



Road Traffic Accidents in NSW—1998

Statistical Statement:
Year Ended 31 December 1998



**ROAD TRAFFIC ACCIDENTS
IN NEW SOUTH WALES
1998**

STATISTICAL STATEMENT:

Year ended 31 December 1998

**ROADS AND TRAFFIC AUTHORITY
ROAD SAFETY STRATEGY BRANCH**

December 2000



Roads and Traffic Authority

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SUMMARY DATA FOR 1998

	Number	Percentage	Compared with 1997	
			Number Change	Percentage Change
ACCIDENTS				
Fatal accidents	491	0.9	-34	-6.5
Injury accidents	19,667	37.4	+1,340	+7.3
Non-casualty accidents	32,417	61.7	+1,149	+3.7
Total recorded accidents	52,575	100.0	+2,455	+4.9
CASUALTIES				
Killed	556	2.1	-20	-3.5
Injured	26,415	97.9	+1,961	+8.0
Total casualties	26,971	100.0	+1,941	+7.8
VEHICLES ON REGISTER¹	3,493,300		76,100	+2.2
Fatalities per 10,000 vehicles	1.59			-5.6
LICENCES ON ISSUE²	4,243,800		81,300	+2.0
Fatalities per 10,000 licences	1.31			-5.3
POPULATION OF STATE³	6,333,500		60,700	+1.0
Fatalities per 100,000 persons	8.78			-4.4
<p>¹ Excludes tractors, trailers, caravans, trader plates, plant and equipment. As at 30 June</p> <p>² Excludes Learner's Licences. As at 30 June</p> <p>³ Estimated resident population. As at 30 June. Source - Australian Bureau of Statistics</p>				

MAIN POINTS FOR 1998

- There were 52,575 recorded road traffic accidents in New South Wales during 1998 resulting in 26,971 casualties, of which 556 were killed.
- The estimated cost to the community of these road traffic accidents was \$2,150 million.
- The number of persons killed was down by 20 (3%) on the previous year and was the lowest annual fatality total since 1949. The number of persons injured was up by 1,961 (8%).
- The number of pedestrians killed was the lowest since such records began in 1938.
- The average number of persons killed per fatal accident was the highest since 1994.
- Country roads accounted for 32% of all accidents, but 62% of fatal accidents and 36% of injury accidents.
- At least 23% of motor vehicle occupants killed were not wearing available seat belts.
- Three of the seven pedal cyclists killed and at least 18% of those injured were not wearing a helmet.
- Forty per cent of the pedestrians killed were aged 60 or more, although only 17% of the population is represented by people of this age.
- Amongst those accidents in which the alcohol involvement was known, alcohol was a contributing factor in 52% of fatal accidents on Thursday, Friday and Saturday nights, 20% of all fatal accidents, 9% of injury accidents and 7% of all accidents.
- Of the 1,022 motor vehicle drivers and motorcycle riders who were killed or injured with an illegal blood alcohol concentration, more than half (55%) were in the high range (0.15 g/100mL or more).
- Accidents which involved speeding represented at least 40% of fatal accidents and 15% of all accidents.
- Thirty-eight per cent of speeding drivers and motorcycle riders involved in fatal accidents were males aged 17-25. In contrast, only 6% were females in the above age group. Twenty-six per cent of all drivers and motorcycle riders involved in fatal accidents were aged 17-25.
- Fatigue was assessed as being involved in at least 19% of fatal accidents. Twenty-nine per cent of the fatigued drivers and motorcycle riders involved in fatal accidents were males aged 17-25.

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 data items being counted in a table are always mentioned first in the table heading. The classification variables then follow within the heading.

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 23, saw the word *fatal* in the heading and assumed that the table was counting persons killed, you would deduce that 59 car drivers aged 17-20 were killed. **That is not the correct answer!** Table 16a is counting motor vehicle controllers involved in fatal accidents 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 64. 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 21.

Example 2.

Suppose you wish to know how many injury accidents involved at least one motorcycle. If you looked at Table 11, on page 19, and did not note that the table is counting **motor vehicles involved** in accidents, you might be tempted to assume that the answer to your question was 1,958. **That is not the correct answer!**

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

The correct answer of 1,931 is to be found from Table 10 which is counting accidents and casualties for particular types of accidents.

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

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

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PREFACE

SCOPE OF ACCIDENT STATISTICS

Accident statistics included in this Statistical Statement

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

1. The accident was reported to the police
2. The accident occurred on a road open to the public
3. The accident involved at least one moving road vehicle
4. The accident involved at least one person being killed or injured or at least one motor vehicle being towed away.

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

Criteria for reporting accidents in 1998

Section 8 (3) of the Traffic Act 1909 requires a road accident in New South Wales to be reported to the police when any person is killed or injured or property damage over \$500 is sustained.

Police are only required to attend an accident if:

- a person was killed or injured
- there was over \$500 damage to property *other* than the vehicles concerned
- one of the parties failed to stop and exchange particulars
- one or more of the drivers was reported to be under the influence of alcohol or other drug
- one or more of the vehicles was required to be towed away.

Other (minor) accidents can be reported to the police on a P5 Self Reporting Collision Form which may be completed by each of the drivers involved.

HOW ACCIDENT DATA ARE PROCESSED

The processing of accident data in New South Wales directly involves three organisations: the NSW Police Service, the Australian Quadriplegic Association (AQA) and the Roads and Traffic Authority (RTA). Within the RTA, the Road Safety Strategy Branch is responsible for the collation and dissemination of road traffic accident data.

From July 1997, as part of a police initiative, the practice of recording a traffic accident on a P4 report was abandoned. It was replaced by a system whereby information relating to a traffic accident 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 accident site, a component of the original P4 report, has been retained and is completed for accidents where a police officer attended the accident scene. The sketch is sent to a central office of the Police Service for microfilming and logging.

Under the paperless system, completed and checked data are transferred from COPS to computer disk on a weekly basis and forwarded to the RTA. There they are loaded into the RTA's Traffic Accident Database System (TADS) for enhancement and validation. This system predominantly results in the data electronically captured and supplied by the Police Service being reproduced on paper as a pseudo P4 (PP4), resembling the original P4.

The PP4s and sketches described above are forwarded to the Mascot office of the AQA, a business enterprise employing physically disabled people, which is contracted to the RTA to provide a coding and data entry service. Accurate location information is determined for each accident and the comprehensive narrative describing the accident 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 accident. In addition, results of blood alcohol analyses are regularly obtained from the Western Sydney Area Health Service's Division of Analytical Laboratories. A further checking process is undertaken each quarter to identify and correct any anomalies in the data prior to its finalisation.

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

The Road Safety Strategy Branch's accident database is used extensively within the RTA for monitoring and research work, strategic planning and the production of routine reports and analyses. Members of the public and organisations such as the Australian Transport Safety Bureau, NSW Police Service, National Roads and Motorist's Association, Australian Bureau of Statistics and Local Governments also regularly access the information.

SPECIAL NOTES

Serious injury data

In previous editions of this publication, injury data were classified into either serious injury or other injury. A seriously injured person was defined as a person who is injured and admitted to hospital as a result of an accident and who does not die as a result of those injuries within 30 days of the accident.

Following the introduction by Police of the new 'paperless' system for reporting accidents in July 1997 (see **How accident data are processed** above), it became apparent that the reporting of whether a person was admitted to hospital in the new system was not consistent with the former P4 reporting system. An investigation of the problem identified a number of concerns with the use of the reported "admitted to hospital" as a measure of serious injury. These include:

- the Police indicate that officers may not know if a person was admitted to hospital;
- admission to hospital was not a good indicator of injury severity. Admission practices vary between hospitals, and in some cases people with minor injuries are admitted for a short period.

The use of the reported "admitted to hospital" as a measure of serious injury is not considered reliable and has been discontinued.

A measure of serious injury has been developed from the Hospital Inpatient Statistics Collection obtained from the Australian Institute of Health and Welfare. The measure is based on the length of stay in hospital, with a stay of 2 days or more considered the best indicator of serious injury. This information cannot be directly linked to each accident, however, it does provide an overview of the level of persons seriously injured and their trends on a State-wide basis. These data have been incorporated into Table 1 showing trends from 1993/94 to 1997/98 and in a new table (35) which tabulates class of road user by age.

Revised Format

The annual Statistical Statement has been published in essentially the same format since 1987. While there have been some minor changes over this period these changes have been limited to retain a consistent structure and numbering system. The need to remove the serious injury category provided an opportunity for a more significant overhaul of the document. Five new tables have been added including tables on speeding and fatigued controllers (Tables 19 & 20); time of day of accidents (Table 7); accidents by road alignment and surface condition (Table 23); and data from the Hospital Inpatient Statistics Collection (Table 35).

Comparing Data with Previous Years

Due to the introduction by police of the paperless system described above, there may be inconsistencies in the reporting of some data fields. In particular, the assignment of an unknown value has markedly 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 accidents

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

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

DEFINITIONS AND EXPLANATORY NOTES

Accident: 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.

Animal rider: A person sitting on/riding a horse or other animal.

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

Bicycle rider: See *Pedal cycle rider*.

Bus: Includes 'State Transit Authority' bus and long distance/tourist coach.

Car: Includes sedan, station wagon, utility (based on car design), panel van (based on car design), coupe, hatchback, fastback, sports car, taxi-cab, passenger van and four wheel drive vehicle.

Carriageway: That part of the road improved or designed and/or ordinarily used for vehicular movement. When a road has two or more of these portions, divided by a median strip or other physical separation, each of these is a separate carriageway.

Casualty: Any person killed or injured as a result of an accident.

Controller: A person occupying the controlling position of a road vehicle.

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 accident: An accident for which there is at least one fatality.

Fatality: A person who dies within 30 days of an accident as a result of injuries received in that accident.

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 an accident, and who does not die as a result of those injuries within 30 days of the accident.

Injury accident: A non-fatal accident for which at least one person is injured.

Intersection accident: An accident 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.

Motorcycle: Any mechanically or electrically propelled two or three-wheeled machine with or without side-car. Includes solo motorcycle, motorcycle with sidecar, motor scooter, mini-bike, three-wheeled special mobility vehicle and moped (motorized 'pedal cycle').

Motorcycle passenger: A person on but not controlling a motorcycle.

Motorcycle rider: A person occupying the controlling position of a motorcycle.

Motor vehicle: Any road vehicle which is mechanically or electrically powered but not operated on rails.

Newcastle Metropolitan Area: Comprised of the following local government areas: Newcastle and Lake Macquarie cities.

Non-casualty accident: An accident 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 accident, 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 accident.

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-motorized scooter, pedal car, skateboard, roller skates, in-line skates, toy tricycle, unicycle, push cart, sled, trolley, non-motorized go-cart, billycart, pram, wheelbarrow, handbarrow, non-motorized wheelchair or any other toy device used as a means of mobility.

Road: The area devoted to public travel within a surveyed road reserve. Includes a footpath and cycle path inside the road reserve and a median strip or traffic island.

Road vehicle: Any device (except pedestrian conveyance) upon which or by which any person or property may be transported or drawn on a road.

Sydney Metropolitan Area: Comprised of the following local government areas: City of Sydney, Bankstown, Blacktown, Botany Bay, Campbelltown, Canterbury, Fairfield, Holroyd, Hurstville, Liverpool, Parramatta, Penrith, Randwick, Rockdale, Ryde, South Sydney and Willoughby cities, Ashfield, Auburn, Baulkham Hills, Burwood, Camden, Concord, Drummoyne, 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 traffic accidents cannot always be determined directly from police reports of those accidents. Certain circumstances, however, suggest the involvement of speeding. The Roads and Traffic Authority has therefore drawn up criteria for determining whether or not an accident is to be considered as having involved speeding as a contributing factor.

Speeding is considered to have been a contributing factor to a road traffic accident if that accident 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 traffic accidents similarly cannot always be determined directly from police reports of those accidents and the following criteria are used to assess its involvement. Fatigue is considered to have been involved as a contributing factor to a road traffic accident if that accident 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.

ACCIDENT AND CASUALTY TRENDS

- HISTORICAL DATA
- FATALITY RATES
- INTERSTATE AND INTERNATIONAL COMPARISONS
- CAUSES OF DEATH

TRENDS IN NEW SOUTH WALES 1950, 1955, 1960-1998

Year	Killed	Injured	Fatal accidents	Total accidents	Persons seriously injured ⁸	Vehicles on register ¹ ('000)	Licences on issue ¹ ('000)	Population ² ('000)	Total vehicle kilometres travelled ³ ('000,000)	Fatalities per:			
										10,000 vehicles	10,000 licences	100,000 population	100 million vehicle km
1950	634	11,096		18,232		478⁴	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	-
1961	918	21,839	850	48,939		1,025	1,359	3,917	-	8.96	6.75	23.4	-
1962	876	21,468	798	49,725		1,074	1,420	3,985	-	8.16	6.17	22.0	-
1963	900	24,652	818	55,195		1,139	1,451	4,048	16,028.2	7.90	6.20	22.2	5.6
1964	1,010	26,631	903	59,233		1,210	1,527	4,105	-	8.35	6.61	24.6	-
1965	1,151	29,157	1,026	65,348		1,296	1,608	4,172	-	8.88	7.16	27.6	-
1966	1,143	28,981	1,042	67,094		1,357	1,669	4,238 ⁷	-	8.42	6.85	27.0	-
1967	1,117	29,501	1,022	70,641		1,426	1,764	4,295	-	7.83	6.33	26.0	-
1968	1,211	30,919	1,069	76,288		1,518	1,830	4,359	-	7.98	6.62	27.8	-
1969	1,188	32,752	1,070	85,188		1,606	1,908	4,441	-	7.40	6.23	26.7	-
1970	1,309	34,886	1,135	92,998		1,712	2,049	4,522	-	7.65	6.39	28.9	-
1971	1,249	36,660	1,096	99,547		1,818	2,155	4,726 ⁷	29,104.5	6.87	5.80	26.4	4.3
1972	1,092	36,814	981	113,375		1,909	2,223	4,795	-	5.72	4.91	22.8	-
1973	1,230	39,294	1,082	119,426		2,009	2,299	4,842	-	6.12	5.35	25.4	-
1974	1,275	40,429	1,121	128,842		2,098	2,391	4,894	-	6.08	5.33	26.1	-
1975	1,288	38,141	1,150	111,565		2,204	2,532	4,932	-	5.84	5.09	26.1	-
1976	1,264	37,327	1,119	69,204 ⁵		2,251	2,634	4,960	34,187.5	5.62	4.80	25.5	3.7
1977	1,268	38,407	1,118	70,535		2,309	2,744	5,002	-	5.49	4.62	25.4	-
1978	1,384	40,875	1,222	76,127		2,389	2,849	5,054	-	5.79	4.86	27.4	-
1979	1,290	36,984	1,125	66,738		2,490	2,887	5,111	37,673.7	5.18	4.47	25.2	3.4
1980	1,303	38,816	1,152	66,770		2,587	2,980	5,172	-	5.04	4.37	25.2	-
1981	1,291	38,968	1,130	68,290		2,691	3,087	5,235	-	4.80	4.18	24.7	-
1982	1,253	34,553	1,115	64,056		2,788	3,198	5,308	43,750.6	4.49	3.92	23.6	2.9
1983	966	33,978	877	61,606		2,839	3,275	5,360	-	3.40	2.95	18.0	-
1984	1,037	36,271	910	65,203		2,891	3,358	5,412	-	3.59	3.09	19.2	-
1985	1,067	39,336	954	70,848		2,986	3,438	5,465	46,621.6	3.57	3.10	19.5	2.3
1986	1,029	38,230	908	68,664		3,043 ⁴	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 ⁶	3.37	2.83	18.2	2.0
1989	960	35,324	783	62,801		3,171	3,705	5,772	-	3.03	2.59	16.6	-
1990	797	32,153	702	59,407		3,224	3,721	5,827	-	2.47	2.14	13.7	-
1991	663	28,085	585	53,762		3,059 ⁴	3,714	5,899	47,443.0	2.17	1.79	11.2	1.4
1992	649	25,920	576	50,505		3,208	e3,793	5,963	-	2.02	1.71	10.9	-
1993	581	26,368	518	50,718		3,235	3,871	6,005	-	1.80	1.50	9.7	-
1994	647	26,160	553	50,846	5,788	3,263	3,928	6,060	-	1.98	1.65	10.7	-
1995	620	25,963	563	52,120	5,675	3,315	3,998	6,127	50,692.0	1.87	1.55	10.1	1.2
1996	581	26,029	538	52,383	5,531	3,363	4,071	6,205	-	1.73	1.43	9.4	-
1997	576	24,454	525	50,120	5,436	3,417	4,163	6,274	-	1.69	1.38	9.2	-
1998	556	26,415	491	52,575	5,517	3,493	4,244	6,334	-	1.59	1.31	8.8	-

¹ At 30 June (16 May for 1993 data) ² Estimated Resident Population as at 30 June

e Estimated

³ Travel for the twelve months ended 30 September from Australian Bureau of Statistics Survey of Motor Vehicle Use

⁴ Excludes caravans, trailers, tractors and trader plate registrations. From 1986 onwards plant and equipment were omitted. In 1991 the retention period for vehicles with expired registrations was reduced from nine months to three months.

⁵ NSW criterion for recording accidents changed from "casualty or at least \$50 damage" to "casualty or at least one vehicle towed away" from 1 July 1975.

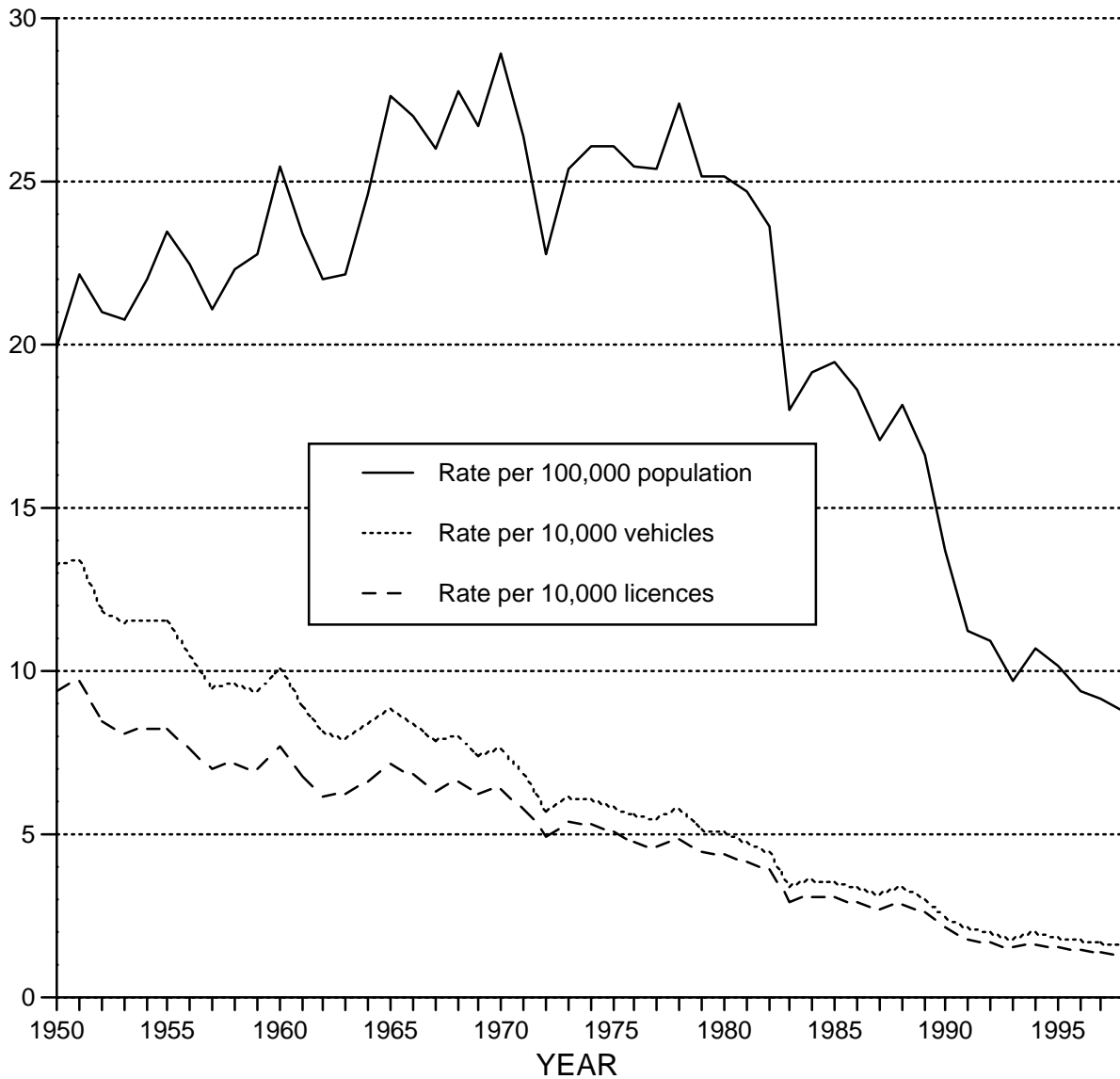
⁶ Prior to 1988 travel by commercial buses was excluded.

⁷ Prior to 1971 data were defined as Estimated Population. Prior to 1966 full-blooded Aborigines were excluded.

⁸ For twelve months ended 30 June. Based on Hospital Inpatient Statistics Collection - see note with Table 35.

Figure 1

FATALITY RATE PER 10,000 VEHICLES,
10,000 LICENCES and 100,000 POPULATION
FOR YEARS 1950 TO 1998 IN NSW



Note: Fatality rate is expressed as the number of persons killed in road traffic accidents per 10,000 vehicles on register, per 10,000 licences on issue and per 100,000 population.

2

COMPARISON WITH OTHER AUSTRALIAN STATES¹ AND
OTHER COUNTRIES²

	Killed	Vehicles ³ (⁰⁰⁰)	Population ⁴ (⁰⁰⁰)	Fatalities per 10,000 vehicles	Fatalities per 100,000 population
NEW SOUTH WALES	556	3,493.3	6,333.5	1.6	8.8
Victoria	390	3,177.4	4,654.9	1.2	8.4
Queensland	279	2,228.8	3,453.5	1.3	8.1
Western Australia	226	1,327.2	1,829.1	1.7	12.4
South Australia	168	1,031.1	1,486.4	1.6	11.3
Tasmania	48	322.7	471.7	1.5	10.2
Australian Capital Territory	22	194.7	308.1	1.1	7.1
Northern Territory	69	102.2	189.9	6.8	36.3
AUSTRALIA	1,758	11,877.4	18,730.4	1.5	9.4
CANADA	2,927	17,576 ⁹⁷	30,300	1.7	9.7
FRANCE ⁵	8,918	29,487 ⁹⁷	58,967	3.0	15.1
GERMANY	7,792	49,586	82,057	1.6	9.5
GREAT BRITAIN	3,581	28,140	59,236	1.3	6.0
JAPAN	10,805	77,056	126,486	1.4	8.5
NEW ZEALAND	502	2,318	3,781	2.2	13.3
UNITED STATES OF AMERICA	41,471	207,588	270,299	2.0	15.3

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

² International figures obtained from International Road Traffic and Accident Database (OECD).

³ Australian figures (except for New South Wales) are as at 31 October 1998 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 1998.

⁴ Australian population estimates at 30 June.

⁵ Death within 6 days.

⁹⁷ 1997 data

3

DEATHS WITHIN NSW, CAUSES OF DEATH, SEX, AGE

1997	Age (years)										TOTAL ²
	0-9	10-14	15-19	20-24	25-29	30-39	40-49	50-59	60-69	≥70	
Males											
Deaths from all causes ¹	323	48	172	294	329	701	1,055	1,810	4,043	14,801	23,580
All accidental deaths ¹	46	17	69	98	83	138	124	80	74	239	968
Road deaths	11	13	48	60	47	66	39	36	25	42	393
as % of accidental deaths	24	76	70	61	57	48	31	45	34	18	41
as % of all deaths	3	27	28	20	14	9	4	2	1	<1	2
Females											
Deaths from all causes ¹	268	23	72	94	101	332	605	1,123	2,298	16,867	21,786
All accidental deaths ¹	25	4	23	25	24	48	41	35	37	293	555
Road deaths	11	3	17	20	15	29	20	12	16	38	183
as % of accidental deaths	44	75	74	80	63	60	49	34	43	13	33
as % of all deaths	4	13	24	21	15	9	3	1	1	<1	1
All persons											
Deaths from all causes ¹	591	71	244	388	430	1,033	1,660	2,933	6,341	31,668	45,366
All accidental deaths ¹	71	21	92	123	107	186	165	115	111	532	1,523
Road deaths	22	16	65	80	62	95	59	48	41	80	576
as % of accidental deaths	31	76	71	65	58	51	36	42	37	15	38
as % of all deaths	4	23	27	21	14	9	4	2	1	<1	1

¹ Data based on information published by Australian Bureau of Statistics and RTA road traffic accident statistics.

² Includes several deaths where age unknown

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

5 CASUALTIES, YEAR, ROAD USER CLASS, DEGREE OF CASUALTY¹

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

¹ K - Killed I - Injured

5 CASUALTIES, YEAR, ROAD USER CLASS, DEGREE OF CASUALTY¹

Year	Road User Class							
	Pedestrian		Pedal Cyclist ²		Other ³		All Road Users	
	K	I	K	I	K	I	K	I
1960	367	4,022	42	1,128	0	25	978	22,655
1961	319	3,627	30	1,039	0	28	918	21,839
1962	296	3,548	24	961	3	28	876	21,468
1963	310	4,000	24	967	0	36	900	24,652
1964	328	4,012	38	974	1	36	1,010	26,631
1965	301	4,254	29	942	5	26	1,151	29,157
1966	341	4,111	16	869	3	44	1,143	28,981
1967	329	4,155	23	837	1	35	1,117	29,501
1968	292	4,175	37	935	1	32	1,211	30,919
1969	294	4,469	19	868	2	19	1,188	32,752
1970	291	4,346	26	792	1	41	1,309	34,886
1971	250	4,292	16	820	1	37	1,249	36,660
1972	256	4,586	19	788	1	42	1,092	36,814
1973	271	4,563	21	648	2	40	1,230	39,294
1974	296	4,719	25	738	1	44	1,275	40,429
1975	257	4,370	22	766	5	60	1,288	38,141
1976	259	4,335	19	857	1	60	1,264	37,327
1977	266	4,349	23	1,089	3	43	1,268	38,407
1978	281	4,571	22	1,020	1	16	1,384	40,875
1979	230	4,120	32	1,115	2	16	1,290	36,984
1980	252	4,161	31	1,326	1	23	1,303	38,816
1981	267	3,953	22	1,272	1	24	1,291	38,968
1982	256	3,788	19	1,390	0	12	1,253	34,553
1983	212	3,963	29	1,522	1	21	966	33,978
1984	211	4,116	23	1,624	1	25	1,037	36,271
1985	223	4,210	23	1,682	2	11	1,067	39,336
1986	191	3,989	19	1,747	0	15	1,029	38,230
1987	178	4,255	22	1,870	3	22	959	38,219
1988	205	4,177	34	1,949	2	13	1,037	36,616
1989	173	3,980	19	1,800	0	11	960	35,324
1990	177	3,944	20	1,860	0	21	797	32,153
1991	119	3,431	10	1,468	0	31	663	28,085
1992	121	3,104	6	1,300	0	13	649	25,920
1993	117	3,091	8	1,443	1	12	581	26,368
1994	129	3,220	23	1,320	0	15	647	26,160
1995	130	3,154	11	1,170	0	14	620	25,963
1996	130	3,234	13	1,346	0	21	581	26,029
1997	114	2,985	18	1,194	0	8	576	24,454
1998	102	3,150	7	1,223	0	3	556	26,415

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

TRAFFIC ACCIDENTS IN 1998

- TIME DISTRIBUTION
- ACCIDENT TYPES
- MOTOR VEHICLE TYPES
- FACTORS IN ACCIDENTS
- CONTROLLERS IN ACCIDENTS
- LOCATION AND DISTRIBUTION OF ACCIDENTS

6

ACCIDENTS, CASUALTIES, HOLIDAY PERIODS, DEGREE OF ACCIDENT, DEGREE OF CASUALTY

Period	Degree of Accident ¹				Degree of Casualty ²		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured
New Year (1 January) (1 day)	1	40	54	95	1	60	61
Australia Day (23 January to 26 January) (4 days)	6	220	369	595	10	314	324
Easter (9 April to 13 April) (5 days)	3	262	489	754	3	354	357
Anzac Day (25 April) (1 day)	4	45	63	112	5	60	65
Queen's Birthday (5 June to 8 June) (4 days)	7	201	282	490	9	267	276
Labour Day (2 October to 5 October) (4 days)	4	208	257	469	4	286	290
Christmas (24 December to 31 December) (8 days)	17	345	513	875	19	505	524
SCHOOL HOLIDAYS							
January (1 January to 26 January) (includes New Year & Australia Day holidays) (26 days)	30	1,180	1,948	3,158	40	1,723	1,763
Easter (9 April to 26 April) (includes Easter public holidays and Anzac Day) (18 days)	29	974	1,693	2,696	32	1,290	1,322
July (4 July to 19 July) (16 days)	19	908	1,496	2,423	20	1,207	1,227
October (26 September to 11 October) (includes Labour Day holidays) (16 days)	20	864	1,221	2,105	23	1,187	1,210
December (19 December to 31 December) (includes Christmas holidays) (13 days)	23	619	963	1,605	25	891	916

¹ F - Fatal Accident IA - Injury Accident N - Non-Casualty Accident

² K- Killed I - Injured

7a**FATAL ACCIDENTS, TIME PERIOD, DAY OF WEEK**

Time Period ¹	Day of Week							Total
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
00:01 - 01:59	6	6	1	5	2	9	4	33
02:00 - 03:59	5	1	2	2	2	1	9	22
04:00 - 05:59	7	0	5	3	5	1	3	24
06:00 - 07:59	5	7	5	6	8	3	9	43
08:00 - 09:59	3	6	8	6	5	5	3	36
10:00 - 11:59	5	11	7	8	4	4	7	46
12:00 - 13:59	6	5	3	4	6	7	6	37
14:00 - 15:59	6	9	11	10	4	12	8	60
16:00 - 17:59	8	8	8	8	7	6	8	53
18:00 - 19:59	6	4	3	8	5	8	11	45
20:00 - 21:59	11	4	10	4	8	5	8	50
22:00 - Midnight	5	1	5	2	8	12	9	42
Unknown	0	0	0	0	0	0	0	0
ACCIDENTS:								
TOTAL	73	62	68	66	64	73	85	491

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

7b**TOTAL ACCIDENTS, TIME PERIOD, DAY OF WEEK**

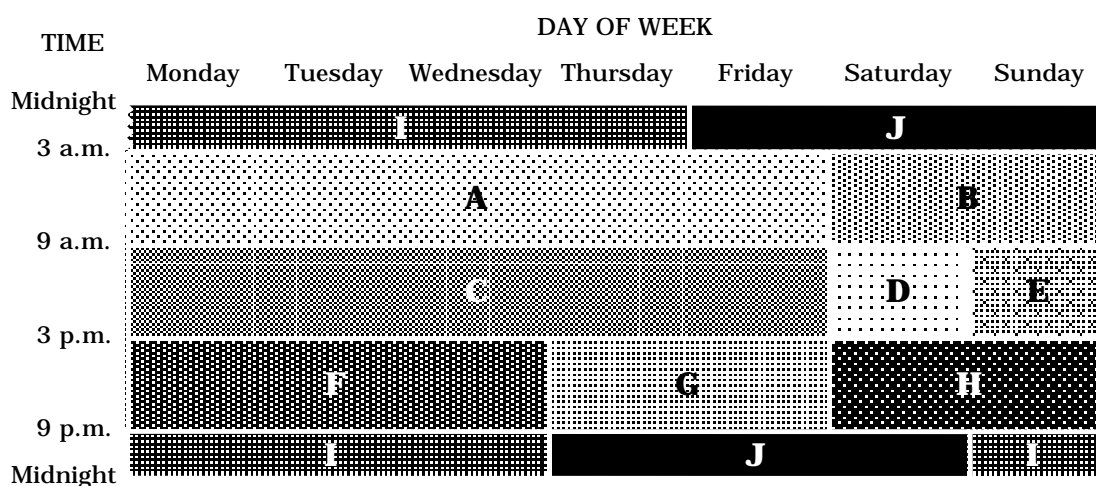
Time Period	Day of Week							Total
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
00:01 - 01:59	514	170	117	153	189	229	508	1,880
02:00 - 03:59	378	115	88	74	116	182	390	1,343
04:00 - 05:59	249	141	139	122	136	173	272	1,232
06:00 - 07:59	279	572	569	601	586	566	373	3,546
08:00 - 09:59	394	871	888	878	947	899	614	5,491
10:00 - 11:59	785	738	740	752	768	815	996	5,594
12:00 - 13:59	814	745	787	761	773	871	1,024	5,775
14:00 - 15:59	834	1,014	1,013	1,051	1,036	1,208	930	7,086
16:00 - 17:59	825	1,280	1,247	1,212	1,283	1,352	969	8,168
18:00 - 19:59	639	794	797	815	964	1,120	818	5,947
20:00 - 21:59	490	406	416	470	562	674	588	3,606
22:00 - Midnight	359	270	293	334	418	622	610	2,906
Unknown	1	0	0	0	0	0	0	1
ACCIDENTS:								
TOTAL	6,561	7,116	7,094	7,223	7,778	8,711	8,092	52,575

7c

ACCIDENTS, TIME PERIOD, DEGREE OF ACCIDENT

Time Period ¹	Degree of Accident						
	Fatal Accident		Injury Accident		Non-Casualty Accident		Total Accidents
A	62	(1.0%)	2,331	(36.3%)	4,034	(62.8%)	6,427 (100.0%)
B	38	(1.9%)	738	(37.2%)	1,210	(60.9%)	1,986 (100.0%)
C	91	(0.8%)	4,484	(37.9%)	7,262	(61.4%)	11,837 (100.0%)
D	18	(0.6%)	1,089	(38.0%)	1,758	(61.4%)	2,865 (100.0%)
E	14	(0.6%)	879	(39.5%)	1,334	(59.9%)	2,227 (100.0%)
F	71	(0.8%)	3,280	(37.9%)	5,299	(61.3%)	8,650 (100.0%)
G	38	(0.6%)	2,470	(37.0%)	4,161	(62.4%)	6,669 (100.0%)
H	53	(1.1%)	1,787	(38.1%)	2,856	(60.8%)	4,696 (100.0%)
I	43	(1.5%)	1,064	(36.0%)	1,850	(62.6%)	2,957 (100.0%)
J	63	(1.5%)	1,544	(36.2%)	2,653	(62.3%)	4,260 (100.0%)
Unknown	0	(0.0%)	1	(100.0%)	0	(0.0%)	1 (100.0%)
ACCIDENTS: TOTAL	491	(0.9%)	19,667	(37.4%)	32,417	(61.7%)	52,575 (100.0%)

¹ Time periods **A** to **J** are as shown below. In the case of a fatal accident 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

ACCIDENTS, ROAD USER MOVEMENT

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

PEDESTRIAN (ON FOOT OR IN TOY/PRAM)	VEHICLES FROM ADJACENT DIRECTIONS (INTERSECTIONS ONLY)	VEHICLES FROM OPPOSING DIRECTIONS	VEHICLES FROM SAME DIRECTION	MANŒUVRING	OVERTAKING	ON PATH	OFF PATH, ON STRAIGHT	OFF PATH, ON CURVE OR TURNING	PASSENGERS & MISCELLANEOUS
 NEAR SIDE 1,415	 CROSS TRAFFIC 4,988	 HEAD ON (not overtaking) 2,100	Vehicles in same lane REAR END 8,598	 U TURN 914	 HEAD ON (incl. side swipe) 78	 PARKED 616	 OFF CARRIAGEWAY TO LEFT 662	 OFF CARRIAGEWAY TO LEFT ON RIGHT BEND 620	 FELL IN/FROM VEHICLE 112
 EMERGING 247	 RIGHT FAR 359	 RIGHT THRU 5,225	 LEFT REAR 407	 U TURN INTO FIXED OBJECT/ PKD VEHICLE 50	 OUT OF CONTROL 51	 DOUBLE PARKED 8	 LEFT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH. 4,195	 OFF CARRIAGEWAY, LEFT ON R.H. BEND INTO OBJECT/ PKD VEH 2,602	 LOAD OR MISSILE STRUCK VEHICLE 56
 FAR SIDE 744	 LEFT FAR 135	 LEFT THRU 2	 RIGHT REAR 1,839	 LEAVING PARKING 364	 PULLING OUT 7	 ACCIDENT OR BROKEN DOWN 306	 OFF CARRIAGEWAY TO RIGHT 362	 OFF CARRIAGEWAY TO RIGHT ON RIGHT BEND 233	 STRUCK TRAIN / AEROPLANE 13
 PLAYING, WORKING LYING, STANDING ON CARRIAGEWAY 312	 RIGHT NEAR 2,616	 RIGHT/LEFT 13	Vehicles in parallel lanes LANE SIDE SWIPE 412	 ENTERING PARKING 21	 OVERTAKE TURNING 271	 VEHICLE DOOR 172	 RIGHT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH 1,927	 OFF CARRIAGEWAY, RIGHT ON R.H. BEND INTO OBJECT/ PKD VEH 847	 PARKED VEH RUN AWAY INTO OBJECT/ PKD VEH 149
 WALKING WITH TRAFFIC 78	 TWO R TURNING 35	 RIGHT/RIGHT 5	 LANE CHANGE RIGHT (not overtaking) 517	 PARKING VEHICLES ONLY 39	 CUTTING IN 13	 PERMANENT OBSTRUCTION ON CARRIAGEWAY 32	 OUT OF CONTROL ON CARRIAGEWAY 499	 OFF CARRIAGEWAY TO RIGHT ON LEFT BEND 208	 PARKED VEH RUN AWAY INTO VEHICLE 19
 FACING TRAFFIC 21	 RIGHT/LEFT FAR 35	 LEFT/LEFT 0	 LANE CHANGE LEFT 628	 REVERSING 137	 PULLING OUT REAR END 8	 TEMPORARY ROADWORKS 18	 OFF END OF ROAD/ T INTERSECTION 235	 OFF CARRIAGEWAY TO RIGHT ON L.H. BEND INTO OBJ/PKD VEH 939	 STRUCK WHILE BOARDING OR ALIGHTING VEHICLE 8
 ON FOOTPATH/ MEDIAN 72	 LEFT NEAR 321		 RIGHT TURN SIDE SWIPE 235	 REVERSING INTO FIXED OBJECT/ PKD VEHICLE 79		 STRUCK OBJECT ON CARRIAGEWAY 158		 OFF CARRIAGEWAY TO LEFT ON LEFT BEND 206	
 DRIVEWAY 79	 LEFT/RIGHT FAR 1		 LEFT TURN SIDE SWIPE 377	 EMERGING FROM DRIVEWAY 976		 ANIMAL (not ridden) 580		 OFF CARRIAGEWAY TO LEFT ON L.H. BEND INTO OBJ/PKD VEH 712	
	 TWO LEFT TURNING 5			 FROM FOOTPATH 74			 OUT OF CONTROL ON CARRIAGEWAY 530		
 OTHER PEDESTRIAN 92	 OTHER ADJACENT 40	 OTHER OPPOSING 12	 OTHER SAME DIRECTION 58	 OTHER MANŒUVRING 282	 OTHER OVERTAKING 14	 OTHER ON PATH 52	 OTHER STRAIGHT 42	 OTHER CURVE 19	 UNKNOWN 15

8

ACCIDENTS, OBJECT HIT IN FIRST IMPACT,
DEGREE OF ACCIDENT

Object Hit in First Impact	Degree of Accident			Total Accidents
	Fatal Accident	Injury Accident	Non-Casualty Accident	
Bridge/Wall	5	61	92	158
Fence/Post	26	709	1,709	2,444
Pole	31	746	900	1,677
Embankment	11	455	766	1,232
Tree	53	872	1,193	2,118
Street Furniture	5	201	515	721
Drain or Culvert	9	124	165	298
Building	1	52	149	202
Other Object	6	323	761	1,090
Stock	1	64	183	248
Kangaroo/Wallaby	0	55	144	199
Other Animal	0	55	78	133
Unknown	0	1	0	1
Sub-total	148	3,718	6,655	10,521
No Object Hit	343	15,949	25,762	42,054
ACCIDENTS: TOTAL	491	19,667	32,417	52,575

9

SINGLE MOTOR VEHICLE ACCIDENTS, VEHICLE TYPE,
DEGREE OF ACCIDENT

Vehicle Type	Degree of Accident			Total Accidents
	Fatal Accident	Injury Accident	Non-Casualty Accident	
Car	135	3,713	7,411	11,259
Light Truck	24	329	415	768
Heavy Rigid Truck	4	51	91	146
Articulated Truck	15	146	196	357
Bus	1	18	13	32
Other Motor Vehicle	2	44	52	98
Motorcycle	15	754	40	809
SINGLE MOTOR VEHICLE ACCIDENTS: TOTAL	196	5,055	8,218	13,469

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

Type of Accident ¹	Degree of Accident ²				Degree of Casualty ³		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured
Car Accident	368 (1%)	17,036 (35%)	31,340 (64%)	48,744 (100%)	421	23,326	23,747
Light Truck Accident	71 (1%)	1,691 (36%)	2,997 (63%)	4,759 (100%)	78	2,360	2,438
Heavy Truck Accident	83 (3%)	1,056 (36%)	1,780 (61%)	2,919 (100%)	101	1,474	1,575
Heavy Rigid Truck Accident	28 (2%)	516 (36%)	908 (63%)	1,452 (100%)	35	695	730
Articulated Truck Accident	58 (4%)	560 (37%)	900 (59%)	1,518 (100%)	71	811	882
Bus Accident	12 (2%)	367 (47%)	407 (52%)	786 (100%)	15	619	634
Emergency Vehicle Accident	3 (1%)	155 (44%)	191 (55%)	349 (100%)	3	237	240
Motorcycle Accident	53 (2%)	1,931 (87%)	228 (10%)	2,212 (100%)	56	2,150	2,206
Pedal Cycle Accident	8 (1%)	1,228 (99%)	6 (0%)	1,242 (100%)	8	1,276	1,284
Pedestrian Accident	102 (3%)	3,044 (97%)	2 (0%)	3,148 (100%)	103	3,249	3,352
All Types of Accidents	491 (1%)	19,667 (37%)	32,417 (62%)	52,575 (100%)	556	26,415	26,971

Note: Percentages of all accidents involving those traffic unit types are shown in brackets.

¹ Accident categories listed are those involving at least one traffic unit of that type.

² F - Fatal Accident IA - Injury Accident N - Non-Casualty Accident

³ K - Killed I - Injured

IMPORTANT : The 'Type of Accident' categories in this table are not mutually exclusive and must therefore not be added together.

For example, an accident involving both a car and a motorcycle will be included in both 'Car Accident' and 'Motorcycle Accident' categories.

11

MOTOR VEHICLES INVOLVED and INVOLVEMENT RATE¹,
VEHICLE TYPE, DEGREE OF ACCIDENT

Vehicle Type	Degree of Accident							
	Fatal Accident		Injury Accident		Non-Casualty Accident		All Accidents	
Passenger Vehicle ²	473	1.8	25,513	96.5	53,518	202.3	79,504	300.6
Rigid Truck, Van or Utility	118	1.6	3,321	44.6	6,386	85.7	9,825	131.9
Articulated Truck ³	62	44.3	575	410.7	927	662.1	1,564	1117.1
Bus	12	9.7	372	300.0	412	332.3	796	641.9
Motorcycle	64	8.3	1,958	254.0	229	29.7	2,251	292.0
All Motor Vehicles on Register⁴	738	2.1	32,529	93.1	62,422	178.7	95,689	273.9

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

¹ Rates (shown in italics) are expressed as the number of vehicles involved in accidents per 10,000 registered vehicles of that type using registration data as at 30 June 1998.

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.

12

ACCIDENTS, FACTORS, DEGREE OF ACCIDENT

Factors Possibly Contributing to Accident	Degree of Accident			
	Fatal Accident	Injury Accident	Non-Casualty Accident	All Accidents
Controller Disadvantaged				
Chronic Illness/ Physical Infirmary	3	6	3	12
Sudden Illness	5	219	154	378
Swerving to Avoid Animal	4	235	511	750
Using Hand-held Telephone	0	16	23	39
Distraction Inside Vehicle (not Hand-held Telephone)	10	355	671	1,036
Distraction Outside Vehicle	38	857	1,356	2,251
Equipment Failure/Fault				
Brakes	2	61	97	160
Steering	0	19	40	59
Tyres	7	160	305	472
Wheel, Axle/Suspension	1	23	64	88
Lights	2	13	7	22
Towing/Coupling	0	9	24	33
Insecure Load	3	23	44	70

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

13

ACCIDENTS, DEGREE OF ACCIDENT,
ALCOHOL INVOLVEMENT, TIME PERIOD

Degree of Accident	Alcohol Involved	Time Period ¹										Unknown	Total
		A	B	C	D	E	F	G	H	I	J		
Fatal	Yes	7	9	5	2	0	4	6	11	12	24	0	80
	No	45	21	68	13	9	54	28	33	24	22	0	317
	Unknown	10	8	18	3	5	13	4	9	7	17	0	94
Sub-total		62	38	91	18	14	71	38	53	43	63	0	491
Injury	Yes	64	156	46	16	13	150	127	136	213	372	0	1,293
	No	1,632	414	3,136	824	661	2,192	1,633	1,216	613	790	0	13,111
	Unknown	635	168	1,302	249	205	938	710	435	238	382	1	5,263
Sub-total		2,331	738	4,484	1,089	879	3,280	2,470	1,787	1,064	1,544	1	19,667
Non-Casualty	Yes	56	135	42	30	24	115	152	146	169	384	0	1,253
	No	2,950	644	5,537	1,349	1,005	3,823	2,967	2,011	1,091	1,347	0	22,724
	Unknown	1,028	431	1,683	379	305	1,361	1,042	699	590	922	0	8,440
Sub-total		4,034	1,210	7,262	1,758	1,334	5,299	4,161	2,856	1,850	2,653	0	32,417
Total Accidents	Yes	127	300	93	48	37	269	285	293	394	780	0	2,626
	No	4,627	1,079	8,741	2,186	1,675	6,069	4,628	3,260	1,728	2,159	0	36,152
	Unknown	1,673	607	3,003	631	515	2,312	1,756	1,143	835	1,321	1	13,797
TOTAL		6,427	1,986	11,837	2,865	2,227	8,650	6,669	4,696	2,957	4,260	1	52,575

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

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

14

NUMBER OF RANDOM BREATH TESTS, RESULT OF TEST

Result of Test	AI NSW
Stationary Testing Units	
TOTAL TESTED	1,518,914
Special Range	132
Low Range	944
Medium Range	2,337
High Range	899
Refuse Breath Analysis	74
TOTAL CHARGED	4,386
PER CENT CHARGED	0.29
Mobile Testing Units	
TOTAL TESTED	482,288
Special Range	441
Low Range	2,162
Medium Range	6,462
High Range	3,425
Refuse Breath Analysis	216
TOTAL CHARGED	12,708
PER CENT CHARGED	2.63

Source: NSW Police Service

Note: *Special Range:* Blood Alcohol Concentration (BAC) of 0.020 - 0.049 g/100mL for Learner's and Provisional Licence holders and unlicensed motor vehicle controllers and certain categories of young and professional controllers

Low Range: BAC of 0.050 - 0.079 g/100mL

Medium Range: BAC of 0.080 - 0.149 g/100mL

High Range: BAC of 0.150 g/100mL and over

15a ACCIDENTS, ALCOHOL INVOLVEMENT, DEGREE OF ACCIDENT

Alcohol Involved in Accident	Degree of Accident			Total Accidents
	Fatal Accident	Injury Accident	Non-Casualty Accident	
Yes	80	1,293	1,253	2,626
No	317	13,111	22,724	36,152
Unknown	94	5,263	8,440	13,797
ACCIDENTS: TOTAL	491	19,667	32,417	52,575

15b ACCIDENTS, SPEEDING INVOLVEMENT, DEGREE OF ACCIDENT

Speeding Involved in Accident	Degree of Accident			Total Accidents
	Fatal Accident	Injury Accident	Non-Casualty Accident	
Yes	196	2,823	4,756	7,775
No or Unknown	295	16,844	27,661	44,800
ACCIDENTS: TOTAL	491	19,667	32,417	52,575

15c ACCIDENTS, FATIGUE INVOLVEMENT, DEGREE OF ACCIDENT

Fatigue Involved in Accident	Degree of Accident			Total Accidents
	Fatal Accident	Injury Accident	Non-Casualty Accident	
Yes	95	1,660	2,628	4,383
No or Unknown	396	18,007	29,789	48,192
ACCIDENTS: TOTAL	491	19,667	32,417	52,575

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

16a

MOTOR VEHICLE CONTROLLERS INVOLVED, DEGREE OF ACCIDENT, ROAD USER CLASS, SEX, AGE DEGREE OF ACCIDENT: FATAL

Road User Class	Sex	Age (years)										Unknown	TOTAL
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		
Car Driver	M	0	6	48	63	34	62	35	27	26	24	8	333
	F	0	1	11	21	6	30	22	20	10	16	4	141
	Sub-total¹	0	7	59	84	40	92	57	47	36	40	15	477
Light Truck Driver	M	0	0	3	9	9	14	11	11	2	2	2	63
	F	0	1	1	2	1	1	0	0	0	0	1	7
	Sub-total¹	0	1	4	11	10	15	11	11	2	2	3	70
Heavy Rigid Truck Driver	M	0	0	0	3	0	6	9	3	1	0	2	24
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total¹	0	0	0	3	0	6	9	3	1	0	4	26
Articulated Truck Driver	M	0	0	0	7	4	21	16	9	1	0	1	59
	F	0	0	0	0	1	0	0	0	0	0	0	1
	Sub-total¹	0	0	0	7	5	21	16	9	1	0	1	60
Bus Driver	M	0	0	0	0	1	5	1	3	2	0	0	12
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total¹	0	0	0	0	1	5	1	3	2	0	0	12
Motorcycle Rider	M	0	4	6	14	8	16	9	3	1	1	0	62
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total¹	0	4	6	14	8	16	9	3	1	1	2	64
Other Motor Vehicle Driver	M	0	0	0	0	1	2	0	0	0	0	1	4
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total¹	0	0	0	0	1	2	0	0	0	0	6	9
MOTOR VEHICLE CONTROLLERS:	M	0	10	57	96	57	126	81	56	33	27	14	557
	F	0	2	12	23	8	31	22	20	10	16	5	149
	TOTAL¹	0	12	69	119	65	157	103	76	43	43	31	718

¹ Unknown sex included

16b

MOTOR VEHICLE CONTROLLERS INVOLVED, DEGREE OF ACCIDENT, ROAD USER CLASS, SEX, AGE DEGREE OF ACCIDENT: INJURY

Road User Class	Sex	Age (years)										Unknown	TOTAL
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		
Car Driver	M	0	82	2,278	2,229	1,504	2,903	2,121	1,406	834	866	1,247	15,470
	F	0	41	1,285	1,439	921	2,118	1,537	887	448	376	633	9,685
	Sub-total¹	0	123	3,565	3,672	2,430	5,026	3,660	2,297	1,285	1,243	2,456	25,757
Light Truck Driver	M	0	7	151	227	168	337	238	171	71	22	102	1,494
	F	0	1	21	18	15	47	25	12	8	1	15	163
	Sub-total¹	0	8	172	245	185	384	263	183	79	23	151	1,693
Heavy Rigid Truck Driver	M	0	0	9	40	51	154	100	82	19	1	51	507
	F	0	0	0	0	0	1	1	0	0	0	0	2
	Sub-total¹	0	0	9	40	51	155	101	82	19	1	56	514
Articulated Truck Driver	M	0	0	2	35	66	193	125	72	9	0	38	540
	F	0	0	0	0	0	2	0	0	0	0	0	2
	Sub-total¹	0	0	2	35	66	195	125	72	9	0	60	564
Bus Driver	M	0	0	4	21	16	65	80	62	17	2	31	298
	F	0	0	2	4	2	8	12	6	3	0	4	41
	Sub-total¹	0	0	6	25	18	73	92	68	20	2	56	360
Motorcycle Rider	M	0	51	267	372	250	431	229	81	16	10	129	1,836
	F	0	1	12	20	10	34	17	6	0	1	7	108
	Sub-total¹	0	52	279	393	260	465	246	87	16	11	149	1,958
Other Motor Vehicle Driver	M	0	0	7	40	35	57	39	28	2	0	53	261
	F	0	0	1	13	6	3	4	2	2	0	18	49
	Sub-total¹	0	0	8	53	41	60	43	30	4	0	506	745
MOTOR VEHICLE CONTROLLERS:	M	0	140	2,718	2,964	2,090	4,140	2,932	1,902	968	901	1,651	20,406
	F	0	43	1,321	1,494	954	2,213	1,596	913	461	378	677	10,050
	TOTAL¹	0	183	4,041	4,463	3,051	6,358	4,530	2,819	1,432	1,280	3,434	31,591

¹ Unknown sex included

16c

MOTOR VEHICLE CONTROLLERS INVOLVED, DEGREE OF ACCIDENT, ROAD USER CLASS, SEX, AGE DEGREE OF ACCIDENT: **NON-CASUALTY**

Road User Class	Sex	Age (years)										Unknown	TOTAL
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		
Car Driver	M	0	182	5,758	5,110	3,173	6,190	4,570	2,929	1,662	1,373	2,560	33,507
	F	0	56	2,526	2,752	1,815	3,630	2,826	1,562	682	557	1,055	17,461
	Sub-total¹	0	239	8,295	7,878	5,001	9,833	7,412	4,505	2,347	1,930	5,278	52,718
Light Truck Driver	M	0	5	279	390	322	592	410	253	109	40	222	2,622
	F	0	1	24	45	30	48	32	17	4	1	18	220
	Sub-total¹	0	6	303	436	352	640	443	270	113	41	326	2,930
Heavy Rigid Truck Driver	M	0	1	11	73	112	239	201	123	36	1	69	866
	F	0	0	1	0	0	2	2	0	0	0	1	6
	Sub-total¹	0	1	12	73	112	241	203	124	36	1	90	893
Articulated Truck Driver	M	0	0	3	59	107	292	199	122	19	0	67	868
	F	0	0	0	0	2	1	0	2	0	0	1	6
	Sub-total¹	0	0	3	59	109	293	199	124	19	0	106	912
Bus Driver	M	0	0	7	11	23	93	75	77	26	3	42	357
	F	0	0	0	2	4	12	7	4	0	0	3	32
	Sub-total¹	0	0	7	13	27	105	82	81	26	3	53	397
Motorcycle Rider	M	0	1	34	41	33	61	19	2	0	1	19	211
	F	0	0	0	0	2	0	0	0	0	0	2	4
	Sub-total¹	0	1	34	41	35	61	19	2	0	1	28	222
Other Motor Vehicle Driver	M	0	0	7	49	49	63	71	40	3	2	85	369
	F	0	0	2	7	7	7	3	1	0	1	22	50
	Sub-total¹	0	0	9	56	56	71	75	41	3	3	577	891
MOTOR VEHICLE CONTROLLERS:	M	0	189	6,099	5,733	3,819	7,530	5,545	3,546	1,855	1,420	3,064	38,800
	F	0	57	2,553	2,806	1,860	3,700	2,870	1,586	686	559	1,102	17,779
	TOTAL¹	0	247	8,663	8,556	5,692	11,244	8,433	5,147	2,544	1,979	6,458	58,963

¹ Unknown sex included

MOTOR VEHICLE CONTROLLERS INVOLVED, DEGREE OF ACCIDENT, ROAD USER CLASS, SEX, AGE DEGREE OF ACCIDENT: ALL ACCIDENTS

Road User Class	Sex	Age (years)										Unknown	TOTAL
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		
Car Driver	M	0	270	8,084	7,402	4,711	9,155	6,726	4,362	2,522	2,263	3,815	49,310
	F	0	98	3,822	4,212	2,742	5,778	4,385	2,469	1,140	949	1,692	27,287
Sub-total¹		0	369	11,919	11,634	7,471	14,951	11,129	6,849	3,668	3,213	7,749	78,952
Light Truck Driver	M	0	12	433	626	499	943	659	435	182	64	326	4,179
	F	0	3	46	65	46	96	57	29	12	2	34	390
Sub-total¹		0	15	479	692	547	1039	717	464	194	66	480	4,693
Heavy Rigid Truck Driver	M	0	1	20	116	163	399	310	208	56	2	122	1,397
	F	0	0	1	0	0	3	3	0	0	0	1	8
Sub-total¹		0	1	21	116	163	402	313	209	56	2	150	1,433
Articulated Truck Driver	M	0	0	5	101	177	506	340	203	29	0	106	1,467
	F	0	0	0	0	3	3	0	2	0	0	1	9
Sub-total¹		0	0	5	101	180	509	340	205	29	0	167	1,536
Bus Driver	M	0	0	11	32	40	163	156	142	45	5	73	667
	F	0	0	2	6	6	20	19	10	3	0	7	73
Sub-total¹		0	0	13	38	46	183	175	152	48	5	109	769
Motorcycle Rider	M	0	56	307	427	291	508	257	86	17	12	148	2,109
	F	0	1	12	20	12	34	17	6	0	1	9	112
Sub-total¹		0	57	319	448	303	542	274	92	17	13	179	2,244
Other Motor Vehicle Driver	M	0	0	14	89	85	122	110	68	5	2	139	634
	F	0	0	3	20	13	10	7	3	2	1	40	99
Sub-total¹		0	0	17	109	98	133	118	71	7	3	1089	1,645
MOTOR VEHICLE CONTROLLERS:													
	M	0	339	8,874	8,793	5,966	11,796	8,558	5,504	2,856	2348	4,729	59,763
	F	0	102	3,886	4,323	2,822	5,944	4,488	2,519	1,157	953	1,784	27,978
	TOTAL¹	0	442	12,773	13,138	8,808	17,759	13,066	8,042	4,019	3302	9,923	91,272

¹ Unknown sex included

17

MOTOR VEHICLE CONTROLLERS INVOLVED, ROAD USER CLASS, LICENCE STATUS, DEGREE OF ACCIDENT

Road User Class/ Licence Status	Degree of Accident			All Accidents
	Fatal Accident	Injury Accident	Non-Casualty Accident	
Car Driver				
Learner	3	264	550	817
Provisional	29	1,662	3,879	5,570
Standard	372	21,094	43,861	65,327
Unlicensed ¹	22	762	1,210	1,994
Sub-total²	477	25,757	52,718	78,952
Light Truck Driver				
Learner	0	7	9	16
Provisional	2	66	121	189
Standard	54	1,466	2,545	4,065
Unlicensed ¹	7	42	71	120
Sub-total²	70	1,693	2,930	4,693
Heavy Rigid Truck Driver				
Standard	23	474	826	1,323
Unlicensed ¹	0	10	14	24
Sub-total²	26	514	893	1,433
Articulated Truck Driver				
Standard	58	510	833	1,401
Unlicensed ¹	0	4	4	8
Sub-total²	60	564	912	1,536
Bus Driver				
Learner	0	1	0	1
Provisional	0	2	4	6
Standard	12	313	374	699
Unlicensed ¹	0	3	4	7
Sub-total²	12	360	397	769
Motorcycle Rider				
Learner	4	100	9	113
Provisional	0	72	8	80
Standard	42	1,472	185	1,699
Unlicensed ¹	6	138	5	149
Sub-total²	64	1,958	222	2,244
Other Motor Vehicle Driver				
Learner	0	0	1	1
Provisional	0	0	2	2
Standard	3	222	335	560
Unlicensed ¹	0	10	4	14
Sub-total²	9	745	891	1,645
MOTOR VEHICLE CONTROLLERS: TOTAL	718	31,591	58,963	91,272

¹ Includes persons driving whilst disqualified

² Includes unknown licence status

18a

MOTOR VEHICLE CONTROLLERS INVOLVED, DEGREE OF ACCIDENT, BAC*, SEX, AGE

DEGREE OF ACCIDENT: 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	8	37	68	39	90	57	47	29	23	10	408
	F	0	1	10	17	7	26	18	15	8	14	4	120
	Sub-total¹	0	9	47	85	46	116	75	62	37	37	14	528
.020 – .049 ²	M	0	0	2	0	0	0	0	0	0	0	0	2
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total¹	0	0	2	0	0	0	0	0	0	0	0	2
.050 – .079	M	0	0	1	1	1	1	0	0	0	0	0	4
	F	0	0	0	0	1	0	0	0	0	0	0	1
	Sub-total¹	0	0	1	1	2	1	0	0	0	0	0	5
.080 – .149	M	0	0	4	8	3	4	4	1	1	0	0	25
	F	0	0	0	0	0	1	0	0	0	0	0	1
	Sub-total¹	0	0	4	8	3	5	4	1	1	0	0	26
≥ .150	M	0	0	3	10	9	9	10	1	1	0	0	43
	F	0	0	0	1	0	1	2	1	0	0	0	5
	Sub-total¹	0	0	3	11	9	10	12	2	1	0	0	48
Unknown	M	0	2	10	9	5	22	10	7	2	4	4	75
	F	0	1	2	5	0	3	2	4	2	2	1	22
	Sub-total¹	0	3	12	14	5	25	12	11	4	6	17	109
MOTOR VEHICLE CONTROLLERS:	M	0	10	57	96	57	126	81	56	33	27	14	557
	F	0	2	12	23	8	31	22	20	10	16	5	149
	TOTAL¹	0	12	69	119	65	157	103	76	43	43	31	718

* Blood Alcohol Concentration

¹ Unknown sex included

² Learner's and Provisional Licence holders and unlicensed controllers and certain categories of young and professional controllers

18b

MOTOR VEHICLE CONTROLLERS INVOLVED, DEGREE OF ACCIDENT, BAC*, SEX, AGE DEGREE OF ACCIDENT: INJURY

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)										TOTAL	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		Unknown
Legal	M	0	89	2,125	2,247	1,542	3,175	2,330	1,490	843	751	1,093	15,685
	F	0	29	1,090	1,190	728	1,751	1,297	732	386	313	478	7,994
	Sub-total¹	0	118	3,217	3,441	2,275	4,930	3,629	2,224	1,230	1,065	1,654	23,783
.020 – .049 ²	M	0	0	20	5	3	3	1	0	0	0	1	33
	F	0	1	7	2	0	0	0	0	0	0	0	10
	Sub-total¹	0	1	27	7	3	3	1	0	0	0	1	43
.050 – .079	M	0	3	31	24	16	22	12	10	1	2	7	128
	F	0	0	8	9	3	2	2	2	0	2	2	30
	Sub-total¹	0	3	39	33	19	24	14	12	1	4	9	158
.080 – .149	M	0	7	88	92	57	58	31	25	5	8	18	389
	F	0	0	10	14	11	19	10	1	0	0	2	67
	Sub-total¹	0	7	98	106	68	77	41	26	5	8	20	456
≥ .150	M	0	0	50	102	80	138	65	44	17	5	25	526
	F	0	0	6	20	17	34	12	11	3	0	10	113
	Sub-total¹	0	0	56	122	97	172	77	55	20	5	36	640
Unknown	M	0	41	404	494	392	744	493	333	102	135	507	3,645
	F	0	13	200	259	195	407	275	167	72	63	185	1,836
	Sub-total¹	0	54	604	754	589	1,152	768	502	176	198	1,714	6,511
MOTOR VEHICLE CONTROLLERS:	M	0	140	2,718	2,964	2,090	4,140	2,932	1,902	968	901	1,651	20,406
	F	0	43	1,321	1,494	954	2,213	1,596	913	461	378	677	10,050
	TOTAL¹	0	183	4,041	4,463	3,051	6,358	4,530	2,819	1,432	1,280	3,434	31,591

* Blood Alcohol Concentration

¹ Unknown sex included

² Learner's and Provisional Licence holders and unlicensed controllers and certain categories of young and professional controllers

18c

MOTOR VEHICLE CONTROLLERS INVOLVED, DEGREE OF ACCIDENT, BAC*, SEX, AGE DEGREE OF ACCIDENT: **NON-CASUALTY**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											TOTAL
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	
Legal	M	0	116	4,931	4,491	2,941	5,921	4,421	2,867	1,543	1,200	2,013	30,444
	F	0	38	2,175	2,330	1,494	2,957	2,339	1,336	576	467	791	14,503
	Sub-total¹	0	154	7,113	6,830	4,442	8,891	6,773	4,215	2,122	1,667	2,990	45,197
.020 – .049 ²	M	0	0	10	4	3	4	1	0	0	0	2	24
	F	0	0	0	1	0	0	0	0	0	0	0	1
	Sub-total¹	0	0	10	5	3	4	1	0	0	0	2	25
.050 – .079	M	0	2	33	22	12	23	7	5	1	3	7	115
	F	0	1	5	1	0	3	3	0	0	0	5	18
	Sub-total¹	0	3	39	23	12	26	10	5	1	3	13	135
.080 – .149	M	0	7	108	105	65	70	40	24	8	8	38	473
	F	0	0	10	17	6	26	3	2	1	1	5	71
	Sub-total¹	0	7	118	122	71	96	43	26	9	9	52	553
≥ .150	M	0	1	41	86	54	130	84	28	8	3	27	462
	F	0	1	3	7	9	25	9	7	1	2	8	72
	Sub-total¹	0	2	44	94	63	155	93	35	9	5	44	544
Unknown	M	0	63	976	1,025	744	1,382	992	622	295	206	977	7,282
	F	0	17	360	450	351	689	516	241	108	89	293	3,114
	Sub-total¹	0	81	1,339	1,482	1,101	2,072	1,513	866	403	295	3,357	12,509
MOTOR VEHICLE CONTROLLERS:	M	0	189	6,099	5,733	3,819	7,530	5,545	3,546	1,855	1,420	3,064	38,800
	F	0	57	2,553	2,806	1,860	3,700	2,870	1,586	686	559	1,102	17,779
	TOTAL¹	0	247	8,663	8,556	5,692	11,244	8,433	5,147	2,544	1,979	6,458	58,963

* Blood Alcohol Concentration

¹ Unknown sex included

² Learner's and Provisional Licence holders and unlicensed controllers and certain categories of young and professional controllers

18d

MOTOR VEHICLE CONTROLLERS INVOLVED, DEGREE OF ACCIDENT, BAC*, SEX, AGE DEGREE OF ACCIDENT: ALL ACCIDENTS

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	213	7,093	6,806	4,522	9,186	6,808	4,404	2,415	1,974	3,116	46,537
	F	0	68	3,275	3,537	2,229	4,734	3,654	2,083	970	794	1,273	22,617
	Sub-total¹	0	281	10,377	10,356	6,763	13,937	10,477	6,501	3,389	2,769	4,658	69,508
.020 – .049 ²	M	0	0	32	9	6	7	2	0	0	0	3	59
	F	0	1	7	3	0	0	0	0	0	0	0	11
	Sub-total¹	0	1	39	12	6	7	2	0	0	0	3	70
.050 – .079	M	0	5	65	47	29	46	19	15	2	5	14	247
	F	0	1	13	10	4	5	5	2	0	2	7	49
	Sub-total¹	0	6	79	57	33	51	24	17	2	7	22	298
.080 – .149	M	0	14	200	205	125	132	75	50	14	16	56	887
	F	0	0	20	31	17	46	13	3	1	1	7	139
	Sub-total¹	0	14	220	236	142	178	88	53	15	17	72	1,035
≥ .150	M	0	1	94	198	143	277	159	73	26	8	52	1,031
	F	0	1	9	28	26	60	23	19	4	2	18	190
	Sub-total¹	0	2	103	227	169	337	182	92	30	10	80	1,232
Unknown	M	0	106	1390	1528	1141	2148	1495	962	399	345	1,488	11,002
	F	0	31	562	714	546	1099	793	412	182	154	479	4,972
	Sub-total¹	0	138	1,955	2,250	1,695	3,249	2,293	1,379	583	499	5,088	19,129
MOTOR VEHICLE CONTROLLERS:	M	0	339	8,874	8,793	5,966	11,796	8,558	5,504	2,856	2,348	4,729	59,763
	F	0	102	3,886	4,323	2,822	5,944	4,488	2,519	1,157	953	1,784	27,978
	TOTAL¹	0	442	12,773	13,138	8,808	17,759	13,066	8,042	4,019	3,302	9,923	91,272

* Blood Alcohol Concentration

¹ Unknown sex included

² Learner's and Provisional Licence holders and unlicensed controllers and certain categories of young and professional controllers

19

SPEEDING MOTOR VEHICLE CONTROLLERS INVOLVED, DEGREE OF ACCIDENT, SEX, AGE

Degree of Accident	Sex	Age (years)											TOTAL
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	
Fatal	M	0	7	27	48	24	24	17	9	7	3	1	167
	F	0	2	2	9	2	3	4	2	1	3	0	28
	Sub-total¹	0	9	29	57	26	27	21	11	8	6	3	197
Injury	M	0	38	441	402	244	379	192	113	52	48	135	2,044
	F	0	13	163	142	65	150	90	58	27	19	44	771
	Sub-total¹	0	51	605	544	310	529	282	171	79	67	208	2,846
Non-Casualty	M	0	59	1,012	629	313	468	316	166	74	42	241	3,320
	F	0	16	247	203	119	208	149	78	39	29	56	1,144
	Sub-total¹	0	75	1,260	833	432	677	466	246	113	71	616	4,789
SPEEDING MOTOR VEHICLE CONTROLLERS:	M	0	104	1,480	1,079	581	871	525	288	133	93	377	5,531
	F	0	31	412	354	186	361	243	138	67	51	100	1,943
	TOTAL¹	0	135	1,894	1,434	768	1,233	769	428	200	144	827	7,832

¹ Unknown sex included

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

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FATIGUED MOTOR VEHICLE CONTROLLERS INVOLVED, DEGREE OF ACCIDENT, SEX, AGE

Degree of Accident	Sex	Age (years)											TOTAL
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	
Fatal	M	0	1	13	15	6	19	10	6	4	5	1	80
	F	0	0	0	5	0	0	1	4	3	1	1	15
	Sub-total¹	0	1	13	20	6	19	11	10	7	6	2	95
Injury	M	0	22	211	235	146	217	120	71	46	53	81	1,202
	F	0	9	86	67	35	77	60	35	17	15	21	422
	Sub-total¹	0	31	297	303	182	294	180	106	63	68	136	1,660
Non-Casualty	M	0	29	318	285	168	291	157	71	43	42	155	1,559
	F	0	10	88	74	48	95	61	30	21	17	32	476
	Sub-total¹	0	39	408	363	217	386	218	102	64	59	772	2,628
FATIGUED MOTOR VEHICLE CONTROLLERS:	M	0	52	542	535	320	527	287	148	93	100	237	2,841
	F	0	19	174	146	83	172	122	69	41	33	54	913
	TOTAL¹	0	71	718	686	405	699	409	218	134	133	910	4,383

¹ Unknown sex included

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

21 ACCIDENTS, LOCATION TYPE/FEATURE, DEGREE OF ACCIDENT

	Degree of Accident			Total Accidents
	Fatal Accident	Injury Accident	Non-Casualty Accident	
Location Type				
INTERSECTION				
Cross	32	3,822	6,180	10,034
T	64	4,349	8,073	12,486
Y	3	30	60	93
Multiple	0	61	82	143
Roundabout	0	538	1,002	1,540
Sub-total	99	8,800	15,397	24,296
NON-INTERSECTION				
One-way	0	65	56	121
2-way undivided	324	8,160	11,784	20,268
Dual carriageway (non-freeway)	48	2,137	3,976	6,161
Dual carriageway (freeway)	11	438	1,030	1,479
Other limited access	0	11	33	44
Other	9	56	141	206
Unknown	0	0	0	0
Sub-total	392	10,867	17,020	28,279
ACCIDENTS: TOTAL	491	19,667	32,417	52,575

Feature of Location

Bridge	9	331	536	876
Causeway	2	4	6	12
Railway crossing	3	21	28	52
Entrance/driveway	11	1,113	2,010	3,134
Hazardous road surface	13	497	648	1,158
Roadworks/detour/diversion	6	280	514	800
Previous accident	2	53	174	229

22

ACCIDENTS, AREA, SPEED LIMIT, DEGREE OF ACCIDENT

Area/ Speed Limit	Degree of Accident			Total Accidents
	Fatal Accident	Injury Accident	Non-Casualty Accident	
Metropolitan				
30 km/h or less	0	10	5	15
40 km/h	1	72	91	164
50 km/h	0	97	163	260
60 km/h	129	10,171	18,516	28,816
70 km/h	21	1,100	2,237	3,358
80 km/h	23	646	1,066	1,735
90 km/h	9	196	409	614
100 km/h	4	105	254	363
110 km/h	2	102	262	366
Unknown	0	25	25	50
Sub-total	189	12,524	23,028	35,741
Country				
30 km/h or less	0	1	4	5
40 km/h	0	34	34	68
50 km/h	1	71	100	172
60 km/h	62	3,465	4,606	8,133
70 km/h	4	160	280	444
80 km/h	34	647	914	1,595
90 km/h	4	75	74	153
100 km/h	171	2,346	2,769	5,286
110 km/h	26	325	587	938
Unknown	0	19	21	40
Sub-total	302	7,143	9,389	16,834
ACCIDENTS:TOTAL	491	19,667	32,417	52,575

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

23

ACCIDENTS, ALIGNMENT, SURFACE CONDITION,
DEGREE OF ACCIDENT

Alignment/Surface Condition	Degree of Accident			Total Accidents
	Fatal Accident	Injury Accident	Non-Casualty Accident	
Straight				
Wet	62	3,077	6,040	9,179
Dry	243	12,453	19,583	32,279
Snow or ice	0	12	25	37
Unknown	0	22	33	55
Sub-total	305	15,564	25,681	41,550
Curve				
Wet	53	1,203	2,535	3,791
Dry	133	2,884	4,166	7,183
Snow or ice	0	12	29	41
Unknown	0	4	5	9
Sub-total	186	4,103	6,735	11,024
Total Accidents¹				
Wet	115	4,280	8,575	12,970
Dry	376	15,337	23,750	39,463
Snow or ice	0	24	54	78
Unknown	0	26	38	64
ACCIDENTS:TOTAL	491	19,667	32,417	52,575

¹ Includes cases of unknown alignment

24

ACCIDENTS, CASUALTIES, REGION, LOCAL GOVERNMENT AREA,
DEGREE OF ACCIDENT, DEGREE OF CASUALTY

Local Government Area	Degree of Accident ¹				Degree of Casualty ²		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured

SYDNEY REGION

Sydney Metropolitan Area

City of Sydney	2	501	549	1,052	2	580	582
Ashfield	1	128	228	357	1	179	180
Auburn	1	246	447	694	2	306	308
Bankstown City	10	595	1,086	1,691	11	769	780
Baulkham Hills	4	266	711	981	4	362	366
Blacktown City	9	705	1,186	1,900	10	966	976
Botany Bay City	2	183	321	506	2	222	224
Burwood	2	113	187	302	2	145	147
Camden	2	115	177	294	2	158	160
Campbelltown City	6	350	545	901	6	433	439
Canterbury City	5	462	817	1,284	5	596	601
Concord	1	86	164	251	1	109	110
Drummoyne	0	92	163	255	0	113	113
Fairfield City	12	604	1,049	1,665	12	810	822
Holroyd City	5	296	582	883	6	401	407
Hornsby	6	305	748	1,059	6	400	406
Hunters Hill	0	32	66	98	0	35	35
Hurstville City	1	176	330	507	1	216	217
Kogarah	2	136	312	450	2	177	179
Ku-ring-gai	4	199	516	719	4	254	258
Lane Cove	2	62	228	292	2	82	84
Leichhardt	2	192	304	498	2	243	245
Liverpool City	15	441	863	1,319	15	610	625
Manly	0	80	153	233	0	105	105
Marrickville	1	289	512	802	1	358	359

¹ F - Fatal Accident IA - Injury Accident N - Non-Casualty Accident² K - Killed I - Injured

24

ACCIDENTS, CASUALTIES, REGION, LOCAL GOVERNMENT AREA,
DEGREE OF ACCIDENT, DEGREE OF CASUALTY (continued)

Local Government Area	Degree of Accident ¹				Degree of Casualty ²		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured
Sydney Region (continued)							
Mosman	0	71	116	187	0	83	83
North Sydney	0	226	349	575	0	251	251
Parramatta City	6	462	1,115	1,583	6	601	607
Penrith City	7	479	817	1,303	7	638	645
Pittwater	2	112	188	302	3	146	149
Randwick City	2	323	599	924	2	389	391
Rockdale City	9	354	716	1,079	9	457	466
Ryde City	1	269	625	895	1	346	347
South Sydney City	5	593	902	1,500	6	738	744
Strathfield	2	135	285	422	2	182	184
Sutherland	15	453	929	1,397	15	607	622
Warringah	4	300	655	959	5	364	369
Waverley	0	131	244	375	0	145	145
Willoughby City	1	170	496	667	1	197	198
Woollahra	4	158	320	482	4	190	194
Sydney Metropolitan Area Sub-total	153	10,890	20,600	31,643	160	13,963	14,123
Outer Sydney Area							
Blue Mountains City	11	230	324	565	12	324	336
Gosford City	10	446	856	1,312	11	593	604
Hawkesbury City	10	214	389	613	10	311	321
Wollondilly	5	126	179	310	5	165	170
Wyong	9	315	444	768	9	452	461
Outer Sydney Area Sub-total	45	1,331	2,192	3,568	47	1,845	1,892
SYDNEY REGION: TOTAL	198	12,221	22,792	35,211	207	15,808	16,015

¹ F - Fatal Accident IA - Injury Accident N - Non-Casualty Accident

² K - Killed I - Injured

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ACCIDENTS, CASUALTIES, REGION, LOCAL GOVERNMENT AREA,
DEGREE OF ACCIDENT, DEGREE OF CASUALTY (continued)

Local Government Area	Degree of Accident ¹				Degree of Casualty ²		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured
HUNTER REGION							
Newcastle City	6	534	814	1,354	6	702	708
Lake Macquarie City	8	416	596	1,020	9	568	577
Cessnock City	5	158	176	339	6	206	212
Dungog	0	19	26	45	0	29	29
Gloucester	0	19	18	37	0	26	26
Great Lakes	10	112	201	323	12	193	205
Maitland City	5	96	171	272	6	128	134
Merriwa	1	17	15	33	1	27	28
Murrurundi	1	16	10	27	1	23	24
Muswellbrook	4	38	47	89	5	64	69
Port Stephens	6	137	211	354	8	186	194
Scone	1	29	32	62	1	48	49
Singleton	6	70	87	163	6	97	103
HUNTER REGION: TOTAL	53	1,661	2,404	4,118	61	2,297	2,358
ILLAWARRA REGION							
Wollongong City	20	550	851	1,421	22	735	757
Shellharbour City	2	134	167	303	2	158	160
Kiama	3	60	64	127	3	87	90
Shoalhaven City	5	276	318	599	6	412	418
Wingecarribee	8	131	182	321	8	190	198
ILLAWARRA REGION: TOTAL	38	1,151	1,582	2,771	41	1,582	1,623

¹ F - Fatal Accident IA - Injury Accident N - Non-Casualty Accident

² K - Killed I - Injured

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ACCIDENTS, CASUALTIES, REGION, LOCAL GOVERNMENT AREA,
DEGREE OF ACCIDENT, DEGREE OF CASUALTY (continued)

Local Government Area	Degree of Accident ¹				Degree of Casualty ²		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured
NORTH COAST REGION							
Ballina	7	123	127	257	7	189	196
Bellingen	2	51	64	117	2	75	77
Byron	4	130	159	293	4	177	181
Casino	0	18	19	37	0	30	30
Coffs Harbour City	3	190	200	393	3	268	271
Copmanhurst	1	17	22	40	1	31	32
Grafton City	3	74	54	131	3	94	97
Hastings	3	170	205	378	7	224	231
Kempsey	4	101	89	194	4	172	176
Kyogle	1	38	45	84	1	60	61
Lismore City	2	146	200	348	3	202	205
Lord Howe Island	0	1	0	1	0	2	2
Maclean	3	37	52	92	3	50	53
Nambucca	3	42	61	106	6	74	80
Nymboida	0	22	24	46	0	29	29
Richmond River	1	46	75	122	1	76	77
Greater Taree City	5	135	189	329	8	204	212
Tweed	10	230	372	612	12	304	316
Ulmarra	1	34	48	83	1	52	53
NORTH COAST REGION: TOTAL	53	1,605	2,005	3,663	66	2,313	2,379

¹ F - Fatal Accident IA - Injury Accident N - Non-Casualty Accident

² K - Killed I - Injured

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ACCIDENTS, CASUALTIES, REGION, LOCAL GOVERNMENT AREA,
DEGREE OF ACCIDENT, DEGREE OF CASUALTY (continued)

Local Government Area	Degree of Accident ¹				Degree of Casualty ²		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured
NEW ENGLAND REGION							
Armidale City	1	49	60	110	1	60	61
Barraba	0	5	4	9	0	8	8
Bingara	0	7	8	15	0	12	12
Dumaresq	3	30	34	67	4	52	56
Glen Innes	0	11	13	24	0	17	17
Gunnedah	2	42	44	88	2	57	59
Guyra	1	18	26	45	1	30	31
Inverell	2	44	49	95	2	61	63
Manilla	1	13	9	23	1	22	23
Moree Plains	4	55	76	135	4	83	87
Narrabri	6	47	58	111	8	66	74
Nundle	0	2	7	9	0	4	4
Parry	6	54	57	117	7	90	97
Quirindi	3	16	13	32	4	25	29
Severn	3	22	29	54	4	37	41
Tamworth City	1	90	116	207	1	119	120
Tenterfield	2	35	23	60	2	50	52
Uralla	1	17	28	46	1	24	25
Walcha	0	17	17	34	0	25	25
Yallaroi	0	6	13	19	0	12	12
NEW ENGLAND REGION: TOTAL	36	580	684	1,300	42	854	896

¹ F - Fatal Accident IA - Injury Accident N - Non-Casualty Accident

² K - Killed I - Injured

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ACCIDENTS, CASUALTIES, REGION, LOCAL GOVERNMENT AREA,
DEGREE OF ACCIDENT, DEGREE OF CASUALTY (continued)

Local Government Area	Degree of Accident ¹				Degree of Casualty ²		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured
ORANA REGION							
Bogan	0	14	8	22	0	17	17
Bourke	1	14	12	27	1	24	25
Brewarrina	0	7	5	12	0	9	9
Cobar	1	15	15	31	2	28	30
Coolah	0	15	21	36	0	15	15
Coonabarabran	0	25	33	58	0	43	43
Coonamble	0	13	14	27	0	22	22
Dubbo City	4	97	121	222	4	125	129
Gilgandra	3	21	21	45	4	33	37
Mudgee	1	54	72	127	1	88	89
Narromine	4	26	15	45	6	40	46
Walgett	2	33	21	56	2	48	50
Warren	0	8	8	16	0	11	11
Wellington	3	29	29	61	4	42	46
ORANA REGION: TOTAL	19	371	395	785	24	545	569

CENTRAL WESTERN REGION

Bathurst City	2	73	113	188	2	96	98
Bland	3	23	25	51	3	37	40
Blayney	4	27	25	56	7	52	59
Cabonne	5	46	57	108	8	77	85
Cowra	2	39	43	84	2	57	59
Evans	2	37	34	73	2	65	67
Forbes	0	28	28	56	0	40	40
Lachlan	2	24	13	39	2	41	43
Lithgow City	3	99	117	219	3	141	144

¹ F - Fatal Accident IA - Injury Accident N - Non-Casualty Accident

² K - Killed I - Injured

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ACCIDENTS, CASUALTIES, REGION, LOCAL GOVERNMENT AREA,
DEGREE OF ACCIDENT, DEGREE OF CASUALTY (continued)

Local Government Area	Degree of Accident ¹				Degree of Casualty ²		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured
Central Western Region (continued)							
Oberon	3	35	41	79	3	53	56
Orange City	1	105	106	212	1	137	138
Parkes	2	39	37	78	2	64	66
Rylstone	0	25	19	44	0	43	43
Weddin	2	8	16	26	2	16	18
CENTRAL WESTERN REGION: TOTAL	31	608	674	1,313	37	919	956
SOUTH-EASTERN REGION							
Bega Valley	4	86	102	192	4	125	129
Bombala	0	16	11	27	0	24	24
Boorowa	2	14	17	33	2	21	23
Cooma-Monaro	2	31	61	94	2	56	58
Crookwell	1	18	17	36	1	23	24
Eurobodalla	3	88	138	229	3	117	120
Goulburn City	1	46	75	122	1	53	54
Gunning	0	29	42	71	0	46	46
Harden	2	21	20	43	3	33	36
Mulwaree	2	60	92	154	5	100	105
Queanbeyan City	2	54	53	109	2	59	61
Snowy River	0	28	55	83	0	37	37
Tallaganda	1	29	24	54	1	38	39
Yarrowlumla	0	18	66	84	0	27	27
Yass	6	48	87	141	9	105	114
Young	1	29	35	65	1	38	39
SOUTH-EASTERN REGION: TOTAL	27	615	895	1,537	34	902	936

¹ F - Fatal Accident IA - Injury Accident N - Non-Casualty Accident

² K - Killed I - Injured

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ACCIDENTS, CASUALTIES, REGION, LOCAL GOVERNMENT AREA,
DEGREE OF ACCIDENT, DEGREE OF CASUALTY (continued)

Local Government Area	Degree of Accident ¹				Degree of Casualty ²		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured
RIVERINA REGION							
Carrathool	0	9	13	22	0	14	14
Coolamon	1	10	8	19	1	19	20
Cootamundra	0	24	33	57	0	28	28
Griffith City	3	91	101	195	3	117	120
Gundagai	1	25	28	54	1	41	42
Hay	0	14	17	31	0	19	19
Junee	0	20	10	30	0	26	26
Leeton	3	31	29	63	5	47	52
Lockhart	0	7	8	15	0	9	9
Murrumbidgee	1	7	9	17	1	9	10
Narrandera	1	28	25	54	1	42	43
Temora	2	8	11	21	2	9	11
Tumut	1	33	37	71	2	50	52
Wagga Wagga City	5	149	230	384	6	199	205
RIVERINA REGION: TOTAL	18	456	559	1,033	22	629	651

MURRAY REGION

Albury City	3	103	192	298	3	133	136
Balranald	0	8	5	13	0	13	13
Berrigan	1	19	19	39	1	24	25
Conargo	0	4	2	6	0	6	6
Corowa	1	18	9	28	1	25	26
Culcairn	0	13	14	27	0	21	21
Deniliquin	0	29	17	46	0	33	33
Holbrook	3	21	17	41	4	52	56
Hume	1	28	21	50	1	43	44

¹ F - Fatal Accident IA - Injury Accident N - Non-Casualty Accident

² K - Killed I - Injured

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ACCIDENTS, CASUALTIES, REGION, LOCAL GOVERNMENT AREA,
DEGREE OF ACCIDENT, DEGREE OF CASUALTY (continued)

Local Government Area	Degree of Accident ¹				Degree of Casualty ²		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured
Murray Region (continued)							
Jerilderie	1	7	6	14	2	8	10
Murray	0	11	13	24	0	14	14
Tumbarumba	2	11	14	27	2	11	13
Urana	2	2	5	9	2	5	7
Wakool	1	26	12	39	1	37	38
Wentworth	0	23	15	38	0	36	36
Windouran	0	3	0	3	0	6	6
MURRAY REGION: TOTAL	15	326	361	702	17	467	484
FAR WESTERN REGION							
Broken Hill City	0	40	48	88	0	47	47
Central Darling	0	22	8	30	0	32	32
Unincorporated Area	3	11	10	24	5	20	25
FAR WESTERN REGION: TOTAL	3	73	66	142	5	99	104
METROPOLITAN³: TOTAL	189	12,524	23,028	35,741	199	16,126	16,325
COUNTRY³: TOTAL	302	7,143	9,389	16,834	357	10,289	10,646
NEW SOUTH WALES STATE TOTAL	491	19,667	32,417	52,575	556	26,415	26,971

¹ F - Fatal Accident IA - Injury Accident N - Non-Casualty Accident

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.

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ACCIDENTS, CASUALTIES, ROUTE, LOCAL GOVERNMENT AREA,
DEGREE OF ACCIDENT, DEGREE OF CASUALTY

Route, Length, Local Government Area	Degree of Accident ¹				Degree of Casualty ²		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured

FREEWAYS AND MOTORWAYS**M2 MOTORWAY (NORTH RYDE to BAULKHAM HILLS)**

Ryde City	0	6	8	14	0	7	7
Hornsby	0	8	17	25	0	9	9
Baulkham Hills	0	2	11	13	0	5	5
Sub-total	0	16	36	52	0	21	21

SYDNEY-NEWCASTLE FREEWAY (WAHROONGA to BERESFIELD)³

Ku-ring-gai	0	3	7	10	0	6	6
Hornsby	1	30	102	133	1	43	44
Gosford City	3	58	197	258	3	81	84
Wyong	4	29	53	86	4	49	53
Lake Macquarie City	0	21	39	60	0	31	31
Cessnock City	0	0	0	0	0	0	0
Newcastle City	0	0	1	1	0	0	0
Sub-total	8	141	399	548	8	210	218

M4 MOTORWAY (CONCORD to LAPSTONE)

Concord	0	1	13	14	0	1	1
Strathfield	0	7	15	22	0	15	15
Auburn	0	17	47	64	0	22	22
Parramatta City	1	3	20	24	1	4	5
Holroyd City	1	41	76	118	1	58	59
Blacktown City	0	33	72	105	0	42	42
Penrith City	0	29	51	80	0	34	34
Blue Mountains City	0	0	0	0	0	0	0
Sub-total	2	131	294	427	2	176	178

¹ F - Fatal Accident IA - Injury Accident N - Non-Casualty Accident

² K - Killed I - Injured

³ Extended from West Wallsend to Beresfield in November 1998.

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ACCIDENTS, CASUALTIES, ROUTE, LOCAL GOVERNMENT AREA,
DEGREE OF ACCIDENT, DEGREE OF CASUALTY (continued)

Route, Length, Local Government Area	Degree of Accident ¹				Degree of Casualty ²		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured
M5 MOTORWAY (BEVERLY HILLS to PRESTONS)							
Canterbury City	0	4	19	23	0	7	7
Bankstown City	0	9	21	30	0	14	14
Liverpool City	0	15	60	75	0	18	18
Sub-total	0	28	100	128	0	39	39
SOUTHERN FREEWAY (WATERFALL to BULLI HEIGHTS & NTH WOLLONGONG to YALLAH)							
Wollongong City	2	49	80	131	2	62	64
Sub-total	2	49	80	131	2	62	64
FREEWAYS/ MOTORWAYS: TOTAL	12	365	909	1,286	12	508	520
STATE HIGHWAYS							
PRINCES (State Highway (SH) 1) (SYDNEY to Victorian border near EDEN)							
South Sydney City	0	32	30	62	0	38	38
Marrickville	0	32	74	106	0	36	36
Rockdale City	1	50	96	147	1	65	66
Kogarah	0	25	71	96	0	31	31
Sutherland	1	77	197	275	1	105	106
Wollongong City	5	104	150	259	5	153	158
Shellharbour City	0	25	29	54	0	31	31
Kiama	3	31	29	63	3	48	51
Shoalhaven City	1	98	115	214	2	152	154
Eurobodalla	2	34	47	83	2	48	50
Bega Valley	1	25	31	57	1	38	39
Princes Highway Sub-total	14	533	869	1,416	15	745	760

¹ F - Fatal Accident IA - Injury Accident N - Non-Casualty Accident² K - Killed I - Injured

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ACCIDENTS, CASUALTIES, ROUTE, LOCAL GOVERNMENT AREA,
DEGREE OF ACCIDENT, DEGREE OF CASUALTY (continued)

Route, Length, Local Government Area	Degree of Accident ¹				Degree of Casualty ²		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured
HUME (SH 2) (ASHFIELD to ALBURY)							
Ashfield	0	28	37	65	0	41	41
Burwood	1	20	26	47	1	27	28
Strathfield	1	15	47	63	1	17	18
Bankstown City	2	76	198	276	2	91	93
Fairfield City	1	30	53	84	1	41	42
Liverpool City	3	80	179	262	3	118	121
Campbelltown City	0	29	72	101	0	36	36
Wollondilly	0	19	20	39	0	23	23
Wingecarribee	1	23	44	68	1	41	42
Mulwaree	0	22	42	64	0	36	36
Goulburn City	0	1	3	4	0	1	1
Gunning	0	7	17	24	0	13	13
Yass	2	11	27	40	5	51	56
Harden	2	2	7	11	3	9	12
Gundagai	1	15	17	33	1	25	26
Wagga Wagga City	2	9	15	26	2	12	14
Holbrook	3	12	11	26	4	40	44
Hume	0	7	3	10	0	12	12
Albury City	1	34	56	91	1	43	44
Hume Highway Sub-total	20	440	874	1,334	25	677	702

¹ F - Fatal Accident IA - Injury Accident N - Non-Casualty Accident

² K - Killed I - Injured

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ACCIDENTS, CASUALTIES, ROUTE, LOCAL GOVERNMENT AREA,
DEGREE OF ACCIDENT, DEGREE OF CASUALTY (continued)

Route, Length, Local Government Area	Degree of Accident ¹				Degree of Casualty ²		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured
FEDERAL (SH 3) (Hume Hwy near GOULBURN to ACT Border near SUTTON)							
Mulwaree	1	14	15	30	4	21	25
Gunning	0	8	15	23	0	11	11
Yarrowlumla	0	1	11	12	0	1	1
Federal Highway							
Sub-total	1	23	41	65	4	33	37
SNOWY MOUNTAINS (SH 4) (TATHRA to Hume Hwy near GUNDAGAI)							
Bega Valley	0	6	7	13	0	7	7
Cooma-Monaro	0	2	2	4	0	3	3
Snowy River	0	5	10	15	0	5	5
Tumut	1	9	7	17	2	16	18
Gundagai	0	0	1	1	0	0	0
Snowy Mountains Highway							
Sub-total	1	22	27	50	2	31	33
GREAT WESTERN (SH 5) (SYDNEY to BATHURST)							
South Sydney City	1	24	33	58	1	32	33
Leichhardt	0	37	42	79	0	40	40
Marrickville	0	20	29	49	0	26	26
Ashfield	0	31	45	76	0	43	43
Drummoyne	0	4	24	28	0	4	4
Burwood	1	14	15	30	1	15	16
Concord	0	22	28	50	0	27	27
Strathfield	0	29	40	69	0	47	47
Auburn	0	37	97	134	0	47	47

¹ F - Fatal Accident IA - Injury Accident N - Non-Casualty Accident

² K - Killed I - Injured

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ACCIDENTS, CASUALTIES, ROUTE, LOCAL GOVERNMENT AREA,
DEGREE OF ACCIDENT, DEGREE OF CASUALTY (continued)

Route, Length, Local Government Area	Degree of Accident ¹				Degree of Casualty ²		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured
Great Western Highway (continued)							
Parramatta City	0	28	60	88	0	38	38
Holroyd City	2	47	82	131	3	69	72
Blacktown City	1	50	99	150	2	84	86
Penrith City	1	63	94	158	1	81	82
Blue Mountains City	6	105	180	291	7	155	162
Lithgow City	2	30	35	67	2	53	55
Evans	1	2	10	13	1	13	14
Bathurst City	1	21	25	47	1	31	32
Great Western Highway							
Sub-total	16	564	938	1,518	19	805	824
MID WESTERN (SH 6) (BATHURST to HAY)							
Bathurst City	0	1	4	5	0	1	1
Evans	0	2	2	4	0	3	3
Blayney	2	14	5	21	5	26	31
Cowra	0	14	11	25	0	20	20
Weddin	1	3	5	9	1	5	6
Bland	0	2	4	6	0	4	4
Carrathool	0	2	2	4	0	3	3
Hay	0	0	0	0	0	0	0
Mid Western Highway							
Sub-total	3	38	33	74	6	62	68

¹ F - Fatal Accident IA - Injury Accident N - Non-Casualty Accident² K - Killed I - Injured

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ACCIDENTS, CASUALTIES, ROUTE, LOCAL GOVERNMENT AREA,
DEGREE OF ACCIDENT, DEGREE OF CASUALTY (continued)

Route, Length, Local Government Area	Degree of Accident ¹				Degree of Casualty ²		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured
MITCHELL (SH 7) (BATHURST to BARRINGUN)							
Bathurst City	0	1	2	3	0	1	1
Evans	0	6	7	13	0	13	13
Cabonne	3	9	13	25	4	18	22
Orange City	1	37	29	67	1	46	47
Wellington	0	12	12	24	0	20	20
Dubbo City	1	17	27	45	1	25	26
Narromine	1	6	3	10	1	9	10
Warren	0	2	0	2	0	2	2
Bogan	0	7	1	8	0	10	10
Bourke	1	5	5	11	1	9	10
Mitchell Highway Sub-total	7	102	99	208	8	153	161
BARRIER (SH 8) (NYNGAN to SA border near COCKBURN)							
Bogan	0	2	1	3	0	2	2
Cobar	1	6	7	14	2	17	19
Central Darling	0	5	3	8	0	7	7
Unincorporated Area	0	3	1	4	0	4	4
Broken Hill City	0	5	8	13	0	6	6
Barrier Highway Sub-total	1	21	20	42	2	36	38

¹ F - Fatal Accident IA - Injury Accident N - Non-Casualty Accident

² K - Killed I - Injured

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ACCIDENTS, CASUALTIES, ROUTE, LOCAL GOVERNMENT AREA,
DEGREE OF ACCIDENT, DEGREE OF CASUALTY (continued)

Route, Length, Local Government Area	Degree of Accident ¹				Degree of Casualty ²		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured
NEW ENGLAND (SH 9) (HEXHAM to WALLANGARRA)							
Newcastle City	0	5	16	21	0	6	6
Maitland City	3	26	65	94	4	38	42
Cessnock City	2	2	13	17	3	2	5
Singleton	4	20	26	50	4	31	35
Muswellbrook	2	9	16	27	2	14	16
Scone	0	17	15	32	0	29	29
Murrurundi	0	15	8	23	0	22	22
Quirindi	2	4	4	10	3	7	10
Nundle	0	1	0	1	0	2	2
Parry	2	22	19	43	2	38	40
Tamworth City	1	12	13	26	1	13	14
Uralla	1	6	7	14	1	6	7
Dumaresq	2	7	11	20	2	11	13
Armidale City	0	2	7	9	0	3	3
Guyra	1	10	17	28	1	19	20
Severn	1	5	12	18	1	8	9
Glen Innes	0	3	7	10	0	7	7
Tenterfield	1	12	5	18	1	16	17
New England Highway Sub-total	22	178	261	461	25	272	297

¹ F - Fatal Accident IA - Injury Accident N - Non-Casualty Accident

² K - Killed I - Injured

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**ACCIDENTS, CASUALTIES, ROUTE, LOCAL GOVERNMENT AREA,
DEGREE OF ACCIDENT, DEGREE OF CASUALTY (continued)**

Route, Length, Local Government Area	Degree of Accident ¹				Degree of Casualty ²		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured
PACIFIC (SH 10) (NTH SYDNEY to TWEED HEADS)							
North Sydney	0	39	40	79	0	47	47
Lane Cove	0	6	29	35	0	6	6
Willoughby City	0	23	88	111	0	27	27
Ku-ring-gai	0	60	141	201	0	68	68
Hornsby	1	38	54	93	1	50	51
Gosford City	0	54	92	146	0	71	71
Wyong	1	55	78	134	1	86	87
Lake Macquarie City	1	73	111	185	1	102	103
Newcastle City	0	81	119	200	0	108	108
Port Stephens	4	29	57	90	5	44	49
Great Lakes	7	46	82	135	7	101	108
Greater Taree City	2	31	54	87	5	51	56
Hastings	2	28	29	59	6	55	61
Kempsey	1	28	24	53	1	44	45
Nambucca	3	15	21	39	6	30	36
Bellingen	1	13	19	33	1	20	21
Coffs Harbour City	1	60	83	144	1	86	87
Ulmarra	1	22	30	53	1	38	39
Grafton City	1	4	14	19	1	8	9
Maclean	2	7	20	29	2	9	11
Richmond River	0	15	28	43	0	30	30
Ballina	1	32	30	63	1	49	50
Byron	3	41	38	82	3	63	66
Tweed	4	58	107	169	6	76	82
Pacific Highway Sub-total	36	858	1,388	2,282	49	1,269	1,318

¹ F - Fatal Accident IA - Injury Accident N - Non-Casualty Accident

² K - Killed I - Injured

25

ACCIDENTS, CASUALTIES, ROUTE, LOCAL GOVERNMENT AREA,
DEGREE OF ACCIDENT, DEGREE OF CASUALTY (continued)

Route, Length, Local Government Area	Degree of Accident ¹				Degree of Casualty ²		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured
OXLEY (SH 11) (PORT MACQUARIE to NEVERTIRE)							
Hastings	1	22	27	50	1	26	27
Walcha	0	6	10	16	0	8	8
Parry	2	3	7	12	3	8	11
Tamworth City	0	11	17	28	0	13	13
Gunnedah	1	10	9	20	1	20	21
Coonabarabran	0	0	4	4	0	0	0
Gilgandra	0	1	3	4	0	1	1
Warren	0	2	2	4	0	3	3
Oxley Highway Sub-total	4	55	79	138	5	79	84
GWYDIR (SH 12) (STH GRAFTON to COLLARENEBRI)							
Grafton City	0	4	2	6	0	5	5
Nymboida	0	8	9	17	0	13	13
Severn	2	11	10	23	3	15	18
Glen Innes	0	1	1	2	0	1	1
Inverell	0	16	10	26	0	20	20
Yallaroi	0	1	3	4	0	1	1
Moree Plains	1	12	8	21	1	16	17
Walgett	1	2	2	5	1	3	4
Gwydir Highway Sub-total	4	55	45	104	5	74	79

¹ F - Fatal Accident IA - Injury Accident N - Non-Casualty Accident

² K - Killed I - Injured

25ACCIDENTS, CASUALTIES, ROUTE, LOCAL GOVERNMENT AREA,
DEGREE OF ACCIDENT, DEGREE OF CASUALTY (continued)

Route, Length, Local Government Area	Degree of Accident ¹				Degree of Casualty ²		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured
CUMBERLAND (SH 13) (LIVERPOOL to WAHROONGA)							
Liverpool City	0	2	10	12	0	2	2
Fairfield City	2	46	98	146	2	60	62
Holroyd City	1	25	88	114	1	38	39
Parramatta City	0	30	96	126	0	38	38
Baulkham Hills	0	23	50	73	0	30	30
Hornsby	0	48	145	193	0	66	66
Cumberland Highway Sub-total	3	174	487	664	3	234	237
STURT (SH 14) (Hume Hwy near GUNDAGAI to MILDURA)							
Wagga Wagga City	0	27	37	64	0	36	36
Narrandera	0	8	2	10	0	12	12
Murrumbidgee	1	2	4	7	1	2	3
Hay	0	4	7	11	0	6	6
Wakool	0	2	2	4	0	2	2
Balranald	0	6	5	11	0	10	10
Wentworth	0	6	5	11	0	9	9
Sturt Highway Sub-total	1	55	62	118	1	77	78
BARTON (SH 15) (Hume Hwy near YASS to ACT border near HALL)							
Yass	2	2	10	14	2	5	7
Yarrowlumla	0	0	1	1	0	0	0
Barton Highway Sub-total	2	2	11	15	2	5	7

¹ F - Fatal Accident IA - Injury Accident N - Non-Casualty Accident² K - Killed I - Injured

25

ACCIDENTS, CASUALTIES, ROUTE, LOCAL GOVERNMENT AREA,
DEGREE OF ACCIDENT, DEGREE OF CASUALTY (continued)

Route, Length, Local Government Area	Degree of Accident ¹				Degree of Casualty ²		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured
BRUXNER (SH 16) (Pacific Hwy near BALLINA to BOGGABILLA)							
Ballina	1	13	19	33	1	27	28
Lismore City	0	37	50	87	0	51	51
Richmond River	0	7	4	11	0	9	9
Casino	0	4	5	9	0	8	8
Kyogle	1	7	10	18	1	11	12
Tenterfield	1	11	4	16	1	12	13
Inverell	0	1	1	2	0	3	3
Yallaroi	0	1	0	1	0	4	4
Moree Plains	0	0	1	1	0	0	0
Bruxner Highway Sub-total	3	81	94	178	3	125	128
NEWELL (SH 17) (TOCUMWAL to GOONDIWINDI)							
Berrigan	0	4	3	7	0	5	5
Jerilderie	0	2	2	4	0	3	3
Urana	1	1	1	3	1	2	3
Narrandera	1	11	9	21	1	21	22
Coolamon	0	3	1	4	0	4	4
Bland	2	10	9	21	2	17	19
Weddin	0	0	2	2	0	0	0
Forbes	0	11	11	22	0	16	16
Parkes	1	13	8	22	1	19	20
Narromine	0	3	3	6	0	3	3
Dubbo City	1	19	19	39	1	22	23

¹ F - Fatal Accident IA - Injury Accident N - Non-Casualty Accident

² K - Killed I - Injured

25

ACCIDENTS, CASUALTIES, ROUTE, LOCAL GOVERNMENT AREA,
DEGREE OF ACCIDENT, DEGREE OF CASUALTY (continued)

Route, Length, Local Government Area	Degree of Accident ¹				Degree of Casualty ²		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured
Newell Highway (continued)							
Gilgandra	3	7	11	21	4	14	18
Coonabarabran	0	10	14	24	0	17	17
Narrabri	1	16	22	39	3	20	23
Moree Plains	1	26	24	51	1	39	40
Newell Highway Sub-total	11	136	139	286	14	202	216
CASTLEREAGH (SH 18) (MARRANGAROO to HEBEL)							
Lithgow City	0	7	13	20	0	14	14
Rylstone	0	9	5	14	0	21	21
Mudgee	1	15	18	34	1	31	32
Coolah	0	5	3	8	0	5	5
Gilgandra	0	3	3	6	0	3	3
Coonamble	0	3	6	9	0	7	7
Walgett	0	4	9	13	0	5	5
Brewarrina	0	0	0	0	0	0	0
Castlereagh Highway Sub-total	1	46	57	104	1	86	87
MONARO (SH 19) (ACT border near CANBERRA to Victorian border near ROCKTON)							
Yarrowlumla	0	1	5	6	0	5	5
Cooma-Monaro	2	16	32	50	2	34	36
Bombala	0	6	6	12	0	8	8
Monaro Highway Sub-total	2	23	43	68	2	47	49

¹ F - Fatal Accident IA - Injury Accident N - Non-Casualty Accident² K - Killed I - Injured

25

ACCIDENTS, CASUALTIES, ROUTE, LOCAL GOVERNMENT AREA,
DEGREE OF ACCIDENT, DEGREE OF CASUALTY (continued)

Route, Length, Local Government Area	Degree of Accident ¹				Degree of Casualty ²		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured
RIVERINA (SH 20) (HUME WEIR to DENILIQVIN)							
Hume	0	5	2	7	0	7	7
Albury City	1	8	11	20	1	10	11
Corowa	0	2	2	4	0	2	2
Berrigan	0	3	2	5	0	5	5
Conargo	0	0	0	0	0	0	0
Deniliquin	0	0	0	0	0	0	0
Riverina Highway Sub-total	1	18	17	36	1	24	25
COBB (SH 21) (MOAMA to Barrier Hwy near WILCANNIA)							
Murray	0	5	4	9	0	5	5
Deniliquin	0	7	5	12	0	7	7
Windouran	0	0	0	0	0	0	0
Hay	0	3	4	7	0	3	3
Carrathool	0	0	0	0	0	0	0
Central Darling	0	2	1	3	0	2	2
Cobb Highway Sub-total	0	17	14	31	0	17	17
SILVER CITY (SH 22) (Sturt Hwy near MILDURA to Qld border at WARRI GATE)							
Wentworth	0	4	4	8	0	5	5
Unincorporated Area	1	6	4	11	1	10	11
Broken Hill City	0	8	2	10	0	9	9
Silver City Highway Sub-total	1	18	10	29	1	24	25

¹ F - Fatal Accident IA - Injury Accident N - Non-Casualty Accident

² K - Killed I - Injured

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ACCIDENTS, CASUALTIES, ROUTE, LOCAL GOVERNMENT AREA,
DEGREE OF ACCIDENT, DEGREE OF CASUALTY (continued)

Route, Length, Local Government Area	Degree of Accident ¹				Degree of Casualty ²		
	F	IA	N	Total Accidents	K	I	Total Killed & Injured
CHARLESTOWN-SANDGATE (SH 23) (CHARLESTOWN to SANDGATE)							
Lake Macquarie City	0	9	27	36	0	12	12
Newcastle City	0	14	32	46	0	16	16
State Highway 23 Sub-total	0	23	59	82	0	28	28
ILLAWARRA (SH 25) (ALBION PARK to Hume Hwy at HODDLES CROSSROADS)							
Shellharbour City	0	9	28	37	0	12	12
Wingecarribee	2	17	19	38	2	29	31
Illawarra Highway Sub-total	2	26	47	75	2	41	43
GOLDEN (SH 27) (SINGLETON to DUBBO)							
Singleton	0	5	6	11	0	10	10
Muswellbrook	1	7	8	16	1	14	15
Merriwa	1	13	10	24	1	20	21
Coolah	0	3	3	6	0	3	3
Wellington	0	0	0	0	0	0	0
Dubbo City	0	5	10	15	0	5	5
Golden Highway Sub-total	2	33	37	72	2	52	54
CARNARVON HY (SH 28) (MOREE to MUNGINDI)³							
Moree Plains	0	0	5	5	0	0	0
Carnarvon Highway Sub-total	0	0	5	5	0	0	0
STATE HIGHWAYS: TOTAL	158	3,541	5,756	9,455	197	5,198	5,395

¹ F - Fatal Accident IA - Injury Accident N - Non-Casualty Accident

² K - Killed I - Injured

³ Data for this route are from 10 August 1998 onwards.

CASUALTIES IN 1998

- ROAD USER CLASS
- AGE AND SEX DISTRIBUTION
- SAFETY DEVICES
- ALCOHOL AND CONTROLLER CASUALTIES
- ALCOHOL, SPEEDING AND FATIGUE

26

CASUALTIES, ROAD USER CLASS, DEGREE OF CASUALTY

Road User Class	Degree of Casualty		Total Killed & Injured
	Killed	Injured	
CONTROLLER			
Driver			
Car	191	11,505	11,696
Light truck	28	700	728
Heavy rigid truck	3	104	107
Articulated truck	23	176	199
Bus	0	47	47
Other motor vehicle	2	121	123
Sub-total	247	12,653	12,900
Motorcycle Rider	49	1,879	1,928
Pedal Cycle Rider	7	1,209	1,216
Other/Unknown	0	1	1
CONTROLLER Sub-total	303	15,742	16,045
PASSENGER			
Car	125	6,670	6,795
Light truck	14	304	318
Heavy rigid truck	3	39	42
Articulated truck	2	29	31
Bus	4	228	232
Other motor vehicle	0	74	74
Sub-total	148	7,344	7,492
Motorcycle	3	163	166
Pedal Cycle	0	14	14
Other/Unknown	0	2	2
PASSENGER Sub-total	151	7,523	7,674
PEDESTRIAN Sub-total	102	3,150	3,252
CASUALTIES: TOTAL	556	26,415	26,971

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	3	19	25	15	19	16	8	10	16	2	133
	F	0	0	2	11	1	11	7	7	5	13	1	58
	Sub-total¹	0	3	21	36	16	30	23	15	15	29	3	191
Car Passenger	M	4	6	14	8	3	9	5	3	2	7	1	62
	F	2	10	8	5	3	7	3	3	8	12	2	63
	Sub-total¹	6	16	22	13	6	16	8	6	10	19	3	125
Other Motor Vehicle Driver	M	0	0	1	9	1	16	13	10	2	2	0	54
	F	0	1	0	1	0	0	0	0	0	0	0	2
	Sub-total¹	0	1	1	10	1	16	13	10	2	2	0	56
Other Motor Vehicle Passenger	M	0	3	3	1	3	1	4	1	3	0	1	20
	F	0	0	0	0	0	1	0	1	0	1	0	3
	Sub-total¹	0	3	3	1	3	2	4	2	3	1	1	23
Motorcycle Rider	M	0	3	6	12	7	12	5	2	1	1	0	49
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total¹	0	3	6	12	7	12	5	2	1	1	0	49
Motorcycle Passenger	M	0	0	0	0	0	0	0	0	0	0	0	0
	F	0	0	1	0	0	1	0	0	0	0	1	3
	Sub-total¹	0	0	1	0	0	1	0	0	0	0	1	3
Pedal Cycle Rider/Passenger	M	0	1	0	0	1	0	1	1	1	0	0	5
	F	0	0	0	1	1	0	0	0	0	0	0	2
	Sub-total¹	0	1	0	1	2	0	1	1	1	0	0	7
Pedestrian	M	6	3	4	7	2	3	4	10	4	15	2	60
	F	2	2	0	1	2	4	4	5	4	18	0	42
	Sub-total¹	8	5	4	8	4	7	8	15	8	33	2	102
CASUALTIES²:	M	10	19	47	62	32	60	48	35	23	41	6	383
	F	4	13	11	19	7	24	14	16	17	44	4	173
	TOTAL¹	14	32	58	81	39	84	62	51	40	85	10	556

¹ Unknown sex included

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

27b

CASUALTIES, DEGREE OF CASUALTY, ROAD USER CLASS, SEX, AGE DEGREE OF CASUALTY: INJURED

Road User Class	Sex	Age (years)										TOTAL	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		Unknown
Car Driver	M	0	47	918	874	625	1,123	750	490	313	402	418	5,960
	F	0	27	764	858	512	1,155	782	530	281	258	351	5,518
	Sub-total¹	0	74	1,682	1,732	1,137	2,279	1,532	1,021	594	660	794	11,505
Car Passenger	M	158	518	494	369	169	253	140	99	58	64	324	2,646
	F	153	651	503	374	218	361	307	296	227	244	596	3,930
	Sub-total¹	313	1,169	997	744	387	614	447	395	285	308	1,011	6,670
Other Motor Vehicle Driver	M	0	7	78	136	123	242	180	129	48	13	54	1,010
	F	0	1	20	18	13	32	24	10	4	1	11	134
	Sub-total¹	0	8	98	154	136	274	204	139	52	14	69	1,148
Other Motor Vehicle Passenger	M	11	55	49	49	37	41	32	22	4	7	45	352
	F	5	58	29	37	16	22	20	28	21	19	50	305
	Sub-total¹	16	113	78	86	53	66	54	52	26	26	104	674
Motorcycle Rider	M	0	47	259	364	241	416	224	76	16	10	117	1,770
	F	0	1	11	19	10	32	17	5	0	1	7	103
	Sub-total¹	0	48	270	383	251	448	241	81	16	11	130	1,879
Motorcycle Passenger	M	1	13	15	9	6	5	2	0	1	0	7	59
	F	0	10	11	18	12	26	12	6	0	0	9	104
	Sub-total¹	1	23	26	27	18	31	14	6	1	0	16	163
Pedal Cycle Rider/Passenger	M	5	319	121	123	93	162	89	33	16	13	68	1,042
	F	0	42	19	31	16	28	12	11	1	1	15	176
	Sub-total¹	5	361	140	154	109	190	101	44	17	14	88	1,223
Pedestrian	M	68	355	143	171	132	232	158	134	103	155	159	1,810
	F	31	245	98	115	77	139	140	111	106	149	111	1,322
	Sub-total¹	99	600	241	286	209	371	298	245	209	304	288	3,150
CASUALTIES²:	M	243	1,361	2,077	2,095	1,426	2,474	1,575	983	560	664	1,192	14,650
	F	189	1,035	1,455	1,470	874	1,795	1,315	998	640	673	1,150	11,594
	TOTAL¹	434	2,396	3,532	3,566	2,300	4,273	2,892	1,984	1,201	1,337	2,500	26,415

¹ Unknown sex included

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

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	50	937	899	640	1,142	766	498	323	418	420	6,093
	F	0	27	766	869	513	1,166	789	537	286	271	352	5,576
	Sub-total¹	0	77	1,703	1,768	1,153	2,309	1,555	1,036	609	689	797	11,696
Car Passenger	M	162	524	508	377	172	262	145	102	60	71	325	2,708
	F	155	661	511	379	221	368	310	299	235	256	598	3,993
	Sub-total¹	319	1,185	1,019	757	393	630	455	401	295	327	1,014	6,795
Other Motor Vehicle Driver	M	0	7	79	145	124	258	193	139	50	15	54	1,064
	F	0	2	20	19	13	32	24	10	4	1	11	136
	Sub-total¹	0	9	99	164	137	290	217	149	54	16	69	1,204
Other Motor Vehicle Passenger	M	11	58	52	50	40	42	36	23	7	7	46	372
	F	5	58	29	37	16	23	20	29	21	20	50	308
	Sub-total¹	16	116	81	87	56	68	58	54	29	27	105	697
Motorcycle Rider	M	0	50	265	376	248	428	229	78	17	11	117	1,819
	F	0	1	11	19	10	32	17	5	0	1	7	103
	Sub-total¹	0	51	276	395	258	460	246	83	17	12	130	1,928
Motorcycle Passenger	M	1	13	15	9	6	5	2	0	1	0	7	59
	F	0	10	12	18	12	27	12	6	0	0	10	107
	Sub-total¹	1	23	27	27	18	32	14	6	1	0	17	166
Pedal Cycle Rider/Passenger	M	5	320	121	123	94	162	90	34	17	13	68	1,047
	F	0	42	19	32	17	28	12	11	1	1	15	178
	Sub-total¹	5	362	140	155	111	190	102	45	18	14	88	1,230
Pedestrian	M	74	358	147	178	134	235	162	144	107	170	161	1,870
	F	33	247	98	116	79	143	144	116	110	167	111	1,364
	Sub-total¹	107	605	245	294	213	378	306	260	217	337	290	3,252
CASUALTIES²:	M	253	1,380	2,124	2,157	1,458	2,534	1,623	1,018	583	705	1,198	15,033
	F	193	1,048	1,466	1,489	881	1,819	1,329	1,014	657	717	1,154	11,767
	TOTAL¹	448	2,428	3,590	3,647	2,339	4,357	2,954	2,035	1,241	1,422	2,510	26,971

¹ Unknown sex included

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

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ROAD VEHICLE CASUALTIES, ROAD USER CLASS,
SAFETY DEVICE USED, DEGREE OF CASUALTY

Road User Class/ Safety Device Used ¹	Degree of Casualty		Total Killed & Injured
	Killed	Injured	
Driver			
Adult belt worn	149	11,166	11,315
Fitted but not worn	52	399	451
No restraint fitted	5	86	91
Unknown	41	1,002	1,043
Sub-total	247	12,653	12,900
Passenger			
Adult belt worn	78	5,865	5,943
Child restraint worn	3	82	85
Fitted but not worn	38	296	334
No restraint fitted	11	223	234
Unknown	18	878	896
Sub-total	148	7,344	7,492
Motorcycle Rider/ Passenger			
Open face (jet) helmet worn	7	254	261
Full face helmet worn	37	1,487	1,524
No helmet worn	5	75	80
Unknown	3	226	229
Sub-total	52	2,042	2,094
Pedal Cycle Rider/ Passenger			
Helmet worn	4	808	812
No helmet worn	3	219	222
Unknown	0	196	196
Sub-total	7	1,223	1,230
Other/Unknown	0	3	3
All Road Vehicle Casualties			
Device worn	278	19,662	19,940
Device not worn	114	1,298	1,412
Unknown	62	2,305	2,367
ROADVEHICLE CASUALTIES:TOTAL	454	23,265	23,719

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.

29a

MOTOR VEHICLE CONTROLLER CASUALTIES, DEGREE OF CASUALTY, BAC*, SEX, AGE DEGREE OF CASUALTY: **KILLED**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)										Unknown	TOTAL
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		
Nil	M	0	6	15	26	15	29	19	18	9	15	0	152
	F	0	0	2	9	1	9	5	5	4	12	1	48
	Sub-total¹	0	6	17	35	16	38	24	23	13	27	1	200
.001-.049	M	0	0	1	4	0	1	3	0	1	1	1	12
	F	0	1	0	0	0	0	0	0	0	1	0	2
	Sub-total¹	0	1	1	4	0	1	3	0	1	2	1	14
.020-.049 ²	M	0	0	0	0	0	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total¹	0	0	0	0	0	0	0	0	0	0	0	0
.050-.079	M	0	0	0	1	0	1	0	0	0	0	0	2
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total¹	0	0	0	1	0	1	0	0	0	0	0	2
.080-.149	M	0	0	3	5	1	3	1	0	1	0	0	14
	F	0	0	0	0	0	1	0	0	0	0	0	1
	Sub-total¹	0	0	3	5	1	4	1	0	1	0	0	15
≥.150	M	0	0	2	7	5	9	9	1	1	0	0	34
	F	0	0	0	1	0	1	2	1	0	0	0	5
	Sub-total¹	0	0	2	8	5	10	11	2	1	0	0	39
Unknown	M	0	0	5	3	2	4	2	1	1	3	1	22
	F	0	0	0	2	0	0	0	1	1	0	0	4
	Sub-total¹	0	0	5	5	2	4	2	2	2	3	1	26
MOTOR VEHICLE CONTROLLER CASUALTIES:	M	0	6	26	46	23	47	34	20	13	19	2	236
	F	0	1	2	12	1	11	7	7	5	13	1	60
	TOTAL¹	0	7	28	58	24	58	41	27	18	32	3	296

* Blood Alcohol Concentration

¹ Unknown sex included

² Learner's and Provisional Licence holders and unlicensed controllers and certain categories of young and professional controllers

29b

MOTOR VEHICLE CONTROLLER CASUALTIES, DEGREE OF CASUALTY, BAC*, SEX, AGE DEGREE OF CASUALTY: INJURED

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											TOTAL
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	
Nil	M	0	47	714	715	505	950	630	383	225	273	307	4,749
	F	0	15	489	528	292	745	485	349	201	168	207	3,479
	Sub-total¹	0	62	1,203	1,243	797	1,695	1,115	733	426	441	531	8,246
.001-.049	M	0	0	11	25	18	20	12	5	8	4	10	113
	F	0	0	2	5	2	5	4	2	1	0	2	23
	Sub-total¹	0	0	13	30	20	25	16	7	9	4	12	136
.020-.049 ²	M	0	0	13	3	3	2	1	0	0	0	1	23
	F	0	1	7	2	0	0	0	0	0	0	0	10
	Sub-total¹	0	1	20	5	3	2	1	0	0	0	1	33
.050-.079	M	0	1	21	14	12	15	8	7	1	1	6	86
	F	0	0	5	6	3	2	2	1	0	1	1	21
	Sub-total¹	0	1	26	20	15	17	10	8	1	2	7	107
.080-.149	M	0	6	62	58	33	37	22	12	5	6	13	254
	F	0	0	8	11	7	16	8	1	0	0	1	52
	Sub-total¹	0	6	70	69	40	53	30	13	5	6	14	306
≥.150	M	0	0	45	88	71	108	47	34	11	4	18	426
	F	0	0	5	18	13	29	10	10	3	0	6	94
	Sub-total¹	0	0	50	106	84	137	57	44	14	4	24	520
Unknown	M	0	47	389	471	347	649	434	254	127	137	234	3,089
	F	0	13	279	325	218	422	314	182	80	91	152	2,076
	Sub-total¹	0	60	668	796	565	1,072	748	436	207	228	404	5,184
MOTOR VEHICLE CONTROLLER CASUALTIES:	M	0	101	1,255	1,374	989	1,781	1,154	695	377	425	589	8,740
	F	0	29	795	895	535	1,219	823	545	285	260	369	5,755
	TOTAL¹	0	130	2,050	2,269	1,524	3,001	1,977	1,241	662	685	993	14,532

* Blood Alcohol Concentration

¹ Unknown sex included

² Learner's and Provisional Licence holders and unlicensed controllers and certain categories of young and professional controllers

29c

MOTOR VEHICLE CONTROLLER CASUALTIES, DEGREE OF CASUALTY, BAC*, SEX, AGE DEGREE OF CASUALTY: ALL CASUALTIES

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)											TOTAL
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	
Nil	M	0	53	729	741	520	979	649	401	234	288	307	4,901
	F	0	15	491	537	293	754	490	354	205	180	208	3,527
	Sub-total¹	0	68	1,220	1,278	813	1,733	1,139	756	439	468	532	8,446
.001-.049	M	0	0	12	29	18	21	15	5	9	5	11	125
	F	0	1	2	5	2	5	4	2	1	1	2	25
	Sub-total¹	0	1	14	34	20	26	19	7	10	6	13	150
.020-.049 ²	M	0	0	13	3	3	2	1	0	0	0	1	23
	F	0	1	7	2	0	0	0	0	0	0	0	10
	Sub-total¹	0	1	20	5	3	2	1	0	0	0	1	33
.050-.079	M	0	1	21	15	12	16	8	7	1	1	6	88
	F	0	0	5	6	3	2	2	1	0	1	1	21
	Sub-total¹	0	1	26	21	15	18	10	8	1	2	7	109
.080-.149	M	0	6	65	63	34	40	23	12	6	6	13	268
	F	0	0	8	11	7	17	8	1	0	0	1	53
	Sub-total¹	0	6	73	74	41	57	31	13	6	6	14	321
≥.150	M	0	0	47	95	76	117	56	35	12	4	18	460
	F	0	0	5	19	13	30	12	11	3	0	6	99
	Sub-total¹	0	0	52	114	89	147	68	46	15	4	24	559
Unknown	M	0	47	394	474	349	653	436	255	128	140	235	3,111
	F	0	13	279	327	218	422	314	183	81	91	152	2,080
	Sub-total¹	0	60	673	801	567	1,076	750	438	209	231	405	5,210
MOTOR VEHICLE CONTROLLER CASUALTIES:	M	0	107	1,281	1,420	1,012	1,828	1,188	715	390	444	591	8,976
	F	0	30	797	907	536	1,230	830	552	290	273	370	5,815
	TOTAL¹	0	137	2,078	2,327	1,548	3,059	2,018	1,268	680	717	996	14,828

* Blood Alcohol Concentration

¹ Unknown sex included

² Learner's and Provisional Licence holders and unlicensed controllers and certain categories of young and professional controllers

30a

MOTOR VEHICLE CONTROLLER CASUALTIES, DEGREE OF CASUALTY,
ROAD USER CLASS, BLOOD ALCOHOL CONCENTRATION
DEGREE OF CASUALTY: **KILLED**

Road User Class	Blood Alcohol Concentration (g/100mL)							Total
	Nil	.001-.049	.020-.049 ¹	.050-.079	.080-.149	≥.150	Unknown	
Car Driver	130	7	0	1	9	27	17	191
Light Truck Driver	14	3	0	0	1	10	0	28
Heavy Rigid Truck Driver	2	1	0	0	0	0	0	3
Articulated Truck Driver	19	2	0	0	0	0	2	23
Bus Driver	0	0	0	0	0	0	0	0
Motorcycle Rider	33	1	0	1	5	2	7	49
Other Motor Vehicle Driver	2	0	0	0	0	0	0	2
MOTOR VEHICLE CONTROLLER CASUALTIES:TOTAL	200	14	0	2	15	39	26	296

30b

MOTOR VEHICLE CONTROLLER CASUALTIES, DEGREE OF CASUALTY,
ROAD USER CLASS, BLOOD ALCOHOL CONCENTRATION
DEGREE OF CASUALTY: **INJURED**

Road User Class	Blood Alcohol Concentration (g/100mL)							Total
	Nil	.001-.049	.020-.049 ¹	.050-.079	.080-.149	≥.150	Unknown	
Car Driver	6,467	98	26	79	248	424	4,163	11,505
Light Truck Driver	357	9	0	9	23	44	258	700
Heavy Rigid Truck Driver	60	0	0	1	1	4	38	104
Articulated Truck Driver	116	0	1	0	0	1	58	176
Bus Driver	27	0	0	0	0	1	19	47
Motorcycle Rider	1,148	29	6	18	33	44	601	1,879
Other Motor Vehicle Driver	71	0	0	0	1	2	47	121
MOTOR VEHICLE CONTROLLER CASUALTIES:TOTAL	8,246	136	33	107	306	520	5,184	14,532

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

30c

MOTOR VEHICLE CONTROLLER CASUALTIES, DEGREE OF CASUALTY,
ROAD USER CLASS, BLOOD ALCOHOL CONCENTRATION
DEGREE OF CASUALTY: **ALL CASUALTIES**

Road User Class	Blood Alcohol Concentration (g/100mL)							Total
	Nil	.001-.049	.020-.049 ¹	.050-.079	.080-.149	≥.150	Unknown	
Car Driver	6,597	105	26	80	257	451	4,180	11,696
Light Truck Driver	371	12	0	9	24	54	258	728
Heavy Rigid Truck Driver	62	1	0	1	1	4	38	107
Articulated Truck Driver	135	2	1	0	0	1	60	199
Bus Driver	27	0	0	0	0	1	19	47
Motorcycle Rider	1,181	30	6	19	38	46	608	1,928
Other Motor Vehicle Driver	73	0	0	0	1	2	47	123
MOTOR VEHICLE CONTROLLER CASUALTIES:TOTAL	8,446	150	33	109	321	559	5,210	14,828

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

31a CASUALTIES, ALCOHOL INVOLVEMENT IN ACCIDENT, DEGREE OF CASUALTY

Alcohol Involved in Accident	Degree of Casualty		Total Killed & Injured
	Killed	Injured	
Yes	91	1,939	2,030
No	350	17,929	18,279
Unknown	115	6,547	6,662
CASUALTIES:TOTAL	556	26,415	26,971

31b CASUALTIES, SPEEDING INVOLVEMENT IN ACCIDENT, DEGREE OF CASUALTY

Speeding Involved in Accident	Degree of Casualty		Total Killed & Injured
	Killed	Injured	
Yes	232	4,250	4,482
No or Unknown	324	22,165	22,489
CASUALTIES:TOTAL	556	26,415	26,971

31c CASUALTIES, FATIGUE INVOLVEMENT IN ACCIDENT, DEGREE OF CASUALTY

Fatigue Involved in Accident	Degree of Casualty		Total Killed & Injured
	Killed	Injured	
Yes	110	2,377	2,487
No or Unknown	446	24,038	24,484
CASUALTIES:TOTAL	556	26,415	26,971

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

REFERENCE INFORMATION

- POPULATION
- LICENCES
- VEHICLES
- HOSPITAL INPATIENT STATISTICS

32

NEW SOUTH WALES RESIDENTS¹, AGE, SEX

Age (years)	Sex		TOTAL
	Male	Female	
0 - 4	223,090	211,964	435,054
5 - 16	541,051	515,017	1,056,068
17 - 20	176,848	168,266	345,114
21 - 25	231,149	225,907	457,056
26 - 29	196,363	197,907	394,270
30 - 39	491,402	490,934	982,336
40 - 49	454,659	452,337	906,996
50 - 59	352,212	340,022	692,234
60 - 69	245,585	252,549	498,134
≥70	233,986	332,267	566,253
NEW SOUTH WALES RESIDENTS:TOTAL	3,146,345	3,187,170	6,333,515

Source - Australian Bureau of Statistics

¹ Estimated resident population as at 30 June 1998

33

LICENCES ON ISSUE¹, AGE OF LICENCE HOLDER, LICENCE TYPE, SEX OF LICENCE HOLDER

Age (years)	DRIVERS ONLY			RIDERS AND COMBINED DRIVERS/RIDERS			ALL LICENCES		
	Male	Female	Total ²	Male	Female	Total ²	Male	Female	Total ²
≤ 16	29	7	36	1	0	1	30	7	37
17 - 20	113,970	95,416	209,388	4,526	287	4,813	118,496	95,703	214,201
21 - 25	181,957	172,259	354,482	18,216	1,581	19,820	200,173	173,840	374,302
26 - 29	170,728	164,811	336,069	24,674	2,475	27,207	195,402	167,286	363,276
30 - 39	453,325	423,983	879,119	95,314	9,595	105,198	548,639	433,578	984,317
40 - 49	425,967	387,166	813,835	103,642	12,214	115,973	529,609	399,380	929,808
50 - 59	329,789	273,191	603,292	53,024	4,563	57,614	382,813	277,754	660,906
60 - 69	220,613	165,019	385,744	23,043	1,482	24,537	243,656	166,501	410,281
≥ 70	177,045	120,879	297,949	8,343	407	8,751	185,388	121,286	306,700
LICENCES: TOTAL	2,073,423	1,802,731	3,879,914	330,783	32,604	363,914	2,404,206	1,835,335	4,243,828

Source - Roads and Traffic Authority

¹ Excludes Learner's Licences. As at 30 June 1998

² Includes cases in which the sex of the licence holder was not recorded.

34

VEHICLES ON REGISTER, VEHICLE TYPE

Vehicle type	Vehicles on register ¹ ('000)
MOTOR VEHICLES	
Passenger Vehicle ²	2,645.1
Rigid Truck, Van or Utility	744.8
Articulated Truck	14.0
Bus ³	12.4
Motorcycle	77.1
Sub-total	3,493.3
OTHER VEHICLES	
Plant	21.9
Trailer	597.1
Sub-total	619.0
VEHICLES ON REGISTER: TOTAL	4,112.3

Source - Roads and Traffic Authority

¹ As at 30 June 1998

² Includes sedans, station wagons, passenger vans, convertibles, coupes and three-wheeled cars.

³ Vehicles constructed principally to carry people and equipped to seat more than eight adults.

35

PERSONS SERIOUSLY INJURED,
ROAD USER CLASS, SEX, AGE: FOR 1997/1998¹

1997/1998		Age (years)					TOTAL
Road User Class	Sex	0-16	17-25	26-39	40-59	≥60	
Driver	M	20	353	329	303	227	1,232
	F	5	151	167	206	164	693
Sub-total		25	504	496	509	391	1,925
Passenger	M	127	177	102	85	70	561
	F	107	123	82	121	233	666
Sub-total		234	300	184	206	303	1,227
Motorcycle Rider/ Passenger	M	65	349	337	150	30	931
	F	13	18	30	21	6	88
Sub-total		78	367	367	171	36	1,019
Pedal Cycle Rider/ Passenger	M	38	10	18	18	6	90
	F	6	3	1	1	0	11
Sub-total		44	13	19	19	6	101
Pedestrian	M	119	98	105	110	135	567
	F	85	35	48	58	127	353
Sub-total		204	133	153	168	262	920
Other	M	9	12	12	13	9	55
	F	4	2	4	3	5	18
Sub-total		13	14	16	16	14	73
Not Specified	M	11	42	50	41	30	174
	F	4	10	13	22	29	78
Sub-total		15	52	63	63	59	252
TOTAL	M	389	1,041	953	720	507	3,610
	F	224	342	345	432	564	1,907
TOTAL		613	1,383	1,298	1,152	1,071	5,517

¹ Data supplied by Australian Institute of Health and Welfare from the NSW Health Department's Hospital Inpatient Statistics Collection. Data are for 12-month period ending 30 June 1998.

A **person seriously injured** is defined as a person who stayed 2 or more bed-days in hospital and was recorded with an External Cause of Injury or Poisoning (ICD9CM) code E810 - E819. These codes represent all persons classified as being injured as a result of a motor vehicle traffic accident. Note that only pedal cyclists who were injured in collisions with motor vehicles are included in these counts.

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