NSW Centre for Road Safety

NSW GOVERNMENT

RTA

ROAD TRAFFIC CRASHES IN NEW SOUTH WALES

Statistical Statement for the year ended 31 December 2009

2009

Prepared by the NSW Centre for Road Safety

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Summary data for 2009

			Compared with 2008	
	Number	Percentage	Number change	Percentage change
CRASHES				
Fatal crashes	408	*0.9*	+55	*+15.6*
Injury crashes	18,812	*43.8*	+64	*+0.3*
Non-casualty crashes	23,732	*55.3*	0	*0.0*
Total recorded crashes	42,952	*100.0*	+119	*+0.3*
CASUALTIES				
Killed	453	*1.8*	+79	*+21.1*
Injured	24,106	*98.2*	+58	*+0.2*
Total casualties	24,559	*100.0*	+137	*+0.6*
VEHICLES ON REGISTER[1]	4,516,400		+96,700	*+2.1*
Fatalities per 10,000 vehicles	**1.00**			***+15.6***
LICENCE HOLDERS[2]	4,721,000		+78,800	*+1.7*
Fatalities per 10,000 licence holders	**0.96**			***+16.0***
POPULATION OF STATE[3]	7,134,400		+119,500	*+1.7*
Fatalities per 100,000 persons	**6.35**			***+16.0***

[1] As at 30 June 2009. Excludes tractors, trailers, caravans, trader plates, plant and equipment.

[2] As at 30 June 2009. Previously, the number of licences on issue was reported. See also note on Table 33.

[3] Estimated resident population. Estimate for 30 June 2009, as published in June 2010. Source - Australian Bureau of Statistics.

Main points for 2009

- The number of persons killed per 100,000 population was 6.3. This is the third lowest since records were first compiled in 1908.
- There were 42,952 recorded road crashes in New South Wales during 2009. Of these, 19,220 were casualty crashes. There were 453 persons killed and 24,106 injured.
- The estimated cost to the community of these road crashes using the willingness to pay methodology was around $5,340 million.
- The number of persons killed was up by 79 (21%) on the previous year but was still the third lowest annual fatality total since 1945. The 2009 fatality result represents the first annual increase after a run of six consecutive decreases previously.
- The number of persons injured in 2009 was up by 58 (0.2%) on the previous year but was still the second lowest annual injury total since 1962.
- The number of motorcyclists killed was the highest since 2001, whilst the number of motorcyclists injured was the highest since 1990.
- Country roads accounted for 34% of all crashes, but 66% of fatal crashes.
- At least 21% of motor vehicle occupants killed were not wearing available seat belts.
- Three of the thirteen pedal cyclists killed and at least 17% of those injured failed to wear a helmet.
- Forty-six 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 59% of fatal crashes on Thursday, Friday and Saturday nights, 24% 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-eight per cent of these casualties were in the high range (0.15 g/100mL or more).
- Crashes which involved speeding represented at least 45% of fatal crashes and 17% 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 14% per cent of licence holders.
- Twenty-eight per cent of all speeding drivers and motorcycle riders involved in fatal crashes were males aged 17-25. In contrast, only two per cent of speeding drivers and motorcycle riders involved in fatal crashes were females in that age group.
- Fatigue was assessed as being involved in at least 18% of fatal crashes.
- Whilst there was a 16% increase in fatal crashes during 2009, compared with 2008, there were several crash characteristics which increased by more than the overall increase - in particular speed related fatal crashes (up by 28%), fatal crashes on two-way undivided roads (up by 27%), fatal crashes on country roads with a posted speed limit of 100 km/h or more (up by 35%) and fatal crashes on weekdays between 3pm and 9pm (up 45%).

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 39 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 24.

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 2,598. 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 2,556 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 October 2010.

Criteria for reporting crashes in 2009

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 *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 casualty 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 scanning and logging.

Under the paperless system, completed and verified data are transferred from COPS, on a weekly basis, and electronically 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 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, known as CrashLink, 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 Federal Department of Infrastructure and Transport, NSW Police Force, National Roads and Motorist's Association, Australian Bureau of Statistics and Local Governments also regularly use road crash 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 in 2000 resulted in an increase in the number of Provisional Licence holders. The assignment of an unknown value has increased in frequency for a number of fields and decreased in others. Care should therefore be taken when making comparisons with data from previous years.

Pedal cycle crashes

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

Zero alcohol limit

The *Road Transport (Safety and Traffic Management) Act 1999*, prescribes a zero alcohol limit in NSW for novice licence holders commencing 3 May 2004. The zero alcohol limit means learner, provisional P1 and provisional P2 licence holders may not consume any alcohol before driving. Relevant tables in this statement incorporate the zero alcohol limit (novice range prescribed concentration of alcohol (PCA) and special range PCA offences).

Local Government Areas

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

Definitions and explanatory notes

Animal rider	A person sitting on/riding a horse or other animal.
Articulated truck	Comprised of articulated tanker, semi-trailer, low loader, road train and B-double.
Bicycle rider	See *Pedal cycle rider*.
Bus	Includes 'State Transit Authority' bus and long distance/tourist coach.
Car	Includes sedan, station wagon, utility (based on car design), panel van (based on car design), coupe, hatchback, sports car, passenger van and four wheel drive passenger vehicle.
Carriageway	That part of the road improved or designed and/or ordinarily used for vehicular movement. When a road has two or more of these portions, divided by a median strip or other physical separation, each of these is a separate carriageway.
Casualty	Any person killed or injured as a result of a crash.
Controller	A person occupying the controlling position of a road vehicle.
Crash	Any apparently unpremeditated event reported to the police and resulting in death, injury or property damage attributable to the movement of a road vehicle on a road.
Driver	A controller of a motor vehicle other than a motorcycle.
Emergency vehicle	Includes ambulance, fire brigade vehicle, police patrol car (or van) and tow truck.
Fatal crash	A crash for which there is at least one fatality.
Fatality	A person who dies within 30 days of a crash as a result of injuries received in that crash.
Footpath	That part of the road which is ordinarily reserved for pedestrian movement as a matter of right or custom.
Heavy truck	Comprised of heavy rigid truck and articulated truck.
Heavy rigid truck	Comprised of rigid lorry and rigid tanker with a tare weight in excess of 4.5 tonnes.
Injured	A person who is injured as a result of a crash, and who does not die as a result of those injuries within 30 days of the crash.
Injury crash	A non-fatal crash for which at least one person is injured.
Intersection crash	A crash for which the first impact occurs at or within 10 metres of an intersection.
Killed	See Fatality.
Light truck	Includes panel van (not based on car design), utility (not based on car design) and mobile vending vehicle.
Motor vehicle	Any road vehicle which is mechanically or electrically powered but not operated on rails.
Motorcycle	Any mechanically or electrically propelled two or three-wheeled machine with or without side-car. Includes solo motorcycle, motorcycle with sidecar, motor scooter, mini-bike, three-wheeled special mobility vehicle and moped (motorised 'pedal cycle').
Motorcycle passenger	A person on but not controlling a motorcycle.
Motorcycle rider	A person occupying the controlling position of a motorcycle.
Newcastle Metropolitan Area	Comprised of the following local government areas: Newcastle and Lake Macquarie cities.
Non-casualty crash	A crash for which at least one vehicle is towed away but there is no fatality or person injured.
Passenger	Any person, other than the controller, who is in, on, boarding, entering, alighting or falling from a road vehicle at the time of the crash, provided a portion of the person is in/on the road vehicle.
Pedal cycle	Any two or three-wheeled device operated solely by pedals and propelled by human power except toy vehicles or other pedestrian conveyances. Includes bicycles with side-car, trailer or training wheels attached.
Pedal cycle passenger	A person on but not controlling a pedal cycle.

Pedal cycle rider	A person occupying the controlling position of a pedal cycle.
Pedestrian	Any person who is not in, on, boarding, entering, alighting or falling from a road vehicle at the time of the crash.
Pedestrian Conveyance	Any device, ordinarily operated on the footpath, by which a pedestrian may move, or by which a pedestrian may move another pedestrian or goods. Includes non-motorised scooter, pedal car, skateboard, roller skates, in-line skates, toy tricycle, unicycle, push cart, sled, trolley, non-motorised go-cart, billycart, pram, wheelbarrow, handbarrow, non-motorised wheelchair or any other toy device used as a means of mobility.
Road	The area devoted to public travel within a surveyed road reserve. Includes a footpath and cycle path inside the road reserve and a median strip or traffic island.
Road vehicle	Any device (except pedestrian conveyance) upon which or by which any person or property may be transported or drawn on a road.
Sydney Metropolitan Area	Comprised of the following local government areas: City of Sydney, Bankstown, Blacktown, Botany Bay, Campbelltown, Canada Bay, Canterbury, Fairfield, Holroyd, Hurstville, Liverpool, Parramatta, Penrith, Randwick, Rockdale, Ryde, South Sydney and Willoughby cities, Ashfield, Auburn, Baulkham Hills, Burwood, Camden, Hornsby, Hunters Hill, Kogarah, Ku-ring-gai, Lane Cove, Leichhardt, Manly, Marrickville, Mosman, North Sydney, Pittwater, Strathfield, Sutherland, Warringah, Waverley and Woollahra.
Wollongong Metropolitan Area	Comprised of the following local government areas: Wollongong and Shellharbour cities.

Criteria for determining speeding and fatigue involvement

Speeding

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

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

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

(a) The vehicle's controller (driver or rider) was charged with a speeding offence; or

the vehicle was described by police as travelling at excessive speed; or

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

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

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

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

Fatigue

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

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

(c) The vehicle's controller was described by police as being asleep, drowsy or fatigued.

(d) The vehicle performed a manoeuvre which suggested loss of concentration of the controller due to fatigue, that is

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

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

Crash and casualty trends

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

Table 1: Trends in New South Wales 1950, 1955, 1960, 1965, 1970-2009

Year	Killed	Injured	Fatal crashes	Total crashes	Vehicles on register[1] ('000)	Licence holders[2] ('000)	Population[3] ('000)	Total vehicle kilometres travelled[4] ('000,000)	Fatalities per 10,000 vehicles	Fatalities per 10,000 licences	Fatalities per 100,000 population	Fatalities per 100 million vehicle km
1950	**634**	**11,096**		**18,232**	**478**	**677**	**3,193**	**-**	**13.26**	**9.36**	**19.9**	**-**
1955	**820**	**16,437**		**37,379**	**709**	**1,000**	**3,491**	**-**	**11.57**	**8.20**	**23.5**	**-**
1960	**978**	**22,655**	**910**	**51,316**	**972**	**1,275**	**3,833**	**-**	**10.06**	**7.67**	**25.5**	**-**
1965	**1,151**	**29,157**	**1,026**	**65,348**	**1,296**	**1,608**	**4,172**	**-**	**8.88**	**7.16**	**27.6**	**-**
1970	**1,309**	**34,886**	**1,135**	**92,998**	**1,712**	**2,049**	**4,522**	**-**	**7.65**	**6.39**	**28.9**	**-**
1971	1,249	36,660	1,096	99,547	1,818	2,155	4,726[3]	29,104.5	6.87	5.80	26.4	4.29
1972	1,092	36,814	981	113,375	1,909	2,223	4,795	-	5.72	4.91	22.8	-
1973	1,230	39,294	1,082	119,426	2,009	2,299	4,842	-	6.12	5.35	25.4	-
1974	1,275	40,429	1,121	128,842	2,098	2,391	4,894	-	6.08	5.33	26.1	-
1975	**1,288**	**38,141**	**1,150**	**111,565**	**2,204**	**2,532**	**4,932**	**-**	**5.84**	**5.09**	**26.1**	**-**
1976	1,264	37,327	1,119	69,204[5]	2,251	2,634	4,960	34,187.5	5.62	4.80	25.5	3.70
1977	1,268	38,407	1,118	70,535	2,309	2,744	5,002	-	5.49	4.62	25.4	-
1978	1,384	40,875	1,222	76,127	2,389	2,849	5,054	-	5.79	4.86	27.4	-
1979	1,290	36,984	1,125	66,738	2,490	2,887	5,111	37,673.7	5.18	4.47	25.2	3.42
1980	**1,303**	**38,816**	**1,152**	**66,770**	**2,587**	**2,980**	**5,172**	**-**	**5.04**	**4.37**	**25.2**	**-**
1981	1,291	38,968	1,130	68,290	2,691	3,087	5,235	-	4.80	4.18	24.7	-
1982	1,253	34,553	1,115	64,056	2,788	3,198	5,308	43,750.6	4.49	3.92	23.6	2.86
1983	966	33,978	877	61,606	2,839	3,275	5,360	-	3.40	2.95	18.0	-
1984	1,037	36,271	910	65,203	2,891	3,358	5,412	-	3.59	3.09	19.2	-
1985	**1,067**	**39,336**	**954**	**70,848**	**2,986**	**3,438**	**5,465**	**46,621.6**	**3.57**	**3.10**	**19.5**	**2.29**
1986	1,029	38,230	908	68,664	3,043[1]	3,521	5,532	-	3.38	2.92	18.6	-
1987	959	38,219	858	69,214	3,042	3,590	5,612	-	3.15	2.67	17.1	-
1988	1,037	36,616	912	64,012	3,081	3,662	5,702	51,453.5[4]	3.37	2.83	18.2	2.02
1989	960	35,324	783	62,801	3,171	3,705	5,772	-	3.03	2.59	16.6	-
1990	**797**	**32,153**	**702**	**59,407**	**3,224**	**3,721**	**5,827**	**-**	**2.47**	**2.14**	**13.7**	**-**
1991	663	28,085	585	53,762	3,059[1]	3,714	5,899	47,443.0	2.17	1.79	11.2	1.40
1992	649	25,920	576	50,505	3,208	e3,793	5,963	-	2.02	1.71	10.9	-
1993	581	26,368	518	50,718	3,235	3,871	6,005	-	1.80	1.50	9.7	-
1994	647	26,160	553	50,846	3,263	3,928	6,060	-	1.98	1.65	10.7	-
1995	**620**	**25,963**	**563**	**52,120**	**3,315**	**3,998**	**6,127**	**50,692.0**	**1.87**	**1.55**	**10.1**	**1.22**
1996	581	26,029	538	52,383	3,363	4,071	6,205	-	1.73	1.43	9.4	-
1997	576	24,454	525	50,120	3,417	3,954[2]	6,277	-	1.69	1.46	9.2	-
1998	556	26,415	491	52,575	3,493	4,030	6,339	52,607.0[4]	1.59	1.38	8.8	1.06
1999	577	26,748	506	52,866	3,545	4,086	6,411	55,572.0	1.63	1.41	9.0	1.04
2000	**603**	**28,812**	**543**	**52,914**	**3,635**	**4,146**	**6,486**	**51,088.0[4]**	**1.66**	**1.45**	**9.3**	**1.18**
2001	524	29,913	486	51,814	3,737	4,157	6,575	58,553.0	1.40	1.26	8.0	0.89
2002	561	28,447	501	50,448	3,830	4,243	6,629	60,792.0	1.46	1.32	8.5	0.92
2003	539	27,208	483	49,266	3,939	4,317	6,672	62,125.0	1.37	1.25	8.1	0.87
2004	510	26,323	458	47,310	4,054	4,345	6,707	58,875.0	1.26	1.17	7.6	0.87
2005	**508**	**25,209**	**459**	**45,554**	**4,125**	**4,397**	**6,756**	**63,717.0**	**1.23**	**1.16**	**7.5**	**0.80**
2006	**496**	**25,439**	**449**	**45,528**	**4,220**	**4,474**	**6,816**	**61,400.0**	**1.18**	**1.11**	**7.3**	**0.81**
2007	**435**	**25,845**	**405**	**45,395**	**4,311**	**4,577**	**6,905**	**62,732.0**	**1.01**	**0.95**	**6.3**	**0.69**
2008	**374**	**24,048**	**353**	**42,833**	**4,420**	**4,642**	**7,015**	**65,798.0**	**0.85**	**0.81**	**5.3**	**0.57**
2009	**453**	**24,106**	**408**	**42,952**	**4,516**	**4,721**	**p7,134**	**-**	**1.00**	**0.96**	**6.3**	**-**

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

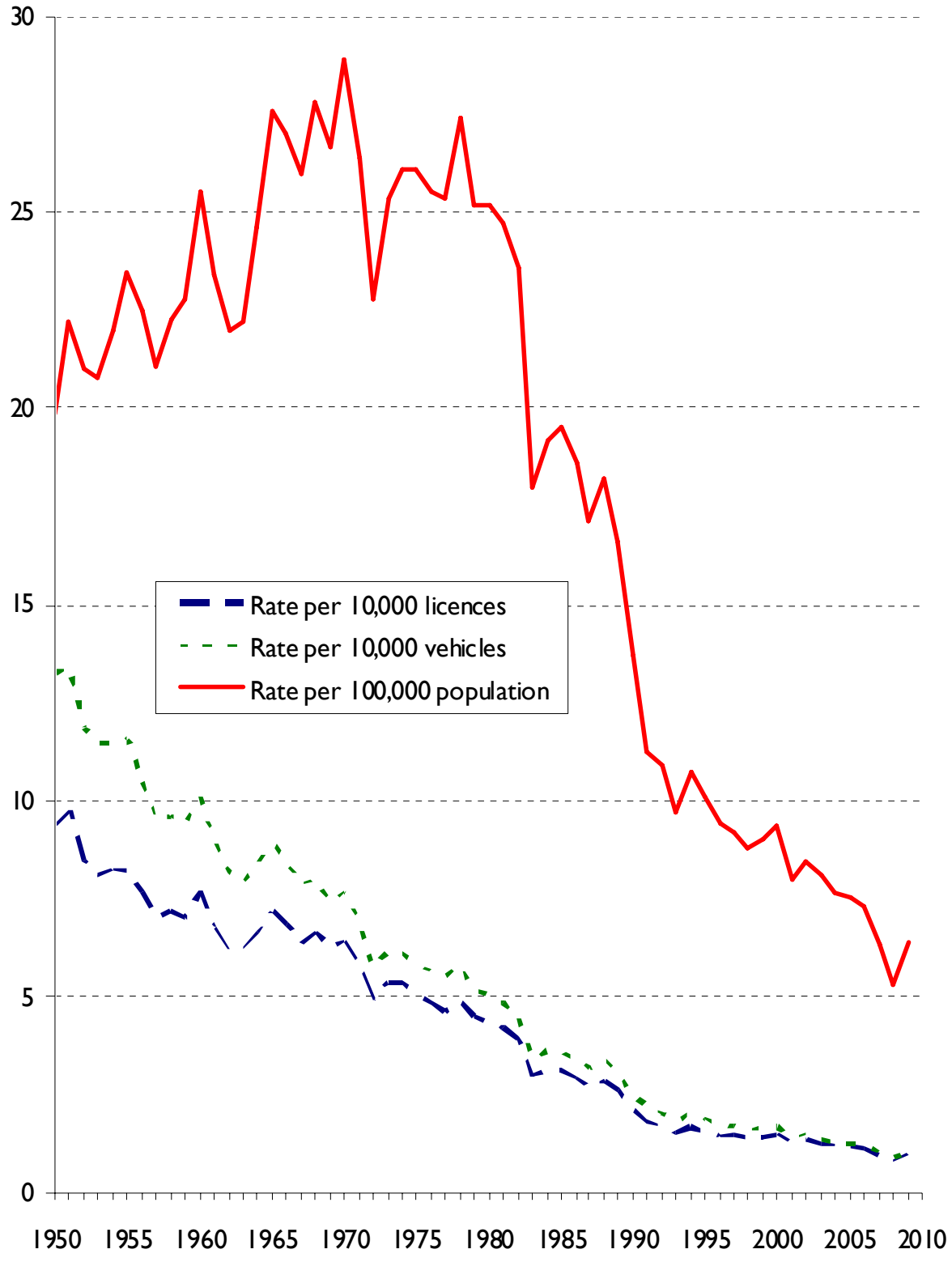
3 Estimated Resident Population as at 30 June. Prior to 1966 full-blooded Aborigines were excluded. Prior to 1971 data were defined as Estimated Population. 2008 data revised, 2009 data as published in December 2009.

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 the years 1998 to 2007. Travel for 1998 is for the 12 months ended 31 July. Travel from 2000 onwards is for the 12 months ended 31 October. Changes to methodology introduced for 2008.

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 2009 in NSW



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

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

	Killed	Vehicles[3] ('000)	Population[4] ('000)	Fatalities per 10,000 vehicles	Fatalities per 100,000 population
NEW SOUTH WALES	**453**	**4,516**	**7,134**	**1.0**	**6.3**
Victoria	290	4,010	5,443	0.7	5.3
Queensland	331	3,283	4,425	1.0	7.5
Western Australia	190	1,828	2,245	1.0	8.5
South Australia	119	1,209	1,624	1.0	7.3
Tasmania	64	401	503	1.6	12.7
Australian Capital Territory	12	247	352	0.5	3.4
Northern Territory	31	129	226	2.4	13.7
AUSTRALIA	**1,490**	**15,674**	**21,955**	**1.0**	**6.8**
CANADA	2,130	21,387	33,508	1.0	6.4
DENMARK	303	2,799	5,511	1.1	5.5
FRANCE	4,273	38,386	62,469	1.1	6.8
GERMANY	4,152	49,603	82,002	0.8	5.1
JAPAN	5,772	82,925	127,510	0.7	4.5
NETHERLANDS	644	9,249	16,487	0.7	3.9
NEW ZEALAND	384	3,220	4,316	1.2	8.9
NORWAY	212	3,182[5]	4,799	0.7	4.4
SWEDEN	358	5,420	9,256	0.7	3.9
UNITED KINGDOM	2,337	34,258	61,792	0.7	3.8
UNITED STATES OF AMERICA	33,808	257,494[5]	307,007	1.3	11.0

1 Australian data based on information published by the Bureau of Infrastructure, Transport and Regional Economics for 2009.
2 Other data based on information from International Road Traffic and Accident Database (OECD) or individual National Road Crash Statistics Reporting Authorities for 2009.
3 Australian figures (except for New South Wales) are as at 31 March 2009 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 2009.
4 Australian population estimates are from the Australian Bureau of Statistics Australian Demographic Statistics for 30 June 2009 as published in June 2010.
5 Vehicle data from 2008 – International Road Traffic and Accident Database. NHTSA 2008.

Table 3: Deaths within NSW, causes of death, sex, age for 2008

2008	Age (years)									TOTAL[5]
	0-14	15-19	20-24	25-29	30-39	40-49	50-59	60-69	≥70	
Males										
Deaths from all causes[1]	332	95	138	173	505	998	1,968	3,310	17,238	24,765
All accidental deaths[1]	12	34	44	45	104	88	81	57	362	828
Road deaths[3]	7	30	42	20	47	48	28	22	40	284
as % of accidental deaths	58	88	95	44	45	55	35	39	11	34
as % of all deaths	2	32	30	12	9	5	1	<1	<1	1
Females										
Deaths from all causes[1]	230	47	52	61	222	555	1,181	2,096	19,570	24,017
All accidental deaths[1]	10	13	18	np[2]	20	23	27	36	406	558
Road deaths[3]	1	9	10	6	11	8	16	10	19	90
as % of accidental deaths	10	69	56	na[4]	55	35	59	28	5	16
as % of all deaths	<1	19	19	10	5	1	1	<1	<1	<1
All persons										
Deaths from all causes[1]	562	142	190	234	727	1,553	3,149	5,406	36,808	48,782
All accidental deaths[1]	22	47	62	np[2]	124	111	108	93	768	1,386
Road deaths[3]	8	39	52	26	58	56	44	32	59	374
as % of accidental deaths	36	83	84	na[4]	47	50	41	34	8	27
as % of all deaths	1	27	27	11	8	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 (A00 - Y99) and All accidental deaths (V01 - X59).
2 Not published.
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
2008	28	29	29	26	24	30	34	35	33	39	31	36	374
2009	**26**	**34**	**39**	**55**	**36**	**34**	**27**	**49**	**42**	**45**	**30**	**36**	**453**

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

Year	Road user class							
	Vehicle occupant				Motorcyclist			
	Driver		Passenger		Rider		Passenger	
	K	I	K	I	K	I	K	I
1960	**273**	**7,029**	**248**	**8,801**	**39**	**1,409**	**9**	**241**
1961	272	7,360	252	8,475	41	1,159	4	151
1962	263	7,603	241	8,260	45	952	4	116
1963	282	8,835	262	9,826	18	877	4	111
1964	330	9,860	280	10,778	26	861	7	110
1965	411	11,225	373	11,714	28	901	4	95
1966	428	11,183	321	11,642	32	1,020	2	112
1967	405	11,609	301	11,406	54	1,337	4	122
1968	455	11,908	358	11,786	62	1,899	6	184
1969	436	12,515	358	12,053	75	2,562	4	266
1970	**494**	**13,710**	**387**	**12,719**	**93**	**2,967**	**17**	**311**
1971	465	14,671	395	12,620	106	3,783	16	437
1972	370	14,392	331	12,271	98	4,292	17	443
1973	426	15,754	358	12,904	130	4,852	22	533
1974	436	16,156	361	12,974	140	5,181	16	617
1975	475	14,469	368	13,384	142	4,483	19	609
1976	455	14,131	370	13,154	135	4,239	25	551
1977	489	14,744	347	13,619	125	4,055	15	508
1978	537	16,339	396	14,700	137	3,731	10	498
1979	515	14,821	362	12,623	127	3,783	22	506
1980	**487**	**15,390**	**359**	**12,940**	**152**	**4,366**	**21**	**610**
1981	504	15,538	325	12,883	146	4,643	26	655
1982	453	13,258	322	11,087	178	4,387	25	631
1983	339	12,684	232	10,381	143	4,817	10	590
1984	374	14,001	275	10,753	135	5,181	18	571
1985	412	15,861	264	11,779	122	5,220	21	573
1986	393	15,964	262	11,591	146	4,364	18	560
1987	356	16,117	262	11,447	119	4,053	19	455
1988	403	15,795	270	10,685	111	3,609	12	388
1989	356	15,627	303	10,535	98	3,064	11	307
1990	**310**	**14,469**	**200**	**9,082**	**84**	**2,537**	**6**	**240**
1991	304	12,563	172	8,160	54	2,220	4	212
1992	287	11,883	176	7,490	55	1,936	4	194
1993	274	12,197	135	7,577	41	1,884	5	164
1994	258	12,388	181	7,127	50	1,897	6	193
1995	281	12,228	139	7,375	57	1,848	2	174
1996	234	12,280	146	7,174	52	1,808	6	166
1997	263	11,705	137	6,713	43	1,707	1	142
1998	247	12,653	148	7,344	49	1,879	3	163
1999	263	13,348	139	7,289	51	1,770	4	149
2000	**278**	**15,270**	**146**	**7,308**	**60**	**1,894**	**2**	**138**
2001	219	16,270	133	7,468	68	2,007	2	151
2002	276	15,553	123	6,856	51	1,994	4	141
2003	239	15,125	137	6,549	56	1,826	3	110
2004	229	14,749	122	6,051	57	1,963	1	123
2005	235	13,887	100	5,808	61	1,976	3	123
2006	249	14,218	102	5,589	65	2,214	1	112
2007	215	14,558	77	5,728	57	2,144	4	130
2008	194	13,439	67	4,981	52	2,328	3	125
2009	**210**	**13,461**	**102**	**4,931**	**66**	**2,505**	**3**	**120**

1 K – Killed I – Injured.

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

Year	Road user class							
	Pedestrian		Pedal cyclist[2]		Other[3]		All road users	
	K	I	K	I	K	I	K	I
1960	**367**	**4,022**	**42**	**1,128**	**0**	**25**	**978**	**22,655**
1961	319	3,627	30	1,039	0	28	918	21,839
1962	296	3,548	24	961	3	28	876	21,468
1963	310	4,000	24	967	0	36	900	24,652
1964	328	4,012	38	974	1	36	1,010	26,631
1965	301	4,254	29	942	5	26	1,151	29,157
1966	341	4,111	16	869	3	44	1,143	28,981
1967	329	4,155	23	837	1	35	1,117	29,501
1968	292	4,175	37	935	1	32	1,211	30,919
1969	294	4,469	19	868	2	19	1,188	32,752
1970	**291**	**4,346**	**26**	**792**	**1**	**41**	**1,309**	**34,886**
1971	250	4,292	16	820	1	37	1,249	36,660
1972	256	4,586	19	788	1	42	1,092	36,814
1973	271	4,563	21	648	2	40	1,230	39,294
1974	296	4,719	25	738	1	44	1,275	40,429
1975	257	4,370	22	766	5	60	1,288	38,141
1976	259	4,335	19	857	1	60	1,264	37,327
1977	266	4,349	23	1,089	3	43	1,268	38,407
1978	281	4,571	22	1,020	1	16	1,384	40,875
1979	230	4,120	32	1,115	2	16	1,290	36,984
1980	**252**	**4,161**	**31**	**1,326**	**1**	**23**	**1,303**	**38,816**
1981	267	3,953	22	1,272	1	24	1,291	38,968
1982	256	3,788	19	1,390	0	12	1,253	34,553
1983	212	3,963	29	1,522	1	21	966	33,978
1984	211	4,116	23	1,624	1	25	1,037	36,271
1985	223	4,210	23	1,682	2	11	1,067	39,336
1986	191	3,989	19	1,747	0	15	1,029	38,230
1987	178	4,255	22	1,870	3	22	959	38,219
1988	205	4,177	34	1,949	2	13	1,037	36,616
1989	173	3,980	19	1,800	0	11	960	35,324
1990	**177**	**3,944**	**20**	**1,860**	**0**	**21**	**797**	**32,153**
1991	119	3,431	10	1,468	0	31	663	28,085
1992	121	3,104	6	1,300	0	13	649	25,920
1993	117	3,091	8	1,443	1	12	581	26,368
1994	129	3,220	23	1,320	0	15	647	26,160
1995	130	3,154	11	1,170	0	14	620	25,963
1996	130	3,234	13	1,346	0	21	581	26,029
1997	114	2,985	18	1,194	0	8	576	24,454
1998	102	3,150	7	1,223	0	3	556	26,415
1999	108	3,024	12	1,164	0	4	577	26,748
2000	**110**	**2,979**	**6**	**1,218**	**1**	**5**	**603**	**28,812**
2001	88	2,861	13	1,142	1	14	524	29,913
2002	94	2,607	13	1,292	0	4	561	28,447
2003	94	2,490	9	1,107	1	1	539	27,208
2004	85	2,301	16	1,116	0	20	510	26,323
2005	96	2,220	13	1,188	0	7	508	25,209
2006	72	2,126	7	1,179	0	1	496	25,439
2007	68	2,119	14	1,163	0	3	435	25,845
2008	49	2,085	8	1,090	1	0	374	24,048
2009	**59**	**1,933**	**13**	**1,155**	**0**	**1**	**453**	**24,106**

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 2009

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

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

Period	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
New Year (1 January) (1 day)	1	47	41	89	1	70	71
Australia Day (23 January to 26 January) (4 days)	3	177	204	384	3	233	236
Easter (9 April to 13 April) (5 days)	9	209	310	528	9	275	284
Anzac Day (25 April) (1 day)	1	51	41	93	1	59	60
Queen's Birthday (5 June to 8 June) (4 days)	6	175	204	385	6	225	231
Labour Day (2 October to 5 October) (4 days)	4	202	367	573	4	268	272
Christmas (24 December to 31 December) (8 days)	5	304	437	746	8	420	428
SCHOOL HOLIDAYS							
January (1 January to 26 January) (26 days)	22	1,166	1,345	2,533	22	1,527	1,549
End Term 1 (9 April to 26 April) (18 days)	30	863	1,141	2,034	32	1,108	1,140
End Term 2 (11 July to 26 July) (16 days)	12	736	1,032	1,780	14	953	967
End Term 3 (2 October to 18 October) (17 days)	23	831	1,196	2,050	24	1,090	1,114
December (19 December to 31 December) (13 days)	14	555	754	1,323	17	747	764

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	7	0	3	1	2	4	5	22
02:00 - 03:59	7	2	2	1	0	2	6	20
04:00 - 05:59	4	2	4	4	3	4	4	25
06:00 - 07:59	5	4	1	3	5	7	1	26
08:00 - 09:59	5	2	1	1	3	4	5	21
10:00 - 11:59	9	3	4	3	6	4	7	36
12:00 - 13:59	6	4	8	4	4	8	6	40
14:00 - 15:59	11	4	14	7	11	5	8	60
16:00 - 17:59	7	15	6	2	12	8	7	57
18:00 - 19:59	4	2	6	6	6	10	5	39
20:00 - 21:59	5	5	3	3	6	6	2	30
22:00 - Midnight	3	2	4	5	6	7	5	32
Unknown	0	0	0	0	0	0	0	0
CRASHES:								
TOTAL	**73**	**45**	**56**	**40**	**64**	**69**	**61**	**408**

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

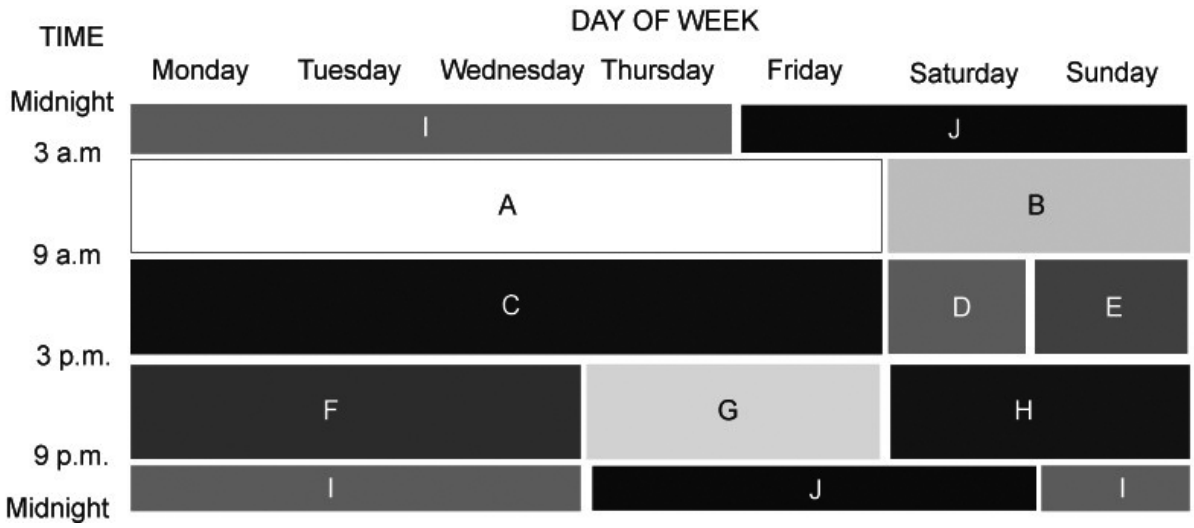
Table 7b: Total crashes, time period, day of week

Time period	Day of week							Total
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
00:01 - 01:59	325	105	104	129	146	172	330	1,311
02:00 - 03:59	258	78	68	73	90	120	266	953
04:00 – 05:59	201	145	175	166	159	151	211	1,208
06:00 - 07:59	216	489	533	613	557	511	295	3,214
08:00 - 09:59	367	752	831	850	817	785	522	4,924
10:00 - 11:59	621	576	612	558	623	666	808	4,464
12:00 - 13:59	681	577	652	621	635	739	834	4,739
14:00 - 15:59	712	825	860	855	930	987	776	5,945
16:00 - 17:59	715	898	1,052	1,017	1,037	1,060	734	6,513
18:00 - 19:59	461	586	671	700	675	816	605	4,514
20:00 - 21:59	386	334	404	377	459	466	408	2,834
22:00 - Midnight	280	285	255	301	337	462	411	2,331
Unknown	1	0	0	0	1	0	0	2
CRASHES:								
TOTAL	**5,224**	**5,650**	**6,217**	**6,260**	**6,466**	**6,935**	**6,200**	**42,952**

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

Time period[1]	Degree of crash							
	Fatal crash		Injury crash		Non-casualty crash		Total crashes	
A	45	(0.8%)	2,706	(45.4%)	3,213	(53.9%)	5,964	(100.0%)
B	27	(1.7%)	617	(39.8%)	905	(58.4%)	1,549	(100.0%)
C	72	(0.7%)	4,401	(44.5%)	5,410	(54.7%)	9,883	(100.0%)
D	18	(0.8%)	1,063	(45.6%)	1,249	(53.6%)	2,330	(100.0%)
E	23	(1.2%)	912	(48.9%)	930	(49.9%)	1,865	(100.0%)
F	58	(0.8%)	3,202	(45.9%)	3,709	(53.2%)	6,969	(100.0%)
G	54	(1.0%)	2,169	(41.7%)	2,974	(57.2%)	5,197	(100.0%)
H	37	(1.0%)	1,570	(43.3%)	2,023	(55.7%)	3,630	(100.0%)
I	28	(1.1%)	986	(39.4%)	1,488	(59.5%)	2,502	(100.0%)
J	46	(1.5%)	1,185	(38.7%)	1,830	(59.8%)	3,061	(100.0%)
Unknown	0	(0.0%)	1	(50.0%)	1	(50.0%)	2	(100.0%)
CRASHES:								
TOTAL	**408**	**(0.9%)**	**18,812**	**(43.8%)**	**23,732**	**(55.3%)**	**42,952**	**(100.0%)**

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



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

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

Figure 2: Crashes, road user movement

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

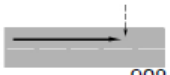
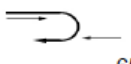
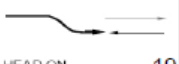
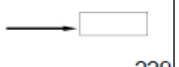
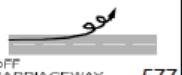
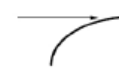
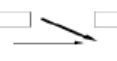
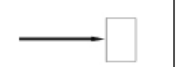
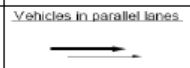
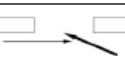
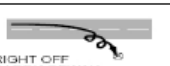
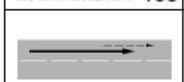
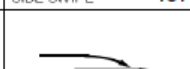
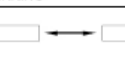
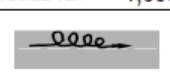
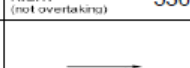
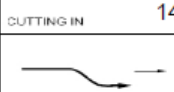
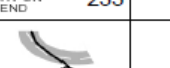
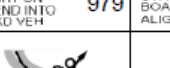
PEDESTRIANS (ON FOOT OR IN TOY/PRAM)	VEHICLES FROM ADJACENT DIRECTIONS (INTERSECTIONS ONLY)	VEHICLES FROM OPPOSING DIRECTION	VEHICLES FROM SAME DIRECTION	MANOEUVRING	OVERTAKING	ON PATH	OFF PATH, ON STRAIGHT	OFF PATH, ON CURVE OR TURNING	MISCELLANEOUS
 NEAR SIDE 908	 CROSS TRAFFIC 3,659	 HEAD ON (not overtaking) 1,312	 Vehicles in same lane REAR END 8,053	 U TURN 655	 HEAD ON (incl. side swipe) 19	 PARKED 229	 OFF CARRIAGEWAY TO LEFT 577	 OFF CARRIAGEWAY TO LEFT ON RIGHT BEND 500	 FELL IN/FROM VEHICLE 81
 EMERGING 136	 RIGHT FAR 403	 RIGHT THRU 3,630	 LEFT REAR 291	 U TURN INTO FIXED OBJECT/ PKD VEHICLE 78	 OUT OF CONTROL 67	 DOUBLE PARKED 3	 LEFT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH. 3,771	 OFF CARRIAGEWAY, LEFT ON R.H. BEND INTO OBJECT/ PKD VEH 2,062	 LOAD OR MISSILE STRUCK VEHICLE 28
 FAR SIDE 428	 LEFT FAR 126	 LEFT THRU 5	 RIGHT REAR 1,139	 LEAVING PARKING 446	 PULLING OUT 9	 ACCIDENT OR BROKEN DOWN 184	 OFF CARRIAGEWAY TO RIGHT 299	 OFF CARRIAGEWAY TO RIGHT ON RIGHT BEND 180	 STRUCK TRAIN / AEROPLANE 2
 PLAYING,WORKING LYING, STANDING ON CARRIAGEWAY 138	 RIGHT NEAR 1,652	 RIGHT/LEFT 18	 Vehicles in parallel lanes LANE SIDE SWIPE 487	 ENTERING PARKING 50	 OVERTAKE TURNING 166	 VEHICLE DOOR 211	 RIGHT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH 1,666	 OFF CARRIAGEWAY, RIGHT ON R.H. BEND INTO OBJECT/ PKD VEH 622	 PARKED VEH RUN AWAY INTO OBJECT/ PKD VEH 107
 WALKING WITH TRAFFIC 47	 TWO R TURNING 51	 RIGHT/RIGHT 11	 LANE CHANGE RIGHT (not overtaking) 536	 PARKING VEHICLES ONLY 52	 CUTTING IN 14	 PERMANENT OBSTRUCTION ON CARRIAGEWAY 8	 OUT OF CONTROL ON CARRIAGEWAY 602	 OFF CARRIAGEWAY TO RIGHT ON LEFT BEND 233	 PARKED VEH RUN AWAY INTO VEHICLE 6
 FACING TRAFFIC 10	 RIGHT/LEFT FAR 22	 LEFT/LEFT 0	 LANE CHANGE LEFT 643	 REVERSING 75	 PULLING OUT REAR END 29	 TEMPORARY ROADWORKS 28	 OFF END OF ROAD/ 'T' INTERSECTION 192	 OFF CARRIAGEWAY TO RIGHT ON L.H. BEND INTO OBJ/PKD VEH 979	 STRUCK WHILE BOARDING OR ALIGHTING VEHICLE 7
 ON FOOTPATH/ MEDIAN 53	 LEFT NEAR 349		 RIGHT TURN SIDE SWIPE 207	 REVERSING INTO FIXED OBJECT/ PKD VEHICLE 89		 STRUCK OBJECT ON CARRIAGEWAY 175		 OFF CARRIAGEWAY TO LEFT ON LEFT BEND 245	
 DRIVEWAY 69	 LEFT/RIGHT FAR 0		 LEFT TURN SIDE SWIPE 318	 EMERGING FROM DRIVEWAY 816		 ANIMAL (not ridden) 506		 OFF CARRIAGEWAY TO LEFT ON L.H. BEND INTO OBJ/PKD VEH 990	
	 TWO LEFT TURNING 0			 FROM FOOTPATH 153				 OUT OF CONTROL ON CARRIAGEWAY 538	OTHER 0
OTHER PEDESTRIAN 50	OTHER ADJACENT 15	OTHER OPPOSING 16	OTHER SAME DIRECTION 99	OTHER MANŒUVRING 163	OTHER OVERTAKING 6	OTHER ON PATH 34	OTHER STRAIGHT 45	OTHER CURVE 23	UNKNOWN ? 51

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

Object hit in first impact	Degree of crash			
	Fatal crash	Injury crash	Non-casualty crash	Total crashes
Bridge/wall	0	36	64	100
Fence/post	25	788	1,656	2,469
Pole	21	519	609	1,149
Embankment	14	366	499	879
Tree	60	984	1,102	2,146
Street furniture	3	214	408	625
Drain or culvert	18	121	155	294
Building	1	43	101	145
Other object	9	265	544	818
Stock	0	49	129	178
Kangaroo/wallaby	1	75	172	248
Other animal	0	33	48	81
Unknown	0	1	1	2
Sub-total	**152**	**3,494**	**5,488**	**9,134**
No object hit	**256**	**15,318**	**18,244**	**33,818**
CRASHES: TOTAL	**408**	**18,812**	**23,732**	**42,952**

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

Vehicle type	Degree of crash			
	Fatal crash	Injury crash	Non-casualty crash	Total crashes
Car	122	3,248	5,779	9,149
Light truck	25	483	665	1,173
Heavy rigid truck	0	61	59	120
Articulated truck	6	106	110	222
Bus	1	13	10	24
Other motor vehicle	0	59	56	115
Motorcycle	34	1,164	67	1,265
SINGLE MOTOR CRASHES: TOTAL	**188**	**5,134**	**6,746**	**12,068**

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		I C		N		Total crashes		K	I	Total killed & injured
Car crash	290	(1%)	15,481	(41%)	22,315	(59%)	38,086	(100%)	331	20,341	20,672
Light truck crash	72	(1%)	2,617	(40%)	3,854	(59%)	6,543	(100%)	81	3,457	3,538
Heavy truck crash	51	(2%)	801	(38%)	1,242	(59%)	2,094	(100%)	66	1,022	1,088
Heavy rigid truck crash	23	(2%)	423	(38%)	665	(60%)	1,111	(100%)	24	528	552
Articulated truck crash	33	(3%)	390	(38%)	594	(58%)	1,017	(100%)	47	520	567
Bus crash	8	(1%)	262	(43%)	333	(55%)	603	(100%)	9	451	460
Emergency vehicle crash	3	(1%)	88	(43%)	113	(55%)	204	(100%)	3	140	143
Motorcycle crash	68	(2%)	2,556	(88%)	279	(10%)	2,903	(100%)	70	2,738	2,808
Pedal cycle crash	13	(1%)	1,150	(99%)	4	(0%)	1,167	(100%)	13	1,184	1,197
Pedestrian crash	59	(3%)	1,862	(97%)	4	(0%)	1,925	(100%)	59	2,008	2,067
All types of crashes	**408**	**(1%)**	**18,812**	**(44%)**	**23,732**	**(55%)**	**42,952**	**(100%)**	**453**	**24,106**	**24,559**

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

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

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

Vehicle type	Degree of crash							
	Fatal crash		Injury crash		Non-casualty crash		All crashes	
Passenger vehicle[2]	353	*1.0*	23,800	*67.6*	36,478	*103.6*	60,631	*172.3*
Rigid truck, van or utility	120	*1.5*	3,813	*47.7*	5,986	*74.9*	9,919	*124.1*
Articulated truck[3]	36	*17.1*	406	*192.7*	611	*290.0*	1,053	*499.8*
Bus	8	*5.5*	267	*184.3*	339	*234.0*	614	*423.7*
Motorcycle	73	*4.5*	2,598	*160.3*	283	*17.5*	2,954	*182.3*
All motor vehicles on register[4]	**602**	***1.3***	**32,112**	***71.1***	**45,002**	***99.6***	**77,716**	***172.1***

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

1 Rates (shown in italics) are expressed as the number of vehicles involved in crashes per 10,000 registered vehicles of that type using registration data as at 30 June 2009.

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	1	2	3	6
Sudden illness	2	220	161	383
Swerving to avoid animal	0	297	524	821
Using hand-held telephone	0	10	21	31
Distraction inside vehicle (not hand-held telephone)	1	239	544	784
Distraction outside vehicle	11	1,190	1,373	2,574
Equipment failure/fault				
Brakes	0	33	47	80
Steering	0	19	36	55
Tyres	1	96	183	280
Wheel, axle/suspension	0	25	39	64
Lights	1	7	10	18
Towing/coupling	0	10	21	31
Insecure load	1	25	23	49

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

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

Degree of crash	Alcohol involved	Time Period[1]										Unknown	Total
		A	B	C	D	E	F	G	H	I	J		
Fatal	Yes	9	10	3	1	0	4	10	7	14	27	0	85
	No	33	13	54	13	19	42	36	25	13	19	0	267
	Unknown	3	4	15	4	4	12	8	5	1	0	0	56
	Sub-total	**45**	**27**	**72**	**18**	**23**	**58**	**54**	**37**	**28**	**46**	**0**	**408**
Injury	Yes	78	95	49	16	14	123	84	98	159	282	0	998
	No	1,686	373	2,964	740	635	1,989	1,357	982	583	575	0	11,884
	Unknown	942	149	1,388	307	263	1,090	728	490	244	328	1	5,930
	Sub-total	**2,706**	**617**	**4,401**	**1,063**	**912**	**3,202**	**2,169**	**1,570**	**986**	**1,185**	**1**	**18,812**
Non-casualty	Yes	36	94	33	14	16	64	75	79	121	212	0	744
	No	2,234	475	3,962	922	678	2,603	2,042	1,361	843	869	0	15,989
	Unknown	943	336	1,415	313	236	1,042	857	583	524	749	1	6,999
	Sub-total	**3,213**	**905**	**5,410**	**1,249**	**930**	**3,709**	**2,974**	**2,023**	**1,488**	**1,830**	**1**	**23,732**
Total crashes	Yes	123	199	85	31	30	191	169	184	294	521	0	1,827
	No	3,953	861	6,980	1,675	1,332	4,634	3,435	2,368	1,439	1,463	0	28,140
	Unknown	1,888	489	2,818	624	503	2,144	1,593	1,078	769	1,077	2	12,985
	TOTAL	**5,964**	**1,549**	**9,883**	**2,330**	**1,865**	**6,969**	**5,197**	**3,630**	**2,502**	**3,061**	**2**	**42,952**

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	11	4	2	27	41	0	85
	No	82	13	4	55	113	0	267
	Unknown	20	0	1	9	26	0	56
	Sub-total	**113**	**17**	**7**	**91**	**180**	**0**	**408**
Injury	Yes	373	51	42	365	166	1	998
	No	6,482	553	409	2,800	1,621	19	11,884
	Unknown	3,810	320	201	1,155	436	8	5,930
	Sub-total	**10,665**	**924**	**652**	**4,320**	**2,223**	**28**	**18,812**
Non-casualty	Yes	362	34	29	262	55	2	744
	No	9,427	828	605	3,476	1,632	21	15,989
	Unknown	4,266	303	199	1,471	747	13	6,999
	Sub-total	**14,055**	**1,165**	**833**	**5,209**	**2,434**	**36**	**23,732**
Total crashes	Yes	746	89	73	654	262	3	1,827
	No	15,991	1,394	1,018	6,331	3,366	40	28,140
	Unknown	8,096	623	401	2,635	1,209	21	12,985
	TOTAL	**24,833**	**2,106**	**1,492**	**9,620**	**4,837**	**64**	**42,952**

1 The Sydney, Newcastle and Wollongong Metropolitan Areas are defined in the Definitions on pages 12 and 13.
2 Country areas are sub-divided by speed limits as follows:
Urban: Speed limit up to and including 80 km/h.
Non-urban: Speed limit over 80 km/h.
Unknown: Speed limit is unknown.

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

Alcohol involved in crash	Degree of crash			
	Fatal crash	Injury crash	Non-casualty crash	Total crashes
Yes	85	998	744	1,827
No	267	11,884	15,989	28,140
Unknown	56	5,930	6,999	12,985
Crashes: Total	**408**	**18,812**	**23,732**	**42,952**

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

Speeding involved in crash	Degree of crash			
	Fatal crash	Injury crash	Non-casualty crash	Total crashes
Yes	183	3,000	3,964	7,147
No or unknown	225	15,812	19,768	35,805
Crashes: Total	**408**	**18,812**	**23,732**	**42,952**

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

Fatigue involved in crash	Degree of crash			
	Fatal crash	Injury crash	Non-casualty crash	Total crashes
Yes	73	1,577	2,047	3,697
No or Unknown	335	17,235	21,685	39,255
Crashes: Total	**408**	**18,812**	**23,732**	**42,952**

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

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

		Age (years)											
Road user class	Sex	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	Total
Car driver	M	0	3	32	31	21	47	39	34	21	27	1	256
	F	0	2	7	9	7	20	23	23	11	9	0	111
	Sub-total[1]	**0**	**5**	**39**	**40**	**28**	**67**	**62**	**57**	**32**	**36**	**2**	**368**
Light truck driver	M	0	0	9	9	9	11	18	7	2	5	0	70
	F	0	0	0	2	0	2	1	1	0	0	0	6
	Sub-total[1]	**0**	**0**	**9**	**11**	**9**	**13**	**19**	**8**	**2**	**5**	**0**	**76**
Heavy rigid truck	M	0	0	1	0	1	7	5	5	1	1	0	21
driver	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	**0**	**0**	**1**	**0**	**1**	**7**	**5**	**5**	**1**	**1**	**1**	**22**
Articulated truck	M	0	0	0	1	1	10	8	12	3	0	0	35
driver	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	**0**	**0**	**0**	**1**	**1**	**10**	**8**	**12**	**3**	**0**	**0**	**35**
Bus driver	M	0	0	0	0	0	0	1	2	3	0	0	6
	F	0	0	0	0	0	0	1	0	1	0	0	2
	Sub-total[1]	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**4**	**0**	**0**	**8**
Motorcycle rider	M	0	3	7	10	7	14	17	12	2	0	0	72
	F	0	0	0	0	1	0	0	0	0	0	0	1
	Sub-total[1]	**0**	**3**	**7**	**10**	**8**	**14**	**17**	**12**	**2**	**0**	**0**	**73**
Other motor vehicle	M	0	0	1	0	0	0	3	0	2	1	1	8
driver	F	0	0	0	0	0	0	0	1	0	0	0	1
	Sub-total[1]	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**1**	**2**	**1**	**2**	**10**
MOTOR VEHICLE	**M**	**0**	**6**	**50**	**51**	**39**	**89**	**91**	**72**	**34**	**34**	**2**	**468**
CONTROLLERS:	**F**	**0**	**2**	**7**	**11**	**8**	**22**	**25**	**25**	**12**	**9**	**0**	**121**
	TOTAL[1]	**0**	**8**	**57**	**62**	**47**	**111**	**116**	**97**	**46**	**43**	**5**	**592**

1 Unknown sex included.

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

		Age (years)											
Road user class	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	**Total**
Car driver	M	0	54	1,646	1,631	1,097	2,276	1,927	1,552	965	877	327	12,352
	F	0	38	1,340	1,398	947	2,167	1,914	1,417	701	520	223	10,665
	Sub-total[1]	**0**	**92**	**2,989**	**3,029**	**2,046**	**4,448**	**3,846**	**2,969**	**1,667**	**1,397**	**1,081**	**23,564**
Light truck driver	M	0	8	226	280	219	539	442	342	160	53	55	2,324
	F	0	4	19	28	19	62	69	42	9	4	9	265
	Sub-total[1]	**0**	**12**	**245**	**308**	**239**	**601**	**511**	**384**	**169**	**57**	**120**	**2,646**
Heavy rigid truck driver	M	0	0	4	22	30	100	120	74	42	5	8	405
	F	0	0	0	1	0	0	0	1	1	0	0	3
	Sub-total[1]	**0**	**0**	**4**	**23**	**30**	**100**	**120**	**75**	**43**	**5**	**15**	**415**
Articulated truck driver	M	0	0	1	14	32	95	110	75	33	4	4	368
	F	0	0	0	0	0	0	0	1	0	0	0	1
	Sub-total[1]	**0**	**0**	**1**	**14**	**32**	**95**	**110**	**76**	**33**	**4**	**26**	**391**
Bus driver	M	0	0	1	7	8	30	70	58	30	2	13	219
	F	0	0	1	1	1	4	12	7	1	0	2	29
	Sub-total[1]	**0**	**0**	**2**	**8**	**9**	**34**	**82**	**65**	**31**	**2**	**31**	**264**
Motorcycle rider	M	0	51	274	358	266	546	412	289	90	21	56	2,363
	F	0	4	17	27	30	42	47	23	5	0	11	206
	Sub-total[1]	**0**	**55**	**291**	**385**	**296**	**588**	**459**	**312**	**95**	**21**	**92**	**2,594**
Other motor vehicle driver	M	0	2	5	29	48	123	153	141	60	21	43	625
	F	0	1	0	5	1	12	6	5	4	6	15	55
	Sub-total[1]	**0**	**3**	**5**	**34**	**49**	**135**	**159**	**146**	**64**	**27**	**570**	**1,192**
MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**115**	**2,157**	**2,341**	**1,700**	**3,709**	**3,234**	**2,531**	**1,380**	**983**	**506**	**18,656**
	F	**0**	**47**	**1,377**	**1,460**	**998**	**2,287**	**2,048**	**1,496**	**721**	**530**	**260**	**11,224**
	TOTAL[1]	**0**	**162**	**3,537**	**3,801**	**2,701**	**6,001**	**5,287**	**4,027**	**2,102**	**1,513**	**1,935**	**31,066**

1 Unknown sex included.

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

		Age (years)											
Road user class	Sex	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	Total
Car driver	M	0	78	3,052	3,146	2,051	3,813	2,895	2,140	1,333	1,105	503	20,116
	F	0	45	1,882	2,014	1,313	2,775	2,436	1,627	814	606	326	13,838
	Sub-total[1]	**0**	**123**	**4,936**	**5,167**	**3,367**	**6,594**	**5,340**	**3,775**	**2,149**	**1,713**	**1,957**	**35,121**
Light truck driver	M	0	9	389	469	357	760	662	466	240	68	76	3,496
	F	0	2	30	40	32	64	62	34	23	3	9	299
	Sub-total[1]	**0**	**11**	**419**	**509**	**389**	**826**	**724**	**500**	**263**	**71**	**248**	**3,960**
Heavy rigid truck driver	M	0	0	2	50	62	159	168	112	53	2	14	622
	F	0	0	0	0	0	0	1	1	0	0	0	2
	Sub-total[1]	**0**	**0**	**2**	**50**	**62**	**159**	**169**	**113**	**53**	**2**	**36**	**646**
Articulated truck driver	M	0	0	0	20	43	146	171	110	47	1	18	556
	F	0	0	0	1	0	1	1	0	0	0	0	3
	Sub-total[1]	**0**	**0**	**0**	**21**	**43**	**147**	**172**	**110**	**47**	**1**	**54**	**595**
Bus driver	M	0	0	1	7	13	46	72	89	47	6	4	285
	F	0	0	0	0	2	6	7	5	4	0	0	24
	Sub-total[1]	**0**	**0**	**1**	**7**	**15**	**52**	**79**	**94**	**51**	**6**	**17**	**322**
Motorcycle rider	M	0	3	32	46	23	59	44	17	3	0	7	234
	F	0	0	1	1	1	5	4	0	1	0	1	14
	Sub-total[1]	**0**	**3**	**33**	**47**	**24**	**64**	**48**	**17**	**4**	**0**	**21**	**261**
Other motor vehicle driver	M	0	0	4	37	61	165	166	157	63	10	30	693
	F	0	0	0	4	2	10	3	2	0	0	2	23
	Sub-total[1]	**0**	**0**	**4**	**41**	**63**	**175**	**169**	**159**	**63**	**10**	**546**	**1,230**
MOTOR VEHICLE	**M**	**0**	**90**	**3,480**	**3,775**	**2,610**	**5,148**	**4,178**	**3,091**	**1,786**	**1,192**	**652**	**26,002**
CONTROLLERS:	**F**	**0**	**47**	**1,913**	**2,060**	**1,350**	**2,861**	**2,514**	**1,669**	**842**	**609**	**338**	**14,203**
	TOTAL[1]	**0**	**137**	**5,395**	**5,842**	**3,963**	**8,017**	**6,701**	**4,768**	**2,630**	**1,803**	**2,879**	**42,135**

1 Unknown sex included.

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

Road user class	Sex	Age (years) 0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	Total
Car driver	M	0	135	4,730	4,808	3,169	6,136	4,861	3,726	2,319	2,009	831	32,724
	F	0	85	3,229	3,421	2,267	4,962	4,373	3,067	1,526	1,135	549	24,614
	Sub-total[1]	**0**	**220**	**7,964**	**8,236**	**5,441**	**11,109**	**9,248**	**6,801**	**3,848**	**3,146**	**3,040**	**59,053**
Light truck driver	M	0	17	624	758	585	1,310	1,122	815	402	126	131	5,890
	F	0	6	49	70	51	128	132	77	32	7	18	570
	Sub-total[1]	**0**	**23**	**673**	**828**	**637**	**1,440**	**1,254**	**892**	**434**	**133**	**368**	**6,682**
Heavy rigid truck driver	M	0	0	7	72	93	266	293	191	96	8	22	1,048
	F	0	0	0	1	0	0	1	2	1	0	0	5
	Sub-total[1]	**0**	**0**	**7**	**73**	**93**	**266**	**294**	**193**	**97**	**8**	**52**	**1,083**
Articulated truck driver	M	0	0	1	35	76	251	289	197	83	5	22	959
	F	0	0	0	1	0	1	1	1	0	0	0	4
	Sub-total[1]	**0**	**0**	**1**	**36**	**76**	**252**	**290**	**198**	**83**	**5**	**80**	**1,021**
Bus driver	M	0	0	2	14	21	76	143	149	80	8	17	510
	F	0	0	1	1	3	10	20	12	6	0	2	55
	Sub-total[1]	**0**	**0**	**3**	**15**	**24**	**86**	**163**	**161**	**86**	**8**	**48**	**594**
Motorcycle rider	M	0	57	313	414	296	619	473	318	95	21	63	2,669
	F	0	4	18	28	32	47	51	23	6	0	12	221
	Sub-total[1]	**0**	**61**	**331**	**442**	**328**	**666**	**524**	**341**	**101**	**21**	**113**	**2,928**
Other motor vehicle driver	M	0	2	10	66	109	288	322	298	125	32	74	1,326
	F	0	1	0	9	3	22	9	8	4	6	17	79
	Sub-total[1]	**0**	**3**	**10**	**75**	**112**	**310**	**331**	**306**	**129**	**38**	**1,118**	**2,432**
MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**211**	**5,687**	**6,167**	**4,349**	**8,946**	**7,503**	**5,694**	**3,200**	**2,209**	**1,160**	**45,126**
	F	**0**	**96**	**3,297**	**3,531**	**2,356**	**5,170**	**4,587**	**3,190**	**1,575**	**1,148**	**598**	**25,548**
	TOTAL[1]	**0**	**307**	**8,989**	**9,705**	**6,711**	**14,129**	**12,104**	**8,892**	**4,778**	**3,359**	**4,819**	**73,793**

1 Unknown sex included.

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

Road user class	Licence status	Degree of crash			
		Fatal crash	Injury crash	Non-casualty crash	All crashes
Car driver	Learner	7	258	381	646
	Provisional[2]	46	4,039	6,763	10,848
	Standard	279	15,946	23,358	39,583
	Unlicensed[1]	25	561	693	1,279
	Unknown[2]	11	2,760	3,926	6,697
	Sub-total	**368**	**23,564**	**35,121**	**59,053**
Light truck driver	Learner	0	16	18	34
	Provisional[2]	10	303	521	834
	Standard	56	1,942	2,913	4,911
	Unlicensed[1]	9	80	86	175
	Unknown[2]	1	305	422	728
	Sub-total	**76**	**2,646**	**3,960**	**6,682**
Heavy rigid truck driver	Provisional[2]	1	5	6	12
	Standard	20	363	573	956
	Unlicensed[1]	0	8	4	12
	Unknown[2]	1	39	63	103
	Sub-total	**22**	**415**	**646**	**1,083**
Articulated truck driver	Standard	35	296	459	790
	Unlicensed[1]	0	5	11	16
	Unknown[2]	0	90	125	215
	Sub-total	**35**	**391**	**595**	**1,021**
Bus driver	Learner	0	0	0	0
	Provisional[2]	0	3	3	6
	Standard	8	224	298	530
	Unlicensed[1]	0	1	0	1
	Unknown[2]	0	36	21	57
	Sub-total	**8**	**264**	**322**	**594**
Motorcycle rider	Learner	6	343	35	384
	Provisional[2]	7	195	21	223
	Standard	43	1,430	155	1,628
	Unlicensed[1]	17	155	10	182
	Unknown[2]	0	471	40	511
	Sub-total	**73**	**2,594**	**261**	**2,928**
Other motor vehicle driver	Learner	0	0	0	0
	Provisional[2]	0	3	4	7
	Standard	7	569	674	1,250
	Unlicensed[1]	1	8	2	11
	Unknown[2]	2	612	550	1,164
	Sub-total	**10**	**1,192**	**1,230**	**2,432**
MOTOR VEHICLE CONTROLLERS:	TOTAL	592	31,066	42,135	73,793

1 Includes persons driving whilst disqualified or suspended.
2 Includes P1 and P2 licence types.

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

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											Total
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	
Legal	M	0	3	29	30	29	66	66	61	27	29	1	341
	F	0	2	5	8	7	17	24	21	9	8	0	101
	Sub-total[2]	**0**	**5**	**34**	**38**	**36**	**83**	**90**	**82**	**36**	**37**	**1**	**442**
.001 – .019[3]	M	0	0	0	0	0	0	0	0	0	0	0	0
	F	0	0	1	0	0	0	0	0	0	0	0	1
	Sub-total[2]	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
.020 – .049[4]	M	0	0	4	1	0	0	0	0	0	0	0	5
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**
.050 – .079	M	0	0	2	0	1	1	1	1	1	0	0	7
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**2**	**0**	**1**	**1**	**1**	**1**	**1**	**0**	**0**	**7**
.080 – .149	M	0	0	3	2	3	3	1	1	0	2	0	15
	F	0	0	0	1	0	0	0	0	1	0	0	2
	Sub-total[2]	**0**	**0**	**3**	**3**	**3**	**3**	**1**	**1**	**1**	**2**	**0**	**17**
≥ .150	M	0	1	6	14	4	13	9	3	1	0	0	51
	F	0	0	0	1	0	3	0	0	0	0	0	4
	Sub-total[2]	**0**	**1**	**6**	**15**	**4**	**16**	**9**	**3**	**1**	**0**	**0**	**55**
Unknown	M	0	2	6	4	2	6	14	6	5	3	1	49
	F	0	0	1	1	1	2	1	4	2	1	0	13
	Sub-total[2]	**0**	**2**	**7**	**5**	**3**	**8**	**15**	**10**	**7**	**4**	**4**	**65**
MOTOR VEHICLE	**M**	**0**	**6**	**50**	**51**	**39**	**89**	**91**	**72**	**34**	**34**	**2**	**468**
CONTROLLERS:	**F**	**0**	**2**	**7**	**11**	**8**	**22**	**25**	**25**	**12**	**9**	**0**	**121**
	TOTAL[2]	**0**	**8**	**57**	**62**	**47**	**111**	**116**	**97**	**46**	**43**	**5**	**592**

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

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

Blood Alcohol Concentration (g/100mL)	Sex	Age (years) 0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	Total
Legal	M	0	72	1,614	1,722	1,248	2,658	2,378	1,895	1,026	779	258	13,650
	F	0	31	1,087	1,060	690	1,591	1,492	1,123	556	401	143	8,174
	Sub-total[2]	**0**	**103**	**2,703**	**2,782**	**1,940**	**4,253**	**3,875**	**3,018**	**1,582**	**1,180**	**417**	**21,853**
.001 – .019[3]	M	0	0	3	1	0	0	0	0	0	0	0	4
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
.020 – .049[4]	M	0	3	11	4	1	1	1	1	1	0	0	23
	F	0	0	2	1	0	0	0	0	0	0	0	3
	Sub-total[2]	**0**	**3**	**13**	**5**	**1**	**1**	**1**	**1**	**1**	**0**	**0**	**26**
.050 – .079	M	0	2	28	22	10	21	13	14	3	3	1	117
	F	0	1	0	5	1	2	3	5	1	2	0	20
	Sub-total[2]	**0**	**3**	**28**	**27**	**11**	**23**	**16**	**19**	**4**	**5**	**1**	**137**
.080 – .149	M	0	5	68	64	48	57	42	11	11	7	0	313
	F	0	0	17	17	8	15	18	3	0	1	0	79
	Sub-total[2]	**0**	**5**	**85**	**81**	**56**	**72**	**60**	**14**	**11**	**8**	**0**	**392**
≥ .150	M	0	0	42	61	35	94	71	22	9	4	4	342
	F	0	0	6	21	7	28	19	12	2	1	0	96
	Sub-total[2]	**0**	**0**	**48**	**82**	**42**	**122**	**90**	**34**	**11**	**5**	**5**	**439**
Unknown	M	0	33	391	467	358	878	729	588	330	190	243	4,207
	F	0	15	265	356	292	651	516	353	162	125	117	2,852
	Sub-total[2]	**0**	**48**	**657**	**823**	**651**	**1,530**	**1,245**	**941**	**493**	**315**	**1,512**	**8,215**
MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**115**	**2,157**	**2,341**	**1,700**	**3,709**	**3,234**	**2,531**	**1,380**	**983**	**506**	**18,656**
	F	**0**	**47**	**1,377**	**1,460**	**998**	**2,287**	**2,048**	**1,496**	**721**	**530**	**260**	**11,224**
	TOTAL[2]	**0**	**162**	**3,537**	**3,801**	**2,701**	**6,001**	**5,287**	**4,027**	**2,102**	**1,513**	**1,935**	**31,066**

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

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

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	Total
Legal	M	0	54	2,741	2,885	2,015	3,950	3,261	2,428	1,464	969	369	20,136
	F	0	36	1,559	1,652	1,055	2,227	1,988	1,333	685	501	216	11,252
	Sub-total[2]	**0**	**90**	**4,302**	**4,540**	**3,071**	**6,180**	**5,258**	**3,767**	**2,151**	**1,471**	**621**	**31,451**
.001 – .019[3]	M	0	0	1	0	0	0	0	0	0	0	0	1
	F	0	0	1	0	1	0	0	0	0	0	0	2
	Sub-total[2]	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
.020 – .049[4]	M	0	0	9	3	1	1	0	0	0	0	0	14
	F	0	0	2	1	2	0	0	0	0	0	0	5
	Sub-total[2]	**0**	**0**	**11**	**4**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**19**
.050 – .079	M	0	4	11	13	4	19	12	2	1	1	0	67
	F	0	0	6	4	4	5	3	1	1	0	1	25
	Sub-total[2]	**0**	**4**	**17**	**17**	**8**	**24**	**15**	**3**	**2**	**1**	**1**	**92**
.080 – .149	M	0	3	56	76	41	56	29	16	8	4	1	290
	F	0	1	7	14	11	22	9	2	1	0	1	68
	Sub-total[2]	**0**	**4**	**63**	**90**	**52**	**78**	**38**	**18**	**9**	**4**	**2**	**358**
≥ .150	M	0	0	25	33	27	57	34	20	5	0	0	201
	F	0	0	3	7	11	19	18	11	3	0	0	72
	Sub-total[2]	**0**	**0**	**28**	**40**	**38**	**76**	**52**	**31**	**8**	**0**	**0**	**273**
Unknown	M	0	29	637	765	522	1,065	842	625	308	218	282	5,293
	F	0	10	335	382	266	588	496	322	152	108	120	2,779
	Sub-total[2]	**0**	**39**	**972**	**1,151**	**790**	**1,658**	**1,338**	**949**	**460**	**327**	**2,255**	**9,939**
MOTOR VEHICLE	**M**	**0**	**90**	**3,480**	**3,775**	**2,610**	**5,148**	**4,178**	**3,091**	**1,786**	**1,192**	**652**	**26,002**
CONTROLLERS:	**F**	**0**	**47**	**1,913**	**2,060**	**1,350**	**2,861**	**2,514**	**1,669**	**842**	**609**	**338**	**14,203**
	TOTAL[2]	**0**	**137**	**5,395**	**5,842**	**3,963**	**8,017**	**6,701**	**4,768**	**2,630**	**1,803**	**2,879**	**42,135**

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

Table 18d: Motor vehicle controllers involved, degree of crash, BAC[1], sex, age

DEGREE OF CRASH: **ALL CRASHES**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	Total
Legal	M	0	129	4,384	4,637	3,292	6,674	5,705	4,384	2,517	1,777	628	34,127
	F	0	69	2,651	2,720	1,752	3,835	3,504	2,477	1,250	910	359	19,527
	Sub-total[2]	**0**	**198**	**7,039**	**7,360**	**5,047**	**10,516**	**9,223**	**6,867**	**3,769**	**2,688**	**1,039**	**53,746**
.001 – .019[3]	M	0	0	4	1	0	0	0	0	0	0	0	5
	F	0	0	2	0	1	0	0	0	0	0	0	3
	Sub-total[2]	**0**	**0**	**6**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**8**
.020 – .049[4]	M	0	3	24	8	2	2	1	1	1	0	0	42
	F	0	0	4	2	2	0	0	0	0	0	0	8
	Sub-total[2]	**0**	**3**	**28**	**10**	**4**	**2**	**1**	**1**	**1**	**0**	**0**	**50**
.050 – .079	M	0	6	41	35	15	41	26	17	5	4	1	191
	F	0	1	6	9	5	7	6	6	2	2	1	45
	Sub-total[2]	**0**	**7**	**47**	**44**	**20**	**48**	**32**	**23**	**7**	**6**	**2**	**236**
.080 – .149	M	0	8	127	142	92	116	72	28	19	13	1	618
	F	0	1	24	32	19	37	27	5	2	1	1	149
	Sub-total[2]	**0**	**9**	**151**	**174**	**111**	**153**	**99**	**33**	**21**	**14**	**2**	**767**
≥ .150	M	0	1	73	108	66	164	114	45	15	4	4	594
	F	0	0	9	29	18	50	37	23	5	1	0	172
	Sub-total[2]	**0**	**1**	**82**	**137**	**84**	**214**	**151**	**68**	**20**	**5**	**5**	**767**
Unknown	M	0	64	1,034	1,236	882	1,949	1,585	1,219	643	411	526	9,549
	F	0	25	601	739	559	1,241	1,013	679	316	234	237	5,644
	Sub-total[2]	**0**	**89**	**1,636**	**1,979**	**1,444**	**3,196**	**2,598**	**1,900**	**960**	**646**	**3,771**	**18,219**
MOTOR VEHICLE	**M**	**0**	**211**	**5,687**	**6,167**	**4,349**	**8,946**	**7,503**	**5,694**	**3,200**	**2,209**	**1,160**	**45,126**
CONTROLLERS:	**F**	**0**	**96**	**3,297**	**3,531**	**2,356**	**5,170**	**4,587**	**3,190**	**1,575**	**1,148**	**598**	**25,548**
	TOTAL[2]	**0**	**307**	**8,989**	**9,705**	**6,711**	**14,129**	**12,104**	**8,892**	**4,778**	**3,359**	**4,819**	**73,793**

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

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

		Age (years)											
Degree of crash	Sex	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	Total
Fatal	M	0	4	25	27	16	32	24	13	3	7	0	151
	F	0	2	3	1	2	7	6	4	6	2	0	33
	Sub-total[1]	**0**	**6**	**28**	**28**	**18**	**39**	**30**	**17**	**9**	**9**	**0**	**184**
Injury	M	0	27	437	332	230	356	308	203	88	65	31	2,077
	F	0	12	183	149	70	161	149	88	42	41	15	910
	Sub-total[1]	**0**	**39**	**620**	**481**	**300**	**517**	**457**	**291**	**130**	**106**	**80**	**3,021**
Non-casualty	M	0	30	715	527	273	450	297	187	97	61	32	2,669
	F	0	10	232	169	91	196	148	97	47	31	12	1,033
	Sub-total[1]	**0**	**40**	**947**	**698**	**364**	**646**	**445**	**284**	**145**	**92**	**320**	**3,981**
SPEEDING MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**61**	**1,177**	**886**	**519**	**838**	**629**	**403**	**188**	**133**	**63**	**4,897**
	F	**0**	**24**	**418**	**319**	**163**	**364**	**303**	**189**	**95**	**74**	**27**	**1,976**
	TOTAL[1]	**0**	**85**	**1,595**	**1,207**	**682**	**1,202**	**932**	**592**	**284**	**207**	**400**	**7,186**

1 Unknown sex included.

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

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

Degree of crash	Sex	Age (years) 0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	Total
Fatal	M	0	1	7	8	6	9	9	8	3	6	0	57
	F	0	1	0	0	0	3	3	7	0	2	0	16
	Sub-total[1]	**0**	**2**	**7**	**8**	**6**	**12**	**12**	**15**	**3**	**8**	**0**	**73**
Injury	M	0	16	162	131	98	192	184	127	74	71	20	1,075
	F	0	4	74	65	39	70	54	68	56	42	5	477
	Sub-total[1]	**0**	**20**	**236**	**196**	**137**	**262**	**238**	**195**	**130**	**113**	**50**	**1,577**
Non-casualty	M	0	12	214	205	132	209	172	124	56	69	32	1,225
	F	0	2	83	62	37	73	69	55	33	32	11	457
	Sub-total[1]	**0**	**14**	**297**	**267**	**169**	**282**	**241**	**179**	**89**	**101**	**409**	**2,048**
FATIGUED MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**29**	**383**	**344**	**236**	**410**	**365**	**259**	**133**	**146**	**52**	**2.357**
	F	**0**	**7**	**157**	**127**	**76**	**146**	**126**	**130**	**89**	**76**	**16**	**950**
	TOTAL[1]	**0**	**36**	**540**	**471**	**312**	**556**	**491**	**389**	**222**	**222**	**459**	**3,698**

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	20	3,199	3,929	7,148
'T'	42	4,783	6,033	10,858
'Y'	0	20	26	46
Multiple	2	48	34	84
Roundabout	3	839	1,063	1,905
Sub-total	**67**	**8,889**	**11,085**	**20,041**
NON-INTERSECTION				
One-way	0	80	80	160
2-way undivided	280	7,009	8,286	15,575
Dual carriageway (non-freeway)	44	1,876	2,828	4,748
Dual carriageway (freeway)	15	679	1,121	1,815
Other limited access	0	16	27	43
Other	2	263	305	570
Unknown	0	0	0	0
Sub-total	**341**	**9,923**	**12,647**	**22,911**
CRASHES: TOTAL	**408**	**18,812**	**23,732**	**42,952**

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	301	408	715
Causeway	1	3	7	11
Railway crossing	1	9	18	28
Entrance/driveway	17	1,194	1,444	2,655
Hazardous road surface	14	529	453	996
Roadworks/detour/diversion	3	200	253	456
Previous crash	1	66	138	205

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	34	19	53
40 km/h	2	158	137	297
50 km/h	37	4,533	5,678	10,248
60 km/h	51	4,955	6,539	11,545
70 km/h	16	1,311	1,889	3,216
80 km/h	20	719	936	1,675
90 km/h	2	140	245	387
100 km/h	4	187	311	502
110 km/h	4	165	241	410
Unknown	1	39	58	98
Sub-total	**137**	**12,241**	**16,053**	**28,431**
COUNTRY				
30 km/h or less	0	13	6	19
40 km/h	0	78	78	156
50 km/h	27	1,929	2,317	4,273
60 km/h	23	1,135	1,558	2,716
70 km/h	9	258	317	584
80 km/h	32	907	933	1,872
90 km/h	10	122	154	286
100 km/h	140	1,778	1,785	3,703
110 km/h	30	323	495	848
Unknown	0	28	36	64
Sub-total	**271**	**6,571**	**7,679**	**14,521**
CRASHES: TOTAL	**408**	**18,812**	**23,732**	**42,952**

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	29	2,267	3,686	5,982
Dry	189	12,442	14,873	27,504
Snow or ice	1	9	12	22
Unknown	3	17	26	46
Sub-total	**222**	**14,735**	**18,597**	**33,554**
CURVE				
Wet	44	997	1,841	2,882
Dry	141	3,057	3,259	6,457
Snow or ice	0	16	22	38
Unknown	1	6	10	17
Sub-total	**186**	**4,076**	**5,132**	**9,394**
TOTAL CRASHES[1]				
Wet	73	3,264	5,528	8,865
Dry	330	15,500	18,133	33,963
Snow or ice	1	25	34	60
Unknown	4	23	37	64
CRASHES: TOTAL	**408**	**18,812**	**23,732**	**42,952**

1 Includes cases of unknown alignment.

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

Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
SYDNEY REGION							
Sydney Metropolitan Area							
Ashfield	3	120	132	255	3	159	162
Auburn	1	286	434	721	1	368	369
Bankstown City	7	651	838	1,496	7	829	836
Baulkham Hills	4	368	494	866	4	455	459
Blacktown City	11	781	943	1,735	11	1,031	1,042
Botany Bay City	2	162	232	396	2	194	196
Burwood	0	104	138	242	0	132	132
Camden	3	101	123	227	3	139	142
Campbelltown City	6	365	434	805	6	464	470
Canada Bay City	1	203	283	487	1	248	249
Canterbury City	4	384	518	906	4	488	492
City Of Sydney	2	668	511	1,181	2	771	773
Fairfield City	7	557	699	1,263	8	715	723
Holroyd City	2	324	481	807	2	432	434
Hornsby	2	374	566	942	2	462	464
Hunters Hill	1	31	40	72	1	35	36
Hurstville City	2	143	195	340	2	177	179
Kogarah	0	124	153	277	0	147	147
Ku-ring-gai	4	201	351	556	4	258	262
Lane Cove	0	66	86	152	0	75	75
Leichhardt	1	138	187	326	1	162	163
Liverpool City	8	523	659	1,190	10	681	691
Manly	0	71	89	160	0	81	81
Marrickville	6	232	300	538	6	264	270
Mosman	1	53	69	123	1	59	60

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

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

Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
SYDNEY REGION (continued)							
North Sydney	2	155	227	384	2	178	180
Parramatta City	4	495	742	1,241	4	608	612
Penrith City	5	433	621	1,059	5	542	547
Pittwater	3	106	137	246	3	129	132
Randwick City	2	326	353	681	2	376	378
Rockdale City	3	288	460	751	3	366	369
Ryde City	1	265	469	735	2	326	328
South Sydney City	2	338	389	729	2	396	398
Strathfield	2	139	214	355	2	182	184
Sutherland	7	462	553	1,022	8	615	623
Warringah	2	250	399	651	2	301	303
Waverley	0	129	135	264	0	146	146
Willoughby City	1	133	255	389	1	162	163
Woollahra	1	116	146	263	1	125	126
Sydney Metropolitan Area Sub-total	**113**	**10,665**	**14,055**	**24,833**	**118**	**13,278**	**13,396**
Outer Sydney Area							
Blue Mountains City	3	170	250	423	3	216	219
Gosford City	13	402	599	1,014	15	522	537
Hawkesbury City	6	171	277	454	6	234	240
Wollondilly	6	128	155	289	10	163	173
Wyong	8	351	435	794	9	483	492
Outer Sydney Area Sub-total	**36**	**1,222**	**1,716**	**2,974**	**43**	**1,618**	**1,661**
TOTAL	149	11,887	15,771	27,807	161	14,896	15,057

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

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

Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
HUNTER REGION							
Cessnock City	5	170	172	347	6	216	222
Dungog	1	33	18	52	1	44	45
Gloucester	0	21	23	44	0	25	25
Great Lakes	4	89	119	212	4	119	123
Lake Macquarie City	10	406	451	867	10	522	532
Maitland City	3	139	163	305	3	202	205
Merriwa	0	13	9	22	0	21	21
Murrurundi	0	8	6	14	0	14	14
Muswellbrook	0	39	42	81	0	44	44
Newcastle City	7	518	714	1,239	7	635	642
Port Stephens	5	142	167	314	5	175	180
Scone	3	21	23	47	3	27	30
Singleton	1	88	88	177	2	99	101
TOTAL	39	1,687	1,995	3,721	41	2,143	2,184
ILLAWARRA REGION							
Kiama	2	44	47	93	2	60	62
Shellharbour City	2	128	152	282	2	165	167
Shoalhaven City	9	288	254	551	12	393	405
Wingecarribee	3	114	201	318	3	141	144
Wollongong City	5	524	681	1,210	6	679	685
TOTAL	21	1,098	1,335	2,454	25	1,438	1,463

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

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

Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
NORTH COAST REGION							
Ballina	4	106	134	244	4	137	141
Bellingen	3	52	38	93	3	61	64
Byron	5	113	155	273	5	139	144
Coffs Harbour City	3	136	192	331	3	160	163
Copmanhurst	3	21	12	36	3	24	27
Grafton City	0	50	41	91	0	64	64
Greater Taree City	8	145	190	343	9	205	214
Hastings	2	175	206	383	2	237	239
Kempsey	5	63	88	156	6	84	90
Kyogle	0	51	39	90	0	72	72
Lismore City	4	148	170	322	4	213	217
Lord Howe Island	0	0	0	0	0	0	0
Maclean	2	30	38	70	2	41	43
Nambucca	3	41	47	91	3	68	71
Pristine Waters	4	70	66	140	5	99	104
Richmond Valley	4	48	64	116	4	78	82
Tweed	5	217	366	588	5	274	279
TOTAL	55	1,466	1,846	3,367	58	1,956	2,014

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

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

Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
NEW ENGLAND REGION							
Armidale Dumaresq	1	58	69	128	1	82	83
Barraba	0	5	4	9	0	8	8
Bingara	0	4	4	8	0	4	4
Glen Innes	0	7	5	12	0	8	8
Gunnedah	0	22	21	43	0	30	30
Guyra	0	10	10	20	0	13	13
Inverell	2	43	33	78	2	63	65
Manilla	1	11	9	21	1	20	21
Moree Plains	3	31	26	60	3	42	45
Narrabri	3	44	24	71	6	59	65
Nundle	0	10	3	13	0	11	11
Parry	4	54	39	97	4	80	84
Quirindi	1	10	16	27	1	12	13
Severn	1	24	14	39	1	33	34
Tamworth City	1	80	116	197	1	101	102
Tenterfield	2	39	34	75	3	50	53
Uralla	1	19	8	28	1	25	26
Walcha	1	21	18	40	1	25	26
Yallaroi	0	5	11	16	0	5	5
TOTAL	21	497	464	982	25	671	696

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

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

Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
ORANA REGION							
Bogan	2	13	9	24	2	16	18
Bourke	1	14	9	24	1	22	23
Brewarrina	0	4	3	7	0	7	7
Cobar	1	24	6	31	1	37	38
Coolah	0	20	8	28	0	27	27
Coonabarabran	8	21	25	54	9	38	47
Coonamble	0	11	9	20	0	16	16
Dubbo City	1	79	94	174	1	110	111
Gilgandra	1	11	13	25	1	15	16
Mudgee	2	60	64	126	2	84	86
Narromine	4	14	4	22	6	16	22
Walgett	0	15	14	29	0	17	17
Warren	0	9	6	15	0	14	14
Wellington	1	32	20	53	1	41	42
TOTAL	21	327	284	632	24	460	484
CENTRAL WESTERN REGION							
Bathurst City	1	52	97	150	1	65	66
Bland	4	17	16	37	5	25	30
Blayney	3	21	23	47	3	29	32
Cabonne	3	50	41	94	4	77	81
Cowra	3	33	24	60	5	52	57
Evans	2	32	42	76	2	39	41
Forbes	0	19	29	48	0	23	23
Lachlan	1	15	10	26	1	18	19
Lithgow City	1	85	123	209	1	127	128

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

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

Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
CENTRAL WESTERN REGION (continued)							
Oberon	4	25	28	57	4	33	37
Orange City	3	84	78	165	3	115	118
Parkes	6	42	28	76	8	57	65
Rylstone	3	27	23	53	3	47	50
Weddin	2	10	10	22	2	17	19
TOTAL	36	512	572	1,120	42	724	766
SOUTH-EASTERN REGION							
Bega Valley	3	86	109	198	3	116	119
Bombala	0	10	9	19	0	13	13
Boorowa	5	20	13	38	5	30	35
Cooma-Monaro	1	20	45	66	1	32	33
Crookwell	2	17	15	34	2	21	23
Eurobodalla	3	98	120	221	5	140	145
Goulburn City	1	45	43	89	1	64	65
Gunning	0	22	38	60	0	34	34
Harden	1	17	18	36	1	23	24
Mulwaree	3	59	57	119	3	79	82
Queanbeyan City	0	68	78	146	0	90	90
Snowy River	3	32	42	77	4	45	49
Tallaganda	0	22	38	60	0	23	23
Yarrowlumla	1	40	63	104	1	46	47
Yass	5	61	68	134	9	84	93
Young	0	34	31	65	0	38	38
TOTAL	28	651	787	1,466	35	878	913

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

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

Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
RIVERINA REGION							
Carrathool	2	8	5	15	2	10	12
Coolamon	0	10	3	13	0	19	19
Cootamundra	1	15	14	30	1	18	19
Griffith City	4	47	64	115	4	68	72
Gundagai	1	31	16	48	1	37	38
Hay	2	10	5	17	3	13	16
Junee	2	18	10	30	2	23	25
Leeton	2	22	12	36	3	25	28
Lockhart	0	10	8	18	0	11	11
Murrumbidgee	0	6	3	9	0	6	6
Narrandera	2	14	14	30	3	21	24
Temora	0	10	12	22	0	14	14
Tumut	2	51	35	88	2	64	66
Wagga Wagga City	3	143	136	282	4	187	191
TOTAL	21	395	337	753	25	516	541
MURRAY REGION							
Albury City	2	84	161	247	2	105	107
Balranald	1	3	6	10	1	7	8
Berrigan	1	9	11	21	1	10	11
Conargo	0	6	4	10	0	7	7
Corowa	2	15	19	36	2	19	21
Culcairn	1	10	6	17	1	11	12
Deniliquin	0	8	7	15	0	26	26
Holbrook	1	12	17	30	1	23	24
Hume	1	30	23	54	1	40	41

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

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

Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
MURRAY REGION (continued)							
Jerilderie	0	7	3	10	0	13	13
Murray	0	15	10	25	0	24	24
Tumbarumba	0	19	13	32	0	23	23
Urana	1	3	3	7	1	8	9
Wakool	2	6	6	14	2	11	13
Wentworth	2	14	13	29	2	25	27
TOTAL	14	241	302	557	14	352	366
FAR WESTERN REGION							
Broken Hill City	1	25	23	49	1	33	34
Central Darling	1	10	7	18	1	14	15
Unincorporated Area	1	16	9	26	1	25	26
TOTAL	3	51	39	93	3	72	75
METROPOLITAN[3]:							
TOTAL	137	12,241	16,053	28,431	143	15,279	15,422
COUNTRY[3]: TOTAL	271	6,571	7,679	14,521	310	8,827	9,137
NSW STATE							
TOTAL	408	18,812	23,732	42,952	453	24,106	24,559

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

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

Route/ Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
FREEWAYS AND MOTORWAYS							
M2 MOTORWAY (NORTH RYDE to BAULKHAM HILLS)							
Ryde City	0	8	8	16	0	10	10
Hornsby	0	15	21	36	0	18	18
Baulkham Hills	0	17	20	37	0	21	21
Sub-total	**0**	**40**	**49**	**89**	**0**	**49**	**49**
SYDNEY-NEWCASTLE FREEWAY (WAHROONGA to BERESFIELD)							
Ku-ring-gai	1	12	6	19	1	13	14
Hornsby	0	49	67	116	0	70	70
Gosford City	1	44	89	134	3	60	63
Wyong	2	30	55	87	2	44	46
Lake Macquarie City	0	28	40	68	0	37	37
Cessnock City	0	0	0	0	0	0	0
Newcastle City	1	4	9	14	1	4	5
Sub-total	**5**	**167**	**266**	**438**	**7**	**228**	**235**
M4 MOTORWAY (CONCORD to LAPSTONE)							
Canada Bay City	0	7	13	20	0	8	8
Strathfield	0	8	7	15	0	9	9
Auburn	0	29	57	86	0	42	42
Parramatta City	0	12	20	32	0	14	14
Holroyd City	1	57	94	152	1	74	75
Blacktown City	1	49	76	126	1	61	62
Penrith City	1	49	54	104	1	64	65
Blue Mountains City	0	0	2	2	0	0	0
Sub-total	**3**	**211**	**323**	**537**	**3**	**272**	**275**
M5 MOTORWAY (SYDNEY AIRPORT to PRESTONS)							
Rockdale City	0	10	21	31	0	12	12
Canterbury City	0	35	81	116	0	39	39
Hurstville City	0	0	0	0	0	0	0
Bankstown City	0	34	52	86	0	46	46
Liverpool City	0	29	68	97	0	43	43
Sub-total	**0**	**108**	**222**	**330**	**0**	**140**	**140**

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

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

Route/ Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
SOUTHERN FREEWAY (WATERFALL to BULLI HEIGHTS & NTH WOLLONGONG to YALLAH)							
Wollongong City	0	32	66	98	0	44	44
Sub-total	**0**	**32**	**66**	**98**	**0**	**44**	**44**
M7 WESTLINK (BAULKHAM HILLS to PRESTONS)							
Baulkham Hills City	0	2	3	5	0	2	2
Blacktown City	1	23	35	59	1	32	33
Fairfield City	1	5	7	13	1	5	6
Liverpool City	0	6	14	20	0	6	6
Sub-total	**2**	**36**	**59**	**97**	**2**	**45**	**47**
EASTERN DISTRIBUTOR (WOOLLOOMOOLOO to KENSINGTON)							
City of Sydney	1	3	7	11	1	6	7
South Sydney City	0	2	10	12	0	5	5
Randwick City	0	0	0	0	0	0	0
Sub-total	**1**	**5**	**17**	**23**	**1**	**11**	**12**
CROSS CITY TUNNEL							
City of Sydney	0	0	2	2	0	0	0
Sub-total	**0**	**0**	**2**	**2**	**0**	**0**	**0**
FREEWAYS/MOTOR-WAYS: TOTAL	**11**	**599**	**1,004**	**1,614**	**13**	**789**	**802**
STATE HIGHWAYS							
PRINCES (State Highway (SH) 1) (SYDNEY to Victorian border near EDEN)							
City of Sydney	0	12	10	22	0	13	13
South Sydney City	0	17	15	32	0	18	18
Marrickville	0	30	42	72	0	36	36
Rockdale City	0	49	64	113	0	67	67
Kogarah	0	28	27	55	0	31	31
Sutherland	2	83	103	188	2	107	109
Wollongong City	0	104	137	241	0	130	130
Shellharbour City	0	24	42	66	0	29	29
Kiama	1	15	12	28	1	24	25

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

Route/Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
PRINCES (State Highway (SH) 1) (SYDNEY to Victorian border near EDEN) (Continued)							
Shoalhaven City	5	110	93	208	8	157	165
Eurobodalla	2	45	28	75	3	67	70
Bega Valley	2	28	27	57	2	44	46
Sub-total	**12**	**545**	**600**	**1,157**	**16**	**723**	**739**

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

HUME (SH 2) (ASHFIELD to ALBURY)							
Ashfield	1	14	19	34	1	22	23
Burwood	0	7	13	20	0	10	10
Strathfield	0	22	20	42	0	25	25
Bankstown City	3	80	100	183	3	116	119
Fairfield City	0	22	33	55	0	29	29
Liverpool City	3	89	132	224	3	115	118
Campbelltown City	2	41	59	102	2	51	53
Wollondilly	0	13	25	38	0	15	15
Wingecarribee	0	17	33	50	0	24	24
Mulwaree	3	16	23	42	3	26	29
Goulburn City	0	2	3	5	0	2	2
Gunning	0	6	13	19	0	9	9
Yass	1	19	21	41	4	29	33
Harden	0	1	8	9	0	2	2
Gundagai	0	15	10	25	0	16	16
Wagga Wagga City	1	4	9	14	1	5	6
Holbrook	1	6	15	22	1	9	10
Hume	1	8	6	15	1	15	16
Albury City	1	2	17	20	1	8	9
Sub-total	**17**	**384**	**559**	**960**	**20**	**528**	**548**

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

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

Route/Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
FEDERAL (SH 3) (Hume Hwy near GOULBURN to ACT Border near SUTTON)							
Mulwaree	0	8	9	17	0	10	10
Gunning	0	7	11	18	0	8	8
Yarrowlumla	0	4	7	11	0	4	4
Sub-total	**0**	**19**	**27**	**46**	**0**	**22**	**22**
SNOWY MOUNTAINS (SH 4) (TATHRA to Hume Hwy near GUNDAGAI)							
Bega Valley	1	8	10	19	1	11	12
Cooma-Monaro	0	1	2	3	0	1	1
Snowy River	0	6	5	11	0	8	8
Tumut	0	20	8	28	0	26	26
Gundagai	1	0	0	1	1	2	3
Sub-total	**2**	**35**	**25**	**62**	**2**	**48**	**50**
GREAT WESTERN (SH 5) (SYDNEY to BATHURST)							
City of Sydney	0	25	31	56	0	34	34
Leichhardt	0	20	18	38	0	21	21
Marrickville	0	21	27	48	0	23	23
Ashfield	1	21	22	44	1	25	26
Canada Bay City	0	19	40	59	0	20	20
Burwood	0	18	20	38	0	28	28
Strathfield	1	19	23	43	1	28	29
Auburn	0	36	62	98	0	39	39

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

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

Route/Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
Great Western Highway (continued)							
Parramatta City	0	29	50	79	0	33	33
Holroyd City	0	48	72	120	0	63	63
Blacktown City	0	44	58	102	0	62	62
Penrith City	0	38	63	101	0	45	45
Blue Mountains City	2	85	124	211	2	118	120
Lithgow City	0	17	29	46	0	27	27
Evans	0	6	7	13	0	7	7
Bathurst City	0	15	23	38	0	20	20
Sub-total	**4**	**461**	**669**	**1,134**	**4**	**593**	**597**
MID WESTERN (SH 6) (BATHURST to HAY)							
Bathurst City	0	1	7	8	0	1	1
Evans	1	1	3	5	1	3	4
Blayney	1	2	12	15	1	6	7
Cowra	2	7	2	11	3	13	16
Weddin	0	4	5	9	0	6	6
Bland	1	5	2	8	2	10	12
Carrathool	1	1	2	4	1	2	3
Hay	0	3	0	3	0	3	3
Sub-total	**6**	**24**	**33**	**63**	**8**	**44**	**52**

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

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

Route/ Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
MITCHELL (SH 7) (BATHURST to BARRINGUN)							
Bathurst City	0	3	5	8	0	4	4
Evans	1	3	5	9	1	6	7
Cabonne	1	8	9	18	1	10	11
Orange City	1	28	17	46	1	43	44
Wellington	0	13	7	20	0	15	15
Dubbo City	1	12	16	29	1	25	26
Narromine	1	4	0	5	3	4	7
Warren	0	2	1	3	0	7	7
Bogan	1	5	5	11	1	7	8
Bourke	0	3	3	6	0	8	8
Sub-total	**6**	**81**	**68**	**155**	**8**	**129**	**137**
BARRIER (SH 8) (NYNGAN to SA border near COCKBURN)							
Bogan	1	2	2	5	1	3	4
Cobar	1	5	3	9	1	12	13
Central Darling	0	2	1	3	0	3	3
Unincorporated Area	0	3	4	7	0	5	5
Broken Hill City	0	3	5	8	0	3	3
Sub-total	**2**	**15**	**15**	**32**	**2**	**26**	**28**

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

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

Route/Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
NEW ENGLAND (SH 9) (HEXHAM to WALLANGARRA)							
Newcastle City	0	5	16	21	0	5	5
Maitland City	1	42	68	111	1	66	67
Cessnock City	0	8	8	16	0	10	10
Singleton	1	19	26	46	2	22	24
Muswellbrook	0	12	14	26	0	14	14
Scone	2	2	5	9	2	5	7
Murrurundi	0	4	3	7	0	10	10
Quirindi	0	4	8	12	0	6	6
Nundle	0	2	1	3	0	2	2
Parry	0	13	13	26	0	20	20
Tamworth City	0	9	15	24	0	11	11
Uralla	0	2	2	4	0	2	2
Armidale Dumaresq	1	8	6	15	1	14	15
Guyra	0	5	6	11	0	8	8
Severn	1	5	3	9	1	9	10
Glen Innes	0	1	0	1	0	1	1
Tenterfield	2	10	9	21	3	17	20
Sub-total	**8**	**151**	**203**	**362**	**10**	**222**	**232**

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

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

Route/Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
PACIFIC (SH 10) (NTH SYDNEY to TWEED HEADS)							
North Sydney	0	18	22	40	0	19	19
Lane Cove	0	14	13	27	0	17	17
Willoughby City	0	25	44	69	0	28	28
Ku-ring-gai	0	57	97	154	0	67	67
Hornsby	1	42	38	81	1	48	49
Gosford City	4	62	70	136	4	81	85
Wyong	1	74	90	165	1	101	102
Lake Macquarie City	1	50	64	115	1	67	68
Newcastle City	1	64	115	180	1	79	80
Port Stephens	1	20	32	53	1	21	22
Great Lakes	0	19	37	56	0	28	28
Greater Taree City	3	27	75	105	3	41	44
Hastings	2	23	32	57	2	41	43
Kempsey	1	18	30	49	1	27	28
Nambucca	2	18	18	38	2	37	39
Bellingen	2	14	9	25	2	18	20
Coffs Harbour City	2	48	59	109	2	57	59
Pristine Waters	1	27	33	61	1	36	37
Grafton City	0	6	4	10	0	7	7
Maclean	1	8	16	25	1	12	13
Richmond Valley	0	9	20	29	0	22	22
Ballina	1	28	39	68	1	35	36
Byron	2	17	30	49	2	23	25
Tweed	1	18	72	91	1	23	24
Sub-total	**27**	**706**	**1,059**	**1,792**	**27**	**935**	**962**

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

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

Route/Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
OXLEY (SH 11) (PORT MACQUARIE to NEVERTIRE							
Hastings	0	32	32	64	0	44	44
Walcha	0	9	4	13	0	11	11
Parry	0	4	4	8	0	5	5
Tamworth City	0	23	20	43	0	30	30
Gunnedah	0	3	3	6	0	7	7
Coonabarabran	1	3	3	7	1	3	4
Gilgandra	0	0	3	3	0	0	0
Warren	0	1	2	3	0	1	1
Sub-total	**1**	**75**	**71**	**147**	**1**	**101**	**102**
GWYDIR (SH 12) (STH GRAFTON to COLLARENEBRI)							
Grafton City	0	1	3	4	0	1	1
Pristine Waters	1	8	7	16	1	14	15
Severn	0	10	6	16	0	12	12
Glen Innes	0	0	0	0	0	0	0
Inverell	1	8	6	15	1	16	17
Yallaroi	0	1	3	4	0	1	1
Moree Plains	1	3	0	4	1	4	5
Walgett	0	1	2	3	0	1	1
Sub-total	**3**	**32**	**27**	**62**	**3**	**49**	**52**

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

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

Route/Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
CUMBERLAND (SH 13) (LIVERPOOL to WAHROONGA)							
Liverpool City	0	8	11	19	0	16	16
Fairfield City	0	45	44	89	0	58	58
Holroyd City	0	36	57	93	0	51	51
Parramatta City	0	31	53	84	0	36	36
Baulkham Hills	0	18	27	45	0	22	22
Hornsby	0	65	145	210	0	79	79
Sub-total	**0**	**203**	**337**	**540**	**0**	**262**	**262**
STURT (SH 14) (Hume Hwy near GUNDAGAI to MILDURA)							
Wagga Wagga City	0	31	31	62	0	44	44
Narrandera	2	7	2	11	3	8	11
Murrumbidgee	0	6	1	7	0	6	6
Hay	2	2	0	4	3	5	8
Wakool	0	1	2	3	0	2	2
Balranald	1	0	5	6	1	2	3
Wentworth	2	2	5	9	2	9	11
Sub-total	**7**	**49**	**46**	**102**	**9**	**76**	**85**
BARTON (SH 15) (Hume Hwy near YASS to ACT border near HALL)							
Yass	0	12	14	26	0	22	22
Yarrowlumla	0	1	0	1	0	1	1
Sub-total	**0**	**13**	**14**	**27**	**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]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
BRUXNER (SH 16) (Pacific Hwy near BALLINA to BOGGABILLA)							
Ballina	0	11	5	16	0	18	18
Lismore City	0	34	37	71	0	45	45
Richmond Valley	1	9	10	20	1	13	14
Kyogle	0	4	5	9	0	5	5
Tenterfield	0	9	10	19	0	11	11
Inverell	0	3	0	3	0	4	4
Yallaroi	0	0	0	0	0	0	0
Moree Plains	0	2	0	2	0	3	3
Sub-total	1	72	67	140	1	99	100
NEWELL (SH 17) (TOCUMWAL to GOONDIWINDI)							
Berrigan	0	0	2	2	0	0	0
Jerilderie	0	4	3	7	0	7	7
Urana	0	1	1	2	0	1	1
Narrandera	0	3	2	5	0	7	7
Coolamon	0	5	1	6	0	8	8
Bland	0	7	7	14	0	8	8
Weddin	1	1	1	3	1	4	5
Forbes	0	8	5	13	0	9	9
Parkes	1	13	10	24	1	16	17
Narromine	1	5	2	8	1	7	8
Dubbo City	0	12	15	27	0	15	15

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

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

Route/Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
Newell Highway (continued)							
Gilgandra	1	4	4	9	1	6	7
Coonabarabran	2	9	8	19	2	16	18
Narrabri	1	14	8	23	4	22	26
Moree Plains	1	13	12	26	1	16	17
Sub-total	**8**	**99**	**81**	**188**	**11**	**142**	**153**
CASTLEREAGH (SH 18) (MARRANGAROO to HEBEL)							
Lithgow City	0	9	7	16	0	20	20
Rylstone	1	5	4	10	1	6	7
Mudgee	1	13	15	29	1	17	18
Coolah	0	2	1	3	0	3	3
Gilgandra	0	1	3	4	0	1	1
Coonamble	0	5	0	5	0	8	8
Walgett	0	5	3	8	0	6	6
Brewarrina	0	0	0	0	0	0	0
Sub-total	**2**	**40**	**33**	**75**	**2**	**61**	**63**
MONARO (SH 19) (ACT border near CANBERRA to Victorian border near ROCKTON)							
Yarrowlumla	0	2	3	5	0	2	2
Cooma-Monaro	1	7	24	32	1	11	12
Bombala	0	1	4	5	0	1	1
Sub-total	**1**	**10**	**31**	**42**	**1**	**14**	**15**

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

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

Route/Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
RIVERINA (SH 20) (HUME WEIR to DENILIQUIN)							
Hume	0	5	5	10	0	5	5
Albury City	0	10	24	34	0	12	12
Corowa	1	2	2	5	1	2	3
Berrigan	0	0	2	2	0	0	0
Conargo	0	0	2	2	0	0	0
Deniliquin	0	0	2	2	0	0	0
Sub-total	1	17	37	55	1	19	20
COBB (SH 21) (MOAMA to Barrier Hwy near WILCANNIA)							
Murray	0	4	5	9	0	6	6
Deniliquin	0	2	3	5	0	2	2
Conargo	0	3	0	3	0	3	3
Hay	0	3	1	4	0	3	3
Carrathool	0	0	0	0	0	0	0
Central Darling	0	2	0	2	0	3	3
Sub-total	0	14	9	23	0	17	17
SILVER CITY (SH 22) (Sturt Hwy near MILDURA to Qld border at WARRI GATE)							
Wentworth	0	4	4	8	0	6	6
Unincorporated Area	0	3	3	6	0	4	4
Broken Hill City	0	2	3	5	0	2	2
Sub-total	0	9	10	19	0	12	12

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

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

Route/Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
CHARLESTOWN-SANDGATE (SH 23) (CHARLESTOWN to SANDGATE)							
Lake Macquarie City	0	9	10	19	0	13	13
Newcastle City	0	25	44	69	0	31	31
Sub-total	**0**	**34**	**54**	**88**	**0**	**44**	**44**
ILLAWARRA (SH 25) (ALBION PARK to Hume Hwy at HODDLES CROSSROADS)							
Shellharbour City	1	14	15	30	1	15	16
Wingecarribee	1	13	14	28	1	18	19
Sub-total	**2**	**27**	**29**	**58**	**2**	**33**	**35**
GOLDEN (SH 27) (SINGLETON to DUBBO)							
Singleton	0	10	13	23	0	13	13
Muswellbrook	0	3	10	13	0	3	3
Merriwa	0	8	3	11	0	14	14
Coolah	0	6	5	11	0	7	7
Wellington	0	2	0	2	0	2	2
Dubbo City	0	2	9	11	0	2	2
Sub-total	**0**	**31**	**40**	**71**	**0**	**41**	**41**
CARNARVON (SH 28) (MOREE to MUNGINDI)							
Moree Plains	0	0	3	3	0	0	0
Sub-total	**0**	**0**	**3**	**3**	**0**	**0**	**0**

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

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

Route/ Local Government Area	Degree of crash[1]				Degree of casualty[2]		
	F	I C	N	Total crashes	K	I	Total killed & injured
KAMILAROI (SH 29) (WILLOW TREE to BOURKE)							
Murrurundi	0	0	0	0	0	0	0
Quirindi	0	4	1	5	0	4	4
Gunnedah	0	2	6	8	0	4	4
Narrabri	1	12	7	20	1	15	16
Walgett	0	2	2	4	0	2	2
Brewarrina	0	2	0	2	0	2	2
Bourke	0	1	1	2	0	1	1
Sub-total	1	23	17	41	1	28	29
STATE HIGHWAYS:							
TOTAL	111	3,169	4,164	7,444	129	4,291	4,420

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

Casualties in 2009

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

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

Road user class	Degree of casualty		
	Killed	Injured	Total killed & injured
CONTROLLER			
Driver			
Car	169	11,897	12,066
Light truck	29	1,053	1,082
Heavy rigid truck	0	111	111
Articulated truck	9	149	158
Bus	0	38	38
Other motor vehicle	3	213	216
Sub-total	**210**	**13,461**	**13,671**
Motorcycle rider	**66**	**2,505**	**2,571**
Pedal cycle rider	**13**	**1,149**	**1,162**
Other/Unknown	**0**	**1**	**1**
CONTROLLER			
Sub-total	**289**	**17,116**	**17,405**
PASSENGER			
Car	91	4,263	4,354
Light truck	9	341	350
Heavy rigid truck	0	15	15
Articulated truck	1	14	15
Bus	1	168	169
Other motor vehicle	0	130	130
Sub-total	**102**	**4,931**	**5,033**
Motorcycle	**3**	**120**	**123**
Pedal cycle	**0**	**6**	**6**
Other/Unknown	**0**	**0**	**0**
PASSENGER			
Sub-total	**105**	**5,057**	**5,162**
PEDESTRIAN			
Sub-total	**59**	**1,933**	**1,992**
CASUALTIES: TOTAL	453	24,106	24,559

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

Road user class	Sex	Age (years)											Total
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	
Car driver	M	0	1	20	15	9	27	15	14	6	14	0	121
	F	0	1	4	3	2	5	7	12	8	6	0	48
	Sub-total[1]	**0**	**2**	**24**	**18**	**11**	**32**	**22**	**26**	**14**	**20**	**0**	**169**
Car passenger	M	3	4	10	12	0	3	2	3	1	4	0	42
	F	5	8	3	5	6	3	2	4	4	9	0	49
	Sub-total[1]	**8**	**12**	**13**	**17**	**6**	**6**	**4**	**7**	**5**	**13**	**0**	**91**
Other motor vehicle driver	M	0	0	2	3	6	8	7	4	3	5	0	38
	F	0	0	0	0	0	1	0	2	0	0	0	3
	Sub-total[1]	**0**	**0**	**2**	**3**	**6**	**9**	**7**	**6**	**3**	**5**	**0**	**41**
Other motor vehicle passenger	M	0	2	1	0	0	0	1	1	0	1	0	6
	F	0	0	1	1	0	0	2	0	0	1	0	5
	Sub-total[1]	**0**	**2**	**2**	**1**	**0**	**0**	**3**	**1**	**0**	**2**	**0**	**11**
Motorcycle rider	M	0	3	6	8	6	14	14	12	2	0	0	65
	F	0	0	0	0	1	0	0	0	0	0	0	1
	Sub-total[1]	**0**	**3**	**6**	**8**	**7**	**14**	**14**	**12**	**2**	**0**	**0**	**66**
Motorcycle passenger	M	0	0	1	1	0	0	0	0	0	0	0	2
	F	0	0	0	0	0	1	0	0	0	0	0	1
	Sub-total[1]	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**
Pedal cycle rider/passenger	M	0	1	0	0	0	2	1	2	1	4	0	11
	F	0	0	0	0	0	1	1	0	0	0	0	2
	Sub-total[1]	**0**	**1**	**0**	**0**	**0**	**3**	**2**	**2**	**1**	**4**	**0**	**13**
Pedestrian	M	1	3	3	2	4	6	0	5	5	13	0	42
	F	0	1	2	1	0	1	1	2	3	6	0	17
	Sub-total[1]	**1**	**4**	**5**	**3**	**4**	**7**	**1**	**7**	**8**	**19**	**0**	**59**
CASUALTIES[2]:	**M**	**4**	**14**	**43**	**41**	**25**	**60**	**40**	**41**	**18**	**41**	**0**	**327**
	F	**5**	**10**	**10**	**10**	**9**	**12**	**13**	**20**	**15**	**22**	**0**	**126**
	TOTAL[1]	**9**	**24**	**53**	**51**	**34**	**72**	**53**	**61**	**33**	**63**	**0**	**453**

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

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

Road user class	Sex	Age (years) 0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	Total
Car driver	M	0	31	753	673	479	936	832	622	419	462	109	5,316
	F	0	26	876	875	573	1,242	1,126	910	454	353	113	6,548
	Sub-total[1]	**0**	**57**	**1,629**	**1,548**	**1,052**	**2,178**	**1,958**	**1,532**	**873**	**815**	**255**	**11,897**
Car passenger	M	102	348	272	182	86	116	84	66	38	52	155	1,501
	F	84	429	308	241	138	224	202	202	153	215	323	2,519
	Sub-total[1]	**188**	**779**	**580**	**423**	**224**	**340**	**286**	**268**	**191**	**268**	**716**	**4,263**
Other motor vehicle driver	M	0	7	110	120	111	279	309	232	116	50	22	1,356
	F	0	3	15	23	14	38	46	33	10	7	5	194
	Sub-total[1]	**0**	**10**	**125**	**143**	**125**	**317**	**355**	**265**	**126**	**57**	**41**	**1,564**
Other motor vehicle passenger	M	9	56	39	37	28	48	27	18	11	10	39	322
	F	2	68	30	24	22	22	33	14	13	13	37	278
	Sub-total[1]	**11**	**124**	**69**	**61**	**50**	**70**	**60**	**32**	**24**	**23**	**144**	**668**
Motorcycle rider	M	0	49	269	350	260	528	401	281	86	20	51	2,295
	F	0	4	16	27	30	41	45	23	5	0	11	202
	Sub-total[1]	**0**	**53**	**285**	**377**	**290**	**569**	**446**	**304**	**91**	**20**	**70**	**2,505**
Motorcycle passenger	M	0	11	9	6	2	3	1	2	0	0	3	37
	F	0	4	9	8	8	13	18	13	2	0	5	80
	Sub-total[1]	**0**	**15**	**18**	**14**	**10**	**16**	**19**	**15**	**2**	**0**	**11**	**120**
Pedal cycle rider/passenger	M	1	143	59	66	79	233	173	93	47	17	40	951
	F	1	27	15	18	20	42	30	22	12	1	9	197
	Sub-total[1]	**2**	**170**	**74**	**84**	**99**	**275**	**203**	**115**	**59**	**18**	**56**	**1,155**
Pedestrian	M	35	195	92	96	59	117	104	77	67	97	78	1,017
	F	21	113	65	99	67	95	107	95	75	98	68	903
	Sub-total[1]	**56**	**308**	**157**	**195**	**126**	**212**	**211**	**172**	**142**	**195**	**159**	**1,933**
CASUALTIES[2]:	**M**	**147**	**840**	**1,603**	**1,530**	**1,104**	**2,260**	**1,931**	**1,391**	**785**	**708**	**497**	**12,796**
	F	**108**	**674**	**1,334**	**1,315**	**872**	**1,717**	**1,607**	**1,312**	**724**	**687**	**571**	**10,921**
	TOTAL[1]	**257**	**1,516**	**2,937**	**2,845**	**1,976**	**3,977**	**3,538**	**2,703**	**1,509**	**1,396**	**1,452**	**24,106**

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

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

Road user class	Sex	Age (years)											Total
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	
Car driver	M	0	32	773	688	488	963	847	636	425	476	109	5,437
	F	0	27	880	878	575	1,247	1,133	922	462	359	113	6,596
	Sub-total[1]	**0**	**59**	**1,653**	**1,566**	**1,063**	**2,210**	**1,980**	**1,558**	**887**	**835**	**255**	**12,066**
Car passenger	M	105	352	282	194	86	119	86	69	39	56	155	1,543
	F	89	437	311	246	144	227	204	206	157	224	323	2,568
	Sub-total[1]	**196**	**791**	**593**	**440**	**230**	**346**	**290**	**275**	**196**	**281**	**716**	**4,354**
Other motor vehicle driver	M	0	7	112	123	117	287	316	236	119	55	22	1,394
	F	0	3	15	23	14	39	46	35	10	7	5	197
	Sub-total[1]	**0**	**10**	**127**	**146**	**131**	**326**	**362**	**271**	**129**	**62**	**41**	**1,605**
Other motor vehicle passenger	M	9	58	40	37	28	48	28	19	11	11	39	328
	F	2	68	31	25	22	22	35	14	13	14	37	283
	Sub-total[1]	**11**	**126**	**71**	**62**	**50**	**70**	**63**	**33**	**24**	**25**	**144**	**679**
Motorcycle rider	M	0	52	275	358	266	542	415	293	88	20	51	2,360
	F	0	4	16	27	31	41	45	23	5	0	11	203
	Sub-total[1]	**0**	**56**	**291**	**385**	**297**	**583**	**460**	**316**	**93**	**20**	**70**	**2,571**
Motorcycle passenger	M	0	11	10	7	2	3	1	2	0	0	3	39
	F	0	4	9	8	8	14	18	13	2	0	5	81
	Sub-total[1]	**0**	**15**	**19**	**15**	**10**	**17**	**19**	**15**	**2**	**0**	**11**	**123**
Pedal cycle rider/passenger	M	1	144	59	66	79	235	174	95	48	21	40	962
	F	1	27	15	18	20	43	31	22	12	1	9	199
	Sub-total[1]	**2**	**171**	**74**	**84**	**99**	**278**	**205**	**117**	**60**	**22**	**56**	**1,168**
Pedestrian	M	36	198	95	98	63	123	104	82	72	110	78	1,059
	F	21	114	67	100	67	96	108	97	78	104	68	920
	Sub-total[1]	**57**	**312**	**162**	**198**	**130**	**219**	**212**	**179**	**150**	**214**	**159**	**1,992**
CASUALTIES[2]:	**M**	**151**	**854**	**1,646**	**1,571**	**1,129**	**2,320**	**1,971**	**1,432**	**803**	**749**	**497**	**13,123**
	F	**113**	**684**	**1,344**	**1,325**	**881**	**1,729**	**1,620**	**1,332**	**739**	**709**	**571**	**11,047**
	TOTAL[1]	**266**	**1,540**	**2,990**	**2,896**	**2,010**	**4,049**	**3,591**	**2,764**	**1,542**	**1,459**	**1,452**	**24,559**

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

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

Road user class/ safety device used[1]	Degree of casualty		
	Killed	Injured	Total killed & injured
Driver			
Adult belt worn	141	12,471	12,612
Fitted but not worn	52	207	259
No restraint fitted	0	35	35
Unknown	17	748	765
Sub-total	**210**	**13,461**	**13,671**
Passenger			
Adult belt worn	68	3,808	3,876
Child restraint worn	4	100	104
Fitted but not worn	15	111	126
No restraint fitted	5	105	110
Unknown	10	807	817
Sub-total	**102**	**4,931**	**5,033**
Motorcycle rider/passenger			
Open face (jet) helmet worn	15	313	328
Full face helmet worn	47	1,991	2,038
No helmet worn	6	88	94
Unknown	1	233	234
Sub-total	**69**	**2,625**	**2,694**
Pedal cycle rider/passenger			
Helmet worn	9	770	779
No helmet worn	3	197	200
Unknown	1	188	189
Sub-total	**13**	**1,155**	**1,168**
Other/unknown	**0**	**1**	**1**
All road vehicle casualties			
Device worn	29	1,976	2,005
Device not worn	81	744	825
Unknown	284	19,453	19,737
ROAD VEHICLE CASUALTIES: TOTAL[2]	**394**	**22,173**	**22,567**

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

[2] Includes not applicable safety device use.

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

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	Total
Legal	M	0	2	16	12	16	31	23	22	9	17	0	148
	F	0	1	2	2	2	3	7	12	7	6	0	42
	Sub-total[2]	**0**	**3**	**18**	**14**	**18**	**34**	**30**	**34**	**16**	**23**	**0**	**190**
.001 – .019[3]	M	0	0	0	0	0	0	0	0	0	0	0	0
	F	0	0	1	0	0	0	0	0	0	0	0	1
	Sub-total[2]	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
.020 – .049[4]	M	0	0	3	0	0	0	0	0	0	0	0	3
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
.050 – .079	M	0	0	0	0	0	1	1	1	1	0	0	4
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**1**	**1**	**0**	**0**	**4**
.080 – .149	M	0	0	2	1	1	2	0	1	0	2	0	9
	F	0	0	0	0	0	0	0	0	1	0	0	1
	Sub-total[2]	**0**	**0**	**2**	**1**	**1**	**2**	**0**	**1**	**1**	**2**	**0**	**10**
≥ .150	M	0	1	5	12	4	12	8	3	1	0	0	46
	F	0	0	0	1	0	3	0	0	0	0	0	4
	Sub-total[2]	**0**	**1**	**5**	**13**	**4**	**15**	**8**	**3**	**1**	**0**	**0**	**50**
Unknown	M	0	1	2	1	0	3	4	3	0	0	0	14
	F	0	0	1	0	1	0	0	2	0	0	0	4
	Sub-total[2]	**0**	**1**	**3**	**1**	**1**	**3**	**4**	**5**	**0**	**0**	**0**	**18**
MOTOR VEHICLE	**M**	**0**	**4**	**28**	**26**	**21**	**49**	**36**	**30**	**11**	**19**	**0**	**224**
CONTROLLER	**F**	**0**	**1**	**4**	**3**	**3**	**6**	**7**	**14**	**8**	**6**	**0**	**52**
CASUALTIES:	**TOTAL[2]**	**0**	**5**	**32**	**29**	**24**	**55**	**43**	**44**	**19**	**25**	**0**	**276**

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

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

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	Total
Legal	M	0	53	846	825	609	1,229	1,129	863	471	429	106	6,560
	F	0	22	738	672	432	920	883	739	371	284	87	5,148
	Sub-total[2]	**0**	**75**	**1,584**	**1,497**	**1,041**	**2,149**	**2,012**	**1,602**	**842**	**713**	**197**	**11,712**
.001 – .019[3]	M	0	0	1	1	0	0	0	0	0	0	0	2
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
.020 – .049[4]	M	0	3	6	5	1	0	0	0	0	0	0	15
	F	0	0	2	1	0	0	0	0	0	0	0	3
	Sub-total[2]	**0**	**3**	**8**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**18**
.050 – .079	M	0	2	28	17	6	16	10	10	1	1	1	92
	F	0	1	0	5	1	1	2	4	1	1	0	16
	Sub-total[2]	**0**	**3**	**28**	**22**	**7**	**17**	**12**	**14**	**2**	**2**	**1**	**108**
.080 – .149	M	0	4	54	52	44	47	36	8	8	7	0	260
	F	0	0	17	17	8	15	14	2	0	1	0	74
	Sub-total[2]	**0**	**4**	**71**	**69**	**52**	**62**	**50**	**10**	**8**	**8**	**0**	**334**
≥ .150	M	0	0	37	59	33	87	64	17	8	3	4	312
	F	0	0	6	21	7	25	17	10	2	1	0	89
	Sub-total[2]	**0**	**0**	**43**	**80**	**40**	**112**	**81**	**27**	**10**	**4**	**4**	**401**
Unknown	M	0	25	160	184	157	364	303	237	133	92	71	1,726
	F	0	10	144	209	169	360	301	211	95	73	42	1,614
	Sub-total[2]	**0**	**35**	**304**	**393**	**326**	**724**	**604**	**448**	**228**	**165**	**164**	**3,391**
MOTOR VEHICLE	**M**	**0**	**87**	**1,132**	**1,143**	**850**	**1,743**	**1,542**	**1,135**	**621**	**532**	**182**	**8,967**
CONTROLLER	**F**	**0**	**33**	**907**	**925**	**617**	**1,321**	**1,217**	**966**	**469**	**360**	**129**	**6,944**
CASUALTIES:	**TOTAL[2]**	**0**	**120**	**2,039**	**2,068**	**1,467**	**3,064**	**2,759**	**2,101**	**1,090**	**892**	**366**	**15,966**

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

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

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	Total
Legal	M	0	55	862	837	625	1,260	1,152	885	480	446	106	6,708
	F	0	23	740	674	434	923	890	751	378	290	87	5,190
	Sub-total[2]	**0**	**78**	**1,602**	**1,511**	**1,059**	**2,183**	**2,042**	**1,636**	**858**	**736**	**197**	**11,902**
.001 – .019[3]	M	0	0	1	1	0	0	0	0	0	0	0	2
	F	0	0	1	0	0	0	0	0	0	0	0	1
	Sub-total[2]	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
.020 – .049[4]	M	0	3	9	5	1	0	0	0	0	0	0	18
	F	0	0	2	1	0	0	0	0	0	0	0	3
	Sub-total[2]	**0**	**3**	**11**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**21**
.050 – .079	M	0	2	28	17	6	17	11	11	2	1	1	96
	F	0	1	0	5	1	1	2	4	1	1	0	16
	Sub-total[2]	**0**	**3**	**28**	**22**	**7**	**18**	**13**	**15**	**3**	**2**	**1**	**112**
.080 – .149	M	0	4	56	53	45	49	36	9	8	9	0	269
	F	0	0	17	17	8	15	14	2	1	1	0	75
	Sub-total[2]	**0**	**4**	**73**	**70**	**53**	**64**	**50**	**11**	**9**	**10**	**0**	**344**
≥ .150	M	0	1	42	71	37	99	72	20	9	3	4	358
	F	0	0	6	22	7	28	17	10	2	1	0	93
	Sub-total[2]	**0**	**1**	**48**	**93**	**44**	**127**	**89**	**30**	**11**	**4**	**4**	**451**
Unknown	M	0	26	162	185	157	367	307	240	133	92	71	1,740
	F	0	10	145	209	170	360	301	213	95	73	42	1,618
	Sub-total[2]	**0**	**36**	**307**	**394**	**327**	**727**	**608**	**453**	**228**	**165**	**164**	**3,409**
MOTOR VEHICLE	**M**	**0**	**91**	**1,160**	**1,169**	**871**	**1,792**	**1,578**	**1,165**	**632**	**551**	**182**	**9,191**
CONTROLLER	**F**	**0**	**34**	**911**	**928**	**620**	**1,327**	**1,224**	**980**	**477**	**366**	**129**	**6,996**
CASUALTIES:	**TOTAL[2]**	**0**	**125**	**2,071**	**2,097**	**1,491**	**3,119**	**2,802**	**2,145**	**1,109**	**917**	**366**	**16,242**

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

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

	Blood alcohol concentration (g/100mL)							
Road user class	Legal	.001-.019[1]	.020-.049[2]	.050-.079	.080-.149	≥.150	Unknown	**Total**
Car driver	113	1	0	1	7	35	12	169
Light truck driver	16	0	0	1	2	8	2	29
Heavy rigid truck driver	0	0	0	0	0	0	0	0
Articulated truck driver	9	0	0	0	0	0	0	9
Bus driver	0	0	0	0	0	0	0	0
Motorcycle rider	50	0	3	2	1	7	3	66
Other motor vehicle driver	2	0	0	0	0	0	1	3
MOTOR VEHICLE CONTROLLER CASUALTIES: TOTAL	**190**	**1**	**3**	**4**	**10**	**50**	**18**	**276**

1 Learner and Provisional Licence holders.

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

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

	Blood alcohol concentration (g/100mL)							
Road user class	Legal	.001-.019[1]	.020-.049[2]	.050-.079	.080-.149	≥.150	Unknown	**Total**
Car driver	8,671	1	15	68	264	286	2,592	11,897
Light truck driver	784	1	1	14	32	59	162	1,053
Heavy rigid truck driver	94	0	0	1	1	0	15	111
Articulated truck driver	135	0	0	1	1	0	12	149
Bus driver	26	0	0	1	0	0	11	38
Motorcycle rider	1,847	0	2	23	34	56	543	2,505
Other motor vehicle driver	155	0	0	0	2	0	56	213
MOTOR VEHICLE CONTROLLER CASUALTIES: TOTAL	**11,712**	**2**	**18**	**108**	**334**	**401**	**3,391**	**15,966**

1 Learner and Provisional Licence holders.

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

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

	Blood alcohol concentration (g/100mL)							
Road user class	Legal	.001-.019[1]	.020-.049[2]	.050-.079	.080-.149	≥.150	Unknown	**Total**
Car driver	8,784	2	15	69	271	321	2,604	12,066
Light truck driver	800	1	1	15	34	67	164	1,082
Heavy rigid truck driver	94	0	0	1	1	0	15	111
Articulated truck driver	144	0	0	1	1	0	12	158
Bus driver	26	0	0	1	0	0	11	38
Motorcycle rider	1,897	0	5	25	35	63	546	2,571
Other motor vehicle driver	157	0	0	0	2	0	57	216
MOTOR VEHICLE CONTROLLER CASUALTIES: TOTAL	**11,902**	**3**	**21**	**112**	**344**	**451**	**3,409**	**16,242**

1 Learner and Provisional Licence holders.

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

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

Alcohol involved in crash	Degree of casualty		
	Killed	Injured	Total killed & injured
Yes	94	1,374	1,468
No	294	15,693	15,987
Unknown	65	7,039	7,104
CASUALTIES: Total	**453**	**24,106**	**24,559**

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

Speeding involved in crash	Degree of casualty		
	Killed	Injured	Total killed & injured
Yes	207	4,089	4,296
No or unknown	246	20,017	20,263
CASUALTIES: Total	**453**	**24,106**	**24,559**

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

Fatigue involved in crash	Degree of casualty		
	Killed	Injured	Total killed & injured
Yes	78	2,078	2,156
No or unknown	375	22,028	22,403
CASUALTIES: Total	**453**	**24,106**	**24,559**

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

Reference information

- Population
- Licence
- Vehicles

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

Age (years)	Sex		TOTAL
	Male	Female	
0 – 4	234,545	222,489	457,034
5 – 16	552,215	526,131	1,078,346
17 – 20	205,428	191,914	397,342
21 – 25	264,356	253,376	517,732
26 – 29	209,431	207,302	416,733
30 – 39	503,107	511,631	1,014,738
40 – 49	492,130	502,596	994,726
50 – 59	439,097	449,091	888,188
60 – 69	332,131	337,136	669,267
≥70	304,959	395,356	700,315
NEW SOUTH WALES RESIDENTS:			
TOTAL	3,537,399	3,597,022	7,134,421

Source – Australian Bureau of Statistics Australian Demographc Statistics December 2009.
1 Preliminary estimated resident population for 30 June 2009 as published in June 2010.

Table 33: Licence holders* as at 30 June 2009

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	29,307	27,304	56,611	277	25	302	29,584	27,329	56,913
17 – 20	145,535	145,109	290,644	8,508	840	9,348	154,043	145,949	299,992
21 – 25	172,268	186,426	358,694	18,512	2,466	20,978	190,780	188,892	379,672
26 – 29	145,152	162,481	307,633	22,438	3,334	25,772	167,590	165,815	333,405
30 – 39	374,414	443,928	818,363	82,992	12,330	95,329	457,406	456,258	913,692
40 – 49	360,804	438,147	799,032	109,025	14,658	123,706	469,829	452,805	922,738
50 – 59	312,608	377,301	689,934	108,315	13,801	122,125	420,923	391,102	812,059
60 – 69	259,424	264,806	524,242	54,829	5,222	60,054	314,253	270,028	584,296
≥ 70	214,631	180,743	395,383	21,427	1,460	22,889	236,058	182,203	418,272
LICENCE HOLDERS									
TOTAL	2,014,143	2,226,245	4,240,536	426,323	54,136	480,503	2,440,466	2,280,381	4,721,039

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]	3,519,710
Rigid truck, van or utility	799,011
Articulated truck	21,067
Bus	14,490
Motorcycle	162,076
Sub-total	**4,516,354**
OTHER VEHICLES	
Plant	11,288
Trailer	790,972
Sub-total	**802,260**
VEHICLES ON REGISTER: TOTAL	5,318,614

Source – Roads and Traffic Authority.
1 As at 30 June 2009
2 Includes sedans, station wagons, passenger vans, convertibles, coupes and three-wheeled cars.

Index

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

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

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