



NSW Centre for Road Safety



ROAD TRAFFIC CRASHES IN NEW SOUTH WALES

Statistical Statement for the year ended 31 December 2007

2007



Prepared by the NSW Centre for Road Safety

Centennial Plaza
260 Elizabeth St
Surry Hills NSW 2010

Telephone: 13 22 13
Facsimile: (02) 9218 6619
Postal address: PO Box K198, Haymarket NSW 1240

Internet: www.rta.nsw.gov.au

E-mail: roadsafety@rta.nsw.gov.au

Further information:

For further information concerning road crash statistics for New South Wales, write to the:

NSW Centre for Road Safety
PO Box K198
Haymarket NSW 1240

ISSN 0155-2546
RTA/Pub. 08.456

© COPYRIGHT ROADS AND TRAFFIC AUTHORITY 2008

Extracts from this publication may be reproduced provided the source is fully acknowledged.

Contents

SUMMARY DATA FOR 2007	6
MAIN POINTS FOR 2007	7
INTERPRETING TABLES CORRECTLY	8
PREFACE	9
Scope of crash statistics	9
How crash data are processed	10
Special notes	11
Definitions and explanatory notes	12
Criteria for determining speeding and fatigue involvement	14
CRASH AND CASUALTY TRENDS	15
Table 1 Trends in New South Wales 1950, 1955, 1960, 1965-2007	16
<i>Figure 1 Fatality rate per 10,000 vehicles, 10,000 licence holders and 100,000 population for years 1950 to 2007 in NSW</i>	17
Table 2 Comparison with other Australian States and other countries	18
Table 3 Deaths within NSW, causes of death, sex, age for 2006	19
Table 4 Fatalities, year, month	20
Table 5 Casualties, year, road user class, degree of casualty	21
ROAD CRASHES IN 2007	23
Time distribution of crashes	
Table 6 Crashes, casualties, holiday periods, degree of crash, degree of casualty	24
Table 7a Fatal crashes, time period, day of week	25
Table 7b Total crashes, time period, day of week	25
Table 7c Crashes, time period, degree of crash	26
Crash types	
<i>Figure 2 Crashes, road user movement</i>	27
Table 8 Crashes, object hit in first impact, degree of crash	28
Table 9 Single motor vehicle crashes, vehicle type, degree of crash	28
Motor vehicle types	
Table 10 Crashes, casualties, type of crash, degree of crash, degree of casualty	29
Table 11 Motor vehicles involved and involvement rate, vehicle type, degree of crash	30

Factors & errors possibly contributing to crashes

Table 12	Crashes, factors, degree of crash	30
Table 13	Crashes, degree of crash, alcohol involvement, time period	31
Table 14	Crashes, degree of crash, alcohol involvement, urbanisation	32
Table 15a	Crashes, alcohol involvement, degree of crash	33
Table 15b	Crashes, speeding involvement, degree of crash	33
Table 15c	Crashes, fatigue involvement, degree of crash	33

Controllers in crashes

Table 16	Motor vehicle controllers involved, degree of crash, road user class, sex, age	
a	Degree of crash: Fatal	34
b	Degree of crash: Injury	35
c	Degree of crash: Non-casualty	36
d	Degree of crash: All crashes	37
Table 17	Motor vehicle controllers involved, road user class, licence status, degree of crash	38
Table 18	Motor vehicle controllers involved, degree of crash, blood alcohol concentration, sex, age	
a	Degree of crash: Fatal	39
b	Degree of crash: Injury	40
c	Degree of crash: Non-casualty	41
d	Degree of crash: All crashes	42
Table 19	Speeding motor vehicle controllers involved, degree of crash, sex, age	43
Table 20	Fatigued motor vehicle controllers involved, degree of crash, sex, age	44

Location and distribution of crashes

Table 21a	Crashes, location type, degree of crash	45
Table 21b	Crashes, feature of location, degree of crash	45
Table 22	Crashes, area, speed limit, degree of crash	46
Table 23	Crashes, alignment, surface condition, degree of crash	47
Table 24	Crashes, casualties, region, local government area, degree of crash, degree of casualty	48
Table 25	Crashes, casualties, route, local government area, degree of crash, degree of casualty	57

CASUALTIES IN 2007

72

Road user class, age and sex distribution of casualties

Table 26	Casualties, road user class, degree of casualty	73
Table 27	Casualties, degree of casualty, road user class, sex, age	
a	Degree of casualty: Killed	74
b	Degree of casualty: Injured	75
c	Degree of casualty: All casualties	76

Safety device for casualties

Table 28	Road vehicle casualties, road user class, safety device used, degree of casualty	77
----------	--	----

Alcohol for casualties

Table 29	Motor vehicle controller casualties, degree of casualty, blood alcohol concentration, sex, age	
a	Degree of casualty: Killed	78
b	Degree of casualty: Injured	79
c	Degree of casualty: All casualties	80
Table 30	Motor vehicle controller casualties, degree of casualty, road user class, blood alcohol concentration	
a	Degree of casualty: Killed	81
b	Degree of casualty: Injured	81
c	Degree of casualty: All casualties	82
Table 31a	Casualties, alcohol involvement in crash, degree of casualty	83
Table 31b	Casualties, speeding involvement in crash, degree of casualty	83
Table 31c	Casualties, fatigue involvement in crash, degree of casualty	83

REFERENCE INFORMATION 84

Demographic data

Table 32	New South Wales residents, age, sex	85
Table 33	Licence holders, age of licence holder, licence type, sex of licence holder	86

Vehicle information

Table 34	Vehicles on register, vehicle type	87
----------	------------------------------------	----

INDEX 88

Summary data for 2007

	Number	Percentage	Compared with 2006	
			Number change	Percentage change
CRASHES				
Fatal crashes	405	0.9	-44	-9.8
Injury crashes	19,914	43.9	+251	+1.3
Non-casualty crashes	25,076	55.2	-340	-1.3
Total recorded crashes	45,395	100.0	-133	-0.3
CASUALTIES				
Killed	435	1.7	-61	-12.3
Injured	25,845	98.3	+406	+1.6
Total casualties	26,280	100.0	+345	+1.3
VEHICLES ON REGISTER¹	4,310,600		+90,500	+2.1
Fatalities per 10,000 vehicles	1.01			-14.1
LICENCE HOLDERS²	4,576,600		+102,400	+2.3
Fatalities per 10,000 licence holders	0.95			-14.3
POPULATION OF STATE³	6,888,000		+71,900	+1.1
Fatalities per 100,000 persons	6.32			-13.2

¹ As at 30 June 2007. Excludes tractors, trailers, caravans, trader plates, plant and equipment.

² As at 30 June 2007. Previously, the number of licences on issue was reported. See also note on Table 33.

³ Estimated resident population. Estimate for 30 June 2007, as published in December 2007. Source - Australian Bureau of Statistics.

Main points for 2007

- During 2007 the number of persons killed in road crashes in New South Wales per 100 million vehicle kilometres travelled¹ was 0.69.
- The number of persons killed per 100,000 population was 6.3. This is the lowest since records were first compiled in 1908.
- There were 45,395 recorded road crashes in New South Wales during 2007. Of these, 20,319 were casualty crashes. There were 435 persons killed and 25,845 injured.
- The estimated cost to the community of these road crashes was around \$4,410 million.
- The number of persons killed was down by 61 (12%) on the previous year and was the lowest annual fatality total since 1945.
- The number of persons injured in 2007 was up by 406 (2%) on the previous year.
- The number of pedestrians killed was the lowest since such records began in 1928.
- The number of passengers killed was the lowest since such records began in 1939.
- Country roads accounted for 32% of all crashes, but 67% of fatal crashes.
- At least 16% of motor vehicle occupants killed were not wearing available seat belts.
- Four of the fourteen pedal cyclists killed and at least 17% of those injured failed to wear a helmet.
- Thirty-five 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. Forty-seven per cent of these casualties were in the high range (0.15 g/100mL or more).
- Crashes which involved speeding represented at least 32% of fatal crashes and 16% of all crashes.
- Twenty 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.
- More than a quarter of all speeding drivers and motorcycle riders involved in fatal crashes were males aged 17-25. In contrast, only four 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 20% of fatal crashes. Thirty-one 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 September 2008). 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 53 car drivers aged 17-20 were killed. That is not the correct answer! Table 16a is counting motor vehicle controllers involved in fatal crashes regardless of whether those controllers were themselves killed.

To determine the number of car drivers aged 17-20 who were killed you would need to use Table 27a, on page 74. This table is counting casualties and the degree of casualty is the category *killed*. The correct answer to the above question, as indicated in this table, is 25.

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 2,242. 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 2,199 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 2008.

Criteria for reporting crashes in 2007

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

<i>Animal rider</i>	A person sitting on/riding a horse or other animal.
<i>Articulated truck</i>	Comprised of articulated tanker, semi-trailer, low loader, road train and B-double.
<i>Bicycle rider</i>	See <i>Pedal cycle rider</i> .
<i>Bus</i>	Includes 'State Transit Authority' bus and long distance/tourist coach.
<i>Car</i>	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.
<i>Carriageway</i>	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.
<i>Casualty</i>	Any person killed or injured as a result of a crash.
<i>Controller</i>	A person occupying the controlling position of a road vehicle.
<i>Crash</i>	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.
<i>Driver:</i>	A controller of a motor vehicle other than a motorcycle.
<i>Emergency vehicle</i>	Includes ambulance, fire brigade vehicle, police patrol car (or van) and tow truck.
<i>Fatal crash</i>	A crash for which there is at least one fatality.
<i>Fatality</i>	A person who dies within 30 days of a crash as a result of injuries received in that crash.
<i>Footpath</i>	That part of the road which is ordinarily reserved for pedestrian movement as a matter of right or custom.
<i>Heavy truck</i>	Comprised of heavy rigid truck and articulated truck.
<i>Heavy rigid truck</i>	Comprised of rigid lorry and rigid tanker with a tare weight in excess of 4.5 tonnes.
<i>Injured</i>	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.
<i>Injury crash</i>	A non-fatal crash for which at least one person is injured.
<i>Intersection crash</i>	A crash for which the first impact occurs at or within 10 metres of an intersection.
<i>Killed</i>	See <i>Fatality</i> .
<i>Light truck</i>	Includes panel van (<u>not</u> based on car design), utility (<u>not</u> based on car design) and mobile vending vehicle.
<i>Motor vehicle</i>	Any road vehicle which is mechanically or electrically powered but not operated on rails.
<i>Motorcycle</i>	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').
<i>Motorcycle passenger</i>	A person on but not controlling a motorcycle.
<i>Motorcycle rider</i>	A person occupying the controlling position of a motorcycle.
<i>Newcastle Metropolitan Area</i>	Comprised of the following local government areas: Newcastle and Lake Macquarie cities.
<i>Non-casualty crash</i>	A crash for which at least one vehicle is towed away but there is no fatality or person injured.
<i>Passenger</i>	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.
<i>Pedal cycle</i>	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.
<i>Pedal cycle passenger</i>	A person on but not controlling a pedal cycle.

<i>Pedal cycle rider</i>	A person occupying the controlling position of a pedal cycle.
<i>Pedestrian</i>	Any person who is <u>not</u> in, on, boarding, entering, alighting or falling from a road vehicle at the time of the crash.
<i>Pedestrian Conveyance</i>	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, bilycart, pram, wheelbarrow, handbarrow, non-motorised wheelchair or any other toy device used as a means of mobility.
<i>Road</i>	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.
<i>Road vehicle</i>	Any device (except pedestrian conveyance) upon which or by which any person or property may be transported or drawn on a road.
<i>Sydney Metropolitan Area</i>	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.
<i>Wollongong Metropolitan Area</i>	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 I: Trends in New South Wales 1950, 1955, 1960, 1965-2007

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		
								Fatal crashes	Total crashes	10,000 vehicles	10,000 licences	100,000 population
1950	634	11,096	18,232	18,232	478	677	3,193	-	13.26	9.36	19.9	-
1955	820	16,437	37,379	37,379	709	1,000	3,491	-	11.57	8.20	23.5	-
1960	978	22,655	51,316	51,316	972	1,275	3,833	-	10.06	7.67	25.5	-
1965	1,151	29,157	65,348	65,348	1,296	1,608	4,172	-	8.88	7.16	27.6	-
1966	1,143	28,981	67,094	67,094	1,357	1,669	4,238	-	8.42	6.85	27.0	-
1967	1,117	29,501	70,641	70,641	1,426	1,764	4,295	-	7.83	6.33	26.0	-
1968	1,211	30,919	76,288	76,288	1,518	1,830	4,359	-	7.98	6.62	27.8	-
1969	1,188	32,752	85,188	85,188	1,606	1,908	4,441	-	7.40	6.23	26.7	-
1970	1,309	34,886	92,998	92,998	1,712	2,049	4,522	-	7.65	6.39	28.9	-
1971	1,249	36,660	99,547	99,547	1,818	2,155	4,726	29,104.5	6.87	5.80	26.4	4.29
1972	1,092	36,814	113,375	113,375	1,909	2,223	4,795	-	5.72	4.91	22.8	-
1973	1,230	39,294	119,426	119,426	2,009	2,299	4,842	-	6.12	5.35	25.4	-
1974	1,275	40,429	128,842	128,842	2,098	2,391	4,894	-	6.08	5.33	26.1	-
1975	1,288	38,141	111,565	111,565	2,204	2,532	4,932	-	5.84	5.09	26.1	-
1976	1,264	37,327	69,204 ⁵	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	70,535	70,535	2,309	2,744	5,002	-	5.49	4.62	25.4	-
1978	1,384	40,875	76,127	76,127	2,389	2,849	5,054	-	5.79	4.86	27.4	-
1979	1,290	36,984	66,738	66,738	2,490	2,887	5,111	37,673.7	5.18	4.47	25.2	3.42
1980	1,303	38,816	66,770	66,770	2,587	2,980	5,172	-	5.04	4.37	25.2	-
1981	1,291	38,968	68,290	68,290	2,691	3,087	5,235	-	4.80	4.18	24.7	-
1982	1,253	34,553	64,056	64,056	2,788	3,198	5,308	43,750.6	4.49	3.92	23.6	2.86
1983	966	33,978	61,606	61,606	2,839	3,275	5,360	-	3.40	2.95	18.0	-
1984	1,037	36,271	65,203	65,203	2,891	3,358	5,412	-	3.59	3.09	19.2	-
1985	1,067	39,336	70,848	70,848	2,986	3,438	5,465	46,621.6	3.57	3.10	19.5	2.29
1986	1,029	38,230	68,664	68,664	3,043	3,521	5,532	-	3.38	2.92	18.6	-
1987	959	38,219	69,214	69,214	3,042	3,590	5,612	-	3.15	2.67	17.1	-
1988	1,037	36,616	64,012	64,012	3,081	3,662	5,702	51,453.5 ⁵	3.03	2.83	18.2	2.02
1989	960	35,324	62,801	62,801	3,171	3,705	5,772	-	3.03	2.59	16.6	-
1990	797	32,153	59,407	59,407	3,224	3,721	5,827	-	2.47	2.14	13.7	-
1991	663	28,085	53,762	53,762	3,059	3,714	5,899	47,443.0	2.17	1.79	11.2	1.40
1992	649	25,920	50,505	50,505	3,208	3,793	5,963	-	2.02	1.71	10.9	-
1993	581	26,368	50,718	50,718	3,235	3,871	6,005	-	1.80	1.50	9.7	-
1994	647	26,160	50,846	50,846	3,263	3,928	6,060	-	1.98	1.65	10.7	-
1995	620	25,963	52,120	52,120	3,315	3,998	6,127	50,692.0	1.87	1.55	10.1	1.22
1996	581	26,029	52,383	52,383	3,363	4,071	6,205	-	1.73	1.43	9.4	-
1997	576	24,454	50,120	50,120	3,417	3,954 ²	6,277	-	1.69	1.46	9.2	-
1998	556	26,415	52,575	52,575	3,493	4,030	6,339	52,607.0 ⁴	1.59	1.38	8.8	1.06
1999	577	26,748	52,866	52,866	3,545	4,086	6,411	55,572.0	1.63	1.41	9.0	1.04
2000	603	28,812	52,914	52,914	3,635	4,146	6,486	51,088.0 ⁴	1.66	1.45	9.3	1.18
2001	524	29,913	51,814	51,814	3,737	4,157	6,575	58,553.0	1.40	1.26	8.0	0.89
2002	561	28,447	50,448	50,448	3,830	4,243	6,629	60,792.0	1.46	1.32	8.5	0.92
2003	539	27,208	49,266	49,266	3,939	4,317	6,672	62,125.0	1.37	1.25	8.1	0.87
2004	510	26,323	47,310	47,310	4,054	4,345	6,707	58,875.0	1.26	1.17	7.6	0.87
2005	508	25,209	45,554	45,554	4,125	4,397	6,756	63,717.0	1.23	1.16	7.5	0.80
2006	496	25,439	45,528	45,528	4,220	4,474	6,816	61,400.0	1.18	1.11	7.3	0.81
2007	435	25,845	45,395	45,395	4,311	4,577	6,888	62,732.0	1.01	0.95	6.3	0.69

1 At 30 June (16 May for 1993 data). Excludes caravans, trailers, tractors and traders plate registrations. From 1986 onwards plate and equipment were omitted. In 1991 the retention period for vehicles with expired registrations was reduced. Registration data from 2000 onwards have been revised as a result of changes to the RTA vehicle categories. Data prior to 2000 may not necessarily be comparable.

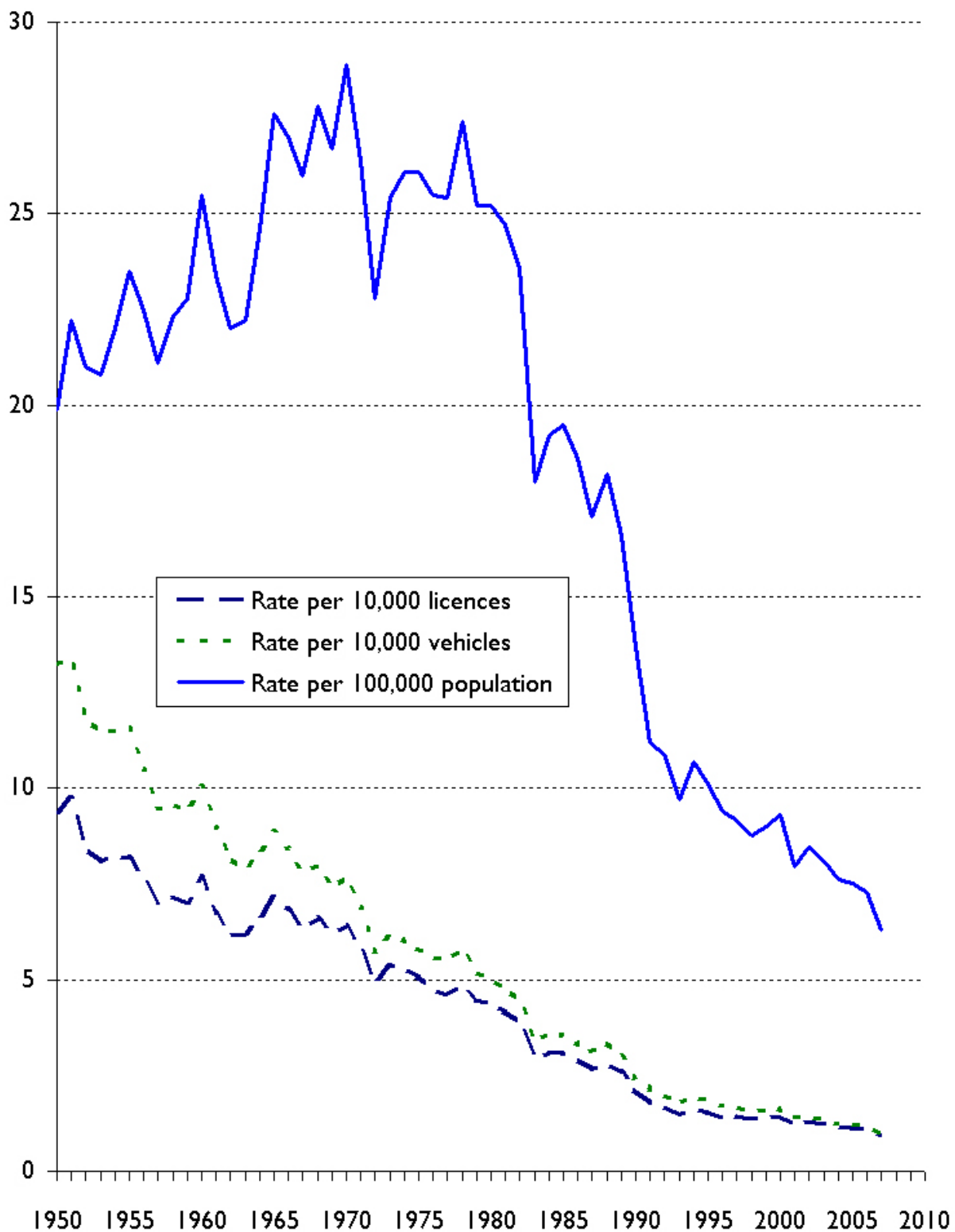
2 At 30 June (16 May for 1993 data). Licences on issue prior to 1997.

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 - 2006 data revised, 2007 data as published in December 2007. 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 2007 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 States¹ and other countries²

	Killed	Vehicles ³ (‘000)	Population ⁴ (‘000)	Fatalities per 10,000 vehicles	Fatalities per 100,000 population
NEW SOUTH WALES	435	4,311	6,888	1.0	6.3
Victoria	333	3,818	5,205	0.9	6.4
Queensland	360	3,033	4,181	1.2	8.6
Western Australia	235	1,676	2,106	1.4	11.2
South Australia	124	1,157	1,584	1.1	7.8
Tasmania	45	381	493	1.2	9.1
Australian Capital Territory	14	229	340	0.6	4.1
Northern Territory	56	118	215	4.7	26.1
AUSTRALIA	1,602	14,724	21,015	1.1	7.6
CANADA	2,892	19,737	31,613	1.5	9.1
DENMARK	306	2,554	5,429	1.2	5.6
FRANCE	4,709	37,476	61,538	1.3	7.7
GERMANY	5,091	54,910	82,438	0.9	6.2
GREAT BRITAIN	3,172	33,369	58,700	1.0	5.4
JAPAN	7,272	91,443	127,770	0.8	5.7
NETHERLANDS	730	8,716	16,358	0.8	4.5
NEW ZEALAND	393	3,124	4,140	1.3	9.5
NORWAY	242	3,030	4,640	0.8	5.2
SWEDEN	445	5,205	9,048	0.9	4.9
UNITED STATES OF AMERICA	42,642	251,423	299,398	1.7	14.2

1 Australian data based on information published by the Australian Transport Safety Bureau for 2007.

2 Other data based on information from International Road Traffic and Accident Database (OECD) or individual National Road Crash Statistics Reporting Authorities for 2006.

3 Australian figures (except for New South Wales) are as at 31 March 2007 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 2007.

4 Australian population estimates are for 30 June 2007 as published in December 2007.

Table 3: Deaths within NSW, causes of death, sex, age for 2006

2006	Age (years)										TOTAL ⁵
	0-9	10-14	15-19	20-24	25-29	30-39	40-49	50-59	60-69	≥70	
Males											
Deaths from all causes ¹	305	38	118	183	172	524	962	1,839	3,309	15,816	23,266
All accidental deaths ¹	np ²	np ²	73	87	78	198	176	119	84	287	1,153
Road deaths ³	8	10	50	65	34	64	51	21	30	41	374
as % of accidental deaths	na ⁴	na ⁴	68	75	44	32	29	18	36	14	32
as % of all deaths	3	26	42	36	20	12	5	1	<1	<1	2
Females											
Deaths from all causes ¹	215	12	52	63	72	225	592	1,101	1,922	18,144	22,398
All accidental deaths ¹	np ²	np ²	19	24	21	40	53	39	31	319	564
Road deaths ³	9	1	15	16	10	11	14	14	9	23	122
as % of accidental deaths	na ⁴	na ⁴	79	67	48	28	26	36	29	7	22
as % of all deaths	4	8	29	25	14	5	2	1	<1	<1	<1
All persons											
Deaths from all causes ¹	520	50	170	246	244	749	1,554	2,940	5,231	33,960	45,664
All accidental deaths ¹	50	19	92	111	99	238	229	158	115	606	1,717
Road deaths ³	17	11	65	81	44	75	65	35	39	64	496
as % of accidental deaths	34	58	71	73	44	32	28	22	34	11	29
as % of all deaths	3	22	38	33	18	10	4	1	<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 Not published. Cause of death data for some cells are not published because of confidentiality conditions.

3 RTA Crash Data.

4 Not available.

5 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
2007	34	30	42	47	31	41	41	30	32	33	37	37	435

Table 5: Casualties, year, road user class, degree of casualty¹

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
2007	215	14,558	77	5,728	57	2,144	4	130

¹ K – Killed I – Injured.

Table 5: Casualties, year, road user class, degree of casualty¹

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
2007	68	2,119	14	1,163	0	3	435	25,845

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 2007

- 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				Total crashes	Degree of casualty ²			Total killed & injured
	F	I	C	N		K	I	I	
New Year (1 January) (1 day)	0	47	50	97	58	0	58	58	
Australia Day (25 January to 28 January) (4 days)	6	179	197	382	234	6	228	234	
Easter (5 April to 9 April) (5 days)	8	242	362	612	351	10	341	351	
Anzac Day (25 April) (1 day)	0	48	74	122	70	0	70	70	
Queen's Birthday (8 June to 11 June) (4 days)	3	204	337	544	276	7	269	276	
Labour Day (28 September to 1 October) (4 days)	3	203	235	441	269	3	266	269	
Christmas (24 December to 31 December) (8 days)	5	276	340	621	391	5	386	391	
SCHOOL HOLIDAYS									
January (1 January to 28 January) (28 days)	32	1,324	1,521	2,877	1,802	34	1,768	1,802	
End Term 1 (5 April to 22 April) (18 days)	26	940	1,163	2,129	1,309	29	1,280	1,309	
End Term 2 (30 June to 15 July) (16 days)	15	830	1,097	1,942	1,079	15	1,064	1,079	
End Term 3 (28 September to 14 October) (17 days)	15	890	1,103	2,008	1,165	15	1,150	1,165	
December (22 December to 31 December) (10 days)	5	380	455	840	537	5	532	537	

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

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

Time period ¹	Day of week							Total
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
00:01 - 01:59	9	3	0	2	2	2	8	26
02:00 - 03:59	4	1	1	0	3	2	7	18
04:00 - 05:59	3	3	3	1	2	2	1	15
06:00 - 07:59	4	3	6	7	4	4	1	29
08:00 - 09:59	7	3	7	9	3	6	2	37
10:00 - 11:59	5	6	9	6	1	4	9	40
12:00 - 13:59	6	4	3	4	2	9	8	36
14:00 - 15:59	4	8	7	7	6	12	8	52
16:00 - 17:59	10	8	5	9	5	8	8	53
18:00 - 19:59	9	3	4	6	7	9	5	43
20:00 - 21:59	4	1	6	2	2	6	7	28
22:00 - Midnight	3	7	0	2	4	6	6	28
Unknown	0	0	0	0	0	0	0	0
CRASHES:								
TOTAL	68	50	51	55	41	70	70	405

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

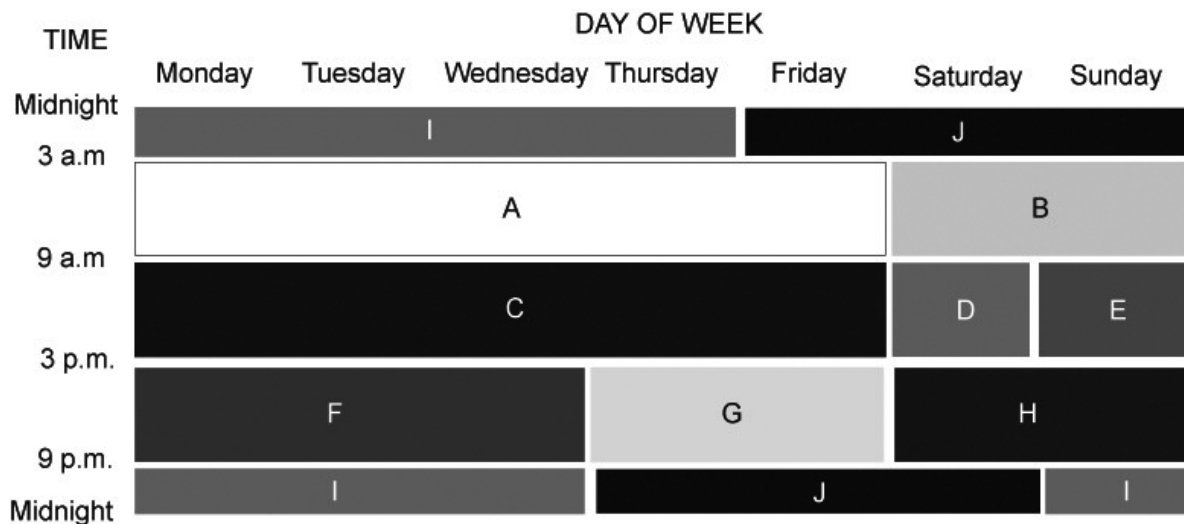
Table 7b: Total crashes, time period, day of week

Time period	Day of week							Total
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
00:01 - 01:59	382	161	110	111	145	204	370	1,483
02:00 - 03:59	296	96	75	86	97	122	251	1,023
04:00 - 05:59	197	159	156	144	171	167	225	1,219
06:00 - 07:59	239	531	622	591	571	563	335	3,452
08:00 - 09:59	367	833	879	902	884	816	535	5,216
10:00 - 11:59	620	638	647	598	666	687	938	4,794
12:00 - 13:59	700	641	681	625	662	715	892	4,916
14:00 - 15:59	684	882	870	890	920	1,019	781	6,046
16:00 - 17:59	728	1,027	1,090	1,029	1,110	1,131	789	6,904
18:00 - 19:59	543	604	709	728	791	894	588	4,857
20:00 - 21:59	365	323	404	412	499	530	443	2,976
22:00 - Midnight	271	240	269	322	380	542	485	2,509
Unknown	0	0	0	0	0	0	0	0
CRASHES:								
TOTAL	5,392	6,135	6,512	6,438	6,896	7,390	6,632	45,395

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

Time period ¹	Degree of crash						Total crashes	
	Fatal crash		Injury crash		Non-casualty crash			
A	53	(0.8%)	2,743	(43.0%)	3,580	(56.1%)	6,376	(100.0%)
B	16	(1.0%)	709	(43.5%)	906	(55.5%)	1,631	(100.0%)
C	79	(0.8%)	4,701	(45.2%)	5,622	(54.0%)	10,402	(100.0%)
D	20	(0.8%)	1,158	(46.0%)	1,340	(53.2%)	2,518	(100.0%)
E	20	(1.1%)	882	(47.1%)	972	(51.9%)	1,874	(100.0%)
F	48	(0.7%)	3,365	(46.1%)	3,884	(53.2%)	7,297	(100.0%)
G	49	(0.9%)	2,421	(43.8%)	3,052	(55.3%)	5,522	(100.0%)
H	45	(1.2%)	1,627	(42.6%)	2,143	(56.2%)	3,815	(100.0%)
I	28	(1.1%)	999	(39.8%)	1,483	(59.1%)	2,510	(100.0%)
J	47	(1.4%)	1,309	(37.9%)	2,094	(60.7%)	3,450	(100.0%)
Unknown	0	(0.0%)	0	(0.0%)	0	(0.0%)	0	(0.0%)
CRASHES:								
TOTAL	405	(0.9%)	19,914	(43.9%)	25,076	(55.2%)	45,395	(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.

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

Figure 2: Crashes, road user movement

PEDESTRIANS (ON FOOT OR IN TOY/PRAM)	VEHICLES FROM ADJACENT DIRECTIONS (INTERSECTIONS ONLY)	VEHICLES FROM OPPOSING DIRECTION	VEHICLES FROM SAME DIRECTION	OVERTAKING	MANOEUVRING	ON PATH	OFF PATH, ON STRAIGHT	OFF PATH, ON CURVE OR TURNING	MISCELLANEOUS
NEAR SIDE 1,019	CROSS TRAFFIC 3,748	HEAD ON (occuretblng) 1,438	REAR END 8,314	U TURN 716	HEAD ON (incl. side swipes) 26	PAR KED 254	OFF CARRIAGEWAY TO LEFT 616	OFF CARRIAGEWAY TO LEFT ON RIGHT BEND 536	FELL IN/FROM VEHICLE 80
EMERGING 136	RIGHT FAR 389	RIGHT THRU 4,330	LEFT REAR 321	U TURN INTO FIXED OBJECT / PKD VEHICLE 82	OUT OF CONTROL 48	DOUBLE PARKED 5	LEFT OF CARRIAGEWAY INTO OBJECT / PARKED VEH. 4,063	OFF CARRIAGEWAY LEFT ON R.H. BEND INTO OBJECT / PKD VEH 2,071	LOAD OR MISSILE STRUCK VEHICLE 32
FAR SIDE 490	LEFT FAR 127	LEFT THRU 5	RIGHT REAR 1,298	LEAVING PARKING 465	PULLING OUT 4	ACCIDENT OR BREAK-DOWN 160	OFF CARRIAGEWAY TO RIGHT 335	OFF CARRIAGEWAY TO RIGHT ON LEFT BEND 216	STRUCK TRAIN / AEROPLANE 6
PLAYING, WORKING, LYING, STANDING ON CARRIAGEWAY 148	RIGHT NEAR 1,803	RIGHT/LEFT 21	LANE SIDE SWIPE 623	ENTERING PARKING 45	OVERTAKE TURNING 165	VEHICLE DOOR 190	RIGHT OFF CARRIAGEWAY INTO OBJECT / PARKED VEH 1,837	OFF CARRIAGEWAY, RIGHT ON R.H. BEND INTO OBJECT / PKD VEH 728	PARKED VEH RUN AWAY INTO OBJECT / PKD VEH 97
WALKING WITH TRAFFIC 57	TWO R TURNING 43	RIGHT/RIGHT 6	LANE CHANGE (RIGHT/LEFT)	PARKING VEHICLES ONLY 79	CUTTING IN 19	PERMANENT OBSTRUCTION ON CARRIAGEWAY 8	OUT OF CONTROL ON CARRIAGEWAY 547	OFF CARRIAGEWAY INTO OBJECT ON LEFT BEND 242	PARKED VEH INTO VEHICLE 12
FACING TRAFFIC 17	RIGHT/LEFT FAR 27	LEFT/LEFT 0	LANE CHANGE LEFT 661	REVERSING 82	PULLING OUT REAR END 22	TEMPORARY ROADWORKS 33	OFF END OF ROAD / T-INTERSECTION 133	OFF CARRIAGEWAY TO RIGHT ON L.H. BEND INTO OBJECT VEH 1,022	STRUCK (WHILE BOARDING OR ALIGHTING) VEHICLE 13
ON FOOTPATH / MEDIAN 72	LEFT NEAR 326	RIGHT TURN SIDE SWIPE 206	RIGHT TURN SIDE SWIPE 335	REVERSING INTO FIXED OBJECT / PKD VEHICLE 81		STRUCK OBJECT ON CARRIAGEWAY 181	OFF CARRIAGEWAY TO LEFT ON LEFT BEND 221		
DRIVEWAY 73	LEFT/RIGHT FAR 2	LEFT TURN SIDE SWIPE 335	LEFT TURN SIDE SWIPE 335	EMERGING FROM DRIVEWAY 869		ANIMAL (NOT DOG Y) 507	OFF CARRIAGEWAY TO LEFT ON LEFT BEND INTO OBJECT / PKD VEH 875		
	TWO LEFT TURNING 3		FROM FOOTPATH 164					OUT OF CONTROL ON CARRIAGEWAY 451	OTHER 1
OTHER PEDESTRIAN 64	OTHER ADJACENT 5	OTHER OPPOSING 21	OTHER SAME DIRECTION 67	OTHER OVERTAKING 161	OTHER MANOEUVRING 6	OTHER ON PATH 34	OTHER STRAIGHT 28	OTHER CURVE 13	UNKNOWN 24

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

Object hit in first impact	Degree of crash			Total crashes
	Fatal crash	Injury crash	Non-casualty crash	
Bridge/wall	4	42	69	115
Fence/post	31	811	1,721	2,563
Pole	18	566	614	1,198
Embankment	3	440	521	964
Tree	63	928	1,024	2,015
Street furniture	6	219	433	658
Drain or culvert	3	141	167	311
Building	2	49	88	139
Other object	11	313	622	946
Stock	0	57	123	180
Kangaroo/wallaby	0	77	155	232
Other animal	0	39	58	97
Unknown	0	0	4	4
Sub-total	141	3,682	5,599	9,422
No object hit	264	16,232	19,477	35,973
CRASHES: TOTAL	405	19,914	25,076	45,395

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

Vehicle type	Degree of crash			Total crashes
	Fatal crash	Injury crash	Non-casualty crash	
Car	101	3,398	6,022	9,521
Light truck	26	448	629	1,103
Heavy rigid truck	1	71	78	150
Articulated truck	9	122	164	295
Bus	0	12	10	22
Other motor vehicle	1	69	70	140
Motorcycle	23	970	47	1,040
SINGLE MOTOR CRASHES: TOTAL	161	5,090	7,020	12,271

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 ¹	Degree of crash ²					Degree of casualty ³		
	F	IC	N	Total crashes	K	I	Total killed & injured	
Car crash	282 (1%)	16,715 (41%)	23,607 (58%)	40,604 (100%)	306	22,251	22,557	
Light truck crash	75 (1%)	2,665 (40%)	3,856 (58%)	6,596 (100%)	81	3,522	3,603	
Heavy truck crash	78 (3%)	998 (39%)	1,492 (58%)	2,568 (100%)	85	1,323	1,408	
Heavy rigid truck crash	28 (2%)	511 (38%)	809 (60%)	1,348 (100%)	29	675	704	
Articulated truck crash	53 (4%)	512 (41%)	698 (55%)	1,263 (100%)	59	690	749	
Bus crash	11 (2%)	308 (46%)	350 (52%)	669 (100%)	11	486	497	
Emergency vehicle crash	1 (0%)	118 (48%)	128 (52%)	247 (100%)	1	174	175	
Motorcycle crash	62 (2%)	2,199 (87%)	259 (10%)	2,520 (100%)	64	2,388	2,452	
Pedal cycle crash	14 (1%)	1,153 (99%)	0 (0%)	1,167 (100%)	14	1,206	1,220	
Pedestrian crash	68 (3%)	2,048 (96%)	9 (0%)	2,125 (100%)	68	2,207	2,275	
All types of crashes	405 (1%)	19,914 (44%)	25,076 (55%)	45,395 (100%)	435	25,845	26,280	

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; IC – 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 rate¹, vehicle type, degree of crash

Vehicle type	Degree of crash							
	Fatal crash		Injury crash		Non-casualty crash		All crashes	
Passenger vehicle ²	338	<i>1.0</i>	26,026	<i>76.8</i>	38,619	<i>114.0</i>	64,983	<i>191.9</i>
Rigid truck, van or utility	127	<i>1.7</i>	4,013	<i>53.1</i>	6,086	<i>80.5</i>	10,226	<i>135.2</i>
Articulated truck ³	58	<i>29.0</i>	546	<i>273.3</i>	722	<i>361.4</i>	1,326	<i>663.7</i>
Bus	11	<i>8.0</i>	317	<i>231.0</i>	355	<i>258.7</i>	683	<i>497.8</i>
Motorcycle	66	<i>4.9</i>	2,242	<i>167.9</i>	264	<i>19.8</i>	2,572	<i>192.6</i>
All motor vehicles on register⁴	607	<i>1.4</i>	34,428	<i>79.9</i>	47,444	<i>110.1</i>	82,479	<i>191.3</i>

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 2007.

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	2	4	6
Sudden illness	4	211	166	381
Swerving to avoid animal	1	243	466	710
Using hand-held telephone	0	11	15	26
Distraction inside vehicle (not hand-held telephone)	0	275	465	740
Distraction outside vehicle	16	1,172	1,568	2,756
Equipment failure/fault				
Brakes	0	38	72	110
Steering	0	20	47	67
Tyres	2	82	178	262
Wheel, axle/suspension	0	17	39	56
Lights	1	12	3	16
Towing/coupling	0	10	23	33
Insecure load	3	20	35	58

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										Total	
		A	B	C	D	E	F	G	H	I	J		Unknown
Fatal	Yes	4	10	4	2	2	10	7	8	12	22	0	81
	No	35	4	56	14	13	33	30	30	15	19	0	249
	Unknown	14	2	19	4	5	5	12	7	1	6	0	75
	Sub-total	53	16	79	20	20	48	49	45	28	47	0	405
Injury	Yes	44	137	51	22	17	98	120	121	174	306	0	1,090
	No	1,763	414	3,187	820	639	2,130	1,536	1,060	585	661	0	12,795
	Unknown	936	158	1,463	316	226	1,137	765	446	240	342	0	6,029
	Sub-total	2,743	709	4,701	1,158	882	3,365	2,421	1,627	999	1,309	0	19,914
Non-casualty	Yes	43	88	28	11	14	64	70	81	124	253	0	776
	No	2,539	463	4,198	979	732	2,706	2,085	1,444	862	1,066	0	17,074
	Unknown	998	355	1,396	350	226	1,114	897	618	497	775	0	7,226
	Sub-total	3,580	906	5,622	1,340	972	3,884	3,052	2,143	1,483	2,094	0	25,076
Total crashes	Yes	91	235	83	35	33	172	197	210	310	581	0	1,947
	No	4,337	881	7,441	1,813	1,384	4,869	3,651	2,534	1,462	1,746	0	30,118
	Unknown	1,948	515	2,878	670	457	2,256	1,674	1,071	738	1,123	0	13,330
	TOTAL	6,376	1,631	10,402	2,518	1,874	7,297	5,522	3,815	2,510	3,450	0	45,395

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	16	4	4	28	29	0	81
	No	60	12	14	68	95	0	249
	Unknown	23	2	0	20	30	0	75
	Sub-total	99	18	18	116	154	0	405
Injury	Yes	421	56	23	418	170	2	1,090
	No	7,112	580	450	2,902	1,735	16	12,795
	Unknown	4,038	349	161	1,091	383	7	6,029
	Sub-total	11,571	985	634	4,411	2,288	25	19,914
Non-casualty	Yes	391	42	32	251	59	1	776
	No	10,503	795	605	3,354	1,802	15	17,074
	Unknown	4,655	289	185	1,358	726	13	7,226
	Sub-total	15,549	1,126	822	4,963	2,587	29	25,076
Total crashes	Yes	828	102	59	697	258	3	1,947
	No	17,675	1,387	1,069	6,324	3,632	31	30,118
	Unknown	8,716	640	346	2,469	1,139	20	13,330
	TOTAL	27,219	2,129	1,474	9,490	5,029	54	45,395

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			Total crashes
	Fatal crash	Injury crash	Non-casualty crash	
Yes	81	1,090	776	1,947
No	249	12,795	17,074	30,118
Unknown	75	6,029	7,226	13,330
Crashes: Total	405	19,914	25,076	45,395

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

Speeding involved in crash	Degree of crash			Total crashes
	Fatal crash	Injury crash	Non-casualty crash	
Yes	130	3,063	4,270	7,463
No or unknown	275	16,851	20,806	37,932
Crashes: Total	405	19,914	25,076	45,395

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

Fatigue involved in crash	Degree of crash			Total crashes
	Fatal crash	Injury crash	Non-casualty crash	
Yes	80	1,534	2,047	3,661
No or Unknown	325	18,380	23,029	41,734
Crashes: Total	405	19,914	25,076	45,395

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

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	2	40	24	23	34	36	24	17	35	0	235
	F	0	0	13	9	4	20	23	20	14	13	0	116
	Sub-total¹	0	2	53	33	27	54	59	44	31	48	0	351
Light truck driver	M	0	0	7	8	5	18	13	8	2	2	0	63
	F	0	1	1	1	0	2	3	0	1	0	0	9
	Sub-total¹	0	1	8	9	5	20	16	8	3	2	0	72
Heavy rigid truck driver	M	0	0	0	1	2	4	12	6	3	0	0	28
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total¹	0	0	0	1	2	4	12	6	3	0	0	28
Articulated truck driver	M	0	0	0	2	2	17	17	14	3	1	0	56
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total¹	0	0	0	2	2	17	17	14	3	1	0	56
Bus driver	M	0	0	0	1	0	0	1	4	5	0	0	11
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total¹	0	0	0	1	0	0	1	4	5	0	0	11
Motorcycle rider	M	0	2	5	6	5	21	11	9	2	1	0	62
	F	0	0	0	0	0	0	1	2	1	0	0	4
	Sub-total¹	0	2	5	6	5	21	12	11	3	1	0	66
Other motor vehicle driver	M	0	0	0	0	0	1	1	0	0	1	0	3
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total¹	0	0	0	0	0	1	1	0	0	1	0	3
MOTOR VEHICLE CONTROLLERS:	M	0	4	52	42	37	95	91	65	32	40	0	458
	F	0	1	14	10	4	22	27	22	16	13	0	129
	TOTAL¹	0	5	66	52	41	117	118	87	48	53	3	590

¹ Unknown sex included.

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

Road user class	Sex	Age (years)										Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		Unknown
Car driver	M	0	67	1,868	1,814	1,216	2,583	2,189	1,613	1,067	1,000	336	13,753
	F	0	28	1,555	1,558	1,034	2,399	2,109	1,344	638	560	280	11,505
	Sub-total¹	0	95	3,426	3,373	2,255	4,987	4,301	2,962	1,705	1,560	1,159	25,823
Light truck driver	M	0	6	246	296	233	541	478	324	150	65	69	2,408
	F	0	1	32	24	20	65	48	27	11	5	4	237
	Sub-total¹	0	7	278	320	253	606	526	351	161	70	144	2,716
Heavy rigid truck driver	M	0	0	2	28	35	131	133	96	37	3	10	475
	F	0	0	0	0	0	1	1	0	0	0	0	2
	Sub-total¹	0	0	2	28	35	132	134	96	37	3	27	494
Articulated truck driver	M	0	0	3	22	34	138	151	100	47	3	12	510
	F	0	0	0	0	0	2	1	2	0	0	0	5
	Sub-total¹	0	0	3	22	35	140	152	102	47	3	34	538
Bus driver	M	0	0	0	11	7	38	81	86	47	4	8	282
	F	0	0	1	0	3	8	6	1	0	1	0	20
	Sub-total¹	0	0	1	11	10	46	87	87	47	5	21	315
Motorcycle rider	M	0	47	200	310	213	512	364	248	68	10	41	2,013
	F	0	4	11	40	25	49	38	15	2	0	7	191
	Sub-total¹	0	51	211	350	238	561	402	263	70	10	78	2,234
Other motor vehicle driver	M	0	1	6	25	43	145	216	133	68	19	35	691
	F	0	0	1	4	10	9	8	5	1	2	6	46
	Sub-total¹	0	1	7	29	53	154	224	138	69	21	558	1,254
MOTOR VEHICLE	M	0	121	2,325	2,506	1,781	4,088	3,612	2,600	1,484	1,104	511	20,132
CONTROLLERS:	F	0	33	1,600	1,626	1,092	2,533	2,211	1,394	652	568	297	12,006
	TOTAL¹	0	154	3,928	4,133	2,879	6,626	5,826	3,999	2,136	1,672	2,021	33,374

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	92	3,745	3,344	2,032	3,978	3,116	2,211	1,350	1,130	568	21,566
	F	0	46	1,985	2,105	1,272	2,990	2,483	1,634	780	600	333	14,228
	Sub-total¹	0	138	5,734	5,456	3,310	6,979	5,605	3,852	2,132	1,730	2,168	37,104
Light truck driver	M	0	11	363	452	353	797	672	444	210	62	77	3,441
	F	0	3	19	23	25	62	57	43	16	4	5	257
	Sub-total¹	0	14	382	475	378	861	729	488	226	66	200	3,819
Heavy rigid truck driver	M	0	0	4	42	78	212	200	154	57	6	11	764
	F	0	0	0	1	0	2	1	1	0	0	0	5
	Sub-total¹	0	0	4	43	78	214	201	155	57	6	33	791
Articulated truck driver	M	0	0	3	27	46	177	197	135	52	2	14	653
	F	0	0	0	0	1	0	2	1	0	0	0	4
	Sub-total¹	0	0	3	27	47	178	200	137	52	2	59	705
Bus driver	M	0	0	2	7	15	52	80	74	52	6	13	301
	F	0	0	0	1	2	9	9	10	1	0	1	33
	Sub-total¹	0	0	2	8	17	61	89	84	53	6	28	348
Motorcycle rider	M	0	0	25	37	33	57	40	17	3	1	7	220
	F	0	0	1	0	4	3	2	1	0	0	0	11
	Sub-total¹	0	0	26	37	37	60	42	18	3	1	17	241
Other motor vehicle driver	M	0	0	1	32	55	190	250	174	63	12	20	797
	F	0	0	0	3	2	9	5	4	2	0	4	29
	Sub-total¹	0	0	1	35	57	199	256	178	65	12	549	1,352
MOTOR VEHICLE	M	0	103	4,143	3,941	2,612	5,463	4,555	3,209	1,787	1,219	710	27,742
CONTROLLERS:	F	0	49	2,005	2,133	1,306	3,075	2,559	1,694	799	604	343	14,567
	TOTAL¹	0	152	6,152	6,081	3,924	8,552	7,122	4,912	2,588	1,823	3,054	44,360

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)											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	161	5,653	5,182	3,271	6,595	5,341	3,848	2,434	2,165	904	35,554
	F	0	74	3,553	3,672	2,310	5,409	4,615	2,998	1,432	1,173	613	25,849
	Sub-total¹	0	235	9,213	8,862	5,592	12,020	9,965	6,858	3,868	3,338	3,327	63,278
Light truck driver	M	0	17	616	756	591	1,356	1,163	776	362	129	146	5,912
	F	0	5	52	48	45	129	108	70	28	9	9	503
	Sub-total¹	0	22	668	804	636	1,487	1,271	847	390	138	344	6,607
Heavy rigid truck driver	M	0	0	6	71	115	347	345	256	97	9	21	1,267
	F	0	0	0	1	0	3	2	1	0	0	0	7
	Sub-total¹	0	0	6	72	115	350	347	257	97	9	60	1,313
Articulated truck driver	M	0	0	6	51	82	332	365	249	102	6	26	1,219
	F	0	0	0	0	1	2	3	3	0	0	0	9
	Sub-total¹	0	0	6	51	84	335	369	253	102	6	93	1,299
Bus driver	M	0	0	2	19	22	90	162	164	104	10	21	594
	F	0	0	1	1	5	17	15	11	1	1	1	53
	Sub-total¹	0	0	3	20	27	107	177	175	105	11	49	674
Motorcycle rider	M	0	49	230	353	251	590	415	274	73	12	48	2,295
	F	0	4	12	40	29	52	41	18	3	0	7	206
	Sub-total¹	0	53	242	393	280	642	456	292	76	12	95	2,541
Other motor vehicle driver	M	0	1	7	57	98	336	467	307	131	32	55	1,491
	F	0	0	1	7	12	18	13	9	3	2	10	75
	Sub-total¹	0	1	8	64	110	354	481	316	134	34	1,110	2,612
MOTOR VEHICLE	M	0	228	6,520	6,489	4,430	9,646	8,258	5,874	3,303	2,363	1,221	48,332
CONTROLLERS:	F	0	83	3,619	3,769	2,402	5,630	4,797	3,110	1,467	1,185	640	26,702
	TOTAL¹	0	311	10,146	10,266	6,844	15,295	13,066	8,998	4,772	3,548	5,078	78,324

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			All crashes
		Fatal crash	Injury crash	Non-casualty crash	
Car driver	Learner	6	269	474	749
	Provisional ²	62	4,707	7,721	12,490
	Standard	251	17,688	24,608	42,547
	Unlicensed ¹	32	619	782	1,433
	Unknown ²	0	2,540	3,519	6,059
	Sub-total		351	25,823	37,104
Light truck driver	Learner	1	11	23	35
	Provisional ²	6	341	474	821
	Standard	57	2,005	2,907	4,969
	Unlicensed ¹	7	88	88	183
	Unknown ²	1	271	327	599
	Sub-total		72	2,716	3,819
Heavy rigid truck driver	Standard	26	431	712	1,169
	Unlicensed ¹	2	12	12	26
	Unknown ²	0	51	67	118
	Sub-total		28	494	791
Articulated truck driver	Standard	54	410	537	1,001
	Unlicensed ¹	2	8	9	19
	Unknown ²	0	120	159	279
	Sub-total		56	538	705
Bus driver	Learner	0	0	0	0
	Provisional ²	0	3	2	5
	Standard	11	281	313	605
	Unlicensed ¹	0	4	5	9
	Unknown ²	0	27	28	55
	Sub-total		11	315	348
Motorcycle rider	Learner	5	197	25	227
	Provisional ²	2	182	23	207
	Standard	43	1,340	155	1,538
	Unlicensed ¹	16	154	11	181
	Unknown ²	0	361	27	388
	Sub-total		66	2,234	241
Other motor vehicle driver	Learner	0	0	0	0
	Provisional ²	0	8	1	9
	Standard	2	622	760	1,384
	Unlicensed ¹	0	13	8	21
	Unknown ²	4	611	583	1,198
	Sub-total		6	1,254	1,352
MOTOR VEHICLE CONTROLLERS:	TOTAL	590	33,374	44,360	78,324

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, BAC¹, 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	2	33	31	25	60	71	49	26	31	0	328
	F	0	1	9	8	2	15	16	15	12	12	0	90
	Sub-total²	0	3	42	39	27	75	87	64	38	43	0	418
.001 – .019 ³	M	0	0	0	0	0	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total²	0	0	0	0	0	0	0	0	0	0	0	0
.020 – .049 ⁴	M	0	0	1	2	0	1	1	0	0	0	0	5
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total²	0	0	1	2	0	1	1	0	0	0	0	5
.050 – .079	M	0	0	1	0	0	4	0	1	0	0	0	6
	F	0	0	0	0	0	1	0	0	0	0	0	1
	Sub-total²	0	0	1	0	0	5	0	1	0	0	0	7
.080 – .149	M	0	0	4	3	3	4	1	1	1	2	0	19
	F	0	0	0	0	0	0	1	0	0	0	0	1
	Sub-total²	0	0	4	3	3	4	2	1	1	2	0	20
≥ .150	M	0	0	7	2	5	15	6	2	1	2	0	40
	F	0	0	1	1	1	2	4	0	0	0	0	9
	Sub-total²	0	0	8	3	6	17	10	2	1	2	0	49
Unknown	M	0	2	6	4	4	11	12	12	4	5	0	60
	F	0	0	4	1	1	4	6	7	4	1	0	28
	Sub-total²	0	2	10	5	5	15	18	19	8	6	3	91
MOTOR VEHICLE	M	0	4	52	42	37	95	91	65	32	40	0	458
CONTROLLERS:	F	0	1	14	10	4	22	27	22	16	13	0	129
	TOTAL²	0	5	66	52	41	117	118	87	48	53	3	590

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, BAC¹, sex, age
DEGREE OF CRASH: INJURY**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											Total
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	
Legal	M	0	78	1,774	1,858	1,257	2,961	2,654	1,968	1,149	880	286	14,865
	F	0	25	1,272	1,217	752	1,815	1,623	1,065	505	454	164	8,892
	Sub-total²	0	103	3,046	3,075	2,011	4,778	4,278	3,038	1,654	1,334	465	23,782
.001 – .019 ³	M	0	1	7	1	1	0	0	0	0	0	0	10
	F	0	0	5	0	0	0	0	0	0	0	0	5
	Sub-total²	0	1	12	1	1	0	0	0	0	0	0	15
.020 – .049 ⁴	M	0	1	14	8	1	2	0	0	0	0	0	26
	F	0	0	3	0	0	0	0	0	0	0	0	3
	Sub-total²	0	1	17	8	1	2	0	0	0	0	0	29
.050 – .079	M	0	2	22	27	17	20	18	10	3	1	0	120
	F	0	0	8	9	1	7	3	0	0	3	0	31
	Sub-total²	0	2	30	36	18	27	21	10	3	4	1	152
.080 – .149	M	0	3	76	65	44	69	47	17	9	5	6	341
	F	0	0	18	18	9	19	7	5	2	0	1	79
	Sub-total²	0	3	94	83	53	88	55	22	11	5	7	421
≥ .150	M	0	1	34	79	52	87	67	35	11	4	6	376
	F	0	0	6	14	12	26	30	10	5	0	0	103
	Sub-total²	0	1	40	93	64	113	97	45	16	4	6	479
Unknown	M	0	35	398	468	409	949	826	570	312	214	213	4,394
	F	0	8	288	368	318	666	548	314	140	111	132	2,893
	Sub-total²	0	43	689	837	731	1,618	1,375	884	452	325	1,542	8,496
MOTOR VEHICLE	M	0	121	2,325	2,506	1,781	4,088	3,612	2,600	1,484	1,104	511	20,132
CONTROLLERS:	F	0	33	1,600	1,626	1,092	2,533	2,211	1,394	652	568	297	12,006
	TOTAL²	0	154	3,928	4,133	2,879	6,626	5,826	3,999	2,136	1,672	2,021	33,374

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, BAC¹, sex, age DEGREE OF CRASH: NON-CASUALTY

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											Total
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	
Legal	M	0	62	3,255	3,041	2,026	4,189	3,566	2,559	1,467	996	429	21,590
	F	0	33	1,675	1,715	1,011	2,424	2,023	1,356	641	494	231	11,603
	Sub-total²	0	95	4,933	4,762	3,042	6,622	5,594	3,922	2,110	1,490	686	33,256
.001 – .019 ³	M	0	1	10	2	0	0	0	0	0	0	0	13
	F	0	0	1	0	0	0	0	0	0	0	0	1
	Sub-total²	0	1	11	2	0	0	0	0	0	0	0	14
.020 – .049 ⁴	M	0	1	6	2	4	0	0	2	0	0	0	15
	F	0	0	2	4	0	0	0	0	0	0	0	6
	Sub-total²	0	1	8	6	4	0	0	2	0	0	0	21
.050 – .079	M	0	1	25	25	14	16	12	3	3	0	1	100
	F	0	1	6	5	2	1	3	1	0	0	0	19
	Sub-total²	0	2	31	30	16	17	15	4	3	0	1	119
.080 – .149	M	0	2	60	56	40	58	33	13	11	3	2	278
	F	0	0	10	15	12	13	13	7	4	0	0	74
	Sub-total²	0	2	70	71	52	71	46	20	15	3	2	352
≥ .150	M	0	1	19	49	29	59	35	18	8	1	2	221
	F	0	0	1	6	3	14	17	7	1	0	1	50
	Sub-total²	0	1	20	55	32	73	52	25	9	1	3	271
Unknown	M	0	35	768	766	499	1,141	909	614	298	219	276	5,525
	F	0	15	310	388	278	623	503	323	153	110	111	2,814
	Sub-total²	0	50	1,079	1,155	778	1,769	1,415	939	451	329	2,362	10,327
MOTOR VEHICLE CONTROLLERS:	M	0	103	4,143	3,941	2,612	5,463	4,555	3,209	1,787	1,219	710	27,742
	F	0	49	2,005	2,133	1,306	3,075	2,559	1,694	799	604	343	14,567
TOTAL²	0	152	6,152	6,081	3,924	8,552	7,122	2,588	4,912	1,823	3,054	44,360	

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, BAC¹, sex, age

DEGREE OF CRASH: ALL CRASHES

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	142	5,062	4,930	3,308	7,210	6,291	4,576	2,642	1,907	715	36,783
	F	0	59	2,956	2,940	1,765	4,254	3,662	2,436	1,158	960	395	20,585
	Sub-total²	0	201	8,021	7,876	5,080	11,475	9,959	7,024	3,802	2,867	1,151	57,456
.001 – .019 ³	M	0	2	17	3	1	0	0	0	0	0	0	23
	F	0	0	6	0	0	0	0	0	0	0	0	6
	Sub-total²	0	2	23	3	1	0	0	0	0	0	0	29
.020 – .049 ⁴	M	0	2	21	12	5	3	1	2	0	0	0	46
	F	0	0	5	4	0	0	0	0	0	0	0	9
	Sub-total²	0	2	26	16	5	3	1	2	0	0	0	55
.050 – .079	M	0	3	48	52	31	40	30	14	6	1	1	226
	F	0	1	14	14	3	9	6	1	0	3	0	51
	Sub-total²	0	4	62	66	34	49	36	15	6	4	2	278
.080 – .149	M	0	5	140	124	87	131	81	31	21	10	8	638
	F	0	0	28	33	21	32	21	12	6	0	1	154
	Sub-total²	0	5	168	157	108	163	103	43	27	10	9	793
≥ .150	M	0	2	60	130	86	161	108	55	20	7	8	637
	F	0	0	8	21	16	42	51	17	6	0	1	162
	Sub-total²	0	2	68	151	102	203	159	72	26	7	9	799
Unknown	M	0	72	1,172	1,238	912	2,101	1,747	1,196	614	438	489	9,979
	F	0	23	602	757	597	1,293	1,057	644	297	222	243	5,735
	Sub-total²	0	95	1,778	1,997	1,514	3,402	2,808	1,842	911	660	3,907	18,914
MOTOR VEHICLE	M	0	228	6,520	6,489	4,430	9,646	8,258	5,874	3,303	2,363	1,221	48,332
CONTROLLERS:	F	0	83	3,619	3,769	2,402	5,630	4,797	3,110	1,467	1,185	640	26,702
	TOTAL²	0	311	10,146	10,266	6,844	15,295	13,066	8,998	4,772	3,548	5,078	78,324

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

Degree of crash	Sex	Age (years)											Total
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	
Fatal	M	0	0	23	14	10	33	15	10	5	6	0	116
	F	0	0	3	2	0	5	6	1	0	0	0	17
	Sub-total¹	0	0	26	16	10	38	21	11	5	6	0	133
Injury	M	0	42	442	341	201	383	306	221	106	79	32	2,153
	F	0	7	207	150	70	151	135	86	41	39	6	892
	Sub-total¹	0	49	651	491	271	534	441	307	147	118	86	3,095
Non-casualty	M	0	35	853	521	301	512	314	194	103	69	52	2,954
	F	0	10	219	169	92	176	162	111	39	21	19	1,018
	Sub-total¹	0	45	1,073	690	393	689	476	305	142	90	392	4,295
SPEEDING													
MOTOR VEHICLE	M	0	77	1,318	876	512	928	635	425	214	154	84	5,223
CONTROLLERS:	F	0	17	429	321	162	332	303	198	80	60	25	1,927
	TOTAL¹	0	94	1,750	1,197	674	1,261	938	623	294	214	478	7,523

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)										Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		Unknown
Fatal	M	0	2	10	3	4	15	4	10	5	6	0	59
	F	0	0	3	2	0	5	4	3	4	0	0	21
	Sub-total¹	0	2	13	5	4	20	8	13	9	6	0	80
Injury	M	0	11	152	150	99	212	133	102	74	77	21	1,031
	F	0	1	83	58	35	87	66	67	26	47	9	479
	Sub-total¹	0	12	235	208	135	299	199	169	100	124	53	1,534
Non-casualty	M	0	9	213	187	115	237	163	106	48	69	32	1,179
	F	0	6	80	57	53	95	73	50	22	31	7	474
	Sub-total¹	0	15	293	244	168	332	236	156	70	100	433	2,047
FATIGUED													
MOTOR VEHICLE	M	0	22	375	340	218	464	300	218	127	152	53	2,269
CONTROLLERS:	F	0	7	166	117	88	187	143	120	52	78	16	974
	TOTAL¹	0	29	541	457	307	651	443	338	179	230	486	3,661

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	38	3,658	4,285	7,981
'T'	47	4,928	6,157	11,132
'Y'	0	13	21	34
Multiple	1	42	56	99
Roundabout	3	776	1,048	1,827
Sub-total	89	9,417	11,567	21,073
NON-INTERSECTION				
One-way	0	74	64	138
2-way undivided	254	7,288	8,717	16,259
Dual carriageway (non-freeway)	42	2,159	3,134	5,335
Dual carriageway (freeway)	16	759	1,287	2,062
Other limited access	0	21	28	49
Other	4	196	279	479
Unknown	0	0	0	0
Sub-total	316	10,497	13,509	24,322
CRASHES: TOTAL	405	19,914	25,076	45,395

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	6	337	433	776
Causeway	0	1	8	9
Railway crossing	1	12	15	28
Entrance/driveway	15	1,245	1,522	2,782
Hazardous road surface	21	512	534	1,067
Roadworks/detour/diversion	13	203	251	467
Previous crash	3	79	115	197

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	31	18	49
40 km/h	2	168	172	342
50 km/h	37	4,377	5,841	10,255
60 km/h	52	5,619	7,500	13,171
70 km/h	16	1,593	2,015	3,624
80 km/h	13	763	970	1,746
90 km/h	3	193	272	468
100 km/h	7	196	335	538
110 km/h	5	202	327	534
Unknown	0	48	47	95
Sub-total	135	13,190	17,497	30,822
COUNTRY				
30 km/h or less	0	5	4	9
40 km/h	3	71	77	151
50 km/h	34	1,851	2,099	3,984
60 km/h	25	1,385	1,592	3,002
70 km/h	8	281	295	584
80 km/h	46	818	896	1,760
90 km/h	6	141	150	297
100 km/h	128	1,811	1,862	3,801
110 km/h	20	336	575	931
Unknown	0	25	29	54
Sub-total	270	6,724	7,579	14,573
CRASHES: TOTAL	405	19,914	25,076	45,395

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	31	2,519	4,106	6,656
Dry	225	13,185	15,648	29,058
Snow or ice	0	13	14	27
Unknown	1	31	22	54
Sub-total	257	15,748	19,790	35,795
CURVE				
Wet	32	1,094	1,952	3,078
Dry	115	3,043	3,287	6,445
Snow or ice	0	13	36	49
Unknown	1	11	9	21
Sub-total	148	4,161	5,284	9,593
TOTAL CRASHES¹				
Wet	63	3,614	6,058	9,735
Dry	340	16,230	18,936	35,506
Snow or ice	0	26	50	76
Unknown	2	44	32	78
CRASHES: TOTAL	405	19,914	25,076	45,395

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			Total crashes	Degree of casualty ²		
	F	I C	N		K	I	Total killed & injured
SYDNEY REGION							
Sydney Metropolitan Area							
Ashfield	3	133	160	296	3	161	164
Auburn	4	318	465	787	4	385	389
Bankstown City	7	696	780	1,483	7	893	900
Baulkham Hills	3	367	534	904	3	467	470
Blacktown City	6	833	1,132	1,971	6	1,068	1,074
Botany Bay City	3	177	281	461	3	206	209
Burwood	0	126	158	284	0	156	156
Camden	3	97	139	239	3	135	138
Campbelltown City	4	410	465	879	4	540	544
Canada Bay City	0	237	264	501	0	305	305
Canterbury City	3	405	522	930	3	517	520
City Of Sydney	3	767	559	1,329	3	884	887
Fairfield City	8	535	704	1,247	8	693	701
Holroyd City	5	379	460	844	5	495	500
Hornsby	5	387	668	1,060	5	491	496
Hunters Hill	0	29	54	83	0	34	34
Hurstville City	0	163	267	430	0	195	195
Kogarah	3	129	204	336	3	174	177
Ku-ring-gai	2	214	411	627	2	284	286
Lane Cove	0	54	126	180	0	68	68
Leichhardt	0	145	207	352	0	168	168
Liverpool City	7	587	646	1,240	7	798	805
Manly	1	79	93	173	1	89	90
Marrickville	2	245	324	571	2	292	294
Mosman	0	61	80	141	0	71	71

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			Total crashes	Degree of casualty ²		
	F	I C	N		K	I	Total killed & injured
SYDNEY REGION (continued)							
North Sydney	1	165	244	410	1	202	203
Parramatta City	1	567	881	1,449	1	721	722
Penrith City	5	485	692	1,182	6	636	642
Pittwater	0	90	155	245	0	108	108
Randwick City	2	306	377	685	2	361	363
Rockdale City	1	344	510	855	1	425	426
Ryde City	2	313	506	821	2	372	374
South Sydney City	4	379	451	834	4	475	479
Strathfield	0	166	262	428	0	193	193
Sutherland	4	504	648	1,156	4	668	672
Warringah	2	277	487	766	2	342	344
Waverley	1	125	146	272	1	137	138
Willoughby City	3	162	324	489	3	201	204
Woollahra	1	115	163	279	1	133	134
Sydney Metropolitan							
Area Sub-total	99	11,571	15,549	27,219	100	14,543	14,643
Outer Sydney Area							
Blue Mountains City	4	171	218	393	4	243	247
Gosford City	8	511	585	1,104	12	693	705
Hawkesbury City	8	219	234	461	8	267	275
Wollondilly	5	170	171	346	5	224	229
Wyong	10	333	474	817	10	477	487
Outer Sydney Area							
Sub-total	35	1,404	1,682	3,121	39	1,904	1,943
TOTAL	134	12,975	17,231	30,340	139	16,447	16,586

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	4	194	175	373	4	242	246
Dungog	3	36	18	57	3	48	51
Gloucester	2	17	14	33	3	20	23
Great Lakes	7	90	136	233	7	126	133
Lake Macquarie City	11	413	491	915	11	579	590
Maitland City	2	157	151	310	2	204	206
Merriwa	1	17	12	30	1	32	33
Murrurundi	1	7	10	18	1	9	10
Muswellbrook	1	54	30	85	1	77	78
Newcastle City	7	572	635	1,214	7	712	719
Port Stephens	9	154	163	326	9	208	217
Scone	2	30	15	47	2	42	44
Singleton	6	77	76	159	6	105	111
TOTAL	56	1,818	1,926	3,800	57	2,404	2,461
ILLAWARRA REGION							
Kiama	1	41	53	95	1	61	62
Shellharbour City	6	131	161	298	6	176	182
Shoalhaven City	5	249	308	562	5	328	333
Wingecaribee	10	126	197	333	10	165	175
Wollongong City	12	503	661	1,176	13	654	667
TOTAL	34	1,050	1,380	2,464	35	1,384	1,419

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			Total crashes	Degree of casualty ²		
	F	I C	N		K	I	Total killed & injured
NORTH COAST REGION							
Ballina	7	105	124	236	7	145	152
Bellingen	2	34	42	78	2	58	60
Byron	3	105	176	284	3	128	131
Coffs Harbour City	11	164	163	338	13	241	254
Copmanhurst	1	15	12	28	1	29	30
Grafton City	0	42	43	85	0	57	57
Greater Taree City	4	110	211	325	6	152	158
Hastings	3	158	182	343	3	219	222
Kempsey	2	64	80	146	2	83	85
Kyogle	0	39	37	76	0	44	44
Lismore City	0	151	178	329	0	191	191
Lord Howe Island	0	0	1	1	0	0	0
Maclean	1	31	36	68	1	48	49
Nambucca	4	50	46	100	4	64	68
Pristine Waters	3	66	68	137	3	101	104
Richmond Valley	2	72	71	145	3	102	105
Tweed	12	226	377	615	14	319	333
TOTAL	55	1,432	1,847	3,334	62	1,981	2,043

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			Total crashes	Degree of casualty ²		
	F	I C	N		K	I	Total killed & injured
NEW ENGLAND REGION							
Armidale Dumaresq	0	79	49	128	0	108	108
Barraba	0	4	2	6	0	8	8
Bingara	0	5	2	7	0	9	9
Glen Innes	0	10	9	19	0	13	13
Gunnedah	2	22	14	38	2	27	29
Guyra	1	18	13	32	1	24	25
Inverell	0	45	41	86	0	60	60
Manilla	0	9	4	13	0	12	12
Moree Plains	3	40	47	90	4	54	58
Narrabri	3	32	34	69	7	45	52
Nundle	0	3	4	7	0	3	3
Parry	5	53	34	92	6	89	95
Quirindi	2	13	15	30	2	19	21
Severn	1	20	17	38	2	29	31
Tamworth City	0	89	89	178	0	130	130
Tenterfield	1	34	32	67	1	52	53
Uralla	2	21	16	39	2	29	31
Walcha	0	13	14	27	0	15	15
Yallaroi	1	10	6	17	3	16	19
TOTAL	21	520	442	983	30	742	772

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			Total crashes	Degree of casualty ²		
	F	I C	N		K	I	Total killed & injured
ORANA REGION							
Bogan	0	10	8	18	0	12	12
Bourke	1	9	6	16	1	17	18
Brewarrina	0	5	1	6	0	7	7
Cobar	1	21	15	37	1	31	32
Coolah	2	15	7	24	2	19	21
Coonabarabran	2	15	21	38	2	19	21
Coonamble	0	10	6	16	0	12	12
Dubbo City	1	92	92	185	1	123	124
Gilgandra	1	12	13	26	1	17	18
Mudgee	1	56	44	101	1	75	76
Narromine	1	19	6	26	2	33	35
Walgett	0	15	6	21	0	28	28
Warren	1	6	2	9	1	8	9
Wellington	1	38	21	60	1	54	55
TOTAL	12	323	248	583	13	455	468
CENTRAL WESTERN REGION							
Bathurst City	2	72	107	181	2	90	92
Bland	1	19	12	32	1	25	26
Blayney	1	15	19	35	1	19	20
Cabonne	2	39	50	91	2	58	60
Cowra	1	26	17	44	1	31	32
Evans	0	38	33	71	0	56	56
Forbes	5	22	15	42	5	34	39
Lachlan	0	16	9	25	0	24	24
Lithgow City	2	91	91	184	2	128	130

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			Total crashes	Degree of casualty ²		
	F	I C	N		K	I	Total killed & injured
CENTRAL WESTERN REGION (continued)							
Oberon	0	26	26	52	0	37	37
Orange City	2	83	97	182	2	115	117
Parkes	2	35	17	54	2	47	49
Rylstone	1	15	9	25	1	19	20
Weddin	1	9	3	13	1	9	10
TOTAL	20	506	505	1,031	20	692	712
SOUTH-EASTERN REGION							
Bega Valley	4	77	95	176	4	106	110
Bombala	0	13	11	24	0	15	15
Boorowa	0	16	3	19	0	17	17
Cooma-Monaro	2	28	46	76	2	32	34
Crookwell	1	8	15	24	1	11	12
Eurobodalla	3	89	110	202	3	121	124
Goulburn City	0	31	47	78	0	39	39
Gunning	0	14	36	50	0	19	19
Harden	0	9	25	34	0	15	15
Mulwaree	3	55	89	147	3	71	74
Queanbeyan City	0	74	61	135	0	85	85
Snowy River	3	36	55	94	3	55	58
Tallaganda	2	28	29	59	2	41	43
Yarrowlumla	1	43	62	106	1	57	58
Yass	5	43	82	130	7	58	65
Young	2	28	26	56	2	38	40
TOTAL	26	592	792	1,410	28	780	808

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			Total crashes	Degree of casualty ²		
	F	I C	N		K	I	Total killed & injured
RIVERINA REGION							
Carrathool	0	10	8	18	0	15	15
Coolamon	0	13	5	18	0	20	20
Cootamundra	2	18	18	38	2	21	23
Griffith City	4	45	69	118	4	59	63
Gundagai	2	18	21	41	3	23	26
Hay	0	12	8	20	0	15	15
Junee	4	15	14	33	4	19	23
Leeton	0	16	15	31	0	24	24
Lockhart	1	8	8	17	1	12	13
Murrumbidgee	0	5	2	7	0	8	8
Narrandera	2	20	14	36	3	28	31
Temora	0	13	11	24	0	20	20
Tumut	5	36	31	72	5	58	63
Wagga Wagga City	5	136	129	270	5	185	190
TOTAL	25	365	353	743	27	507	534
MURRAY REGION							
Albury City	2	103	152	257	2	140	142
Balranald	1	8	10	19	1	13	14
Berrigan	1	12	7	20	1	18	19
Conargo	0	3	6	9	0	3	3
Corowa	1	14	10	25	1	19	20
Culcairn	3	12	11	26	3	15	18
Deniliquin	0	10	8	18	0	12	12
Holbrook	3	19	25	47	3	34	37
Hume	6	18	29	53	6	27	33

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			Total crashes	Degree of casualty ²		
	F	I C	N		K	I	Total killed & injured
MURRAY REGION (continued)							
Jerilderie	0	4	5	9	0	4	4
Murray	0	10	10	20	0	11	11
Tumbarumba	0	20	13	33	0	21	21
Urana	1	2	3	6	1	2	3
Wakool	1	5	6	12	1	5	6
Wentworth	1	31	15	47	2	48	50
TOTAL	20	271	310	601	21	372	393
FAR WESTERN REGION							
Broken Hill City	1	38	30	69	1	50	51
Central Darling	1	11	5	17	2	14	16
Unincorporated Area	0	13	7	20	0	17	17
TOTAL	2	62	42	106	3	81	84
METROPOLITAN³:							
TOTAL	135	13,190	17,497	30,822	137	16,664	16,801
COUNTRY³: TOTAL							
	270	6,724	7,579	14,573	298	9,181	9,479
NSW STATE							
TOTAL	405	19,914	25,076	45,395	435	25,845	26,280

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			Total crashes	Degree of casualty ²		
	F	I C	N		K	I	Total killed & injured
FREEWAYS AND MOTORWAYS							
M2 MOTORWAY (NORTH RYDE to BAULKHAM HILLS)							
Ryde City	0	12	13	25	0	12	12
Hornsby	0	13	36	49	0	14	14
Baulkham Hills	1	20	32	53	1	22	23
Sub-total	1	45	81	127	1	48	49
SYDNEY-NEWCASTLE FREEWAY (WAHROONGA to BERESFIELD)							
Ku-ring-gai	0	3	4	7	0	3	3
Hornsby	2	40	87	129	2	53	55
Gosford City	1	55	94	150	1	80	81
Wyong	3	26	60	89	3	42	45
Lake Macquarie City	1	25	48	74	1	34	35
Cessnock City	0	0	0	0	0	0	0
Newcastle City	0	6	6	12	0	7	7
Sub-total	7	155	299	461	7	219	226
M4 MOTORWAY (CONCORD to LAPSTONE)							
Canada Bay City	0	7	11	18	0	7	7
Strathfield	0	9	9	18	0	9	9
Auburn	0	37	69	106	0	46	46
Parramatta City	0	12	16	28	0	14	14
Holroyd City	1	59	90	150	1	82	83
Blacktown City	1	60	106	167	1	70	71
Penrith City	2	49	78	129	2	60	62
Blue Mountains City	0	0	2	2	0	0	0
Sub-total	4	233	381	618	4	288	292
M5 MOTORWAY (SYDNEY AIRPORT to PRESTONS)							
Rockdale City	0	14	26	40	0	19	19
Canterbury City	0	32	49	81	0	40	40
Hurstville City	0	2	1	3	0	2	2
Bankstown City	0	31	52	83	0	37	37
Liverpool City	0	35	61	96	0	46	46
Sub-total	0	114	189	303	0	144	144

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	IC	N	Total crashes	K	I	Total killed & injured
SOUTHERN FREEWAY (WATERFALL to BULLI HEIGHTS & NTH WOLLONGONG to YALLAH)							
Wollongong City	2	47	80	129	2	62	64
Sub-total	2	47	80	129	2	62	64
M7 WESTLINK (BAULKHAM HILLS to PRESTONS)							
Baulkham Hills City	0	2	3	5	0	2	2
Blacktown City	0	13	31	44	0	18	18
Fairfield City	0	6	6	12	0	6	6
Liverpool City	0	8	10	18	0	8	8
Sub-total	0	29	50	79	0	34	34
Opened in December 2005							
EASTERN DISTRIBUTOR (WOOLLOOMOOLOO to KENSINGTON)							
City of Sydney	0	5	7	12	0	8	8
South Sydney City	0	5	11	16	0	10	10
Randwick City	0	0	0	0	0	0	0
Sub-total	0	10	18	28	0	18	18
CROSS CITY TUNNEL							
City of Sydney	0	2	2	4	0	2	2
Sub-total	0	2	2	4	0	2	2
Opened in August 2005							
FREEWAYS/MOTORWAYS: TOTAL							
	14	635	1,100	1,749	14	815	829
STATE HIGHWAYS							
PRINCES (State Highway (SH) 1) (SYDNEY to Victorian border near EDEN)							
City of Sydney	0	14	8	22	0	15	15
South Sydney City	1	25	15	41	1	30	31
Marrickville	0	33	55	88	0	43	43
Rockdale City	0	51	85	136	0	63	63
Kogarah	1	43	55	99	1	56	57
Sutherland	1	104	118	223	1	138	139
Wollongong City	2	100	116	218	3	155	158
Shellharbour City	1	35	42	78	1	49	50
Kiama	1	15	20	36	1	27	28

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

Route/Local Government Area	Degree of crash ¹			Total crashes	Degree of casualty ²		
	F	I C	N		K	I	Total killed & injured
PRINCES (State Highway (SH) 1) (SYDNEY to Victorian border near EDEN) (Continued)							
Shoalhaven City	1	91	107	199	1	128	129
Eurobodalla	3	30	41	74	3	42	45
Bega Valley	3	21	27	51	3	31	34
Sub-total	14	562	689	1,265	15	777	792

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	20	21	41	0	21	21
Burwood	0	12	14	26	0	16	16
Strathfield	0	23	27	50	0	26	26
Bankstown City	1	97	85	183	1	134	135
Fairfield City	1	27	21	49	1	38	39
Liverpool City	0	87	107	194	0	121	121
Campbelltown City	2	56	65	123	2	75	77
Wollondilly	0	23	29	52	0	33	33
Wingecaribee	2	19	66	87	2	28	30
Mulwaree	2	28	50	80	2	39	41
Goulburn City	0	3	3	6	0	4	4
Gunning	0	6	12	18	0	6	6
Yass	1	10	22	33	1	13	14
Harden	0	1	10	11	0	2	2
Gundagai	1	10	13	24	1	13	14
Wagga Wagga City	0	4	14	18	0	5	5
Holbrook	3	11	16	30	3	25	28
Hume	2	9	8	19	2	14	16
Albury City	1	28	47	76	1	40	41
Sub-total	16	474	630	1,120	16	653	669

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			Total crashes	Degree of casualty ²		
	F	I C	N		K	I	Total killed & injured
FEDERAL (SH 3) (Hume Hwy near GOULBURN to ACT Border near SUTTON)							
Mulwaree	0	5	13	18	0	6	6
Gunning	0	6	11	17	0	7	7
Yarrowlumla	0	9	15	24	0	10	10
Sub-total	0	20	39	59	0	23	23
SNOWY MOUNTAINS (SH 4) (TATHRA to Hume Hwy near GUNDAGAI)							
Bega Valley	0	6	6	12	0	6	6
Cooma-Monaro	0	2	7	9	0	3	3
Snowy River	1	13	8	22	1	20	21
Tumut	1	9	10	20	1	12	13
Gundagai	0	1	0	1	0	2	2
Sub-total	2	31	31	64	2	43	45
GREAT WESTERN (SH 5) (SYDNEY to BATHURST)							
City of Sydney	0	30	23	53	0	33	33
Leichhardt	0	27	29	56	0	30	30
Marrickville	0	23	16	39	0	27	27
Ashfield	1	21	35	57	1	25	26
Canada Bay City	0	28	37	65	0	39	39
Burwood	0	22	14	36	0	32	32
Strathfield	0	15	26	41	0	21	21
Auburn	0	33	54	87	0	41	41

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			Total crashes	Degree of casualty ²		
	F	I C	N		K	I	Total killed & injured
Great Western Highway (continued)							
Parramatta City	0	38	71	109	0	62	62
Holroyd City	0	70	72	142	0	94	94
Blacktown City	0	55	70	125	0	86	86
Penrith City	1	55	77	133	2	80	82
Blue Mountains City	2	91	116	209	2	139	141
Lithgow City	0	35	22	57	0	55	55
Evans	0	9	6	15	0	15	15
Bathurst City	1	19	32	52	1	25	26
Sub-total	5	571	700	1,276	6	804	810
MID WESTERN (SH 6) (BATHURST to HAY)							
Bathurst City	1	2	1	4	1	4	5
Evans	0	2	5	7	0	3	3
Blayney	1	3	8	12	1	4	5
Cowra	0	7	6	13	0	7	7
Weddin	0	3	0	3	0	3	3
Bland	0	2	2	4	0	3	3
Carrathool	0	3	1	4	0	3	3
Hay	0	1	1	2	0	1	1
Sub-total	2	23	24	49	2	28	30

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			Total crashes	Degree of casualty ²		
	F	I C	N		K	I	Total killed & injured
MITCHELL (SH 7) (BATHURST to BARRINGUN)							
Bathurst City	0	2	6	8	0	2	2
Evans	0	2	8	10	0	6	6
Cabonne	1	11	10	22	1	19	20
Orange City	0	25	27	52	0	42	42
Wellington	0	14	10	24	0	23	23
Dubbo City	0	24	22	46	0	34	34
Narromine	0	9	1	10	0	15	15
Warren	0	0	0	0	0	0	0
Bogan	0	5	1	6	0	7	7
Bourke	0	1	0	1	0	2	2
Sub-total	1	93	85	179	1	150	151
BARRIER (SH 8) (NYNGAN to SA border near COCKBURN)							
Bogan	0	0	2	2	0	0	0
Cobar	1	5	4	10	1	7	8
Central Darling	0	2	1	3	0	2	2
Unincorporated Area	0	5	2	7	0	7	7
Broken Hill City	0	5	7	12	0	8	8
Sub-total	1	17	16	34	1	24	25

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			Total crashes	Degree of casualty ²		
	F	I C	N		K	I	Total killed & injured
NEW ENGLAND (SH 9) (HEXHAM to WALLANGARRA)							
Newcastle City	0	13	20	33	0	15	15
Maitland City	1	65	66	132	1	85	86
Cessnock City	0	9	11	20	0	12	12
Singleton	0	23	26	49	0	39	39
Muswellbrook	0	19	13	32	0	25	25
Scone	1	11	3	15	1	15	16
Murrumbidgee	1	4	7	12	1	5	6
Quirindi	1	3	4	8	1	4	5
Nundle	0	0	1	1	0	0	0
Parry	2	20	5	27	3	49	52
Tamworth City	0	14	9	23	0	21	21
Uralla	0	5	1	6	0	8	8
Armidale Dumaresq	0	6	4	10	0	6	6
Guyra	0	5	6	11	0	7	7
Severn	0	9	6	15	0	10	10
Glen Innes	0	0	1	1	0	0	0
Tenterfield	1	6	5	12	1	11	12
Sub-total	7	212	188	407	8	312	320

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			Total crashes	Degree of casualty ²		
	F	I C	N		K	I	Total killed & injured
PACIFIC (SH 10) (NTH SYDNEY to TWEED HEADS)							
North Sydney	1	21	32	54	1	22	23
Lane Cove	0	11	18	29	0	11	11
Willoughby City	0	31	50	81	0	37	37
Ku-ring-gai	0	69	124	193	0	90	90
Hornsby	1	52	59	112	1	70	71
Gosford City	4	79	69	152	4	103	107
Wyong	4	75	98	177	4	119	123
Lake Macquarie City	3	70	47	120	3	109	112
Newcastle City	1	75	75	151	1	92	93
Port Stephens	2	30	32	64	2	45	47
Great Lakes	4	31	56	91	4	47	51
Greater Taree City	0	25	81	106	0	43	43
Hastings	1	19	26	46	1	38	39
Kempsey	1	20	25	46	1	26	27
Nambucca	2	13	18	33	2	18	20
Bellingen	1	5	5	11	1	8	9
Coffs Harbour City	5	63	63	131	7	103	110
Pristine Waters	2	32	25	59	2	57	59
Grafton City	0	3	5	8	0	3	3
Maclean	1	8	9	18	1	13	14
Richmond Valley	0	14	18	32	0	23	23
Ballina	2	35	47	84	2	58	60
Byron	1	27	56	84	1	37	38
Tweed	3	34	89	126	3	50	53
Sub-total	39	842	1,127	2,008	41	1,222	1,263

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			Total crashes	Degree of casualty ²		
	F	I C	N		K	I	Total killed & injured
OXLEY (SH 11) (PORT MACQUARIE to NEVERTIRE)							
Hastings	1	35	30	66	1	41	42
Walcha	0	2	3	5	0	2	2
Parry	0	8	7	15	0	10	10
Tamworth City	0	17	25	42	0	25	25
Gunnedah	0	6	1	7	0	6	6
Coonabarabran	0	3	1	4	0	4	4
Gilgandra	0	0	0	0	0	0	0
Warren	0	1	0	1	0	1	1
Sub-total	1	72	67	140	1	89	90
GWYDIR (SH 12) (STH GRAFTON to COLLARENEBRI)							
Grafton City	0	5	3	8	0	8	8
Pristine Waters	0	7	6	13	0	9	9
Severn	0	9	5	14	0	11	11
Glen Innes	0	2	0	2	0	3	3
Inverell	0	10	8	18	0	10	10
Yallaroi	0	4	1	5	0	5	5
Moree Plains	0	6	10	16	0	7	7
Walgett	0	1	1	2	0	2	2
Sub-total	0	44	34	78	0	55	55

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			Total crashes	Degree of casualty ²		
	F	I C	N		K	I	Total killed & injured
CUMBERLAND (SH 13) (LIVERPOOL to WAHROONGA)							
Liverpool City	0	14	9	23	0	25	25
Fairfield City	0	42	54	96	0	53	53
Holroyd City	0	38	59	97	0	45	45
Parramatta City	0	37	67	104	0	45	45
Baulkham Hills	0	15	27	42	0	20	20
Hornsby	2	80	131	213	2	99	101
Sub-total	2	226	347	575	2	287	289
STURT (SH 14) (Hume Hwy near GUNDAGAI to MILDURA)							
Wagga Wagga City	1	32	21	54	1	45	46
Narrandera	1	5	1	7	2	8	10
Murrumbidgee	0	4	1	5	0	6	6
Hay	0	3	3	6	0	5	5
Wakool	0	1	0	1	0	1	1
Balranald	1	4	7	12	1	8	9
Wentworth	1	11	4	16	2	16	18
Sub-total	4	60	37	101	6	89	95
BARTON (SH 15) (Hume Hwy near YASS to ACT border near HALL)							
Yass	2	4	20	26	4	6	10
Yarrowlumla	0	2	6	8	0	4	4
Sub-total	2	6	26	34	4	10	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			Total crashes	Degree of casualty ²		
	F	I C	N		K	I	Total killed & injured
BRUXNER (SH 16) (Pacific Hwy near BALLINA to BOGGABILLA)							
Ballina	0	7	9	16	0	8	8
Lismore City	0	25	36	61	0	34	34
Richmond Valley	0	12	8	20	0	20	20
Kyogle	0	1	6	7	0	2	2
Tenterfield	0	11	12	23	0	15	15
Inverell	0	4	0	4	0	6	6
Yallaroi	0	0	0	0	0	0	0
Moree Plains	0	0	2	2	0	0	0
Sub-total	0	60	73	133	0	85	85
NEWELL (SH 17) (TOCUMWAL to GOONDIWINDI)							
Berrigan	1	1	4	6	1	1	2
Jerilderie	0	3	5	8	0	3	3
Urana	0	1	2	3	0	1	1
Narrandera	0	5	5	10	0	6	6
Coolamon	0	7	1	8	0	13	13
Bland	1	9	6	16	1	11	12
Weddin	0	0	0	0	0	0	0
Forbes	1	4	4	9	1	9	10
Parkes	0	6	1	7	0	9	9
Narromine	1	1	2	4	2	2	4
Dubbo City	0	16	22	38	0	23	23

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			Total crashes	Degree of casualty ²		
	F	I C	N		K	I	Total killed & injured
Newell Highway (continued)							
Gilgandra	1	7	6	14	1	12	13
Coonabarabran	1	6	11	18	1	8	9
Narrabri	0	13	13	26	0	17	17
Moree Plains	2	16	16	34	3	23	26
Sub-total	8	95	98	201	10	138	148
CASTLEREAGH (SH 18) (MARRANGAROO to HEBEL)							
Lithgow City	1	8	9	18	1	13	14
Rylstone	0	2	3	5	0	3	3
Mudgee	0	13	8	21	0	17	17
Coolah	0	3	0	3	0	3	3
Gilgandra	0	1	2	3	0	1	1
Coonamble	0	3	2	5	0	3	3
Walgett	0	2	2	4	0	2	2
Brewarrina	0	0	0	0	0	0	0
Sub-total	1	32	26	59	1	42	43
MONARO (SH 19) (ACT border near CANBERRA to Victorian border near ROCKTON)							
Yarrowlumla	0	1	3	4	0	2	2
Cooma-Monaro	2	17	30	49	2	19	21
Bombala	0	2	4	6	0	2	2
Sub-total	2	20	37	59	2	23	25

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			Total crashes	Degree of casualty ²		
	F	I C	N		K	I	Total killed & injured
RIVERINA (SH 20) (HUME WEIR to DENILIQVIN)							
Hume	1	0	6	7	1	0	1
Albury City	0	7	5	12	0	11	11
Corowa	0	2	1	3	0	3	3
Berrigan	0	1	1	2	0	2	2
Conargo	0	1	0	1	0	1	1
Deniliquin	0	0	0	0	0	0	0
Sub-total	1	11	13	25	1	17	18
COBB (SH 21) (MOAMA to Barrier Hwy near WILCANNIA)							
Murray	0	5	2	7	0	6	6
Deniliquin	0	0	2	2	0	0	0
Conargo	0	0	1	1	0	0	0
Hay	0	4	1	5	0	5	5
Carrathool	0	0	0	0	0	0	0
Central Darling	0	1	1	2	0	1	1
Sub-total	0	10	7	17	0	12	12
SILVER CITY (SH 22) (Sturt Hwy near MILDURA to Qld border at WARRI GATE)							
Wentworth	0	8	9	17	0	9	9
Unincorporated Area	0	2	3	5	0	3	3
Broken Hill City	1	3	1	5	1	4	5
Sub-total	1	13	13	27	1	16	17

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			Total crashes	Degree of casualty ²		
	F	I C	N		K	I	Total killed & injured
CHARLESTOWN-SANDGATE (SH 23) (CHARLESTOWN to SANDGATE)							
Lake Macquarie City	0	9	7	16	0	12	12
Newcastle City	1	31	45	77	1	38	39
Sub-total	1	40	52	93	1	50	51
ILLAWARRA (SH 25) (ALBION PARK to Hume Hwy at HODDLES CROSSROADS)							
Shellharbour City	1	15	20	36	1	17	18
Wingecaribee	0	19	19	38	0	22	22
Sub-total	1	34	39	74	1	39	40
GOLDEN (SH 27) (SINGLETON to DUBBO)							
Singleton	1	3	3	7	1	3	4
Muswellbrook	1	6	0	7	1	13	14
Merriwa	1	12	9	22	1	26	27
Coolah	0	5	2	7	0	5	5
Wellington	0	2	1	3	0	3	3
Dubbo City	0	7	7	14	0	9	9
Sub-total	3	35	22	60	3	59	62
CARNARVON (SH 28) (MOREE to MUNGINDI)							
Moree Plains	1	1	4	6	1	1	2
Sub-total	1	1	4	6	1	1	2

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			Total crashes	Degree of casualty ²		
	F	I C	N		K	I	Total killed & injured
KAMILAROI (SH 29) (WILLOW TREE to BOURKE)							
Murrumbidgee	0	0	0	0	0	0	0
Quirindi	0	2	3	5	0	6	6
Gunnedah	0	7	3	10	0	8	8
Narrabri	1	6	5	12	5	9	14
Walgett	0	2	1	3	0	3	3
Brewarrina	0	1	0	1	0	1	1
Bourke	0	0	0	0	0	0	0
Sub-total	1	18	12	31	5	27	32
STATE HIGHWAYS:							
TOTAL	116	3,622	4,436	8,174	131	5,075	5,206

1 F – Fatal crash I C – Injury crash N – Non-casualty crash.

2 K – Killed I – Injured.

Casualties in 2007

- 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		Total killed & injured
	Killed	Injured	
CONTROLLER			
Driver			
Car	173	12,880	13,053
Light truck	26	1,065	1,091
Heavy rigid truck	1	118	119
Articulated truck	13	187	200
Bus	0	49	49
Other motor vehicle	2	259	261
Sub-total	215	14,558	14,773
Motorcycle rider	57	2,144	2,201
Pedal cycle rider	14	1,154	1,168
Other/Unknown	0	2	2
CONTROLLER			
Sub-total	286	17,858	18,144
PASSENGER			
Car	60	5,090	5,150
Light truck	13	331	344
Heavy rigid truck	1	20	21
Articulated truck	1	13	14
Bus	1	132	133
Other motor vehicle	1	142	143
Sub-total	77	5,728	5,805
Motorcycle	4	130	134
Pedal cycle	0	9	9
Other/Unknown	0	1	1
PASSENGER			
Sub-total	81	5,868	5,949
PEDESTRIAN			
Sub-total	68	2,119	2,187
CASUALTIES: TOTAL	435	25,845	26,280

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

Road user class	Sex	Age (years)											Total
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	
Car driver	M	0	1	19	11	9	18	17	13	6	27	0	121
	F	0	0	6	4	2	9	9	5	7	10	0	52
Car passenger	Sub-total¹	0	1	25	15	11	27	26	18	13	37	0	173
	M	1	3	7	2	3	0	2	2	0	2	0	22
Other motor vehicle driver	F	4	1	4	3	1	2	5	2	3	13	0	38
	Sub-total¹	5	4	11	5	4	2	7	4	3	15	0	60
Other motor vehicle passenger	M	0	0	3	5	2	12	7	8	2	2	0	41
	F	0	0	0	0	0	1	0	0	0	0	0	1
Motorcycle rider	Sub-total¹	0	0	3	5	2	13	7	8	2	2	0	42
	M	1	1	2	1	1	1	2	0	0	0	0	9
Motorcycle passenger	F	0	3	1	0	0	1	1	0	1	1	0	8
	Sub-total¹	1	4	3	1	1	2	3	0	1	1	0	17
Pedal cycle rider/passenger	M	0	1	5	5	4	19	9	7	2	1	0	53
	F	0	0	0	0	0	0	1	2	1	0	0	4
Pedestrian	Sub-total¹	0	1	5	5	4	19	10	9	3	1	0	57
	M	0	0	0	1	1	0	0	0	0	0	0	2
CASUALTIES ² :	F	0	0	0	0	0	0	2	0	0	0	0	2
	Sub-total¹	0	0	0	1	1	0	2	0	0	0	0	4
CASUALTIES ² :	M	0	4	1	1	1	2	3	2	0	0	0	14
	F	0	0	0	0	0	0	0	0	0	0	0	0
CASUALTIES ² :	Sub-total¹	0	4	1	1	1	2	3	2	0	0	0	14
	M	0	0	5	5	3	3	7	6	3	14	0	46
CASUALTIES ² :	F	1	2	2	1	4	1	2	2	3	4	0	22
	Sub-total¹	1	2	7	6	7	4	9	8	6	18	0	68
CASUALTIES ² :	M	2	10	42	31	24	55	47	38	13	46	0	308
	F	5	6	13	8	7	14	20	11	15	28	0	127
TOTAL¹	7	16	55	39	31	69	67	28	49	28	74	0	435

¹ Unknown sex included.

² Includes unknowns, animal riders and occupants of vehicles such as animal drawn vehicles and trains.

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

Road user class	Sex	Age (years)										Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		Unknown
Car driver	M	0	39	877	774	501	1,079	905	687	440	504	101	5,907
	F	0	17	1,018	942	608	1,374	1,215	802	428	392	140	6,936
	Sub-total¹	0	56	1,896	1,717	1,110	2,453	2,120	1,489	868	896	275	12,880
Car passenger	M	144	411	259	226	96	137	91	94	60	58	201	1,777
	F	92	503	359	292	133	279	249	269	214	263	431	3,084
	Sub-total¹	239	915	618	519	229	416	340	363	274	321	856	5,090
Other motor vehicle driver	M	0	1	115	128	112	351	354	252	109	45	30	1,497
	F	0	2	19	16	17	49	40	21	6	5	1	176
	Sub-total¹	0	3	134	144	129	400	394	273	115	50	36	1,678
Other motor vehicle passenger	M	3	51	52	41	26	47	35	27	12	8	35	337
	F	6	39	37	32	19	31	25	27	16	11	41	284
	Sub-total¹	9	90	89	73	45	78	60	54	28	19	93	638
Motorcycle rider	M	0	47	193	300	205	492	351	237	68	10	39	1,942
	F	0	4	11	40	24	48	37	15	2	0	7	188
	Sub-total¹	0	51	204	340	229	540	388	252	70	10	60	2,144
Motorcycle passenger	M	0	12	10	6	1	2	1	1	0	0	5	38
	F	0	4	16	12	8	11	15	11	2	0	11	90
	Sub-total¹	0	16	26	18	9	13	16	12	2	0	18	130
Pedal cycle rider/passenger	M	4	193	54	77	60	252	159	74	39	16	53	981
	F	0	25	12	20	22	41	25	13	4	3	10	175
	Sub-total¹	4	218	66	97	82	293	184	87	43	19	70	1,163
Pedestrian	M	33	222	104	131	75	148	117	84	55	127	92	1,188
	F	18	133	92	113	60	107	89	63	63	118	64	920
	Sub-total¹	51	355	196	244	135	255	206	147	118	245	167	2,119
CASUALTIES²:	M	184	976	1,664	1,683	1,076	2,508	2,015	1,456	783	768	556	13,669
	F	116	727	1,564	1,467	891	1,940	1,696	1,221	735	792	705	11,854
	TOTAL¹	303	1,704	3,229	3,152	1,968	4,448	3,711	2,677	1,518	1,560	1,575	25,845

¹ Unknown sex included.

² Includes unknowns, 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	40	896	785	510	1,097	922	700	446	531	101	6,028
	F	0	17	1,024	946	610	1,383	1,224	807	435	402	140	6,988
	Sub-total¹	0	57	1,921	1,732	1,121	2,480	2,146	1,507	881	933	275	13,053
Car passenger	M	145	414	266	228	99	137	93	96	60	60	201	1,799
	F	96	504	363	295	134	281	254	271	217	276	431	3,122
	Sub-total¹	244	919	629	524	233	418	347	367	277	336	856	5,150
Other motor vehicle driver	M	0	1	118	133	114	363	361	260	111	47	30	1,538
	F	0	2	19	16	17	50	40	21	6	5	1	177
	Sub-total¹	0	3	137	149	131	413	401	281	117	52	36	1,720
Other motor vehicle passenger	M	4	52	54	42	27	48	37	27	12	8	35	346
	F	6	42	38	32	19	32	26	27	17	12	41	292
	Sub-total¹	10	94	92	74	46	80	63	54	29	20	93	655
Motorcycle rider	M	0	48	198	305	209	511	360	244	70	11	39	1,995
	F	0	4	11	40	24	48	38	17	3	0	7	192
	Sub-total¹	0	52	209	345	233	559	398	261	73	11	60	2,201
Motorcycle passenger	M	0	12	10	7	2	2	1	1	0	0	5	40
	F	0	4	16	12	8	11	17	11	2	0	11	92
	Sub-total¹	0	16	26	19	10	13	18	12	2	0	18	134
Pedal cycle rider/passenger	M	4	197	55	78	61	254	162	76	39	16	53	995
	F	0	25	12	20	22	41	25	13	4	3	10	175
	Sub-total¹	4	222	67	98	83	295	187	89	43	19	70	1,177
Pedestrian	M	33	222	109	136	78	151	124	90	58	141	92	1,234
	F	19	135	94	114	64	108	91	65	66	122	64	942
	Sub-total¹	52	357	203	250	142	259	215	155	124	263	167	2,187
CASUALTIES²:	M	186	986	1,706	1,714	1,100	2,563	2,062	1,494	796	814	556	13,977
	F	121	733	1,577	1,475	898	1,954	1,716	1,232	750	820	705	11,981
	TOTAL¹	310	1,720	3,284	3,191	1,999	4,517	3,778	2,726	1,546	1,634	1,575	26,280

¹ Unknown sex included.

² Includes unknowns, 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		Total killed & injured
	Killed	Injured	
Driver			
Adult belt worn	143	13,523	13,666
Fitted but not worn	42	217	259
No restraint fitted	1	31	32
Unknown	29	787	816
Sub-total	215	14,558	14,773
Passenger			
Adult belt worn	51	4,689	4,740
Child restraint worn	2	45	47
Fitted but not worn	5	115	120
No restraint fitted	4	106	110
Unknown	15	773	788
Sub-total	77	5,728	5,805
Motorcycle rider/passenger			
Open face (jet) helmet worn	12	275	287
Full face helmet worn	45	1,696	1,741
No helmet worn	3	84	87
Unknown	1	219	220
Sub-total	61	2,274	2,335
Pedal cycle rider/passenger			
Helmet worn	9	738	747
No helmet worn	4	201	205
Unknown	1	224	225
Sub-total	14	1,163	1,177
Other/unknown	0	3	3
All road vehicle casualties			
Device worn	262	20,966	21,228
Device not worn	59	755	814
Unknown	46	2,005	2,051
ROAD VEHICLE CASUALTIES: TOTAL²	367	23,726	24,093

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, BAC¹, sex, age
DEGREE OF CASUALTY: KILLED**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)										Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		Unknown
Legal	M	0	1	14	12	9	29	23	23	8	22	0	141
	F	0	0	4	3	1	7	5	5	6	9	0	40
	Sub-total²	0	1	18	15	10	36	28	28	14	31	0	181
.001 – .019 ³	M	0	0	0	0	0	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total²	0	0	0	0	0	0	0	0	0	0	0	0
.020 – .049 ⁴	M	0	0	0	2	0	0	1	0	0	0	0	3
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total²	0	0	0	2	0	0	1	0	0	0	0	3
.050 – .079	M	0	0	1	0	0	2	0	1	0	0	0	4
	F	0	0	0	0	0	1	0	0	0	0	0	1
	Sub-total²	0	0	1	0	0	3	0	1	0	0	0	5
.080 – .149	M	0	0	2	3	1	3	1	0	0	2	0	12
	F	0	0	0	0	0	0	1	0	0	0	0	1
	Sub-total²	0	0	2	3	1	3	2	0	0	2	0	13
≥ .150	M	0	0	6	2	5	14	6	2	1	2	0	38
	F	0	0	1	1	1	2	3	0	0	0	0	8
	Sub-total²	0	0	7	3	6	16	9	2	1	2	0	46
Unknown	M	0	1	4	2	0	1	2	2	1	4	0	17
	F	0	0	1	0	0	0	1	2	2	1	0	7
	Sub-total²	0	1	5	2	0	1	3	4	3	5	0	24
MOTOR VEHICLE	M	0	2	27	21	15	49	33	28	30	0	215	
CONTROLLER	F	0	0	6	4	2	10	10	7	10	0	57	
CASUALTIES:	TOTAL²	0	2	33	25	17	59	43	35	40	0	272	

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, BAC¹, sex, age
DEGREE OF CASUALTY: INJURED**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)										Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		Unknown
Legal	M	0	52	894	874	584	1,411	1,206	922	502	469	103	7,017
	F	0	18	854	739	442	1,074	952	641	352	324	97	5,493
	Sub-total²	0	70	1,748	1,613	1,027	2,485	2,158	1,563	854	793	204	12,515
	M	0	1	7	1	1	0	0	0	0	0	0	10
	F	0	0	4	0	0	0	0	0	0	0	0	4
	Sub-total²	0	1	11	1	1	0	0	0	0	0	0	14
.001 – .019 ³	M	0	1	11	8	1	1	0	0	0	0	0	22
	F	0	0	3	0	0	0	0	0	0	0	0	3
	Sub-total²	0	1	14	8	1	1	0	0	0	0	0	25
	M	0	1	17	20	11	17	15	6	2	1	0	90
	F	0	0	7	7	1	6	2	0	3	0	26	
	Sub-total²	0	1	24	27	12	23	17	6	4	4	1	117
.020 – .049 ⁴	M	0	3	70	54	36	59	41	13	7	4	6	293
	F	0	0	16	16	8	18	6	3	2	0	1	70
	Sub-total²	0	3	86	70	44	77	47	16	9	4	7	363
	M	0	1	27	73	49	78	58	28	9	4	6	333
	F	0	0	6	14	10	25	29	9	5	0	98	
	Sub-total²	0	1	33	87	59	103	87	37	14	4	6	431
Unknown	M	0	28	159	172	136	356	290	207	97	81	55	1,581
	F	0	5	158	222	188	348	303	185	77	70	50	1,606
	Sub-total²	0	33	318	395	324	704	593	392	174	151	153	3,237
	MOTOR VEHICLE CONTROLLER CASUALTIES:	0	87	1,185	1,202	818	1,922	1,610	1,176	617	559	170	9,346
	F	0	23	1,048	998	649	1,471	1,292	838	397	148	7,300	
	TOTAL²	0	110	2,234	2,201	1,468	3,393	2,902	2,014	956	371	16,702	

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, BAC¹, sex, age
DEGREE OF CASUALTY: ALL CASUALTIES**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)										Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		Unknown
Legal	M	0	53	908	886	593	1,440	1,229	945	510	491	103	7,158
	F	0	18	858	742	443	1,081	957	646	358	333	97	5,533
	Sub-total²	0	71	1,766	1,628	1,037	2,521	2,186	1,591	868	824	204	12,696
	M	0	1	7	1	1	0	0	0	0	0	0	10
.001 – .019 ³	F	0	0	4	0	0	0	0	0	0	0	0	4
	Sub-total²	0	1	11	1	1	0	0	0	0	0	0	14
	M	0	1	11	10	1	1	1	0	0	0	0	25
	F	0	0	3	0	0	0	0	0	0	0	0	3
.020 – .049 ⁴	Sub-total²	0	1	14	10	1	1	1	0	0	0	0	28
	M	0	1	18	20	11	19	15	7	2	1	0	94
	F	0	0	7	7	1	7	2	0	0	3	0	27
	Sub-total²	0	1	25	27	12	26	17	7	2	4	1	122
.050 – .079	M	0	3	72	57	37	62	42	13	7	6	6	305
	F	0	0	16	16	8	18	7	3	2	0	1	71
	Sub-total²	0	3	88	73	45	80	49	16	9	6	7	376
	M	0	1	33	75	54	92	64	30	10	6	6	371
≥ .150	F	0	0	7	15	11	27	32	9	5	0	0	106
	Sub-total²	0	1	40	90	65	119	96	39	15	6	6	477
	M	0	29	163	174	136	357	292	209	98	85	55	1,598
	F	0	5	159	222	188	348	304	187	79	71	50	1,613
Unknown	Sub-total²	0	34	323	397	324	705	596	396	177	156	153	3,261
	MOTOR VEHICLE CONTROLLER CASUALTIES:	0	89	1,212	1,223	833	1,971	1,643	1,204	627	589	170	9,561
MOTOR VEHICLE CONTROLLER CASUALTIES:	F	0	23	1,054	1,002	651	1,481	1,302	845	444	407	148	7,357
	TOTAL²	0	112	2,267	2,226	1,485	3,452	2,945	2,049	1,071	996	371	16,974

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

Road user class	Blood alcohol concentration (g/100mL)							Total
	Legal	.001-.019 ¹	.020-.049 ²	.050-.079	.080-.149	≥.150	Unknown	
Car driver	111	0	2	4	8	33	15	173
Light truck driver	14	0	0	1	2	7	2	26
Heavy rigid truck driver	1	0	0	0	0	0	0	1
Articulated truck driver	10	0	0	0	1	0	2	13
Bus driver	0	0	0	0	0	0	0	0
Motorcycle rider	44	0	1	0	2	6	4	57
Other motor vehicle driver	1	0	0	0	0	0	1	2
MOTOR VEHICLE CONTROLLER CASUALTIES: TOTAL	181	0	3	5	13	46	24	272

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

Road user class	Blood alcohol concentration (g/100mL)							Total
	Legal	.001-.019 ¹	.020-.049 ²	.050-.079	.080-.149	≥.150	Unknown	
Car driver	9,595	11	19	87	267	343	2,558	12,880
Light truck driver	794	0	6	13	44	39	169	1,065
Heavy rigid truck driver	109	0	0	0	0	0	9	118
Articulated truck driver	164	0	0	0	0	0	23	187
Bus driver	44	0	0	0	0	1	4	49
Motorcycle rider	1,610	3	0	17	50	45	419	2,144
Other motor vehicle driver	199	0	0	0	2	3	55	259
MOTOR VEHICLE CONTROLLER CASUALTIES: TOTAL	12,515	14	25	117	363	431	3,237	16,702

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

Road user class	Blood alcohol concentration (g/100mL)							Total
	Legal	.001-.019 ¹	.020-.049 ²	.050-.079	.080-.149	≥.150	Unknown	
Car driver	9,706	11	21	91	275	376	2,573	13,053
Light truck driver	808	0	6	14	46	46	171	1,091
Heavy rigid truck driver	110	0	0	0	0	0	9	119
Articulated truck driver	174	0	0	0	1	0	25	200
Bus driver	44	0	0	0	0	1	4	49
Motorcycle rider	1,654	3	1	17	52	51	423	2,201
Other motor vehicle driver	200	0	0	0	2	3	56	261
MOTOR VEHICLE CONTROLLER CASUALTIES: TOTAL	12,696	14	28	122	376	477	3,261	16,974

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		Total killed & injured
	Killed	Injured	
Yes	91	1,505	1,596
No	264	17,064	17,328
Unknown	80	7,276	7,356
CASUALTIES: Total	435	25,845	26,280

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

Speeding involved in crash	Degree of casualty		Total killed & injured
	Killed	Injured	
Yes	140	4,129	4,269
No or unknown	295	21,716	22,011
CASUALTIES: Total	435	25,845	26,280

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

Fatigue involved in crash	Degree of casualty		Total killed & injured
	Killed	Injured	
Yes	87	2,029	2,116
No or unknown	348	23,816	24,164
CASUALTIES: Total	435	25,845	26,280

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 residents¹, age, sex

Age (years)	Sex		TOTAL
	Male	Female	
0 – 4	225,945	213,844	439,789
5 – 16	553,102	526,818	1,079,920
17 – 20	189,388	180,502	369,890
21 – 25	243,335	238,260	481,595
26 – 29	189,821	188,972	378,793
30 – 39	492,141	500,892	993,033
40 – 49	491,132	499,373	990,505
50 – 59	428,963	433,307	862,270
60 – 69	306,875	311,785	618,660
≥70	290,647	382,912	673,559
NEW SOUTH WALES RESIDENTS:			
TOTAL	3,411,349	3,476,665	6,888,014

Source – Australian Bureau of Statistics.

¹ Preliminary estimated resident population for 30 June 2007 as published in December 2007.

Table 33: Licence holders* as at 30 June 2007

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	31,121	28,994	60,115	185	9	194	31,306	29,003	60,309
17 – 20	144,347	142,441	286,788	5,340	484	5,824	149,687	142,925	292,612
21 – 25	174,178	185,406	359,584	15,022	1,813	16,835	189,200	187,219	376,419
26 – 29	140,053	155,837	295,892	20,152	2,718	22,870	160,205	158,555	318,762
30 – 39	374,794	442,387	817,813	79,694	10,764	90,632	454,488	453,151	908,445
40 – 49	358,722	434,613	794,545	109,889	13,188	123,422	468,611	447,801	917,967
50 – 59	309,720	361,066	671,358	98,997	12,330	111,450	408,717	373,396	782,808
60 – 69	242,192	237,759	480,266	45,018	3,829	48,885	287,210	241,588	529,151
≥ 70	204,339	166,928	371,378	17,585	1,135	18,734	221,924	168,063	390,112
LICENCE HOLDERS									
TOTAL	1,979,469	2,155,431	4,137,742	391,882	46,270	438,846	2,371,351	2,201,701	4,576,588

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	3,386,968
Rigid truck, van or utility	756,447
Articulated truck	19,980
Bus	13,720
Motorcycle	133,512
Sub-total	4,310,627
OTHER VEHICLES	
Plant	12,970
Trailer	755,036
Sub-total	768,006
VEHICLES ON REGISTER: TOTAL	5,078,633

Source – Roads and Traffic Authority.

1 As at 30 June 2007.

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.

A

age

- casualties 74-76, 78-80
- causes of death 19
- controllers 34-37, 39-44, 78-80
- licence holders 86
- population of NSW 85

alcohol

- concentration 39-42, 78-82
- involvement in crashes 31-33
- zero alcohol limit 11

ambulances *see* emergency vehicles

Anzac Day holiday 24

area *see* country areas; local government areas; metropolitan area; regions (State)

articulated trucks*

- casualties 29, 73, 81-82
- controller casualties 73, 81-82
- controllers 34-38
- crashes 29
- involvement rate 30
- single vehicle crashes 28

Australia Day holiday 24

B

BAC *see* alcohol concentration

bicycles *see* pedal cycles

blood alcohol concentration *see* alcohol concentration

buses*

- casualties 29, 73, 81-82
- controller casualties 73, 81-82
- controllers 34-38
- crashes 29
- involvement rate 30
- single vehicle crashes 28

C

Cars*

- casualties 29, 73-76, 81-82
- controller casualties 73-76, 81-82
- controllers 34-38
- crashes 29
- single vehicle crashes 28

carriageway* 45

casualties*

see also fatalities

age 74-76, 78-80

alcohol concentration of 78-82

area *see* country areas; local government areas; metropolitan area; regions (State)

comparative statistics 6, 18, 19

controllers 73-82

degree of *see* casualties *main entry*; fatalities

from alcohol-involved crashes 83

from fatigue-involved crashes 83

from speeding-involved crashes 83

helmets, use of *see* safety devices

holiday periods 24

road types *see* roads

road user classes *see* road user classes

safety devices, use of 77

seat belts, use of *see* safety devices

sex 74-76, 78-80

trends 16, 21-22

vehicle types involved

buses 29, 73, 81-82

cars 29, 73-76, 81-82

motorcycles 73-77, 81-82

pedal cycles 29, 73-77

trucks 29, 73, 81-82

causes of death 19

children *see* age

Christmas holiday 24

coaches *see* buses

comparative statistics 6, 18, 19

see also trends

control, loss of **27**

controllers*

see also road user classes

age 34-37, 39-44, 78-80

alcohol concentration 39-42, 78-82

casualties 73-82

degree of crash 34-44

licence status 38

motor vehicle 34-44, 73-82

road user classes 34-38, 73-77, 81-82

sex 34-37, 39-44, 78-80

trends 21-22

vehicle types 34-38, 73-76, 81-82

convention for table headings 8

condition, surface 47

cost of crashes 7

council areas *see* local government areas
country areas
 alcohol involvement 32
 casualties 49-71
 crashes 32, 46, 49-71
 speed limits 46
countries, other 18
crashes*
 alcohol involvement in 31-33
 alignment, road 47
 area *see* country areas; local government areas;
 metropolitan area; regions (State)
 comparative statistics 6
 cost of 7
 criteria for inclusion 9
 degree of 6, 24-26, 28-33, 45-71
 factors contributing to 30, 33
 fatal 6, 16, 24-26, 28-33, 45-71
 fatigue involvement in 33
 features of location of 45
 see also road user movements
 holiday periods 24
 injury *see* injury crashes
 local government areas 48-71
 location types 45
 non-casualty 6, 24-26, 28-33, 45-71
 object hit in 28
 see also road user movements
 persons involved in *see* road user classes
 road types *see* roads
 road user movements **27**
 routes 57-71
 single vehicle **27**, 28
 speed limits 46
 speeding involvement in 33, 43
 time periods 25, 26, 31
 trends 16
 vehicle types involved in *see* vehicles, types
 involved
 urbanisation 32
curve, crashes on 47

D

Day of week, crashes by 25
deaths
 see also fatalities
 causes of 19
definitions 12 - 13
degree of crash 6, 24, 26, 28-33, 45-71
 see also crashes
degree of casualty *see* fatalities; casualties

distance travelled 16
drink driving *see* alcohol
drivers* *see* controllers

E

Easter holiday 24
emergency vehicles* 29

F

Factors contributing to crashes 30, 33
fatal crashes* 6, 16, 24-26, 28-33, 45-71
 see crashes *for* subentries
fatalities*
 see also casualties
 comparative statistics 6, 18, 19
 month 20
 number of 6
 rate of 16, **17**, 18
 trends 16, 20
 year 16, 20, 21-22
fatigue 14, 33, 83
fatigued controllers, 44
features of location 45
 see also road user movements
fire brigade vehicles *see* emergency vehicles
footpath* **27**
freeways and motorways
 casualties 57-58
 crashes 57-58

H

Head on impacts **27**
heavy rigid trucks*
 see also rigid trucks
 casualties 29, 73, 81-82
 controller casualties 73, 81-82
 controllers 34-38
 crashes 29
 single vehicle crashes 28
heavy vehicles *see* heavy rigid trucks;
 articulated trucks; buses
helmets *see* safety devices
highways *see* roads, highways
holiday periods 24
hour of day, crashes by 25

I

Impact, first

- angle of 27
- object hit in 28
- road user movement 27
- injured* *see* fatalities; casualties
- injury crashes* 6, 24-26, 28-33, 45-71
 - see* crashes *for subentries*
- international comparisons 18
- intersections*
 - crashes at 27, 45
- interstate comparisons 18
- involvement rates of motor vehicles 30

K

Killed *see* fatalities

L

Labour Day holiday 24

licence

- age and sex of holders 86
- holders 6, 16, 86
- status 38
- types 86

light commercial vehicles

- involvement rate 30

light trucks*

- see also* rigid trucks
- casualties 29, 73, 81-82
- controller casualties 73, 81-82
- controllers 34-38
- crashes 29
 - single vehicle crashes 28

local government areas 11, 48-71

location type of crashes 27, 45

loss of control *see* control, loss of

M

Main points for 2007 6, 7

main routes (specific) *see* routes (selected)

manoeuvres *see* road user movements

metropolitan area

- see also* definitions of Sydney, Newcastle & Wollongong metropolitan areas 12-13
- alcohol involvement 32
- casualties 56
 - Sydney 48-49
- crashes 32, 46, 56
 - Sydney 48-49
- speed limits 46

months 20

motor vehicle controllers *see* controllers

motor vehicles*

- see also* individual vehicle types
- distance travelled 16
- drivers *see* controllers
- involvement rates 30
- registered 6, 16, 18, 87
- single vehicle crashes 28
- types involved *see* vehicles, types involved

motorcycles*

- casualties
 - age 74-76
 - degree of 73-77, 81-82
 - helmet use 77
 - sex 74-76
 - trends 21-22
- controllers
 - age 34-37
 - alcohol concentration 81-82
 - sex 34-37
 - licence status 38
- crashes 28, 29, 30
- involvement rate 30
- passengers 21-22, 73-76
- riders *see* motorcycles, controllers
- trends 21-22

motorways and freeways

- casualties 57-58
- crashes 57-58

movements of vehicles and pedestrians

- see* road user movement

N

New Year holiday 24

Newcastle Metropolitan Area*

- see* metropolitan area

non-casualty crashes* 6, 24, 26, 28-33, 45-71

- see* crashes *for subentries*

non-intersection crashes 27, 45

O

Objects hit 28

- see also* road user movement

overtaking 27

P

Passengers*

- casualties
 - age 74-76

- degree of 73-77
- safety device, use of 77
- sex 74-76
- trends 21-22
- vehicle types 73-76

- passenger vehicles
 - involvement rate 30

- pedal cycles*
 - casualties
 - age 74-76
 - degree of 73-77
 - helmet use 77
 - sex 74-76
 - trends 21-22
 - crashes 11, 29

- pedestrians*
 - casualties
 - age 74-76
 - degree of 73-76
 - sex 74-76
 - trends 21-22
 - crashes 27, 29
 - movements of 27

- persons involved in crashes
 - see road user classes

- police vehicles see emergency vehicles

- population
 - age 85
 - comparative statistics 18
 - NSW 6, 18, 85
 - trends 16

- public holidays see holiday periods

Q

- Queen's Birthday holiday 24

R

- Rear end impacts 27
- regions (State) 48-56
- registered vehicles 6, 16, 18, 87
- residents see population
- restraints see safety devices
- riders see controllers; motorcycles; pedal cycles
- rigid trucks 30
 - see also heavy rigid trucks; light trucks
- roads*
 - see also routes for specific routes
 - freeways 57-58
 - highways 58-71

- road user classes
 - see also controllers; passengers; motorcycles;
- pedal cycles; pedestrians
 - age 34-37, 74-76
 - alcohol concentration 81-82
 - casualties 21-22, 73-76, 81-82
 - degree of crash 34-38
 - degree of casualty 73-76, 81-82
 - licence status 38
 - sex 34-37, 74-76
 - trends 21-22
- road user movements 27
- roundabouts 45
- routes (selected) 57-71
- RUMs 27

S

- Safety devices
 - casualties' use of 77
- school holidays 24
- seat belts see safety devices
- semi-trailers see articulated trucks
- severity
 - of crash see degree of crash
 - of injury see fatalities; casualties
- sex
 - casualties 74-76
 - causes of death 19
 - controller casualties 74-76, 78-80
 - controllers, motor vehicle 34-37, 39-42
 - licence holders 86
 - population of NSW 85
- single vehicle crashes 27, 28
- speed limits 46
- speeding 14, 33, 83
- speeding, controllers 43
- states, other 18
- State regions see regions
- summary for 2007 6, 7
- Sydney Metropolitan Area* see metropolitan area

T

- Tables, convention for headings 8
- time of day, crashes by 25
- time periods 25, 26, 31
- time series see trends
- tow trucks see emergency vehicles
- towaway crashes see non-casualty crashes
- trends
 - casualties 16, 21-22

- crashes 16
- distance travelled 16
- fatalities 16, 20-22
- licence holders 16
- population 16
- road user classes 21-22
- vehicles on register 16

trucks *see* articulated trucks; heavy rigid trucks; light trucks

U

Urbanisation, of crash location 32

V

Vehicles

- see also* motor vehicles; individual vehicle types
- distance travelled 16
- involvement rates 30
- manoeuvres *see* road user movements
- movements *see* road user movements
- on register 6, 16, 18, 87
- out of control *see* control, loss of
- types involved
 - casualties 73-76, 81-82
 - controllers 34-38
 - crashes 28, 29, 30

W

Wollongong Metropolitan Area*
see metropolitan area

Y

Years 16, 20-22