLOO to KENSINGTON)							
City of Sydney	0	7	8	15	0	7	7
South Sydney City	0	2	4	6	0	2	2
Randwick City	0	0	0	0	0	0	0
Sub-total	**0**	**9**	**12**	**21**	**0**	**9**	**9**
CROSS CITY TUNNEL							
City of Sydney	0	0	3	3	0	0	0
Sub-total	**0**	**0**	**3**	**3**	**0**	**0**	**0**
Opened in August 2005							
FREEWAYS/MOTOR-WAYS: TOTAL	16	592	1,001	1,609	18	754	772
STATE HIGHWAYS							
PRINCES (State Highway (SH) 1) (SYDNEY to Victorian border near EDEN)							
City of Sydney	0	14	9	23	0	21	21
South Sydney City	0	20	13	33	0	24	24
Marrickville	1	28	54	83	1	36	37
Rockdale City	0	49	79	128	0	62	62
Kogarah	1	35	64	100	1	43	44
Sutherland	3	78	128	209	3	91	94
Wollongong City	1	131	172	304	1	158	159
Shellharbour City	0	37	42	79	0	44	44
Kiama	1	17	27	45	1	25	26

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	2	91	103	196	2	139	141
Eurobodalla	0	37	40	77	0	51	51
Bega Valley	1	27	28	56	1	35	36
Sub-total	**10**	**564**	**759**	**1,333**	**10**	**729**	**739**

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	24	20	44	0	28	28
Burwood	0	15	14	29	0	21	21
Strathfield	0	34	34	68	0	40	40
Bankstown City	2	85	107	194	2	132	134
Fairfield City	0	20	30	50	0	32	32
Liverpool City	4	103	136	243	4	154	158
Campbelltown City	0	52	57	109	0	67	67
Wollondilly	2	8	27	37	2	12	14
Wingecarribee	2	35	57	94	2	43	45
Mulwaree	3	14	37	54	3	22	25
Goulburn City	0	2	6	8	0	2	2
Gunning	1	8	19	28	1	11	12
Yass	1	18	20	39	2	27	29
Harden	0	1	7	8	0	2	2
Gundagai	0	12	11	23	0	19	19
Wagga Wagga City	3	11	9	23	4	22	26
Holbrook	1	7	8	16	1	11	12
Hume	1	4	6	11	1	7	8
Albury City	0	21	60	81	0	31	31
Sub-total	**20**	**474**	**665**	**1,159**	**22**	**683**	**705**

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	2	7	13	22	2	8	10
Gunning	0	5	8	13	0	5	5
Yarrowlumla	0	5	6	11	0	6	6
Sub-total	**2**	**17**	**27**	**46**	**2**	**19**	**21**
SNOWY MOUNTAINS (SH 4) (TATHRA to Hume Hwy near GUNDAGAI)							
Bega Valley	0	10	9	19	0	11	11
Cooma-Monaro	0	0	1	1	0	0	0
Snowy River	0	6	7	13	0	9	9
Tumut	0	7	9	16	0	7	7
Gundagai	0	0	0	0	0	0	0
Sub-total	**0**	**23**	**26**	**49**	**0**	**27**	**27**
GREAT WESTERN (SH 5) (SYDNEY to BATHURST)							
City of Sydney	1	38	33	72	1	40	41
Leichhardt	1	27	22	50	1	39	40
Marrickville	0	28	16	44	0	33	33
Ashfield	0	18	26	44	0	25	25
Canada Bay City	0	31	33	64	0	35	35
Burwood	1	13	21	35	1	17	18
Strathfield	0	18	26	44	0	23	23
Auburn	0	39	53	92	0	43	43

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

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

Route/Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
Great Western Highway (continued)							
Parramatta City	0	39	58	97	0	51	51
Holroyd City	1	60	77	138	1	77	78
Blacktown City	0	73	62	135	0	111	111
Penrith City	1	54	83	138	2	72	74
Blue Mountains City	4	88	156	248	4	128	132
Lithgow City	5	18	21	44	5	36	41
Evans	1	5	3	9	2	7	9
Bathurst City	0	11	24	35	0	12	12
Sub-total	**15**	**560**	**714**	**1,289**	**17**	**749**	**766**
MID WESTERN (SH 6) (BATHURST to HAY)							
Bathurst City	0	1	2	3	0	1	1
Evans	0	4	4	8	0	5	5
Blayney	2	6	12	20	3	8	11
Cowra	1	6	5	12	1	10	11
Weddin	0	2	4	6	0	2	2
Bland	0	2	4	6	0	2	2
Carrathool	1	3	1	5	1	4	5
Hay	0	0	0	0	0	0	0
Sub-total	**4**	**24**	**32**	**60**	**5**	**32**	**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
MITCHELL (SH 7) (BATHURST to BARRINGUN)							
Bathurst City	0	5	3	8	0	7	7
Evans	1	6	10	17	1	11	12
Cabonne	0	9	6	15	0	18	18
Orange City	0	16	17	33	0	18	18
Wellington	1	8	5	14	1	11	12
Dubbo City	0	21	20	41	0	31	31
Narromine	0	2	3	5	0	4	4
Warren	0	2	1	3	0	2	2
Bogan	0	2	4	6	0	6	6
Bourke	0	5	4	9	0	5	5
Sub-total	**2**	**76**	**73**	**151**	**2**	**113**	**115**
BARRIER (SH 8) (NYNGAN to SA border near COCKBURN)							
Bogan	0	1	1	2	0	1	1
Cobar	0	2	4	6	0	2	2
Central Darling	0	1	3	4	0	1	1
Unincorporated Area	1	2	2	5	1	6	7
Broken Hill City	0	5	6	11	0	9	9
Sub-total	**1**	**11**	**16**	**28**	**1**	**19**	**20**

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

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

Route/Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
NEW ENGLAND (SH 9) (HEXHAM to WALLANGARRA)							
Newcastle City	0	14	21	35	0	18	18
Maitland City	2	53	69	124	2	70	72
Cessnock City	0	8	10	18	0	15	15
Singleton	3	20	27	50	3	26	29
Muswellbrook	0	9	10	19	0	10	10
Scone	0	8	7	15	0	9	9
Murrurundi	0	5	8	13	0	9	9
Quirindi	0	2	4	6	0	3	3
Nundle	0	1	4	5	0	1	1
Parry	2	7	17	26	2	17	19
Tamworth City	0	9	11	20	0	11	11
Uralla	0	8	9	17	0	11	11
Armidale Dumaresq	0	3	5	8	0	3	3
Guyra	1	7	9	17	1	13	14
Severn	0	1	7	8	0	1	1
Glen Innes	0	4	2	6	0	5	5
Tenterfield	0	8	3	11	0	14	14
Sub-total	**8**	**167**	**223**	**398**	**8**	**236**	**244**

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	10	22	32	0	12	12
Lane Cove	0	19	24	43	0	20	20
Willoughby City	2	27	56	85	2	37	39
Ku-ring-gai	2	68	123	193	2	85	87
Hornsby	0	43	51	94	0	56	56
Gosford City	0	56	89	145	0	77	77
Wyong	1	57	102	160	2	85	87
Lake Macquarie City	1	63	45	109	1	89	90
Newcastle City	1	79	109	189	1	109	110
Port Stephens	0	13	21	34	0	19	19
Great Lakes	1	25	63	89	1	51	52
Greater Taree City	1	15	41	57	1	20	21
Hastings	2	24	34	60	3	38	41
Kempsey	2	14	26	42	2	21	23
Nambucca	1	13	24	38	2	14	16
Bellingen	0	4	10	14	0	4	4
Coffs Harbour City	1	55	63	119	1	75	76
Pristine Waters	2	20	29	51	2	31	33
Grafton City	2	6	9	17	2	10	12
Maclean	2	9	14	25	2	15	17
Richmond Valley	1	9	17	27	1	16	17
Ballina	6	36	36	78	6	57	63
Byron	0	33	47	80	0	42	42
Tweed	2	43	78	123	2	70	72
Sub-total	**30**	**741**	**1,133**	**1,904**	**33**	**1,053**	**1,086**

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	30	31	62	1	42	43
Walcha	0	3	5	8	0	3	3
Parry	1	2	4	7	1	3	4
Tamworth City	0	20	17	37	0	23	23
Gunnedah	4	3	6	13	4	4	8
Coonabarabran	0	3	4	7	0	4	4
Gilgandra	0	0	0	0	0	0	0
Warren	0	1	0	1	0	2	2
Sub-total	**6**	**62**	**67**	**135**	**6**	**81**	**87**
GWYDIR (SH 12) (STH GRAFTON to COLLARENEBRI)							
Grafton City	0	1	2	3	0	2	2
Pristine Waters	0	4	4	8	0	4	4
Severn	1	9	7	17	1	13	14
Glen Innes	0	3	2	5	0	3	3
Inverell	2	7	6	15	2	8	10
Yallaroi	0	2	2	4	0	2	2
Moree Plains	0	5	3	8	0	8	8
Walgett	0	4	1	5	0	4	4
Sub-total	**3**	**35**	**27**	**65**	**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
CUMBERLAND (SH 13) (LIVERPOOL to WAHROONGA)							
Liverpool City	0	8	10	18	0	8	8
Fairfield City	2	55	51	108	2	86	88
Holroyd City	0	43	41	84	0	51	51
Parramatta City	0	46	66	112	0	61	61
Baulkham Hills	0	18	37	55	0	21	21
Hornsby	1	67	145	213	1	81	82
Sub-total	**3**	**237**	**350**	**590**	**3**	**308**	**311**
STURT (SH 14) (Hume Hwy near GUNDAGAI to MILDURA)							
Wagga Wagga City	0	18	29	47	0	27	27
Narrandera	1	2	3	6	1	3	4
Murrumbidgee	2	1	6	9	2	6	8
Hay	1	2	0	3	1	4	5
Wakool	1	1	2	4	1	3	4
Balranald	0	5	4	9	0	21	21
Wentworth	1	4	5	10	1	8	9
Sub-total	**6**	**33**	**49**	**88**	**6**	**72**	**78**
BARTON (SH 15) (Hume Hwy near YASS to ACT border near HALL)							
Yass	0	7	10	17	0	10	10
Yarrowlumla	0	2	3	5	0	4	4
Sub-total	**0**	**9**	**13**	**22**	**0**	**14**	**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
BRUXNER (SH 16) (Pacific Hwy near BALLINA to BOGGABILLA)							
Ballina	0	13	13	26	0	16	16
Lismore City	2	23	36	61	4	30	34
Richmond Valley	0	10	14	24	0	10	10
Kyogle	0	4	4	8	0	6	6
Tenterfield	0	16	7	23	0	27	27
Inverell	0	2	1	3	0	2	2
Yallaroi	0	0	1	1	0	0	0
Moree Plains	0	0	1	1	0	0	0
Sub-total	**2**	**68**	**77**	**147**	**4**	**91**	**95**
NEWELL (SH 17) (TOCUMWAL to GOONDIWINDI)							
Berrigan	0	2	1	3	0	2	2
Jerilderie	0	0	2	2	0	0	0
Urana	0	1	0	1	0	1	1
Narrandera	1	4	2	7	1	8	9
Coolamon	0	2	2	4	0	2	2
Bland	1	6	4	11	1	8	9
Weddin	2	3	0	5	2	3	5
Forbes	0	9	4	13	0	11	11
Parkes	1	6	8	15	1	7	8
Narromine	1	0	2	3	4	0	4
Dubbo City	1	9	10	20	3	11	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
Newell Highway (continued)							
Gilgandra	2	5	7	14	3	14	17
Coonabarabran	0	10	9	19	0	15	15
Narrabri	2	10	15	27	3	12	15
Moree Plains	1	16	10	27	1	20	21
Sub-total	**12**	**83**	**76**	**171**	**19**	**114**	**133**
CASTLEREAGH (SH 18) (MARRANGAROO to HEBEL)							
Lithgow City	2	5	4	11	2	6	8
Rylstone	0	5	2	7	0	8	8
Mudgee	1	13	12	26	1	15	16
Coolah	0	1	2	3	0	1	1
Gilgandra	0	2	1	3	0	2	2
Coonamble	0	2	2	4	0	2	2
Walgett	0	4	2	6	0	4	4
Brewarrina	0	1	0	1	0	1	1
Sub-total	**3**	**33**	**25**	**61**	**3**	**39**	**42**
MONARO (SH 19) (ACT border near CANBERRA to Victorian border near ROCKTON)							
Yarrowlumla	0	0	1	1	0	0	0
Cooma-Monaro	0	19	18	37	0	24	24
Bombala	1	3	4	8	1	7	8
Sub-total	**1**	**22**	**23**	**46**	**1**	**31**	**32**

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	8	3	11	0	9	9
Albury City	0	5	9	14	0	8	8
Corowa	0	0	5	5	0	0	0
Berrigan	0	0	1	1	0	0	0
Conargo	0	0	0	0	0	0	0
Deniliquin	0	0	0	0	0	0	0
Sub-total	**0**	**13**	**18**	**31**	**0**	**17**	**17**
COBB (SH 21) (MOAMA to Barrier Hwy near WILCANNIA)							
Murray	0	2	6	8	0	4	4
Deniliquin	0	5	2	7	0	5	5
Conargo	0	1	0	1	0	1	1
Hay	0	3	4	7	0	5	5
Carrathool	0	0	0	0	0	0	0
Central Darling	0	0	0	0	0	0	0
Sub-total	**0**	**11**	**12**	**23**	**0**	**15**	**15**
SILVER CITY (SH 22) (Sturt Hwy near MILDURA to Qld border at WARRI GATE)							
Wentworth	1	3	4	8	1	9	10
Unincorporated Area	1	7	0	8	1	9	10
Broken Hill City	0	3	2	5	0	4	4
Sub-total	**2**	**13**	**6**	**21**	**2**	**22**	**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
CHARLESTOWN-SANDGATE (SH 23) (CHARLESTOWN to SANDGATE)							
Lake Macquarie City	0	8	5	13	0	13	13
Newcastle City	1	29	37	67	1	32	33
Sub-total	**1**	**37**	**42**	**80**	**1**	**45**	**46**
ILLAWARRA (SH 25) (ALBION PARK to Hume Hwy at HODDLES CROSSROADS)							
Shellharbour City	1	11	25	37	1	18	19
Wingecarribee	0	22	18	40	0	30	30
Sub-total	**1**	**33**	**43**	**77**	**1**	**48**	**49**
GOLDEN (SH 27) (SINGLETON to DUBBO)							
Singleton	1	10	5	16	2	11	13
Muswellbrook	0	8	3	11	0	12	12
Merriwa	0	9	7	16	0	12	12
Coolah	0	4	3	7	0	7	7
Wellington	0	1	1	2	0	1	1
Dubbo City	0	4	7	11	0	4	4
Sub-total	**1**	**36**	**26**	**63**	**2**	**47**	**49**
CARNARVON (SH 28) (MOREE to MUNGINDI)							
Moree Plains	0	3	7	10	0	4	4
Sub-total	**0**	**3**	**7**	**10**	**0**	**4**	**4**

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

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

Route/ Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
KAMILAROI (SH 29) (WILLOW TREE to BOURKE)							
Murrurundi	0	0	0	0	0	0	0
Quirindi	0	1	1	2	0	1	1
Gunnedah	0	2	1	3	0	2	2
Narrabri	0	4	10	14	0	7	7
Walgett	0	2	0	2	0	4	4
Brewarrina	0	2	1	3	0	2	2
Bourke	0	1	0	1	0	1	1
Sub-total	0	12	13	25	0	17	17
STATE HIGHWAYS:							
TOTAL	133	3,397	4,542	8,072	151	4,669	4,820

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

Casualties in 2006

- 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	210	12,568	12,778
Light truck	23	1,053	1,076
Heavy rigid truck	1	95	96
Articulated truck	10	217	227
Bus	0	50	50
Other motor vehicle	5	235	240
Sub-total	249	14,218	14,467
Motorcycle rider	65	2,214	2,279
Pedal cycle rider	7	1,176	1,183
Other/Unknown	0	1	1
CONTROLLER			
Sub-total	321	17,609	17,930
PASSENGER			
Car	90	4,887	4,977
Light truck	8	382	390
Heavy rigid truck	0	12	12
Articulated truck	1	11	12
Bus	0	151	151
Other motor vehicle	3	146	149
Sub-total	102	5,589	5,691
Motorcycle	1	112	113
Pedal cycle	0	3	3
Other/Unknown	0	0	0
PASSENGER			
Sub-total	103	5,704	5,807
PEDESTRIAN			
Sub-total	72	2,126	2,198
CASUALTIES: TOTAL	496	25,439	25,935

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

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	3	27	28	13	25	23	5	13	22	0	159
	F	0	0	7	11	3	5	9	7	4	5	0	51
	Sub-total[1]	**0**	**3**	**34**	**39**	**16**	**30**	**32**	**12**	**17**	**27**	**0**	**210**
Car passenger	M	3	17	15	9	5	2	2	0	1	2	0	56
	F	3	4	8	1	3	1	2	2	1	9	0	34
	Sub-total[1]	**6**	**21**	**23**	**10**	**8**	**3**	**4**	**2**	**2**	**11**	**0**	**90**
Other motor vehicle driver	M	0	0	4	4	0	11	8	5	4	3	0	39
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	**0**	**0**	**4**	**4**	**0**	**11**	**8**	**5**	**4**	**3**	**0**	**39**
Other motor vehicle passenger	M	0	0	1	0	1	2	3	0	0	0	0	7
	F	0	1	0	1	0	0	1	2	0	0	0	5
	Sub-total[1]	**0**	**1**	**1**	**1**	**1**	**2**	**4**	**2**	**0**	**0**	**0**	**12**
Motorcycle rider	M	0	2	4	10	5	17	11	6	4	1	0	60
	F	0	0	0	2	0	2	0	0	1	0	0	5
	Sub-total[1]	**0**	**2**	**4**	**12**	**5**	**19**	**11**	**6**	**5**	**1**	**0**	**65**
Motorcycle passenger	M	0	0	0	0	1	0	0	0	0	0	0	1
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
Pedal cycle rider/passenger	M	0	2	0	0	0	1	1	0	1	0	0	5
	F	0	0	0	0	0	0	1	1	0	0	0	2
	Sub-total[1]	**0**	**2**	**0**	**0**	**0**	**1**	**2**	**1**	**1**	**0**	**0**	**7**
Pedestrian	M	0	1	3	5	4	6	3	5	7	13	0	47
	F	1	4	0	2	0	3	1	2	3	9	0	25
	Sub-total[1]	**1**	**5**	**3**	**7**	**4**	**9**	**4**	**7**	**10**	**22**	**0**	**72**
CASUALTIES[2]:	**M**	**3**	**25**	**54**	**56**	**29**	**64**	**51**	**21**	**30**	**41**	**0**	**374**
	F	**4**	**9**	**15**	**17**	**6**	**11**	**14**	**14**	**9**	**23**	**0**	**122**
	TOTAL[1]	**7**	**34**	**69**	**73**	**35**	**75**	**65**	**35**	**39**	**64**	**0**	**496**

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	44	881	799	498	1,064	859	628	396	424	129	5,722
	F	0	18	1,000	972	583	1,343	1,181	837	387	360	138	6,819
	Sub-total[1]	**0**	**62**	**1,881**	**1,771**	**1,081**	**2,407**	**2,040**	**1,465**	**783**	**784**	**294**	**12,568**
Car passenger	M	110	396	354	244	99	153	103	66	48	60	219	1,852
	F	90	486	360	266	121	259	222	225	192	199	439	2,859
	Sub-total[1]	**201**	**883**	**714**	**510**	**220**	**412**	**325**	**291**	**240**	**259**	**832**	**4,887**
Other motor vehicle driver	M	0	4	111	107	124	378	315	235	102	37	34	1,447
	F	0	1	22	24	20	50	36	23	7	13	2	198
	Sub-total[1]	**0**	**5**	**133**	**131**	**144**	**428**	**351**	**258**	**109**	**50**	**41**	**1,650**
Other motor vehicle passenger	M	9	45	50	50	24	49	34	31	6	4	49	351
	F	6	47	36	23	19	29	24	32	26	21	46	309
	Sub-total[1]	**15**	**92**	**86**	**73**	**43**	**78**	**58**	**63**	**32**	**25**	**137**	**702**
Motorcycle rider	M	0	54	225	320	258	505	339	217	58	16	44	2,036
	F	0	3	14	34	25	44	37	9	0	0	1	167
	Sub-total[1]	**0**	**57**	**239**	**354**	**283**	**549**	**376**	**226**	**58**	**16**	**56**	**2,214**
Motorcycle passenger	M	2	7	3	8	3	0	0	2	0	0	2	27
	F	0	7	5	9	6	17	17	9	2	1	9	82
	Sub-total[1]	**2**	**14**	**8**	**17**	**9**	**17**	**17**	**11**	**2**	**1**	**14**	**112**
Pedal cycle rider/passenger	M	3	194	79	83	89	220	149	78	28	20	57	1,000
	F	0	27	7	27	21	41	22	15	3	2	8	173
	Sub-total[1]	**3**	**221**	**86**	**110**	**110**	**261**	**171**	**93**	**31**	**22**	**71**	**1,179**
Pedestrian	M	28	179	111	127	60	158	129	89	75	131	100	1,187
	F	21	123	84	105	59	99	88	95	81	106	63	924
	Sub-total[1]	**49**	**302**	**195**	**232**	**119**	**257**	**217**	**184**	**156**	**237**	**178**	**2,126**
CASUALTIES[2]:	**M**	**152**	**923**	**1,814**	**1,738**	**1,155**	**2,527**	**1,928**	**1,346**	**713**	**692**	**634**	**13,622**
	F	**117**	**713**	**1,528**	**1,460**	**854**	**1,882**	**1,627**	**1,245**	**698**	**702**	**706**	**11,532**
	TOTAL[1]	**270**	**1,637**	**3,342**	**3,198**	**2,009**	**4,409**	**3,555**	**2,591**	**1,411**	**1,394**	**1,623**	**25,439**

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

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

Road user class	Sex	Age (years)											Total
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	
Car driver	M	0	47	908	827	511	1,089	882	633	409	446	129	5,881
	F	0	18	1,007	983	586	1,348	1,190	844	391	365	138	6,870
	Sub-total[1]	0	65	1,915	1,810	1,097	2,437	2,072	1,477	800	811	294	12,778
Car passenger	M	113	413	369	253	104	155	105	66	49	62	219	1,908
	F	93	490	368	267	124	260	224	227	193	208	439	2,893
	Sub-total[1]	207	904	737	520	228	415	329	293	242	270	832	4,977
Other motor vehicle driver	M	0	4	115	111	124	389	323	240	106	40	34	1,486
	F	0	1	22	24	20	50	36	23	7	13	2	198
	Sub-total[1]	0	5	137	135	144	439	359	263	113	53	41	1,689
Other motor vehicle passenger	M	9	45	51	50	25	51	37	31	6	4	49	358
	F	6	48	36	24	19	29	25	34	26	21	46	314
	Sub-total[1]	15	93	87	74	44	80	62	65	32	25	137	714
Motorcycle rider	M	0	56	229	330	263	522	350	223	62	17	44	2,096
	F	0	3	14	36	25	46	37	9	1	0	1	172
	Sub-total[1]	0	59	243	366	288	568	387	232	63	17	56	2,279
Motorcycle passenger	M	2	7	3	8	4	0	0	2	0	0	2	28
	F	0	7	5	9	6	17	17	9	2	1	9	82
	Sub-total[1]	2	14	8	17	10	17	17	11	2	1	14	113
Pedal cycle rider/passenger	M	3	196	79	83	89	221	150	78	29	20	57	1,005
	F	0	27	7	27	21	41	23	16	3	2	8	175
	Sub-total[1]	3	223	86	110	110	262	173	94	32	22	71	1,186
Pedestrian	M	28	180	114	132	64	164	132	94	82	144	100	1,234
	F	22	127	84	107	59	102	89	97	84	115	63	949
	Sub-total[1]	50	307	198	239	123	266	221	191	166	259	178	2,198
CASUALTIES[2]:	M	155	948	1,868	1,794	1,184	2,591	1,979	1,367	743	733	634	13,996
	F	121	722	1,543	1,477	860	1,893	1,641	1,259	707	725	706	11,654
	TOTAL[1]	277	1,671	3,411	3,271	2,044	4,484	3,620	2,626	1,450	1,458	1,623	25,935

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	176	13,245	13,421
Fitted but not worn	40	224	264
No restraint fitted	2	40	42
Unknown	31	709	740
Sub-total	**249**	**14,218**	**14,467**
Passenger			
Adult belt worn	67	4,495	4,562
Child restraint worn	4	68	72
Fitted but not worn	17	143	160
No restraint fitted	4	96	100
Unknown	10	787	797
Sub-total	**102**	**5,589**	**5,691**
Motorcycle rider/passenger			
Open face (jet) helmet worn	9	280	289
Full face helmet worn	53	1,729	1,782
No helmet worn	4	79	83
Unknown	0	238	238
Sub-total	**66**	**2,326**	**2,392**
Pedal cycle rider/passenger			
Helmet worn	4	750	754
No helmet worn	2	239	241
Unknown	1	190	191
Sub-total	**7**	**1,179**	**1,186**
Other/unknown	**0**	**1**	**1**
All road vehicle casualties			
Device worn	**313**	**20,567**	**20,880**
Device not worn	**69**	**821**	**890**
Unknown	**42**	**1,925**	**1,967**
ROAD VEHICLE CASUALTIES: TOTAL[2]	**424**	**23,313**	**23,737**

[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	4	21	26	9	29	30	12	16	22	0	169
	F	0	0	7	9	2	5	6	5	5	5	0	44
	Sub-total[2]	**0**	**4**	**28**	**35**	**11**	**34**	**36**	**17**	**21**	**27**	**0**	**213**
.001 – .019[3]	M	0	0	1	0	0	0	0	0	0	0	0	1
	F	0	0	0	0	0	1	0	0	0	0	0	1
	Sub-total[2]	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**
.020 – .049[4]	M	0	0	1	0	0	0	0	0	0	0	0	1
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
.050 – .079	M	0	0	1	4	0	2	1	0	3	0	0	11
	F	0	0	0	0	0	0	1	0	0	0	0	1
	Sub-total[2]	**0**	**0**	**1**	**4**	**0**	**2**	**2**	**0**	**3**	**0**	**0**	**12**
.080 – .149	M	0	0	1	7	2	10	1	1	1	2	0	25
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**1**	**7**	**2**	**10**	**1**	**1**	**1**	**2**	**0**	**25**
≥ .150	M	0	0	4	5	7	7	7	2	0	0	0	32
	F	0	0	0	3	1	1	2	2	0	0	0	9
	Sub-total[2]	**0**	**0**	**4**	**8**	**8**	**8**	**9**	**4**	**0**	**0**	**0**	**41**
Unknown	M	0	1	6	0	0	5	3	1	1	2	0	19
	F	0	0	0	1	0	0	0	0	0	0	0	1
	Sub-total[2]	**0**	**1**	**6**	**1**	**0**	**5**	**3**	**1**	**1**	**2**	**0**	**20**
MOTOR VEHICLE	**M**	**0**	**5**	**35**	**42**	**18**	**53**	**42**	**16**	**21**	**26**	**0**	**258**
CONTROLLER	**F**	**0**	**0**	**7**	**13**	**3**	**7**	**9**	**7**	**5**	**5**	**0**	**56**
CASUALTIES:	**TOTAL[2]**	**0**	**5**	**42**	**55**	**21**	**60**	**51**	**23**	**26**	**31**	**0**	**314**

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	53	952	855	651	1,422	1,136	847	440	398	132	6,886
	F	0	18	835	777	453	987	928	644	316	316	93	5,367
	Sub-total[2]	**0**	**71**	**1,787**	**1,632**	**1,104**	**2,409**	**2,064**	**1,491**	**756**	**714**	**229**	**12,257**
.001 – .019[3]	M	0	0	6	4	0	1	0	0	0	0	0	11
	F	0	0	3	2	0	0	0	0	0	0	0	5
	Sub-total[2]	**0**	**0**	**9**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**16**
.020 – .049[4]	M	0	2	8	7	4	1	0	0	1	0	0	23
	F	0	0	2	2	0	2	0	0	0	0	0	6
	Sub-total[2]	**0**	**2**	**10**	**9**	**4**	**3**	**0**	**0**	**1**	**0**	**0**	**29**
.050 – .079	M	0	4	26	17	9	14	11	2	2	1	0	86
	F	0	0	3	4	0	3	3	0	0	0	0	13
	Sub-total[2]	**0**	**4**	**29**	**21**	**9**	**17**	**14**	**2**	**2**	**1**	**0**	**99**
.080 – .149	M	0	5	59	69	23	74	30	17	7	3	3	290
	F	0	1	11	12	8	17	13	3	0	3	0	68
	Sub-total[2]	**0**	**6**	**70**	**81**	**31**	**91**	**43**	**20**	**7**	**6**	**3**	**358**
≥ .150	M	0	3	31	69	33	97	49	22	7	3	3	317
	F	0	0	6	12	8	20	19	5	2	3	1	76
	Sub-total[2]	**0**	**3**	**37**	**81**	**41**	**117**	**68**	**27**	**9**	**6**	**4**	**393**
Unknown	M	0	35	135	205	160	338	287	192	99	72	69	1,592
	F	0	3	176	221	159	408	291	217	76	51	47	1,649
	Sub-total[2]	**0**	**38**	**311**	**426**	**319**	**746**	**578**	**409**	**175**	**123**	**155**	**3,280**
MOTOR VEHICLE	**M**	**0**	**102**	**1,217**	**1,226**	**880**	**1,947**	**1,513**	**1,080**	**556**	**477**	**207**	**9,205**
CONTROLLER	**F**	**0**	**22**	**1,036**	**1,030**	**628**	**1,437**	**1,254**	**869**	**394**	**373**	**141**	**7,184**
CASUALTIES:	**TOTAL[2]**	**0**	**124**	**2,253**	**2,256**	**1,508**	**3,384**	**2,767**	**1,949**	**950**	**850**	**391**	**16,432**

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	57	973	881	660	1,451	1,166	859	456	420	132	7,055
	F	0	18	842	786	455	992	934	649	321	321	93	5,411
	Sub-total[2]	**0**	**75**	**1,815**	**1,667**	**1,115**	**2,443**	**2,100**	**1,508**	**777**	**741**	**229**	**12,470**
.001 – .019[3]	M	0	0	7	4	0	1	0	0	0	0	0	12
	F	0	0	3	2	0	1	0	0	0	0	0	6
	Sub-total[2]	**0**	**0**	**10**	**6**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**18**
.020 – .049[4]	M	0	2	9	7	4	1	0	0	1	0	0	24
	F	0	0	2	2	0	2	0	0	0	0	0	6
	Sub-total[2]	**0**	**2**	**11**	**9**	**4**	**3**	**0**	**0**	**1**	**0**	**0**	**30**
.050 – .079	M	0	4	27	21	9	16	12	2	5	1	0	97
	F	0	0	3	4	0	3	4	0	0	0	0	14
	Sub-total[2]	**0**	**4**	**30**	**25**	**9**	**19**	**16**	**2**	**5**	**1**	**0**	**111**
.080 – .149	M	0	5	60	76	25	84	31	18	8	5	3	315
	F	0	1	11	12	8	17	13	3	0	3	0	68
	Sub-total[2]	**0**	**6**	**71**	**88**	**33**	**101**	**44**	**21**	**8**	**8**	**3**	**383**
≥ .150	M	0	3	35	74	40	104	56	24	7	3	3	349
	F	0	0	6	15	9	21	21	7	2	3	1	85
	Sub-total[2]	**0**	**3**	**41**	**89**	**49**	**125**	**77**	**31**	**9**	**6**	**4**	**434**
Unknown	M	0	36	141	205	160	343	290	193	100	74	69	1,611
	F	0	3	176	222	159	408	291	217	76	51	47	1,650
	Sub-total[2]	**0**	**39**	**317**	**427**	**319**	**751**	**581**	**410**	**176**	**125**	**155**	**3,300**
MOTOR VEHICLE	**M**	**0**	**107**	**1,252**	**1,268**	**898**	**2,000**	**1,555**	**1,096**	**577**	**503**	**207**	**9,463**
CONTROLLER	**F**	**0**	**22**	**1,043**	**1,043**	**631**	**1,444**	**1,263**	**876**	**399**	**378**	**141**	**7,240**
CASUALTIES:	**TOTAL[2]**	**0**	**129**	**2,295**	**2,311**	**1,529**	**3,444**	**2,818**	**1,972**	**976**	**881**	**391**	**16,746**

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	138	2	1	9	17	30	13	210
Light truck driver	13	0	0	0	1	6	3	23
Heavy rigid truck driver	0	0	0	0	0	0	1	1
Articulated truck driver	8	0	0	0	0	1	1	10
Bus driver	0	0	0	0	0	0	0	0
Motorcycle rider	50	0	0	3	7	4	1	65
Other motor vehicle driver	4	0	0	0	0	0	1	5
MOTOR VEHICLE CONTROLLER CASUALTIES: TOTAL	213	2	1	12	25	41	20	314

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	9,363	11	19	71	268	302	2,534	12,568
Light truck driver	778	4	2	14	40	44	171	1,053
Heavy rigid truck driver	88	0	1	0	0	0	6	95
Articulated truck driver	198	0	1	0	2	0	16	217
Bus driver	31	0	0	0	0	0	19	50
Motorcycle rider	1,614	1	6	14	47	45	487	2,214
Other motor vehicle driver	185	0	0	0	1	2	47	235
MOTOR VEHICLE CONTROLLER CASUALTIES: TOTAL	12,257	16	29	99	358	393	3,280	16,432

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	9,501	13	20	80	285	332	2,547	12,778
Light truck driver	791	4	2	14	41	50	174	1,076
Heavy rigid truck driver	88	0	1	0	0	0	7	96
Articulated truck driver	206	0	1	0	2	1	17	227
Bus driver	31	0	0	0	0	0	19	50
Motorcycle rider	1,664	1	6	17	54	49	488	2,279
Other motor vehicle driver	189	0	0	0	1	2	48	240
MOTOR VEHICLE CONTROLLER CASUALTIES: TOTAL	12,470	18	30	111	383	434	3,300	16,746

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

Alcohol involved in crash	Degree of casualty		
	Killed	Injured	Total killed & injured
Yes	112	1,488	1,600
No	328	16,804	17,132
Unknown	56	7,147	7,203
CASUALTIES: Total	496	25,439	25,935

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

Speeding involved in crash	Degree of casualty		
	Killed	Injured	Total killed & injured
Yes	197	4,365	4,562
No or unknown	299	21,074	21,373
CASUALTIES: Total	496	25,439	25,935

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

Fatigue involved in crash	Degree of casualty		
	Killed	Injured	Total killed & injured
Yes	89	2,019	2,108
No or unknown	407	23,420	23,827
CASUALTIES: Total	496	25,439	25,935

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	215,890	203,253	419,143
5 – 16	552,335	522,989	1,075,324
17 – 20	187,359	178,068	365,427
21 – 25	240,239	230,065	470,304
26 – 29	186,891	182,757	369,648
30 – 39	494,741	497,827	992,568
40 – 49	496,668	496,464	993,132
50 – 59	432,441	433,488	865,929
60 – 69	299,161	299,490	598,651
≥70	291,964	385,604	677,568
NEW SOUTH WALES RESIDENTS:			
TOTAL	3,397,689	3,430,005	6,827,694

Source – Australian Bureau of Statistics.
1 Preliminary estimated resident population for 30 June 2006 as published in December 2006.

Table 33: Licence holders* as at 30 June 2006

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	26,146	22,444	48,590	159	16	175	26,305	22,460	48,765
17 – 20	138,989	135,728	274,717	4,968	435	5,403	143,957	136,163	280,120
21 – 25	172,318	182,235	354,555	15,108	1,820	16,928	187,426	184,055	371,483
26 – 29	137,226	153,261	290,488	19,989	2,591	22,580	157,215	155,852	313,068
30 – 39	373,850	439,551	814,194	79,309	10,294	89,819	453,159	449,845	904,013
40 – 49	357,450	432,087	790,690	110,865	12,875	124,054	468,315	444,962	914,744
50 – 59	311,235	355,679	667,441	95,014	11,582	106,708	406,249	367,261	774,149
60 – 69	230,227	221,175	451,667	39,886	3,247	43,164	270,113	224,422	494,831
≥ 70	197,941	158,360	356,400	15,618	982	16,610	213,559	159,342	373,010
LICENCE HOLDERS TOTAL	1,945,382	2,100,520	4,048,742	380,916	43,842	425,441	2,326,298	2,144,362	4,474,183

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]	3,343,914
Rigid truck, van or utility	725,987
Articulated truck	15,824
Bus	11,791
Motorcycle	120,827
Sub-total	**4,218,343**
OTHER VEHICLES	
Plant	15,698
Trailer	738,790
Sub-total	**754,488**
VEHICLES ON REGISTER: TOTAL	**4,972,831**

Source – Roads and Traffic Authority.
1 As at 30 June 2006.
2 Includes sedans, station wagons, passenger vans, convertibles, coupes and three-wheeled cars.

Index

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

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

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