



NSW Centre for Road Safety



# ROAD TRAFFIC CRASHES IN NEW SOUTH WALES

Statistical Statement for the year ended 31 December 2008

**2008**



**Prepared by the NSW Centre for Road Safety**

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# Summary data for 2008

	Number	Percentage	Compared with 2007	
			Number change	Percentage change
<b>CRASHES</b>				
Fatal crashes	353	0.8	-52	-12.8
Injury crashes	18,748	43.8	-1,166	-5.9
Non-casualty crashes	23,732	55.4	-1,344	-5.4
<b>Total recorded crashes</b>	<b>42,833</b>	<b>100.0</b>	<b>-2,562</b>	<b>-5.6</b>
<b>CASUALTIES</b>				
Killed	374	1.5	-61	-14.0
Injured	24,048	98.5	-1,797	-7.0
<b>Total casualties</b>	<b>24,422</b>	<b>100.0</b>	<b>-1,858</b>	<b>-7.1</b>
<b>VEHICLES ON REGISTER<sup>1</sup></b>	<b>4,419,600</b>		<b>+109,000</b>	<b>+2.5</b>
<b>Fatalities per 10,000 vehicles</b>	<b>0.85</b>			<b>-16.1</b>
<b>LICENCE HOLDERS<sup>2</sup></b>	<b>4,642,300</b>		<b>+65,700</b>	<b>+1.4</b>
<b>Fatalities per 10,000 licence holders</b>	<b>0.81</b>			<b>-15.2</b>
<b>POPULATION OF STATE<sup>3</sup></b>	<b>6,984,200</b>		<b>+79,300</b>	<b>+1.1</b>
<b>Fatalities per 100,000 persons</b>	<b>5.35</b>			<b>-15.0</b>

<sup>1</sup> As at 30 June 2008. Excludes tractors, trailers, caravans, trader plates, plant and equipment.

<sup>2</sup> As at 30 June 2008. Previously, the number of licences on issue was reported. See also note on Table 33.

<sup>3</sup> Estimated resident population. Estimate for 30 June 2008, as published in December 2008. Source - Australian Bureau of Statistics.

# Main points for 2008

- During 2008 the number of persons killed in road crashes in New South Wales per 100 million vehicle kilometres travelled<sup>1</sup> was 0.57.
- The number of persons killed per 100,000 population was 5.4. This is the lowest since records were first compiled in 1908.
- There were 42,833 recorded road crashes in New South Wales during 2008. Of these, 19,101 were casualty crashes. There were 374 persons killed and 24,048 injured.
- The estimated cost to the community of these road crashes was around \$4,100 million.
- The number of persons killed was down by 61 (14%) on the previous year and was the lowest annual fatality total since 1944. The 2008 fatality result represents the sixth consecutive annual decrease in the number of fatalities, a feat never before achieved in NSW since fatality records began in 1908.
- The number of persons injured in 2008 was down by 1,797 (7%) on the previous year and was the lowest annual injury total since 1962.
- The number of pedestrians killed was the lowest since such records began in 1928.
- The number of passengers killed was the lowest since such records began in 1939.
- The number of drivers killed was the lowest since 1957.
- Country roads accounted for 33% of all crashes, but 65% of fatal crashes.
- At least 18% of motor vehicle occupants killed were not wearing available seat belts.
- Four of the eight pedal cyclists killed and at least 17% of those injured failed to wear a helmet.
- Forty-five per cent of the pedestrians killed were aged 60 or more, although only 19% of the population is represented by people of this age.
- Amongst those crashes in which the alcohol involvement was known, alcohol was a contributing factor in 81% of fatal crashes on Thursday, Friday and Saturday nights, 26% of all fatal crashes, 8% of injury crashes and 6% of all crashes.
- At least 6% of all motor vehicle drivers and motorcycle riders who were killed or injured had an illegal blood alcohol concentration. Forty-five per cent of these casualties were in the high range (0.15 g/100mL or more).
- Crashes which involved speeding represented at least 41% of fatal crashes and 17% of all crashes.
- Twenty-four per cent of all drivers and motorcycle riders involved in fatal crashes were young persons aged 17-25, but this age group accounted for only 14% per cent of licence holders.
- Nearly a third of all speeding drivers and motorcycle riders involved in fatal crashes were males aged 17-25. In contrast, only six per cent of speeding drivers and motorcycle riders involved in fatal crashes were females in that age group.
- Fatigue was assessed as being involved in at least 16% of fatal crashes. Sixty-one per cent of the fatigued drivers and motorcycle riders involved in fatal crashes were males aged 40 years or more.

<sup>1</sup> Travel data are as published in the Australian Bureau of Statistics Survey of Motor Vehicle Use (catalogue numbers 9208.0 & 9220.0, 2008 data published August 2009). In this national survey, kilometres of travel are assigned to vehicle State of registration. Given the over-representation of interstate freight movements in New South Wales, these data underestimate the real amount of travel on New South Wales roads.

# Interpreting tables correctly

It is essential to understand which particular data items are being counted in a table in order to avoid mistakes in interpreting them.

## Convention for table headings

The first word(s) in the title of a table indicates the data items being counted. For example, Table 5 gives counts of casualties, Table 13 gives counts of crashes and Table 29 gives counts of motor vehicle controller casualties. Remaining words in the table titles indicate the classification variables.

### EXAMPLE 1

Suppose you wish to know the number of car drivers aged 17-20 years who were killed. If you looked at Table 16a, on page 34, saw the word fatal in the heading and assumed that the table was counting persons killed, you would deduce that 36 car drivers aged 17-20 were killed. That is not the correct answer. Table 16a is counting motor vehicle controllers involved in fatal crashes regardless of whether those controllers were themselves killed.

To determine the number of car drivers aged 17-20 who were killed you would need to use Table 27a, on page 74. This table is counting casualties and the degree of casualty is the category *killed*. The correct answer to the above question, as indicated in this table, is 18.

### EXAMPLE 2

Suppose you wish to know how many injury crashes involved at least one motorcycle. If you looked at Table 11, on page 30, and did not note that the table is counting motor vehicles involved in crashes, you might be tempted to assume that the answer to your question was 2,416. That is not the correct answer.

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

The correct answer of 2,374 is to be found from Table 10, on page 29, which is counting crashes and casualties for particular types of crashes.

### EXAMPLE 3

Don't make assumptions about the nature of persons killed or injured that are not justified by the information presented. Table 10 tells us the numbers of casualties from different types of crashes but does not imply anything about the road user classes of those casualties.

For example, when considering casualties from pedal cycle crashes you cannot assume that all casualties were pedal cycle riders or pedal cycle passengers. Some may be pedestrians or even truck drivers. A little lateral thinking is necessary to understand all the implications.



# Preface

## Scope of crash statistics

### Crash statistics included in this Statistical Statement

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

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

Reports for some crashes are not received until well into the following year and after the annual crash database has been finalised. These amount to fewer than 1% of recorded crashes and are counted in the following year's statistics.

Crash data reported in this Statistical Statement were finalised and released in September 2009.

### Criteria for reporting crashes in 2008

Prior to 2000, Section 8 (3) of the *Traffic Act 1909* required a road crash in New South Wales to be reported to the police when any person was killed or injured or property damage over \$500 was sustained.

On 1 December 1999, the *Traffic Act* was repealed and replaced by new traffic legislation including the adoption of the Australian Road Rules. The new traffic legislation is found in the *Road Transport (General) Act 1999* and the *Road Transport (Safety and Traffic Management) Act 1999* and the regulations made under those Acts.

Rule 287 (3) of the *Road Rules* requires a crash to be reported to police when any person is killed or injured; when drivers involved in the crash do not exchange particulars; or when a vehicle involved in the crash is towed away.

## How crash data are processed

The processing of crash data in New South Wales directly involves three organisations: the NSW Police Force, Spinal Cord Injuries Australia (SCI) and the Roads and Traffic Authority (RTA). Within the RTA, the NSW Centre for Road Safety is responsible for the collation and dissemination of road crash data.

From July 1997, as part of a police initiative, the practice of recording a road crash on a P4 report was abandoned. It was replaced by a system whereby information related to a road crash is entered directly into COPS (Computerised Operational Policing System) by a police officer, using details in the officer's notebook. This has come to be known as the paperless system.

A sketch of the crash site, a component of the original P4 report, has been retained and is completed for casualty crashes where a police officer attended the crash scene. It is referred to as the site diagram. The site diagram is sent to a central office of the NSW Police Force for scanning and logging.

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

The PP4s and site diagrams described above are forwarded to SCI, a business enterprise employing physically disabled people, contracted to the RTA to provide a coding and data entry service. Accurate location information is determined for each crash and the collision summary describing the crash and data items is interpreted and validated, then used to make additions to TADS via an on-line data entry system.

Each night a computer checking process is performed to identify inconsistencies and errors which may have occurred during the data entry and validation phases. Daily editing of the data is then undertaken until a 'clean' file is obtained for every crash. In addition, results of blood alcohol analyses are regularly obtained from the Sydney West Area Health Service's Division of Analytical Laboratories. A further checking process is undertaken each quarter to identify and correct any anomalies in the data prior to finalisation.

In the case of a fatal crash, police officers send a preliminary report, generated from COPS, by facsimile to the RTA. This provides initial information which is used to compile a preliminary database of fatal crashes. Hence, it is possible to monitor and analyse fatal crashes on a daily basis. A site diagram of the crash scene is usually supplied later, which enables location and crash details to be confirmed and updated if required. Final fatal crash data are captured upon receipt of the data electronically from the NSW Police Force.

The NSW Centre for Road Safety's crash database, known as crashlink, is used extensively within the RTA for monitoring and research work, strategic planning and the production of routine reports and analyses. Members of the public and organisations such as the Australian Transport Safety Bureau, NSW Police Force, National Roads and Motorist's Association, Australian Bureau of Statistics and Local Governments also regularly use road crash information.

## Special notes

### Comparing data with previous years

Due to the introduction by police of the paperless system described in **How crash data are processed**, there may be inconsistencies in the reporting of some data fields. In particular, the classification of injury data into serious injury or other injury was discontinued from 1998 as the police reported that 'admitted to hospital' data were no longer considered reliable. The introduction of the Graduated Licensing System resulted in an increase in the number of Provisional Licence holders. The assignment of an unknown value has increased in frequency for a number of fields and decreased in others. Care should therefore be taken when making comparisons with data from previous years.

### Pedal cycle crashes

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

### Zero alcohol limit

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

### Local Government Areas

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

## Definitions and explanatory notes

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

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

## Criteria for determining speeding and fatigue involvement

### Speeding

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

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

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

- (a) The vehicle's controller (driver or rider) was charged with a speeding offence; or  
the vehicle was described by police as travelling at excessive speed; or  
the stated speed of the vehicle was in excess of the speed limit.
- (b) The vehicle was performing a manoeuvre characteristic of excessive speed, that is:  
while on a curve the vehicle jack-knifed, skidded, slid or the controller lost control; or  
the vehicle ran off the road while negotiating a bend or turning a corner and the controller was not distracted by something or disadvantaged by drowsiness or sudden illness and was not swerving to avoid another vehicle, animal or object and the vehicle did not suffer equipment failure.

### Fatigue

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

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

- (c) The vehicle's controller was described by police as being asleep, drowsy or fatigued.
- (d) The vehicle performed a manoeuvre which suggested loss of concentration of the controller due to fatigue, that is  
the vehicle travelled onto the incorrect side of a straight road and was involved in a head-on collision (and was not overtaking another vehicle and no other relevant factor was identified); or  
the vehicle ran off a straight road or off the road to the outside of a curve and the vehicle was not directly identified as travelling at excessive speed and there was no other relevant factor identified for the manoeuvre.

# Crash and casualty trends

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

Table I: Trends in New South Wales 1950, 1955, 1960, 1965, 1970-2008

Year	Killed	Injured	Fatal crashes	Total crashes	Vehicles on register <sup>1</sup> ('000)	Licence holders <sup>2</sup> ('000)	Population <sup>3</sup> ('000)	Total vehicle kilometres travelled <sup>4</sup> ('000,000)	Fatalities per			
									10,000 vehicles	10,000 licences	100,000 population	100 million vehicle km
1950	634	11,096		18,232	478	677	3,193	-	13.26	9.36	19.9	-
1955	820	16,437		37,379	709	1,000	3,491	-	11.57	8.20	23.5	-
1960	978	22,655	910	51,316	972	1,275	3,833	-	10.06	7.67	25.5	-
1965	1,151	29,157	1,026	65,348	1,296	1,608	4,172	-	8.88	7.16	27.6	-
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 <sup>3</sup>	29,104.5	6.87	5.80	26.4	4.29
1972	1,092	36,814	981	113,375	1,909	2,223	4,795	-	5.72	4.91	22.8	-
1973	1,230	39,294	1,082	119,426	2,009	2,299	4,842	-	6.12	5.35	25.4	-
1974	1,275	40,429	1,121	128,842	2,098	2,391	4,894	-	6.08	5.33	26.1	-
1975	1,288	38,141	1,150	111,565	2,204	2,532	4,932	-	5.84	5.09	26.1	-
1976	1,264	37,327	1,119	69,204 <sup>5</sup>	2,251	2,634	4,960	34,187.5	5.62	4.80	25.5	3.70
1977	1,268	38,407	1,118	70,535	2,309	2,744	5,002	-	5.49	4.62	25.4	-
1978	1,384	40,875	1,222	76,127	2,389	2,849	5,054	-	5.79	4.86	27.4	-
1979	1,290	36,984	1,125	66,738	2,490	2,887	5,111	37,673.7	5.18	4.47	25.2	3.42
1980	1,303	38,816	1,152	66,770	2,587	2,980	5,172	-	5.04	4.37	25.2	-
1981	1,291	38,968	1,130	68,290	2,691	3,087	5,235	-	4.80	4.18	24.7	-
1982	1,253	34,553	1,115	64,056	2,788	3,198	5,308	43,750.6	4.49	3.92	23.6	2.86
1983	966	33,978	877	61,606	2,839	3,275	5,360	-	3.40	2.95	18.0	-
1984	1,037	36,271	910	65,203	2,891	3,358	5,412	-	3.59	3.09	19.2	-
1985	1,067	39,336	954	70,848	2,986	3,438	5,465	46,621.6	3.57	3.10	19.5	2.29
1986	1,029	38,230	908	68,664	3,043 <sup>1</sup>	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 <sup>4</sup>	3.37	2.83	18.2	2.02
1989	960	35,324	783	62,801	3,171	3,705	5,772	-	3.03	2.59	16.6	-
1990	797	32,153	702	59,407	3,224	3,721	5,827	-	2.47	2.14	13.7	-
1991	663	28,085	585	53,762	3,059 <sup>1</sup>	3,714	5,899	47,443.0	2.17	1.79	11.2	1.40
1992	649	25,920	576	50,505	3,208	e3,793	5,963	-	2.02	1.71	10.9	-
1993	581	26,368	518	50,718	3,235	3,871	6,005	-	1.80	1.50	9.7	-
1994	647	26,160	553	50,846	3,263	3,928	6,060	-	1.98	1.65	10.7	-
1995	620	25,963	563	52,120	3,315	3,998	6,127	50,692.0	1.87	1.55	10.1	1.22
1996	581	26,029	538	52,383	3,363	4,071	6,205	-	1.73	1.43	9.4	-
1997	576	24,454	525	50,120	3,417	3,954 <sup>2</sup>	6,277	-	1.69	1.46	9.2	-
1998	556	26,415	491	52,575	3,493	4,030	6,339	52,607.0 <sup>4</sup>	1.59	1.38	8.8	1.06
1999	577	26,748	506	52,866	3,545	4,086	6,411	55,572.0	1.63	1.41	9.0	1.04
2000	603	28,812	543	52,914	3,635	4,146	6,486	51,088.0 <sup>4</sup>	1.66	1.45	9.3	1.18
2001	524	29,913	486	51,814	3,737	4,157	6,575	58,553.0	1.40	1.26	8.0	0.89
2002	561	28,447	501	50,448	3,830	4,243	6,629	60,792.0	1.46	1.32	8.5	0.92
2003	539	27,208	483	49,266	3,939	4,317	6,672	62,125.0	1.37	1.25	8.1	0.87
2004	510	26,323	458	47,310	4,054	4,345	6,707	58,875.0	1.26	1.17	7.6	0.87
2005	508	25,209	459	45,554	4,125	4,397	6,756	63,717.0	1.23	1.16	7.5	0.80
2006	496	25,439	449	45,528	4,220	4,474	6,816	61,400.0	1.18	1.11	7.3	0.81
2007	435	25,845	405	45,395	4,311	4,577	6,905	62,732.0	1.01	0.95	6.3	0.69
2008	374	24,048	353	42,833	4,420	4,642	p6,984	65,798.0	0.85	0.81	5.4	0.57

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

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

3 Estimated Resident Population as at 30 June. Prior to 1966 full-blooded Aborigines were excluded. Prior to 1971 data were defined as Estimated Population. 2007 data revised, 2008 data as published in December 2008.

4 From Australian Bureau of Statistics Survey of Motor Vehicle Use. Prior to 1988 travel by commercial buses was excluded. Prior to 1998 travel is for the 12 months ended 30 September. New methodology introduced for the years 1998 to 2007. Travel for 1998 is for the 12 months ended 31 July. Travel from 2000 onwards is for the 12 months ended 31 October. Changes to methodology introduced for 2008.

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

e – Estimated p – Preliminary



Figure I: Fatality rate per 10,000 vehicles, 10,000 licence holders and 100,000 population for years 1950 to 2008 in NSW



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

**Table 2: Comparison with other Australian States<sup>1</sup> and other countries<sup>2</sup>**

	Killed	Vehicles <sup>3</sup> ('000)	Population <sup>4</sup> ('000)	Fatalities per 10,000 vehicles	Fatalities per 100,000 population
<b>NEW SOUTH WALES</b>	<b>374</b>	<b>4,420</b>	<b>6,984</b>	<b>0.8</b>	<b>5.4</b>
Victoria	303	3,922	5,314	0.8	5.7
Queensland	328	3,173	4,294	1.0	7.6
Western Australia	209	1,747	2,171	1.2	9.6
South Australia	99	1,179	1,603	0.8	6.2
Tasmania	40	391	498	1.0	8.0
Australian Capital Territory	14	242	346	0.6	4.0
Northern Territory	75	123	220	6.1	34.1
<b>AUSTRALIA</b>	<b>1,442</b>	<b>15,297</b>	<b>21,432</b>	<b>0.9</b>	<b>6.7</b>
CANADA <sup>5</sup>	2,892	19,737	31,613	1.5	9.2
DENMARK	406	2,767	5,474	1.5	7.4
FRANCE	4,620	37,909	61,540	1.2	7.5
GERMANY	4,949	55,511	82,366	0.9	6.0
GREAT BRITAIN	2,946	33,866	60,975	0.9	5.0
JAPAN	6,639	83,098	127,771	0.8	5.2
NETHERLANDS	709	8,863	16,358	0.8	4.3
NEW ZEALAND	422	3,189	4,228	1.3	10.0
NORWAY	233	3,170	4,681	0.7	5.0
SWEDEN	471	5,292	9,113	0.9	5.2
UNITED STATES OF AMERICA	41,259	251,423 <sup>5</sup>	299,398 <sup>5</sup>	1.6 <sup>5</sup>	14.2 <sup>5</sup>

1 Australian data based on information published by the Australian Transport Safety Bureau for 2008.

2 Other data based on information from International Road Traffic and Accident Database (OECD) or individual National Road Crash Statistics Reporting Authorities for 2007.

3 Australian figures (except for New South Wales) are as at 31 March 2008 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 2008.

4 Australian population estimates are for 30 June 2008 as published in December 2008.

5 Data from 2006.

**Table 3: Deaths within NSW, causes of death, sex, age for 2007**

2007	Age (years)										TOTAL <sup>5</sup>
	0-9	10-14	15-19	20-24	25-29	30-39	40-49	50-59	60-69	≥70	
<b>Males</b>											
Deaths from all causes <sup>1</sup>	278	29	98	142	167	493	937	1,955	3,456	16,272	23,833
All accidental deaths <sup>1</sup>	np <sup>2</sup>	np <sup>2</sup>	34	51	60	99	94	88	76	307	835
Road deaths <sup>3</sup>	3	3	33	38	31	55	47	38	13	47	308
as % of accidental deaths	na <sup>4</sup>	na <sup>4</sup>	97	75	52	56	50	43	17	15	37
as % of all deaths	1	10	34	27	19	11	5	2	<1	<1	1
<b>Females</b>											
Deaths from all causes <sup>1</sup>	222	23	50	57	66	255	582	1,155	2,095	18,420	22,926
All accidental deaths <sup>1</sup>	np <sup>2</sup>	np <sup>2</sup>	14	13	13	34	32	44	37	367	578
Road deaths <sup>3</sup>	5	5	12	8	8	14	20	11	15	29	127
as % of accidental deaths	na <sup>4</sup>	na <sup>4</sup>	86	62	62	41	63	25	41	8	22
as % of all deaths	2	22	24	14	12	5	3	1	1	<1	<1
<b>All persons</b>											
Deaths from all causes <sup>1</sup>	500	52	148	199	233	748	1,519	3,110	5,551	34,692	46,759
All accidental deaths <sup>1</sup>	38	11	48	64	73	133	126	132	113	674	1413
Road deaths <sup>3</sup>	8	8	45	46	39	69	67	49	28	76	435
as % of accidental deaths	21	73	94	72	53	52	53	37	25	11	31
as % of all deaths	2	15	30	23	17	9	4	2	1	<1	1

Note

1 Underlying Cause of Death Data supplied by Australian Bureau of Statistics. Deaths registered in NSW and cause of death based on ICD Codes – Deaths from all causes (A00 - Y99) and All accidental deaths (V01 - X59).

2 Not published. Cause of death data for some cells are not published because of confidentiality conditions.

3 RTA Crash Data.

4 Not available.

5 Includes several deaths where age unknown.

Table 4: Fatalities, year, month

Year	Month												TOTAL
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
1945	21	31	26	26	42	35	35	41	30	28	35	61	411
1946	41	28	32	53	48	56	56	39	37	31	46	41	508
1947	35	31	49	49	48	45	41	44	47	34	50	36	509
1948	32	46	39	51	43	45	54	35	49	60	44	41	539
1949	40	37	38	57	60	49	39	50	42	32	44	47	535
1950	<b>51</b>	<b>36</b>	<b>54</b>	<b>59</b>	<b>50</b>	<b>57</b>	<b>63</b>	<b>46</b>	<b>51</b>	<b>46</b>	<b>68</b>	<b>53</b>	<b>634</b>
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	<b>79</b>	<b>82</b>	<b>73</b>	<b>94</b>	<b>81</b>	<b>87</b>	<b>110</b>	<b>89</b>	<b>62</b>	<b>79</b>	<b>59</b>	<b>83</b>	<b>978</b>
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	<b>105</b>	<b>89</b>	<b>118</b>	<b>136</b>	<b>116</b>	<b>91</b>	<b>92</b>	<b>115</b>	<b>94</b>	<b>129</b>	<b>107</b>	<b>117</b>	<b>1,309</b>
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	<b>99</b>	<b>62</b>	<b>97</b>	<b>128</b>	<b>112</b>	<b>103</b>	<b>134</b>	<b>128</b>	<b>92</b>	<b>118</b>	<b>124</b>	<b>106</b>	<b>1,303</b>
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	<b>52</b>	<b>52</b>	<b>87</b>	<b>57</b>	<b>59</b>	<b>70</b>	<b>83</b>	<b>66</b>	<b>80</b>	<b>62</b>	<b>55</b>	<b>74</b>	<b>797</b>
1991	61	47	52	59	55	52	61	55	59	57	49	56	663
1992	55	56	56	47	41	59	53	65	50	62	55	50	649
1993	44	31	56	51	37	42	42	59	42	59	55	63	581
1994	56	41	65	54	51	42	52	38	43	73	69	63	647
1995	38	50	61	46	48	57	51	53	41	60	59	56	620
1996	23	49	49	62	48	56	50	52	43	52	47	50	581
1997	69	44	39	42	58	38	53	47	35	47	62	42	576
1998	47	39	61	43	58	51	36	51	37	47	31	55	556
1999	52	41	61	47	60	40	39	44	52	43	48	50	577
2000	<b>50</b>	<b>52</b>	<b>48</b>	<b>55</b>	<b>53</b>	<b>48</b>	<b>58</b>	<b>33</b>	<b>50</b>	<b>39</b>	<b>49</b>	<b>68</b>	<b>603</b>
2001	38	39	42	42	56	35	44	51	35	46	46	50	524
2002	39	45	50	46	56	57	35	51	50	45	43	44	561
2003	42	40	49	47	42	32	35	51	40	57	52	52	539
2004	52	44	48	34	39	41	44	43	35	43	47	40	510
2005	35	38	37	45	56	40	50	40	44	40	37	46	508
2006	57	39	54	49	37	43	34	34	33	42	38	36	496
2007	34	30	42	47	31	41	41	30	32	33	37	37	435
2008	<b>28</b>	<b>29</b>	<b>29</b>	<b>26</b>	<b>24</b>	<b>30</b>	<b>34</b>	<b>35</b>	<b>33</b>	<b>39</b>	<b>31</b>	<b>36</b>	<b>374</b>

Table 5: Casualties, year, road user class, degree of casualty<sup>1</sup>

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

<sup>1</sup> K – Killed I – Injured.

Table 5: Casualties, year, road user class, degree of casualty<sup>1</sup>

Year	Road user class							
	Pedestrian		Pedal cyclist <sup>2</sup>		Other <sup>3</sup>		All road users	
	K	I	K	I	K	I	K	I
<b>1960</b>	<b>367</b>	<b>4,022</b>	<b>42</b>	<b>1,128</b>	<b>0</b>	<b>25</b>	<b>978</b>	<b>22,655</b>
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
<b>1970</b>	<b>291</b>	<b>4,346</b>	<b>26</b>	<b>792</b>	<b>1</b>	<b>41</b>	<b>1,309</b>	<b>34,886</b>
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
<b>1980</b>	<b>252</b>	<b>4,161</b>	<b>31</b>	<b>1,326</b>	<b>1</b>	<b>23</b>	<b>1,303</b>	<b>38,816</b>
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
<b>1990</b>	<b>177</b>	<b>3,944</b>	<b>20</b>	<b>1,860</b>	<b>0</b>	<b>21</b>	<b>797</b>	<b>32,153</b>
1991	119	3,431	10	1,468	0	31	663	28,085
1992	121	3,104	6	1,300	0	13	649	25,920
1993	117	3,091	8	1,443	1	12	581	26,368
1994	129	3,220	23	1,320	0	15	647	26,160
1995	130	3,154	11	1,170	0	14	620	25,963
1996	130	3,234	13	1,346	0	21	581	26,029
1997	114	2,985	18	1,194	0	8	576	24,454
1998	102	3,150	7	1,223	0	3	556	26,415
1999	108	3,024	12	1,164	0	4	577	26,748
<b>2000</b>	<b>110</b>	<b>2,979</b>	<b>6</b>	<b>1,218</b>	<b>1</b>	<b>5</b>	<b>603</b>	<b>28,812</b>
2001	88	2,861	13	1,142	1	14	524	29,913
2002	94	2,607	13	1,292	0	4	561	28,447
2003	94	2,490	9	1,107	1	1	539	27,208
2004	85	2,301	16	1,116	0	20	510	26,323
2005	96	2,220	13	1,188	0	7	508	25,209
2006	72	2,126	7	1,179	0	1	496	25,439
2007	68	2,119	14	1,163	0	3	435	25,845
<b>2008</b>	<b>49</b>	<b>2,085</b>	<b>8</b>	<b>1,090</b>	<b>1</b>	<b>0</b>	<b>374</b>	<b>24,048</b>

1 K – Killed I – Injured.

2 Includes pedal cycle passengers.

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

# Road crashes in 2008

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

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

Period	Degree of crash <sup>1</sup>				Degree of casualty <sup>2</sup>		
	F	I C	N	Total crashes	K	I	Total killed & injured
New Year (1 January) (1 day)	0	36	47	83	0	43	43
Australia Day (25 January to 28 January) (4 days)	4	182	191	377	4	239	243
Easter (20 March to 24 March) (5 days)	0	235	302	537	0	368	368
Anzac Day (24 April to 27 April) (4 days)	2	180	284	466	2	256	258
Queen's Birthday (6 June to 9 June) (4 days)	4	144	208	356	5	176	181
Labour Day (3 October to 6 October) (4 days)	6	215	227	448	7	305	312
Christmas (24 December to 31 December) (8 days)	4	266	363	633	4	369	373
<b>SCHOOL HOLIDAYS</b>							
January (1 January to 28 January) (28 days)	24	1,268	1,716	3,008	26	1,654	1,680
End Term 1 (12 April to 27 April) (16 days)	10	775	1,157	1,942	10	1,088	1,098
End Term 2 (5 July to 20 July) (16 days)	12	792	993	1,797	13	1,025	1,038
End Term 3 (27 September to 12 October) (16 days)	19	829	877	1,725	20	1,099	1,119
December (20 December to 31 December) (12 days)	9	483	626	1,118	9	648	657

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

2 K – Killed; I – Injured.



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

Time period <sup>1</sup>	Day of week							Total
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
00:01 - 01:59	8	2	2	1	2	0	5	20
02:00 - 03:59	3	0	2	1	1	2	5	14
04:00 - 05:59	2	3	0	5	2	1	8	21
06:00 - 07:59	1	3	3	5	0	5	5	22
08:00 - 09:59	2	6	4	3	6	3	5	29
10:00 - 11:59	4	6	5	4	6	4	4	33
12:00 - 13:59	11	4	7	4	5	7	5	43
14:00 - 15:59	4	5	3	2	6	5	7	32
16:00 - 17:59	7	8	6	7	8	4	5	45
18:00 - 19:59	3	4	4	6	2	7	8	34
20:00 - 21:59	4	4	1	3	5	8	3	28
22:00 - Midnight	4	2	4	5	4	9	4	32
Unknown	0	0	0	0	0	0	0	0
<b>CRASHES:</b>								
<b>TOTAL</b>	<b>53</b>	<b>47</b>	<b>41</b>	<b>46</b>	<b>47</b>	<b>55</b>	<b>64</b>	<b>353</b>

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

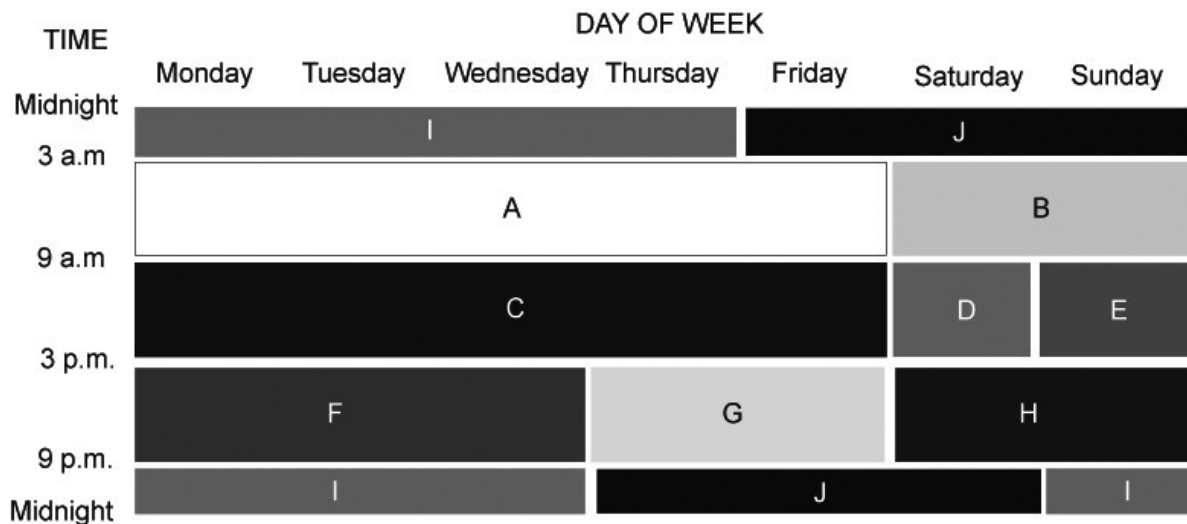
**Table 7b: Total crashes, time period, day of week**

Time period	Day of week							Total
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
00:01 - 01:59	345	142	103	119	139	170	389	1,407
02:00 - 03:59	280	62	80	61	95	119	281	978
04:00 - 05:59	193	138	144	133	154	181	205	1,148
06:00 - 07:59	245	556	561	580	540	591	344	3,417
08:00 - 09:59	315	771	820	845	763	753	518	4,785
10:00 - 11:59	545	524	591	571	583	619	771	4,204
12:00 - 13:59	710	599	639	629	609	706	878	4,770
14:00 - 15:59	635	802	811	801	849	1,052	735	5,685
16:00 - 17:59	678	918	1,106	1,041	1,133	1,162	742	6,780
18:00 - 19:59	506	527	674	679	724	867	667	4,644
20:00 - 21:59	354	301	325	397	469	547	393	2,786
22:00 - Midnight	247	198	246	277	358	478	424	2,228
Unknown	0	0	0	0	0	0	1	1
<b>CRASHES:</b>								
<b>TOTAL</b>	<b>5,053</b>	<b>5,538</b>	<b>6,100</b>	<b>6,133</b>	<b>6,416</b>	<b>7,245</b>	<b>6,348</b>	<b>42,833</b>

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

Time period <sup>1</sup>	Degree of crash						Total crashes	
	Fatal crash		Injury crash		Non-casualty crash			
A	39	(0.6%)	2,697	(44.2%)	3,372	(55.2%)	6,108	(100.0%)
B	24	(1.5%)	663	(41.8%)	899	(56.7%)	1,586	(100.0%)
C	74	(0.8%)	4,244	(44.4%)	5,245	(54.8%)	9,563	(100.0%)
D	13	(0.6%)	1,083	(46.6%)	1,228	(52.8%)	2,324	(100.0%)
E	19	(1.1%)	857	(48.2%)	903	(50.8%)	1,779	(100.0%)
F	47	(0.7%)	3,164	(45.7%)	3,716	(53.6%)	6,927	(100.0%)
G	30	(0.6%)	2,374	(43.7%)	3,034	(55.8%)	5,438	(100.0%)
H	33	(0.9%)	1,598	(44.1%)	1,990	(55.0%)	3,621	(100.0%)
I	29	(1.3%)	827	(36.8%)	1,391	(61.9%)	2,247	(100.0%)
J	45	(1.4%)	1,240	(38.3%)	1,954	(60.3%)	3,239	(100.0%)
Unknown	0	(0.0%)	1	(100.0%)	0	(0.0%)	1	(100.0%)
<b>CRASHES:</b>								
<b>TOTAL</b>	<b>353</b>	<b>(0.8%)</b>	<b>18,748</b>	<b>(43.8%)</b>	<b>23,732</b>	<b>(55.4%)</b>	<b>42,833</b>	<b>(100.0%)</b>

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



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

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

Figure 2: Crashes, road user movement

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

PEDESTRIANS (ON FOOT OR IN TOY/PRAM)	VEHICLES FROM ADJACENT DIRECTIONS (INTERSECTIONS ONLY)	VEHICLES FROM OPPOSING DIRECTION	VEHICLES FROM SAME DIRECTION	MANOEUVRING	OVERTAKING	ON PATH	OFF PATH, ON STRAIGHT	OFF PATH, ON CURVE OR TURNING	MISCELLANEOUS
NEAR SIDE 994	CROSS TRAFFIC 3,634	HEAD ON (not overtaking) 1,302	REAR END 7,770	U TURN 647	HEAD ON (incl. side swipe) 26	PARKED 223	OFF CARRIAGEWAY TO LEFT 574	OFF CARRIAGEWAY TO LEFT ON RIGHT BEND 523	FELL IN/FROM VEHICLE 73
EMERGING 154	RIGHT FAR 391	RIGHT THRU 3,853	LEFT REAR 294	U TURN INTO FIXED OBJECT/ PKD VEHICLE 92	OUT OF CONTROL 43	DOUBLE PARKED 1	LEFT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH. 3,849	OFF CARRIAGEWAY, LEFT ON R.H. BEND INTO OBJECT/ PKD VEH 2,042	LOAD OR MISSILE STRUCK VEHICLE 37
FAR SIDE 458	LEFT FAR 117	LEFT THRU 6	RIGHT REAR 1,180	LEAVING PARKING 416	PULLING OUT 8	ACCIDENT OR BROKEN DOWN 172	OFF CARRIAGEWAY TO RIGHT 297	OFF CARRIAGEWAY TO RIGHT ON RIGHT BEND 190	STRUCK TRAIN / AEROPLANE 2
PLAYING, WORKING LYING, STANDING ON CARRIAGEWAY 158	RIGHT NEAR 1,687	RIGHT/LEFT 16	LANE SIDE SWIPE 516	ENTERING PARKING 35	OVERTAKE TURNING 169	VEHICLE DOOR 211	RIGHT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH 1,679	OFF CARRIAGEWAY, RIGHT ON R.H. BEND INTO OBJECT/ PKD VEH 675	PARKED VEH RUN AWAY INTO OBJECT/ PKD VEH 114
WALKING WITH TRAFFIC 58	TWO R TURNING 54	RIGHT/RIGHT 3	LANE CHANGE RIGHT (not overtaking) 511	PARKING VEHICLES ONLY 70	CUTTING IN 17	PERMANENT OBSTRUCTION ON CARRIAGEWAY 8	OUT OF CONTROL ON CARRIAGEWAY 516	OFF CARRIAGEWAY TO RIGHT ON LEFT BEND 254	PARKED VEH RUN AWAY INTO VEHICLE 9
FACING TRAFFIC 12	RIGHT/LEFT FAR 15	LEFT/LEFT 0	LANE CHANGE LEFT 626	REVERSING 91	PULLING OUT REAR END 22	TEMPORARY ROADWORKS 21	OFF END OF ROAD/ 'T' INTERSECTION 153	OFF CARRIAGEWAY TO RIGHT ON L.H. BEND INTO OBJ/PKD VEH 980	STRUCK WHILE BOARDING OR ALIGHTING VEHICLE 10
ON FOOTPATH/ MEDIAN 41	LEFT NEAR 303		RIGHT TURN SIDE SWIPE 252	REVERSING INTO FIXED OBJECT/ PKD VEHICLE 97		STRUCK OBJECT ON CARRIAGEWAY 139	OFF CARRIAGEWAY TO LEFT ON LEFT BEND 222		
DRIVEWAY 72	LEFT/RIGHT FAR 1		LEFT TURN SIDE SWIPE 327	EMERGING FROM DRIVEWAY 866		ANIMAL (not ridden) 448	OFF CARRIAGEWAY TO LEFT ON L.H. BEND INTO OBJ/PKD VEH 932		
	TWO LEFT TURNING 3			FROM FOOTPATH 164			OUT OF CONTROL ON CARRIAGEWAY 476		OTHER 1
OTHER PEDESTRIAN 48	OTHER ADJACENT 23	OTHER OPPOSING 21	OTHER SAME DIRECTION 82	OTHER MANOEUVRING 140	OTHER OVERTAKING 9	OTHER ON PATH 25	OTHER STRAIGHT 29	OTHER CURVE 20	UNKNOWN 34

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

Object hit in first impact	Degree of crash			Total crashes
	Fatal crash	Injury crash	Non-casualty crash	
Bridge/wall	2	50	56	108
Fence/post	24	774	1,661	2,459
Pole	12	529	604	1,145
Embankment	8	376	512	896
Tree	72	940	1,067	2,079
Street furniture	10	182	472	664
Drain or culvert	3	125	134	262
Building	2	28	98	128
Other object	10	262	497	769
Stock	1	43	90	134
Kangaroo/wallaby	0	73	165	238
Other animal	0	29	47	76
Unknown	0	0	1	1
<b>Sub-total</b>	<b>144</b>	<b>3,411</b>	<b>5,404</b>	<b>8,959</b>
<b>No object hit</b>	<b>209</b>	<b>15,337</b>	<b>18,328</b>	<b>33,874</b>
<b>CRASHES: TOTAL</b>	<b>353</b>	<b>18,748</b>	<b>23,732</b>	<b>42,833</b>

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

Vehicle type	Degree of crash			Total crashes
	Fatal crash	Injury crash	Non-casualty crash	
Car	111	3,172	5,701	8,984
Light truck	14	433	610	1,057
Heavy rigid truck	1	64	70	135
Articulated truck	8	131	132	271
Bus	0	16	14	30
Other motor vehicle	0	60	57	117
Motorcycle	26	1,017	53	1,096
<b>SINGLE MOTOR CRASHES: TOTAL</b>	<b>160</b>	<b>4,893</b>	<b>6,637</b>	<b>11,690</b>

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

**Table 10: Crashes, casualties, type of crash, degree of crash, degree of casualty**

Type of crash <sup>1</sup>	Degree of crash <sup>2</sup>						Degree of casualty <sup>3</sup>			
	F		I C		N		Total crashes	K	I	Total killed & injured
Car crash	255	(1%)	15,520	(41%)	22,334	(59%)	38,109 (100%)	270	20,403	20,673
Light truck crash	58	(1%)	2,623	(41%)	3,771	(58%)	6,452 (100%)	61	3,500	3,561
Heavy truck crash	59	(3%)	890	(39%)	1,325	(58%)	2,274 (100%)	65	1,125	1,190
Heavy rigid truck crash	12	(1%)	438	(37%)	727	(62%)	1,177 (100%)	12	554	566
Articulated truck crash	47	(4%)	472	(42%)	612	(54%)	1,131 (100%)	53	601	654
Bus crash	5	(1%)	291	(43%)	377	(56%)	673 (100%)	5	411	416
Emergency vehicle crash	1	(0%)	111	(54%)	93	(45%)	205 (100%)	1	175	176
Motorcycle crash	54	(2%)	2,374	(89%)	254	(9%)	2,682 (100%)	55	2,576	2,631
Pedal cycle crash	8	(1%)	1,080	(99%)	3	(0%)	1,091 (100%)	8	1,121	1,129
Pedestrian crash	50	(2%)	2,010	(97%)	8	(0%)	2,068 (100%)	50	2,178	2,228
<b>All types of crashes</b>	<b>353</b>	<b>(1%)</b>	<b>18,748</b>	<b>(44%)</b>	<b>23,732</b>	<b>(55%)</b>	<b>42,833 (100%)</b>	<b>374</b>	<b>24,048</b>	<b>24,422</b>

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

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

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

3 K – Killed; I – Injured.

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

**Table 11:** Motor vehicles involved and involvement rate<sup>1</sup>, vehicle type, degree of crash

Vehicle type	Degree of crash							
	Fatal crash		Injury crash		Non-casualty crash		All crashes	
Passenger vehicle <sup>2</sup>	296	<i>0.9</i>	23,902	<i>69.0</i>	36,414	<i>105.1</i>	60,612	<i>175.0</i>
Rigid truck, van or utility	99	<i>1.3</i>	3,868	<i>49.9</i>	5,915	<i>76.3</i>	9,882	<i>127.5</i>
Articulated truck <sup>3</sup>	54	<i>26.1</i>	493	<i>238.6</i>	637	<i>308.3</i>	1,184	<i>573.1</i>
Bus	5	<i>3.6</i>	297	<i>210.9</i>	383	<i>271.9</i>	685	<i>486.4</i>
Motorcycle	56	<i>3.8</i>	2,416	<i>164.8</i>	258	<i>17.6</i>	2,730	<i>186.2</i>
<b>All motor vehicles on register<sup>4</sup></b>	<b>517</b>	<b><i>1.2</i></b>	<b>32,231</b>	<b><i>72.9</i></b>	<b>44,923</b>	<b><i>101.6</i></b>	<b>77,671</b>	<b><i>175.7</i></b>

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

1 Rates (shown in italics) are expressed as the number of vehicles involved in crashes per 10,000 registered vehicles of that type using registration data as at 30 June 2008.

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

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

4 Includes other and unknown motor vehicle types.

**Table 12:** Crashes, factors, degree of crash

Factors possibly contributing to crash	Degree of crash			
	Fatal crash	Injury crash	Non-casualty crash	All crashes
<b>Controller Disadvantaged</b>				
Chronic illness/physical infirmity	0	3	2	5
Sudden illness	4	236	152	392
Swerving to avoid animal	1	241	469	711
Using hand-held telephone	0	9	18	27
Distraction inside vehicle (not hand-held telephone)	0	268	485	753
Distraction outside vehicle	10	1,003	1,279	2,292
<b>Equipment failure/fault</b>				
Brakes	0	34	61	95
Steering	0	9	30	39
Tyres	1	83	166	250
Wheel, axle/suspension	0	15	39	54
Lights	0	14	3	17
Towing/coupling	0	5	26	31
Insecure load	0	27	36	63

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

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

Degree of crash	Alcohol involved	Time Period <sup>1</sup>										Unknown	Total
		A	B	C	D	E	F	G	H	I	J		
Fatal	Yes	3	6	6	0	1	5	6	9	8	30	0	74
	No	29	11	54	10	16	32	17	20	17	7	0	213
	Unknown	7	7	14	3	2	10	7	4	4	8	0	66
	<b>Sub-total</b>	<b>39</b>	<b>24</b>	<b>74</b>	<b>13</b>	<b>19</b>	<b>47</b>	<b>30</b>	<b>33</b>	<b>29</b>	<b>45</b>	<b>0</b>	<b>353</b>
Injury	Yes	59	119	41	22	12	104	99	127	141	304	0	1,028
	No	1,736	361	2,797	764	622	1,997	1,471	1,030	486	581	0	11,845
	Unknown	902	183	1,406	297	223	1,063	804	441	200	355	1	5,875
	<b>Sub-total</b>	<b>2,697</b>	<b>663</b>	<b>4,244</b>	<b>1,083</b>	<b>857</b>	<b>3,164</b>	<b>2,374</b>	<b>1,598</b>	<b>827</b>	<b>1,240</b>	<b>1</b>	<b>18,748</b>
Non-casualty	Yes	48	77	29	13	6	71	76	74	126	211	0	731
	No	2,371	477	3,866	914	672	2,570	2,108	1,356	767	916	0	16,017
	Unknown	953	345	1,350	301	225	1,075	850	560	498	827	0	6,984
	<b>Sub-total</b>	<b>3,372</b>	<b>899</b>	<b>5,245</b>	<b>1,228</b>	<b>903</b>	<b>3,716</b>	<b>3,034</b>	<b>1,990</b>	<b>1,391</b>	<b>1,954</b>	<b>0</b>	<b>23,732</b>
Total crashes	Yes	110	202	76	35	19	180	181	210	275	545	0	1,833
	No	4,136	849	6,717	1,688	1,310	4,599	3,596	2,406	1,270	1,504	0	28,075
	Unknown	1,862	535	2,770	601	450	2,148	1,661	1,005	702	1,190	1	12,925
	<b>TOTAL</b>	<b>6,108</b>	<b>1,586</b>	<b>9,563</b>	<b>2,324</b>	<b>1,779</b>	<b>6,927</b>	<b>5,438</b>	<b>3,621</b>	<b>2,247</b>	<b>3,239</b>	<b>1</b>	<b>42,833</b>

Note: Assessment of alcohol involvement in a crash is based on the blood alcohol concentration (BAC) readings of the motor vehicle controllers involved in the crash as follows:

Yes – at least one motor vehicle controller was over the legal limit.

No – (1) BAC levels for all motor vehicle controllers are known and were under the legal limit; or  
– (2) no motor vehicle controllers were involved in the crash.

Unknown – at least one motor vehicle controller had unknown BAC and all known BAC levels were under the legal limit.

<sup>1</sup> Time periods A to J are as defined on page 26. In the case of a fatal crash reported with an unknown time, a time period is estimated.

**Table 14: Crashes, degree of crash, alcohol involvement, urbanisation**

Degree of crash	Alcohol involved	Urbanisation						Total
		Metropolitan <sup>1</sup>			Country <sup>2</sup>			
		Sydney	Newcastle	Wollongong	Urban	Non-urban	Unknown	
Fatal	Yes	15	3	2	26	28	0	74
	No	61	10	9	57	76	0	213
	Unknown	19	1	4	14	28	0	66
	<b>Sub-total</b>	<b>95</b>	<b>14</b>	<b>15</b>	<b>97</b>	<b>132</b>	<b>0</b>	<b>353</b>
Injury	Yes	386	62	33	371	173	3	1,028
	No	6,480	575	469	2,730	1,571	20	11,845
	Unknown	3,858	311	168	1,080	447	11	5,875
	<b>Sub-total</b>	<b>10,724</b>	<b>948</b>	<b>670</b>	<b>4,181</b>	<b>2,191</b>	<b>34</b>	<b>18,748</b>
Non-casualty	Yes	343	51	30	252	55	0	731
	No	9,620	880	527	3,347	1,632	11	16,017
	Unknown	4,405	296	200	1,367	703	13	6,984
	<b>Sub-total</b>	<b>14,368</b>	<b>1,227</b>	<b>757</b>	<b>4,966</b>	<b>2,390</b>	<b>24</b>	<b>23,732</b>
Total crashes	Yes	744	116	65	649	256	3	1,833
	No	16,161	1,465	1,005	6,134	3,279	31	28,075
	Unknown	8,282	608	372	2,461	1,178	24	12,925
	<b>TOTAL</b>	<b>25,187</b>	<b>2,189</b>	<b>1,442</b>	<b>9,244</b>	<b>4,713</b>	<b>58</b>	<b>42,833</b>

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

2 Country areas are sub-divided by speed limits as follows:

Urban: Speed limit up to and including 80 km/h.

Non-urban: Speed limit over 80 km/h.

Unknown: Speed limit is unknown.



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

Alcohol involved in crash	Degree of crash			Total crashes
	Fatal crash	Injury crash	Non-casualty crash	
Yes	74	1,028	731	1,833
No	213	11,845	16,017	28,075
Unknown	66	5,875	6,984	12,925
<b>Crashes: Total</b>	<b>353</b>	<b>18,748</b>	<b>23,732</b>	<b>42,833</b>

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

Speeding involved in crash	Degree of crash			Total crashes
	Fatal crash	Injury crash	Non-casualty crash	
Yes	143	2,932	4,063	7,138
No or unknown	210	15,816	19,669	35,695
<b>Crashes: Total</b>	<b>353</b>	<b>18,748</b>	<b>23,732</b>	<b>42,833</b>

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

Fatigue involved in crash	Degree of crash			Total crashes
	Fatal crash	Injury crash	Non-casualty crash	
Yes	57	1,600	2,092	3,749
No or Unknown	296	17,148	21,640	39,084
<b>Crashes: Total</b>	<b>353</b>	<b>18,748</b>	<b>23,732</b>	<b>42,833</b>

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

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

Road user class	Sex	Age (years)										Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		Unknown
Car driver	M	0	1	27	44	13	29	31	19	14	32	0	210
	F	0	1	9	14	9	19	13	16	7	10	0	98
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>2</b>	<b>36</b>	<b>58</b>	<b>22</b>	<b>48</b>	<b>44</b>	<b>35</b>	<b>21</b>	<b>42</b>	<b>1</b>	<b>309</b>
Light truck driver	M	0	0	7	3	1	12	11	16	7	2	0	59
	F	0	0	1	1	0	0	0	2	0	0	0	4
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>12</b>	<b>11</b>	<b>18</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>63</b>
Heavy rigid truck driver	M	0	0	0	0	2	1	5	3	2	0	0	13
	F	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>
Articulated truck driver	M	0	0	0	1	2	15	13	16	5	0	0	52
	F	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>15</b>	<b>13</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>52</b>
Bus driver	M	0	0	0	0	2	0	1	1	1	0	0	5
	F	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>
Motorcycle rider	M	0	0	8	6	5	15	8	6	7	1	0	56
	F	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>15</b>	<b>8</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>56</b>
Other motor vehicle driver	M	0	0	1	0	0	0	2	2	0	2	0	7
	F	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>7</b>
<b>MOTOR VEHICLE CONTROLLERS:</b>	<b>M</b>	<b>0</b>	<b>1</b>	<b>43</b>	<b>54</b>	<b>25</b>	<b>72</b>	<b>71</b>	<b>63</b>	<b>36</b>	<b>37</b>	<b>0</b>	<b>402</b>
	<b>F</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>15</b>	<b>9</b>	<b>19</b>	<b>13</b>	<b>18</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>102</b>
	<b>TOTAL<sup>1</sup></b>	<b>0</b>	<b>2</b>	<b>53</b>	<b>69</b>	<b>34</b>	<b>91</b>	<b>84</b>	<b>81</b>	<b>43</b>	<b>47</b>	<b>1</b>	<b>505</b>

<sup>1</sup> Unknown sex included.

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

Road user class	Sex	Age (years)										Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		Unknown
Car driver	M	0	45	1,712	1,658	1,051	2,475	1,965	1,450	990	882	323	12,551
	F	0	28	1,333	1,384	976	2,262	1,839	1,395	648	493	263	10,621
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>73</b>	<b>3,045</b>	<b>3,043</b>	<b>2,030</b>	<b>4,741</b>	<b>3,805</b>	<b>2,847</b>	<b>1,638</b>	<b>1,376</b>	<b>1,119</b>	<b>23,717</b>
Light truck driver	M	0	7	239	280	205	529	473	351	167	61	58	2,370
	F	0	4	14	18	17	50	52	40	14	2	5	216
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>11</b>	<b>253</b>	<b>298</b>	<b>222</b>	<b>579</b>	<b>525</b>	<b>391</b>	<b>181</b>	<b>63</b>	<b>139</b>	<b>2,662</b>
Heavy rigid truck driver	M	0	0	6	17	35	92	108	91	47	6	6	408
	F	0	0	0	0	0	0	0	1	0	0	0	1
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>17</b>	<b>35</b>	<b>92</b>	<b>109</b>	<b>92</b>	<b>47</b>	<b>6</b>	<b>20</b>	<b>424</b>
Articulated truck driver	M	0	0	2	16	30	131	137	90	43	4	8	461
	F	0	0	0	1	0	0	1	0	0	0	0	2
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>30</b>	<b>131</b>	<b>138</b>	<b>90</b>	<b>43</b>	<b>4</b>	<b>26</b>	<b>481</b>
Bus driver	M	0	0	1	7	4	39	63	75	36	4	14	243
	F	0	0	0	1	1	5	6	2	3	0	3	21
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>5</b>	<b>44</b>	<b>69</b>	<b>77</b>	<b>39</b>	<b>4</b>	<b>43</b>	<b>290</b>
Motorcycle rider	M	0	49	227	326	256	481	390	281	91	24	51	2,176
	F	0	3	14	35	29	49	43	28	6	1	3	211
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>53</b>	<b>241</b>	<b>361</b>	<b>285</b>	<b>530</b>	<b>433</b>	<b>309</b>	<b>97</b>	<b>25</b>	<b>79</b>	<b>2,413</b>
Other motor vehicle driver	M	0	0	6	28	35	144	192	154	62	30	36	687
	F	0	0	1	5	7	13	3	4	3	3	13	52
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>33</b>	<b>42</b>	<b>157</b>	<b>195</b>	<b>158</b>	<b>65</b>	<b>33</b>	<b>535</b>	<b>1,225</b>
<b>MOTOR VEHICLE CONTROLLERS:</b>	<b>M</b>	<b>0</b>	<b>101</b>	<b>2,193</b>	<b>2,332</b>	<b>1,616</b>	<b>3,891</b>	<b>3,328</b>	<b>2,492</b>	<b>1,436</b>	<b>1,011</b>	<b>496</b>	<b>18,896</b>
	<b>F</b>	<b>0</b>	<b>35</b>	<b>1,362</b>	<b>1,444</b>	<b>1,030</b>	<b>2,379</b>	<b>1,944</b>	<b>1,470</b>	<b>674</b>	<b>499</b>	<b>287</b>	<b>11,124</b>
	<b>TOTAL<sup>1</sup></b>	<b>0</b>	<b>137</b>	<b>3,555</b>	<b>3,777</b>	<b>2,649</b>	<b>6,274</b>	<b>5,274</b>	<b>3,964</b>	<b>2,110</b>	<b>1,511</b>	<b>1,961</b>	<b>31,212</b>

<sup>1</sup> Unknown sex included.

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

Road user class	Sex	Age (years)										Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		Unknown
Car driver	M	0	86	3,249	3,102	1,905	3,801	3,013	2,166	1,283	1,059	502	20,166
	F	0	42	1,810	1,968	1,222	2,715	2,381	1,671	828	573	325	13,535
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>129</b>	<b>5,059</b>	<b>5,077</b>	<b>3,131</b>	<b>6,523</b>	<b>5,400</b>	<b>3,838</b>	<b>2,113</b>	<b>1,632</b>	<b>2,068</b>	<b>34,970</b>
Light truck driver	M	0	1	361	449	308	725	630	472	232	67	90	3,335
	F	0	0	30	36	22	76	63	48	14	5	2	296
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>1</b>	<b>391</b>	<b>485</b>	<b>330</b>	<b>801</b>	<b>693</b>	<b>520</b>	<b>247</b>	<b>72</b>	<b>237</b>	<b>3,777</b>
Heavy rigid truck driver	M	0	0	6	50	48	172	180	134	62	4	15	671
	F	0	0	0	1	1	2	1	0	0	0	0	5
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>51</b>	<b>50</b>	<b>174</b>	<b>181</b>	<b>134</b>	<b>62</b>	<b>4</b>	<b>41</b>	<b>703</b>
Articulated truck driver	M	0	0	1	19	44	163	148	122	64	5	16	582
	F	0	0	0	0	0	2	1	0	0	0	0	3
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>44</b>	<b>165</b>	<b>149</b>	<b>122</b>	<b>64</b>	<b>5</b>	<b>62</b>	<b>631</b>
Bus driver	M	0	0	2	11	19	55	96	96	42	7	9	337
	F	0	1	1	0	2	4	6	6	1	0	2	23
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>11</b>	<b>21</b>	<b>59</b>	<b>102</b>	<b>102</b>	<b>43</b>	<b>7</b>	<b>27</b>	<b>376</b>
Motorcycle rider	M	0	0	25	37	20	60	37	21	3	1	3	207
	F	0	0	0	3	1	4	3	1	1	0	0	13
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>40</b>	<b>21</b>	<b>64</b>	<b>40</b>	<b>22</b>	<b>4</b>	<b>1</b>	<b>11</b>	<b>228</b>
Other motor vehicle driver	M	0	0	4	39	55	162	228	128	73	17	27	733
	F	0	1	2	2	2	5	5	8	3	0	2	30
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>41</b>	<b>57</b>	<b>167</b>	<b>233</b>	<b>137</b>	<b>76</b>	<b>17</b>	<b>532</b>	<b>1,267</b>
<b>MOTOR VEHICLE CONTROLLERS:</b>	<b>M</b>	<b>0</b>	<b>87</b>	<b>3,648</b>	<b>3,707</b>	<b>2,399</b>	<b>5,138</b>	<b>4,332</b>	<b>3,139</b>	<b>1,759</b>	<b>1,160</b>	<b>662</b>	<b>26,031</b>
	<b>F</b>	<b>0</b>	<b>44</b>	<b>1,843</b>	<b>2,010</b>	<b>1,250</b>	<b>2,808</b>	<b>2,460</b>	<b>1,734</b>	<b>847</b>	<b>578</b>	<b>331</b>	<b>13,905</b>
	<b>TOTAL<sup>1</sup></b>	<b>0</b>	<b>132</b>	<b>5,491</b>	<b>5,724</b>	<b>3,654</b>	<b>7,953</b>	<b>6,798</b>	<b>4,875</b>	<b>2,609</b>	<b>1,738</b>	<b>2,978</b>	<b>41,952</b>

<sup>1</sup> Unknown sex included.

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

Road user class	Sex	Age (years)										Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		Unknown
Car driver	M	0	132	4,988	4,804	2,969	6,305	5,009	3,635	2,287	1,973	825	32,927
	F	0	71	3,152	3,366	2,207	4,996	4,233	3,082	1,483	1,076	588	24,254
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>204</b>	<b>8,140</b>	<b>8,178</b>	<b>5,183</b>	<b>11,312</b>	<b>9,249</b>	<b>6,720</b>	<b>3,772</b>	<b>3,050</b>	<b>3,188</b>	<b>58,996</b>
Light truck driver	M	0	8	607	732	514	1,266	1,114	839	406	130	148	5,764
	F	0	4	45	55	39	126	115	90	28	7	7	516
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>12</b>	<b>652</b>	<b>787</b>	<b>553</b>	<b>1,392</b>	<b>1,229</b>	<b>929</b>	<b>435</b>	<b>137</b>	<b>376</b>	<b>6,502</b>
Heavy rigid truck driver	M	0	0	12	67	85	265	293	228	111	10	21	1,092
	F	0	0	0	1	1	2	1	1	0	0	0	6
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>87</b>	<b>267</b>	<b>295</b>	<b>229</b>	<b>111</b>	<b>10</b>	<b>61</b>	<b>1,140</b>
Articulated truck driver	M	0	0	3	36	76	309	298	228	112	9	24	1,095
	F	0	0	0	1	0	2	2	0	0	0	0	5
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>37</b>	<b>76</b>	<b>311</b>	<b>300</b>	<b>228</b>	<b>112</b>	<b>9</b>	<b>88</b>	<b>1,164</b>
Bus driver	M	0	0	3	18	25	94	160	172	79	11	23	585
	F	0	1	1	1	3	9	12	8	4	0	5	44
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>19</b>	<b>28</b>	<b>103</b>	<b>172</b>	<b>180</b>	<b>83</b>	<b>11</b>	<b>70</b>	<b>671</b>
Motorcycle rider	M	0	49	260	369	281	556	435	308	101	26	54	2,439
	F	0	3	14	38	30	53	46	29	7	1	3	224
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>53</b>	<b>274</b>	<b>407</b>	<b>311</b>	<b>609</b>	<b>481</b>	<b>337</b>	<b>108</b>	<b>27</b>	<b>90</b>	<b>2,697</b>
Other motor vehicle driver	M	0	0	11	67	90	306	422	284	135	49	63	1,427
	F	0	1	3	7	9	18	8	12	6	3	15	82
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>74</b>	<b>99</b>	<b>324</b>	<b>430</b>	<b>297</b>	<b>141</b>	<b>52</b>	<b>1,067</b>	<b>2,499</b>
<b>MOTOR VEHICLE CONTROLLERS:</b>	<b>M</b>	<b>0</b>	<b>189</b>	<b>5,884</b>	<b>6,093</b>	<b>4,040</b>	<b>9,101</b>	<b>7,731</b>	<b>5,694</b>	<b>3,231</b>	<b>2,208</b>	<b>1,158</b>	<b>45,329</b>
	<b>F</b>	<b>0</b>	<b>80</b>	<b>3,215</b>	<b>3,469</b>	<b>2,289</b>	<b>5,206</b>	<b>4,417</b>	<b>3,222</b>	<b>1,528</b>	<b>1,087</b>	<b>618</b>	<b>25,131</b>
	<b>TOTAL<sup>1</sup></b>	<b>0</b>	<b>271</b>	<b>9,099</b>	<b>9,570</b>	<b>6,337</b>	<b>14,318</b>	<b>12,156</b>	<b>8,920</b>	<b>4,762</b>	<b>3,296</b>	<b>4,940</b>	<b>73,669</b>

<sup>1</sup> Unknown sex included.

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

Road user class	Licence status	Degree of crash			All crashes
		Fatal crash	Injury crash	Non-casualty crash	
Car driver	Learner	6	254	394	654
	Provisional <sup>2</sup>	52	4,162	6,989	11,203
	Standard	219	16,141	23,208	39,568
	Unlicensed <sup>1</sup>	27	617	752	1,396
	Unknown <sup>2</sup>	5	2,543	3,627	6,175
	<b>Sub-total</b>		<b>309</b>	<b>23,717</b>	<b>34,970</b>
Light truck driver	Learner	0	14	8	22
	Provisional <sup>2</sup>	7	308	489	804
	Standard	50	1,959	2,823	4,832
	Unlicensed <sup>1</sup>	5	86	96	187
	Unknown <sup>2</sup>	1	295	361	657
	<b>Sub-total</b>		<b>63</b>	<b>2,662</b>	<b>3,777</b>
Heavy rigid truck driver	Provisional <sup>2</sup>	0	10	18	28
	Standard	13	363	618	994
	Unlicensed <sup>1</sup>	0	6	12	18
	Unknown <sup>2</sup>	0	45	55	100
	<b>Sub-total</b>		<b>13</b>	<b>424</b>	<b>703</b>
Articulated truck driver	Standard	50	363	503	916
	Unlicensed <sup>1</sup>	2	8	5	15
	Unknown <sup>2</sup>	0	110	123	233
	<b>Sub-total</b>		<b>52</b>	<b>481</b>	<b>631</b>
Bus driver	Learner	0	0	1	1
	Provisional <sup>2</sup>	0	3	4	7
	Standard	5	245	341	591
	Unlicensed <sup>1</sup>	0	0	2	2
	Unknown <sup>2</sup>	0	42	28	70
	<b>Sub-total</b>		<b>5</b>	<b>290</b>	<b>376</b>
Motorcycle rider	Learner	3	336	36	375
	Provisional <sup>2</sup>	2	149	14	165
	Standard	35	1,363	134	1,532
	Unlicensed <sup>1</sup>	14	165	14	193
	Unknown <sup>2</sup>	2	400	30	432
	<b>Sub-total</b>		<b>56</b>	<b>2,413</b>	<b>228</b>
Other motor vehicle driver	Learner	0	1	0	1
	Provisional <sup>2</sup>	0	5	8	13
	Standard	6	641	716	1,363
	Unlicensed <sup>1</sup>	1	9	10	20
	Unknown <sup>2</sup>	0	569	533	1,102
	<b>Sub-total</b>		<b>7</b>	<b>1,225</b>	<b>1,267</b>
<b>MOTOR VEHICLE CONTROLLERS:</b>	<b>TOTAL</b>	<b>505</b>	<b>31,212</b>	<b>41,952</b>	<b>73,669</b>

<sup>1</sup> Includes persons driving whilst disqualified or suspended.

<sup>2</sup> Includes P1 and P2 licence types. Following the introduction of the Provisional P2 licence type, in July 2001, there has been a marked increase in the number of controllers recorded with an unknown licence status. Uncertainties also exist with the reporting of other statuses.

**Table 18a: Motor vehicle controllers involved, degree of crash, BAC<sup>1</sup>, sex, age**  
**DEGREE OF CRASH: FATAL**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)										Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		Unknown
Legal	M	0	0	22	32	14	47	48	46	26	32	0	267
	F	0	1	9	12	7	15	6	15	7	10	0	82
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>1</b>	<b>31</b>	<b>44</b>	<b>21</b>	<b>62</b>	<b>54</b>	<b>61</b>	<b>33</b>	<b>42</b>	<b>0</b>	<b>349</b>
.001 – .019 <sup>3</sup>	M	0	0	2	0	0	0	0	0	0	0	0	2
	F	0	0	1	0	0	0	0	0	0	0	0	1
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
.020 – .049 <sup>4</sup>	M	0	0	1	1	0	0	1	1	1	0	0	5
	F	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>
.050 – .079	M	0	0	0	1	0	1	1	1	0	0	0	4
	F	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
.080 – .149	M	0	0	4	5	5	2	3	1	1	0	0	21
	F	0	0	0	2	0	0	0	0	0	0	0	2
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>23</b>
≥ .150	M	0	0	8	7	1	7	7	3	1	0	0	34
	F	0	0	0	0	0	0	4	1	0	0	0	5
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>7</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>39</b>
Unknown	M	0	1	6	8	5	15	11	11	7	5	0	69
	F	0	0	0	1	2	4	3	2	0	0	0	12
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>9</b>	<b>7</b>	<b>19</b>	<b>14</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>82</b>
<b>MOTOR VEHICLE CONTROLLERS:</b>	<b>M</b>	<b>0</b>	<b>1</b>	<b>43</b>	<b>54</b>	<b>25</b>	<b>72</b>	<b>71</b>	<b>63</b>	<b>36</b>	<b>37</b>	<b>0</b>	<b>402</b>
	<b>F</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>15</b>	<b>9</b>	<b>19</b>	<b>13</b>	<b>18</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>102</b>
	<b>TOTAL<sup>2</sup></b>	<b>0</b>	<b>2</b>	<b>53</b>	<b>69</b>	<b>34</b>	<b>91</b>	<b>84</b>	<b>81</b>	<b>43</b>	<b>47</b>	<b>1</b>	<b>505</b>

1 Blood Alcohol Concentration.

2 Unknown sex included.

3 Learner and Provisional Licence holders.

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

**Table 18b: Motor vehicle controllers involved, degree of crash, BAC<sup>1</sup>, sex, age**  
**DEGREE OF CRASH: INJURY**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)										Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		Unknown
Legal	M	0	53	1,669	1,681	1,144	2,804	2,457	1,851	1,092	805	276	13,832
	F	0	30	1,073	1,062	726	1,740	1,420	1,067	521	398	173	8,210
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>83</b>	<b>2,742</b>	<b>2,744</b>	<b>1,871</b>	<b>4,547</b>	<b>3,879</b>	<b>2,919</b>	<b>1,613</b>	<b>1,204</b>	<b>455</b>	<b>22,057</b>
.001 – .019 <sup>3</sup>	M	0	1	9	5	2	1	0	1	0	0	0	19
	F	0	0	1	1	0	0	0	0	0	0	0	2
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>
.020 – .049 <sup>4</sup>	M	0	1	13	7	1	5	2	1	1	0	0	31
	F	0	0	2	3	1	1	0	0	0	0	0	7
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>10</b>	<b>2</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>38</b>
.050 – .079	M	0	2	15	18	15	20	9	5	2	1	2	89
	F	0	0	6	4	4	1	4	0	1	1	0	21
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>2</b>	<b>21</b>	<b>22</b>	<b>19</b>	<b>21</b>	<b>13</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>110</b>
.080 – .149	M	0	3	68	89	39	68	46	22	12	2	3	352
	F	0	1	12	17	9	13	10	5	1	1	3	72
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>106</b>	<b>48</b>	<b>81</b>	<b>56</b>	<b>27</b>	<b>13</b>	<b>3</b>	<b>6</b>	<b>424</b>
≥ .150	M	0	0	37	64	43	91	66	23	10	5	2	341
	F	0	0	8	10	11	23	23	17	3	0	1	96
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>74</b>	<b>54</b>	<b>114</b>	<b>89</b>	<b>40</b>	<b>13</b>	<b>5</b>	<b>3</b>	<b>437</b>
Unknown	M	0	41	382	468	372	902	748	589	319	198	213	4,232
	F	0	4	260	347	279	601	487	381	148	99	110	2,716
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>46</b>	<b>642</b>	<b>815</b>	<b>653</b>	<b>1,504</b>	<b>1,235</b>	<b>971</b>	<b>467</b>	<b>297</b>	<b>1,495</b>	<b>8,125</b>
<b>MOTOR VEHICLE CONTROLLERS:</b>	<b>M</b>	<b>0</b>	<b>101</b>	<b>2,193</b>	<b>2,332</b>	<b>1,616</b>	<b>3,891</b>	<b>3,328</b>	<b>2,492</b>	<b>1,436</b>	<b>1,011</b>	<b>496</b>	<b>18,896</b>
	<b>F</b>	<b>0</b>	<b>35</b>	<b>1,362</b>	<b>1,444</b>	<b>1,030</b>	<b>2,379</b>	<b>1,944</b>	<b>1,470</b>	<b>674</b>	<b>499</b>	<b>287</b>	<b>11,124</b>
	<b>TOTAL<sup>2</sup></b>	<b>0</b>	<b>137</b>	<b>3,555</b>	<b>3,777</b>	<b>2,649</b>	<b>6,274</b>	<b>5,274</b>	<b>3,964</b>	<b>2,110</b>	<b>1,511</b>	<b>1,961</b>	<b>31,212</b>

1 Blood Alcohol Concentration.

2 Unknown sex included.

3 Learner and Provisional Licence holders.

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



**Table 18c: Motor vehicle controllers involved, degree of crash, BAC<sup>1</sup>, sex, age**  
**DEGREE OF CRASH: NON-CASUALTY**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)										Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		Unknown
Legal	M	0	61	2,913	2,851	1,816	3,899	3,392	2,465	1,393	959	408	20,157
	F	0	32	1,531	1,588	979	2,240	1,916	1,413	689	463	217	11,068
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>93</b>	<b>4,444</b>	<b>4,441</b>	<b>2,800</b>	<b>6,146</b>	<b>5,311</b>	<b>3,879</b>	<b>2,083</b>	<b>1,422</b>	<b>644</b>	<b>31,263</b>
.001 – .019 <sup>3</sup>	M	0	0	1	1	0	0	0	0	0	0	0	2
	F	0	0	2	0	0	0	0	0	0	0	0	2
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
.020 – .049 <sup>4</sup>	M	0	1	13	6	2	1	0	0	0	0	0	23
	F	0	0	0	1	0	0	0	0	0	0	0	1
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>
.050 – .079	M	0	0	19	12	4	13	5	4	3	1	3	64
	F	0	0	3	4	1	3	2	0	0	1	0	14
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>16</b>	<b>5</b>	<b>16</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>78</b>
.080 – .149	M	0	1	55	56	52	65	32	18	3	3	0	285
	F	0	0	5	12	9	13	12	2	3	3	1	60
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>68</b>	<b>61</b>	<b>78</b>	<b>44</b>	<b>20</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>345</b>
≥ .150	M	0	0	26	36	24	60	45	17	7	2	1	218
	F	0	0	4	10	2	25	14	3	4	0	0	62
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>46</b>	<b>26</b>	<b>85</b>	<b>59</b>	<b>20</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>280</b>
Unknown	M	0	24	621	745	501	1,100	858	635	353	195	250	5,282
	F	0	12	298	395	259	527	516	316	151	111	113	2,698
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>37</b>	<b>919</b>	<b>1,145</b>	<b>760</b>	<b>1,627</b>	<b>1,377</b>	<b>952</b>	<b>506</b>	<b>306</b>	<b>2,329</b>	<b>9,958</b>
<b>MOTOR VEHICLE CONTROLLERS:</b>	<b>M</b>	<b>0</b>	<b>87</b>	<b>3,648</b>	<b>3,707</b>	<b>2,399</b>	<b>5,138</b>	<b>4,332</b>	<b>3,139</b>	<b>1,759</b>	<b>1,160</b>	<b>662</b>	<b>26,031</b>
	<b>F</b>	<b>0</b>	<b>44</b>	<b>1,843</b>	<b>2,010</b>	<b>1,250</b>	<b>2,808</b>	<b>2,460</b>	<b>1,734</b>	<b>847</b>	<b>578</b>	<b>331</b>	<b>13,905</b>
	<b>TOTAL<sup>2</sup></b>	<b>0</b>	<b>132</b>	<b>5,491</b>	<b>5,724</b>	<b>3,654</b>	<b>7,953</b>	<b>6,798</b>	<b>4,875</b>	<b>2,609</b>	<b>1,738</b>	<b>2,978</b>	<b>41,952</b>

1 Blood Alcohol Concentration.

2 Unknown sex included.

3 Learner and Provisional Licence holders.

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

**Table 18d: Motor vehicle controllers involved, degree of crash, BAC<sup>1</sup>, sex, age**

**DEGREE OF CRASH: ALL CRASHES**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)										Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		Unknown
Legal	M	0	114	4,604	4,564	2,974	6,750	5,897	4,362	2,511	1,796	684	34,256
	F	0	63	2,613	2,662	1,712	3,995	3,342	2,495	1,217	871	390	19,360
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>177</b>	<b>7,217</b>	<b>7,229</b>	<b>4,692</b>	<b>10,755</b>	<b>9,244</b>	<b>6,859</b>	<b>3,729</b>	<b>2,668</b>	<b>1,099</b>	<b>53,669</b>
.001 – .019 <sup>3</sup>	M	0	1	12	6	2	1	0	1	0	0	0	23
	F	0	0	4	1	0	0	0	0	0	0	0	5
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>
.020 – .049 <sup>4</sup>	M	0	2	27	14	3	6	3	2	2	0	0	59
	F	0	0	2	4	1	1	0	0	0	0	0	8
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>2</b>	<b>29</b>	<b>18</b>	<b>4</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>67</b>
.050 – .079	M	0	2	34	31	19	34	15	10	5	2	5	157
	F	0	0	9	8	5	4	6	0	1	2	0	35
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>2</b>	<b>43</b>	<b>39</b>	<b>24</b>	<b>38</b>	<b>21</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>5</b>	<b>192</b>
.080 – .149	M	0	4	127	150	96	135	81	41	16	5	3	658
	F	0	1	17	31	18	26	22	7	4	4	4	134
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>5</b>	<b>144</b>	<b>181</b>	<b>114</b>	<b>161</b>	<b>103</b>	<b>48</b>	<b>20</b>	<b>9</b>	<b>7</b>	<b>792</b>
≥ .150	M	0	0	71	107	68	158	118	43	18	7	3	593
	F	0	0	12	20	13	48	41	21	7	0	1	163
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>127</b>	<b>81</b>	<b>206</b>	<b>159</b>	<b>64</b>	<b>25</b>	<b>7</b>	<b>4</b>	<b>756</b>
Unknown	M	0	66	1,009	1,221	878	2,017	1,617	1,235	679	398	463	9,583
	F	0	16	558	743	540	1,132	1,006	699	299	210	223	5,426
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>84</b>	<b>1,567</b>	<b>1,969</b>	<b>1,420</b>	<b>3,150</b>	<b>2,626</b>	<b>1,936</b>	<b>980</b>	<b>608</b>	<b>3,825</b>	<b>18,165</b>
<b>MOTOR VEHICLE CONTROLLERS:</b>	<b>M</b>	<b>0</b>	<b>189</b>	<b>5,884</b>	<b>6,093</b>	<b>4,040</b>	<b>9,101</b>	<b>7,731</b>	<b>5,694</b>	<b>3,231</b>	<b>2,208</b>	<b>1,158</b>	<b>45,329</b>
	<b>F</b>	<b>0</b>	<b>80</b>	<b>3,215</b>	<b>3,469</b>	<b>2,289</b>	<b>5,206</b>	<b>4,417</b>	<b>3,222</b>	<b>1,528</b>	<b>1,087</b>	<b>618</b>	<b>25,131</b>
	<b>TOTAL<sup>2</sup></b>	<b>0</b>	<b>271</b>	<b>9,099</b>	<b>9,570</b>	<b>6,337</b>	<b>14,318</b>	<b>12,156</b>	<b>8,920</b>	<b>4,762</b>	<b>3,296</b>	<b>4,940</b>	<b>73,669</b>

1 Blood Alcohol Concentration.

2 Unknown sex included.

3 Learner and Provisional Licence holders.

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

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

Degree of crash	Sex	Age (years)										Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		Unknown
Fatal	M	0	0	20	25	10	28	15	15	5	5	0	123
	F	0	1	5	3	2	4	2	3	2	0	0	22
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>28</b>	<b>12</b>	<b>32</b>	<b>17</b>	<b>18</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>145</b>
Injury	M	0	28	419	334	175	423	299	195	113	69	39	2,094
	F	0	5	181	125	69	135	130	89	46	26	15	821
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>33</b>	<b>600</b>	<b>459</b>	<b>244</b>	<b>558</b>	<b>429</b>	<b>284</b>	<b>159</b>	<b>95</b>	<b>91</b>	<b>2,952</b>
Non-casualty	M	0	25	753	522	281	444	333	188	90	70	48	2,754
	F	0	11	231	180	97	149	162	93	50	34	9	1,016
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>36</b>	<b>984</b>	<b>703</b>	<b>378</b>	<b>593</b>	<b>495</b>	<b>281</b>	<b>140</b>	<b>104</b>	<b>376</b>	<b>4,090</b>
<b>SPEEDING</b>													
<b>MOTOR VEHICLE CONTROLLERS:</b>	<b>M</b>	<b>0</b>	<b>53</b>	<b>1,192</b>	<b>881</b>	<b>466</b>	<b>895</b>	<b>647</b>	<b>398</b>	<b>208</b>	<b>144</b>	<b>87</b>	<b>4,971</b>
	<b>F</b>	<b>0</b>	<b>17</b>	<b>417</b>	<b>308</b>	<b>168</b>	<b>288</b>	<b>294</b>	<b>185</b>	<b>98</b>	<b>60</b>	<b>24</b>	<b>1,859</b>
	<b>TOTAL<sup>1</sup></b>	<b>0</b>	<b>70</b>	<b>1,609</b>	<b>1,190</b>	<b>634</b>	<b>1,183</b>	<b>941</b>	<b>583</b>	<b>306</b>	<b>204</b>	<b>467</b>	<b>7,187</b>

<sup>1</sup> Unknown sex included.

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

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

Degree of crash	Sex	Age (years)											Total
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	
Fatal	M	0	1	4	3	0	5	10	5	11	9	0	48
	F	0	0	2	0	0	1	2	1	2	1	0	9
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>12</b>	<b>6</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>57</b>
Injury	M	0	12	178	168	100	210	166	119	71	59	11	1,094
	F	0	4	75	67	29	82	63	70	38	45	7	480
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>16</b>	<b>253</b>	<b>235</b>	<b>129</b>	<b>292</b>	<b>229</b>	<b>189</b>	<b>109</b>	<b>104</b>	<b>44</b>	<b>1,600</b>
Non-casualty	M	0	4	213	207	123	240	191	102	52	70	29	1,231
	F	0	4	61	63	40	85	76	59	35	31	3	457
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>8</b>	<b>274</b>	<b>270</b>	<b>163</b>	<b>325</b>	<b>267</b>	<b>161</b>	<b>87</b>	<b>101</b>	<b>436</b>	<b>2,092</b>
<b>FATIGUED MOTOR VEHICLE CONTROLLERS:</b>	M	0	17	395	378	223	455	367	226	134	138	40	2,373
	F	0	8	138	130	69	168	141	130	75	77	10	946
	<b>TOTAL<sup>1</sup></b>	<b>0</b>	<b>25</b>	<b>533</b>	<b>508</b>	<b>292</b>	<b>623</b>	<b>508</b>	<b>356</b>	<b>209</b>	<b>215</b>	<b>480</b>	<b>3,749</b>

<sup>1</sup> Unknown sex included.

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

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

Location type	Degree of crash			Total crashes
	Fatal crash	Injury crash	Non-casualty crash	
<b>INTERSECTION</b>				
Cross	24	3,295	4,003	7,322
'T'	45	4,725	5,936	10,706
'Y'	1	17	20	38
Multiple	1	57	54	112
Roundabout	4	859	1,020	1,883
<b>Sub-total</b>	<b>75</b>	<b>8,953</b>	<b>11,033</b>	<b>20,061</b>
<b>NON-INTERSECTION</b>				
One-way	0	65	56	121
2-way undivided	221	6,848	8,298	15,367
Dual carriageway (non-freeway)	51	1,916	2,888	4,855
Dual carriageway (freeway)	4	713	1,149	1,866
Other limited access	0	30	21	51
Other	2	223	287	512
Unknown	0	0	0	0
<b>Sub-total</b>	<b>278</b>	<b>9,795</b>	<b>12,699</b>	<b>22,772</b>
<b>CRASHES: TOTAL</b>	<b>353</b>	<b>18,748</b>	<b>23,732</b>	<b>42,833</b>

**Table 21b: Crashes, feature of location, degree of crash**

Feature of location	Degree of crash			Total crashes
	Fatal crash	Injury crash	Non-casualty crash	
Bridge	8	314	382	704
Causeway	0	4	8	12
Railway crossing	1	14	6	21
Entrance/driveway	12	1,189	1,424	2,625
Hazardous road surface	8	468	478	954
Roadworks/detour/diversion	6	225	246	477
Previous crash	2	77	109	188

**Table 22: Crashes, area, speed limit, degree of crash**

Area <sup>1</sup> /speed limit	Degree of crash			Total crashes
	Fatal crash	Injury crash	Non-casualty crash	
<b>METROPOLITAN</b>				
30 km/h or less	0	20	14	34
40 km/h	0	170	173	343
50 km/h	33	4,234	5,670	9,937
60 km/h	39	5,209	6,759	12,007
70 km/h	26	1,418	1,922	3,366
80 km/h	14	715	941	1,670
90 km/h	2	143	237	382
100 km/h	6	205	306	517
110 km/h	4	186	286	476
Unknown	0	42	44	86
<b>Sub-total</b>	<b>124</b>	<b>12,342</b>	<b>16,352</b>	<b>28,818</b>
<b>COUNTRY</b>				
30 km/h or less	0	6	7	13
40 km/h	0	78	72	150
50 km/h	29	1,871	2,096	3,996
60 km/h	24	1,161	1,553	2,738
70 km/h	7	262	268	537
80 km/h	37	803	970	1,810
90 km/h	6	107	150	263
100 km/h	108	1,748	1,709	3,565
110 km/h	18	336	531	885
Unknown	0	34	24	58
<b>Sub-total</b>	<b>229</b>	<b>6,406</b>	<b>7,380</b>	<b>14,015</b>
<b>CRASHES: TOTAL</b>	<b>353</b>	<b>18,748</b>	<b>23,732</b>	<b>42,833</b>

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

**Table 23:** Crashes, alignment, surface condition, degree of crash

Alignment/surface condition	Degree of crash			Total crashes
	Fatal crash	Injury crash	Non-casualty crash	
<b>STRAIGHT</b>				
Wet	34	2,531	3,913	6,478
Dry	158	12,151	14,549	26,858
Snow or ice	1	15	39	55
Unknown	0	24	29	53
<b>Sub-total</b>	<b>193</b>	<b>14,721</b>	<b>18,530</b>	<b>33,444</b>
<b>CURVE</b>				
Wet	33	1,090	1,974	3,097
Dry	126	2,916	3,177	6,219
Snow or ice	1	13	42	56
Unknown	0	6	8	14
<b>Sub-total</b>	<b>160</b>	<b>4,025</b>	<b>5,201</b>	<b>9,386</b>
<b>TOTAL CRASHES<sup>1</sup></b>				
Wet	67	3,621	5,887	9,575
Dry	284	15,067	17,727	33,078
Snow or ice	2	28	81	111
Unknown	0	32	37	69
<b>CRASHES: TOTAL</b>	<b>353</b>	<b>18,748</b>	<b>23,732</b>	<b>42,833</b>

<sup>1</sup> Includes cases of unknown alignment.

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

Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	I C	N		K	I	Total killed & injured
<b>SYDNEY REGION</b>							
<b>Sydney Metropolitan Area</b>							
Ashfield	0	129	124	253	0	164	164
Auburn	2	288	391	681	2	353	355
Bankstown City	9	655	762	1,426	9	834	843
Baulkham Hills	5	345	521	871	5	412	417
Blacktown City	8	805	1,047	1,860	8	1,025	1,033
Botany Bay City	0	148	261	409	0	194	194
Burwood	1	106	123	230	1	128	129
Camden	1	100	135	236	2	134	136
Campbelltown City	7	352	401	760	7	451	458
Canada Bay City	2	222	280	504	2	279	281
Canterbury City	2	330	520	852	2	419	421
City Of Sydney	3	717	536	1,256	3	826	829
Fairfield City	2	528	659	1,189	2	680	682
Holroyd City	1	313	440	754	1	408	409
Hornsby	2	348	592	942	2	427	429
Hunters Hill	0	22	56	78	0	27	27
Hurstville City	0	158	227	385	0	192	192
Kogarah	1	112	196	309	1	144	145
Ku-ring-gai	3	202	395	600	3	251	254
Lane Cove	0	68	94	162	0	85	85
Leichhardt	0	134	161	295	0	153	153
Liverpool City	6	548	670	1,224	6	733	739
Manly	0	76	88	164	0	79	79
Marrickville	0	249	300	549	0	310	310
Mosman	0	41	55	96	0	44	44

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

2. K – Killed I – Injured.



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

Local Government Area	Degree of crash <sup>1</sup>				Degree of casualty <sup>2</sup>		
	F	I C	N	Total crashes	K	I	Total killed & injured
<b>SYDNEY REGION (continued)</b>							
North Sydney	0	167	234	401	0	189	189
Parramatta City	5	487	801	1,293	5	622	627
Penrith City	6	513	597	1,116	6	698	704
Pittwater	4	99	144	247	4	127	131
Randwick City	1	301	379	681	1	348	349
Rockdale City	1	297	466	764	1	362	363
Ryde City	2	267	507	776	2	322	324
South Sydney City	0	373	428	801	0	428	428
Strathfield	3	147	205	355	3	203	206
Sutherland	11	393	553	957	11	519	530
Warringah	5	298	429	732	5	352	357
Waverley	0	124	134	258	0	139	139
Willoughby City	1	146	266	413	1	166	167
Woollahra	1	116	191	308	1	136	137
<b>Sydney Metropolitan</b>							
<b>Area Sub-total</b>	<b>95</b>	<b>10,724</b>	<b>14,368</b>	<b>25,187</b>	<b>96</b>	<b>13,363</b>	<b>13,459</b>
<b>Outer Sydney Area</b>							
Blue Mountains City	6	188	254	448	6	236	242
Gosford City	10	414	594	1,018	10	565	575
Hawkesbury City	6	179	248	433	8	234	242
Wollondilly	2	115	178	295	2	144	146
Wyong	4	367	423	794	4	485	489
<b>Outer Sydney Area</b>							
<b>Sub-total</b>	<b>28</b>	<b>1,263</b>	<b>1,697</b>	<b>2,988</b>	<b>30</b>	<b>1,664</b>	<b>1,694</b>
<b>TOTAL</b>	<b>123</b>	<b>11,987</b>	<b>16,065</b>	<b>28,175</b>	<b>126</b>	<b>15,027</b>	<b>15,153</b>

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

2 K – Killed I – Injured.

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

Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	I C	N		K	I	Total killed & injured
<b>HUNTER REGION</b>							
Cessnock City	4	157	142	303	4	197	201
Dungog	0	18	12	30	0	30	30
Gloucester	3	30	15	48	3	43	46
Great Lakes	5	87	129	221	5	114	119
Lake Macquarie City	7	400	528	935	7	528	535
Maitland City	3	139	138	280	5	179	184
Merriwa	0	14	9	23	0	19	19
Murrurundi	1	6	7	14	1	13	14
Muswellbrook	2	48	56	106	2	71	73
Newcastle City	7	548	699	1,254	7	697	704
Port Stephens	3	120	178	301	3	168	171
Scone	2	26	24	52	3	40	43
Singleton	4	77	80	161	4	100	104
<b>TOTAL</b>	<b>41</b>	<b>1,670</b>	<b>2,017</b>	<b>3,728</b>	<b>44</b>	<b>2,199</b>	<b>2,243</b>
<b>ILLAWARRA REGION</b>							
Kiama	0	32	54	86	0	35	35
Shellharbour City	3	168	160	331	3	223	226
Shoalhaven City	10	223	296	529	12	309	321
Wingecaribee	8	130	171	309	8	182	190
Wollongong City	12	502	597	1,111	14	646	660
<b>TOTAL</b>	<b>33</b>	<b>1,055</b>	<b>1,278</b>	<b>2,366</b>	<b>37</b>	<b>1,395</b>	<b>1,432</b>

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

2 K – Killed I – Injured.

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

Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	I C	N		K	I	Total killed & injured
<b>NORTH COAST REGION</b>							
Ballina	3	120	143	266	3	155	158
Bellingen	3	40	45	88	3	49	52
Byron	9	98	132	239	9	133	142
Coffs Harbour City	3	163	204	370	3	223	226
Copmanhurst	1	13	12	26	1	20	21
Grafton City	0	41	42	83	0	54	54
Greater Taree City	7	107	144	258	8	138	146
Hastings	5	190	179	374	7	278	285
Kempsey	0	76	73	149	0	108	108
Kyogle	3	40	32	75	3	45	48
Lismore City	6	136	177	319	6	193	199
Lord Howe Island	0	1	0	1	0	1	1
Maclean	4	37	46	87	4	46	50
Nambucca	0	37	41	78	0	48	48
Pristine Waters	5	56	55	116	5	99	104
Richmond Valley	5	59	80	144	7	75	82
Tweed	2	230	321	553	2	296	298
<b>TOTAL</b>	<b>56</b>	<b>1,444</b>	<b>1,726</b>	<b>3,226</b>	<b>61</b>	<b>1,961</b>	<b>2,022</b>

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

2 K – Killed I – Injured.

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

Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	IC	N		K	I	Total killed & injured
<b>NEW ENGLAND REGION</b>							
Armidale Dumaresq	2	37	69	108	2	50	52
Barraba	0	2	2	4	0	3	3
Bingara	0	4	1	5	0	4	4
Glen Innes	0	6	5	11	0	8	8
Gunnedah	0	22	31	53	0	28	28
Guyra	1	17	15	33	1	32	33
Inverell	0	36	33	69	0	49	49
Manilla	0	10	3	13	0	14	14
Moree Plains	2	26	19	47	4	45	49
Narrabri	1	28	20	49	1	33	34
Nundle	1	4	7	12	1	6	7
Parry	1	47	40	88	1	60	61
Quirindi	0	12	14	26	0	12	12
Severn	1	23	13	37	1	31	32
Tamworth City	1	87	87	175	1	120	121
Tenterfield	3	33	36	72	3	39	42
Uralla	1	13	10	24	1	23	24
Walcha	0	20	12	32	0	22	22
Yallaroi	0	5	1	6	0	7	7
<b>TOTAL</b>	<b>14</b>	<b>432</b>	<b>418</b>	<b>864</b>	<b>16</b>	<b>586</b>	<b>602</b>

1 F – Fatal crash IC – Injury crash N – Non-casualty crash.

2 K – Killed I – Injured.

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

Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	IC	N		K	I	Total killed & injured
<b>ORANA REGION</b>							
Bogan	1	7	6	14	1	8	9
Bourke	1	12	8	21	1	18	19
Brewarrina	0	5	3	8	0	7	7
Cobar	0	18	9	27	0	28	28
Coolah	0	9	8	17	0	12	12
Coonabarabran	2	16	14	32	3	18	21
Coonamble	0	9	7	16	0	22	22
Dubbo City	0	77	97	174	0	97	97
Gilgandra	0	16	11	27	0	19	19
Mudgee	0	70	51	121	0	94	94
Narromine	1	9	7	17	1	12	13
Walgett	2	18	9	29	2	28	30
Warren	0	5	4	9	0	6	6
Wellington	2	23	26	51	2	29	31
<b>TOTAL</b>	<b>9</b>	<b>294</b>	<b>260</b>	<b>563</b>	<b>10</b>	<b>398</b>	<b>408</b>
<b>CENTRAL WESTERN REGION</b>							
Bathurst City	0	69	78	147	0	78	78
Bland	3	17	13	33	3	20	23
Blayney	1	20	20	41	1	26	27
Cabonne	3	52	64	119	4	76	80
Cowra	2	33	17	52	2	49	51
Evans	3	36	43	82	3	51	54
Forbes	2	19	20	41	2	24	26
Lachlan	0	15	10	25	0	21	21
Lithgow City	3	85	100	188	3	109	112

1 F – Fatal crash IC – Injury crash N – Non-casualty crash.

2 K – Killed I – Injured.

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

Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	I C	N		K	I	Total killed & injured
<b>CENTRAL WESTERN REGION (continued)</b>							
Oberon	1	30	37	68	1	45	46
Orange City	1	67	83	151	1	84	85
Parkes	2	40	25	67	2	49	51
Rylstone	0	20	11	31	0	30	30
Weddin	0	6	2	8	0	9	9
<b>TOTAL</b>	<b>21</b>	<b>509</b>	<b>523</b>	<b>1,053</b>	<b>22</b>	<b>671</b>	<b>693</b>
<b>SOUTH-EASTERN REGION</b>							
Bega Valley	2	80	93	175	2	103	105
Bombala	1	10	7	18	1	12	13
Boorowa	0	10	12	22	0	19	19
Cooma-Monaro	2	35	35	72	2	45	47
Crookwell	1	14	15	30	1	17	18
Eurobodalla	5	102	125	232	5	148	153
Goulburn City	0	36	39	75	0	44	44
Gunning	1	26	39	66	1	36	37
Harden	0	15	24	39	0	19	19
Mulwaree	3	73	58	134	3	96	99
Queanbeyan City	0	71	70	141	0	82	82
Snowy River	3	39	61	103	3	50	53
Tallaganda	2	22	33	57	3	32	35
Yarrowlumla	2	44	54	100	2	60	62
Yass	5	55	70	130	5	90	95
Young	2	29	29	60	2	37	39
<b>TOTAL</b>	<b>29</b>	<b>661</b>	<b>764</b>	<b>1,454</b>	<b>30</b>	<b>890</b>	<b>920</b>

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

2 K – Killed I – Injured.

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

Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	IC	N		K	I	Total killed & injured
<b>RIVERINA REGION</b>							
Carrathool	0	13	8	21	0	19	19
Coolamon	1	6	3	10	1	8	9
Cootamundra	0	26	12	38	0	33	33
Griffith City	2	52	61	115	2	58	60
Gundagai	0	16	33	49	0	27	27
Hay	1	5	6	12	2	5	7
Junee	1	17	5	23	1	27	28
Leeton	2	14	16	32	2	20	22
Lockhart	0	4	2	6	0	4	4
Murrumbidgee	0	5	3	8	0	9	9
Narrandera	2	8	8	18	2	9	11
Temora	0	7	5	12	0	10	10
Tumut	0	36	42	78	0	43	43
Wagga Wagga City	8	174	133	315	8	231	239
<b>TOTAL</b>	<b>17</b>	<b>383</b>	<b>337</b>	<b>737</b>	<b>18</b>	<b>503</b>	<b>521</b>
<b>MURRAY REGION</b>							
Albury City	0	97	155	252	0	121	121
Balranald	0	4	2	6	0	4	4
Berrigan	0	7	9	16	0	8	8
Conargo	0	4	5	9	0	9	9
Corowa	2	15	21	38	2	23	25
Culcairn	0	10	6	16	0	12	12
Deniliquin	1	11	4	16	1	21	22
Holbrook	1	15	18	34	1	25	26
Hume	0	27	31	58	0	35	35

1 F – Fatal crash IC – Injury crash N – Non-casualty crash.

2 K – Killed I – Injured.

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

Local Government Area	Degree of crash <sup>1</sup>				Degree of casualty <sup>2</sup>		
	F	I C	N	Total crashes	K	I	Total killed & injured
<b>MURRAY REGION (continued)</b>							
Jerilderie	0	4	2	6	0	5	5
Murray	0	18	10	28	0	22	22
Tumbarumba	1	20	19	40	1	22	23
Urana	0	4	1	5	0	6	6
Wakool	2	8	8	18	2	13	15
Wentworth	0	19	13	32	0	24	24
<b>TOTAL</b>	<b>7</b>	<b>263</b>	<b>304</b>	<b>574</b>	<b>7</b>	<b>350</b>	<b>357</b>
<b>FAR WESTERN REGION</b>							
Broken Hill City	1	30	24	55	1	44	45
Central Darling	1	9	7	17	1	13	14
Unincorporated Area	1	11	9	21	1	11	12
<b>TOTAL</b>	<b>3</b>	<b>50</b>	<b>40</b>	<b>93</b>	<b>3</b>	<b>68</b>	<b>71</b>
<b>METROPOLITAN<sup>3</sup>:</b>							
<b>TOTAL</b>	<b>124</b>	<b>12,342</b>	<b>16,352</b>	<b>28,818</b>	<b>127</b>	<b>15,457</b>	<b>15,584</b>
<b>COUNTRY<sup>3</sup>: TOTAL</b>							
	<b>229</b>	<b>6,406</b>	<b>7,380</b>	<b>14,015</b>	<b>247</b>	<b>8,591</b>	<b>8,838</b>
<b>NSW STATE</b>							
<b>TOTAL</b>	<b>353</b>	<b>18,748</b>	<b>23,732</b>	<b>42,833</b>	<b>374</b>	<b>24,048</b>	<b>24,422</b>

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

2 K – Killed I – Injured.

3 'Metropolitan' is comprised of the Sydney, Newcastle and Wollongong Metropolitan Areas.

'Country' is comprised of all other areas of the State



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

Route/ Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	I C	N		K	I	Total killed & injured
<b>FREEWAYS AND MOTORWAYS</b>							
<b>M2 MOTORWAY (NORTH RYDE to BAULKHAM HILLS)</b>							
Ryde City	0	9	10	19	0	9	9
Hornsby	0	15	36	51	0	16	16
Baulkham Hills	0	14	16	30	0	14	14
<b>Sub-total</b>	<b>0</b>	<b>38</b>	<b>62</b>	<b>100</b>	<b>0</b>	<b>39</b>	<b>39</b>
<b>SYDNEY-NEWCASTLE FREEWAY (WAHROONGA to BERESFIELD)</b>							
Ku-ring-gai	0	8	6	14	0	9	9
Hornsby	1	35	75	111	1	50	51
Gosford City	0	52	105	157	0	73	73
Wyong	0	33	60	93	0	45	45
Lake Macquarie City	0	27	51	78	0	40	40
Cessnock City	0	0	0	0	0	0	0
Newcastle City	0	5	8	13	0	6	6
<b>Sub-total</b>	<b>1</b>	<b>160</b>	<b>305</b>	<b>466</b>	<b>1</b>	<b>223</b>	<b>224</b>
<b>M4 MOTORWAY (CONCORD to LAPSTONE)</b>							
Canada Bay City	0	5	9	14	0	8	8
Strathfield	0	7	3	10	0	9	9
Auburn	0	27	51	78	0	30	30
Parramatta City	0	10	17	27	0	10	10
Holroyd City	0	50	70	120	0	57	57
Blacktown City	1	55	98	154	1	72	73
Penrith City	0	48	61	109	0	65	65
Blue Mountains City	0	0	1	1	0	0	0
<b>Sub-total</b>	<b>1</b>	<b>202</b>	<b>310</b>	<b>513</b>	<b>1</b>	<b>251</b>	<b>252</b>
<b>M5 MOTORWAY (SYDNEY AIRPORT to PRESTONS)</b>							
Rockdale City	0	19	22	41	0	22	22
Canterbury City	0	35	57	92	0	45	45
Hurstville City	0	0	0	0	0	0	0
Bankstown City	0	40	45	85	0	41	41
Liverpool City	0	33	47	80	0	40	40
<b>Sub-total</b>	<b>0</b>	<b>127</b>	<b>171</b>	<b>298</b>	<b>0</b>	<b>148</b>	<b>148</b>

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

2 K – Killed I – Injured.

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

Route/ Local Government Area	Degree of crash <sup>1</sup>				Degree of casualty <sup>2</sup>		
	F	IC	N	Total crashes	K	I	Total killed & injured
<b>SOUTHERN FREEWAY (WATERFALL to BULLI HEIGHTS &amp; NTH WOLLONGONG to YALLAH)</b>							
Wollongong City	2	44	47	93	2	61	63
<b>Sub-total</b>	<b>2</b>	<b>44</b>	<b>47</b>	<b>93</b>	<b>2</b>	<b>61</b>	<b>63</b>
<b>M7 WESTLINK (BAULKHAM HILLS to PRESTONS)</b>							
Baulkham Hills City	0	1	2	3	0	1	1
Blacktown City	0	23	32	55	0	28	28
Fairfield City	0	3	5	8	0	3	3
Liverpool City	0	12	17	29	0	15	15
<b>Sub-total</b>	<b>0</b>	<b>39</b>	<b>56</b>	<b>95</b>	<b>0</b>	<b>47</b>	<b>47</b>
Opened in December 2005							
<b>EASTERN DISTRIBUTOR (WOOLLOOMOOLOO to KENSINGTON)</b>							
City of Sydney	0	8	6	14	0	10	10
South Sydney City	0	2	8	10	0	2	2
Randwick City	0	0	2	2	0	0	0
<b>Sub-total</b>	<b>0</b>	<b>10</b>	<b>16</b>	<b>26</b>	<b>0</b>	<b>12</b>	<b>12</b>
<b>CROSS CITY TUNNEL</b>							
City of Sydney	0	3	4	7	0	5	5
<b>Sub-total</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>5</b>	<b>5</b>
Opened in August 2005							
<b>FREEWAYS/MOTORWAYS: TOTAL</b>	<b>4</b>	<b>623</b>	<b>971</b>	<b>1,598</b>	<b>4</b>	<b>786</b>	<b>790</b>
<b>STATE HIGHWAYS</b>							
<b>PRINCES (State Highway (SH) 1) (SYDNEY to Victorian border near EDEN)</b>							
City of Sydney	0	13	15	28	0	13	13
South Sydney City	0	20	21	41	0	25	25
Marrickville	0	45	59	104	0	56	56
Rockdale City	0	52	77	129	0	65	65
Kogarah	0	27	44	71	0	32	32
Sutherland	2	87	134	223	2	117	119
Wollongong City	2	87	119	208	4	109	113
Shellharbour City	2	38	48	88	2	51	53
Kiama	0	9	18	27	0	9	9

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

Route/Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	I C	N		K	I	Total killed & injured
PRINCES (State Highway (SH) 1) (SYDNEY to Victorian border near EDEN) (Continued)							
Shoalhaven City	3	74	92	169	3	98	101
Eurobodalla	4	36	36	76	4	54	58
Bega Valley	0	28	32	60	0	44	44
<b>Sub-total</b>	<b>13</b>	<b>516</b>	<b>695</b>	<b>1,224</b>	<b>15</b>	<b>673</b>	<b>688</b>

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

2 K – Killed I – Injured.

#### HUME (SH 2) (ASHFIELD to ALBURY)

Ashfield	0	29	12	41	0	33	33
Burwood	0	10	7	17	0	13	13
Strathfield	1	23	25	49	1	37	38
Bankstown City	2	62	88	152	2	79	81
Fairfield City	0	21	23	44	0	34	34
Liverpool City	3	108	107	218	3	160	163
Campbelltown City	2	49	50	101	2	61	63
Wollondilly	0	12	35	47	0	17	17
Wingecaribee	2	26	45	73	2	46	48
Mulwaree	2	27	30	59	2	40	42
Goulburn City	0	1	1	2	0	2	2
Gunning	1	8	13	22	1	10	11
Yass	2	17	28	47	2	30	32
Harden	0	3	10	13	0	3	3
Gundagai	0	13	30	43	0	24	24
Wagga Wagga City	1	12	11	24	1	15	16
Holbrook	1	8	11	20	1	16	17
Hume	0	7	12	19	0	9	9
Albury City	0	8	25	33	0	8	8
<b>Sub-total</b>	<b>17</b>	<b>444</b>	<b>563</b>	<b>1,024</b>	<b>17</b>	<b>637</b>	<b>654</b>

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

2 K – Killed I – Injured.

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

Route/Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	IC	N		K	I	Total killed & injured
<b>FEDERAL (SH 3) (Hume Hwy near GOULBURN to ACT Border near SUTTON)</b>							
Mulwaree	0	6	7	13	0	9	9
Gunning	0	9	14	23	0	15	15
Yarrowlumla	0	6	10	16	0	10	10
<b>Sub-total</b>	<b>0</b>	<b>21</b>	<b>31</b>	<b>52</b>	<b>0</b>	<b>34</b>	<b>34</b>
<b>SNOWY MOUNTAINS (SH 4) (TATHRA to Hume Hwy near GUNDAGAI)</b>							
Bega Valley	0	9	6	15	0	9	9
Cooma-Monaro	0	1	2	3	0	1	1
Snowy River	0	9	12	21	0	10	10
Tumut	0	3	7	10	0	4	4
Gundagai	0	0	0	0	0	0	0
<b>Sub-total</b>	<b>0</b>	<b>22</b>	<b>27</b>	<b>49</b>	<b>0</b>	<b>24</b>	<b>24</b>
<b>GREAT WESTERN (SH 5) (SYDNEY to BATHURST)</b>							
City of Sydney	0	29	27	56	0	34	34
Leichhardt	0	13	11	24	0	17	17
Marrickville	0	22	21	43	0	29	29
Ashfield	0	22	20	42	0	25	25
Canada Bay City	0	28	50	78	0	36	36
Burwood	0	15	20	35	0	18	18
Strathfield	1	13	26	40	1	19	20
Auburn	0	38	60	98	0	45	45

1 F – Fatal crash IC – Injury crash N – Non-casualty crash.

2 K – Killed I – Injured.

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

Route/Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	I C	N		K	I	Total killed & injured
<b>Great Western Highway (continued)</b>							
Parramatta City	0	35	55	90	0	48	48
Holroyd City	0	43	77	120	0	65	65
Blacktown City	0	58	79	137	0	80	80
Penrith City	1	54	56	111	1	75	76
Blue Mountains City	5	101	136	242	5	132	137
Lithgow City	1	21	30	52	1	37	38
Evans	0	6	10	16	0	10	10
Bathurst City	0	17	20	37	0	22	22
<b>Sub-total</b>	<b>8</b>	<b>515</b>	<b>698</b>	<b>1221</b>	<b>8</b>	<b>692</b>	<b>700</b>
<b>MID WESTERN (SH 6) (BATHURST to HAY)</b>							
Bathurst City	0	0	1	1	0	0	0
Evans	0	1	5	6	0	1	1
Blayney	1	4	5	10	1	6	7
Cowra	1	9	2	12	1	14	15
Weddin	0	1	1	2	0	1	1
Bland	0	1	1	2	0	1	1
Carrathool	0	1	2	3	0	1	1
Hay	0	1	0	1	0	1	1
<b>Sub-total</b>	<b>2</b>	<b>18</b>	<b>17</b>	<b>37</b>	<b>2</b>	<b>25</b>	<b>27</b>

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

2 K – Killed I – Injured.

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

Route/ Local Government Area	Degree of crash <sup>1</sup>				Degree of casualty <sup>2</sup>		
	F	I C	N	Total crashes	K	I	Total killed & injured
<b>MITCHELL (SH 7) (BATHURST to BARRINGUN)</b>							
Bathurst City	0	0	2	2	0	0	0
Evans	0	7	7	14	0	8	8
Cabonne	0	9	13	22	0	13	13
Orange City	0	16	13	29	0	24	24
Wellington	0	10	10	20	0	15	15
Dubbo City	0	19	24	43	0	25	25
Narromine	0	3	3	6	0	3	3
Warren	0	0	1	1	0	0	0
Bogan	0	2	2	4	0	2	2
Bourke	1	4	3	8	1	5	6
<b>Sub-total</b>	<b>1</b>	<b>70</b>	<b>78</b>	<b>149</b>	<b>1</b>	<b>95</b>	<b>96</b>
<b>BARRIER (SH 8) (NYNGAN to SA border near COCKBURN)</b>							
Bogan	0	2	1	3	0	2	2
Cobar	0	3	2	5	0	4	4
Central Darling	1	3	4	8	1	4	5
Unincorporated Area	0	2	1	3	0	2	2
Broken Hill City	0	4	3	7	0	5	5
<b>Sub-total</b>	<b>1</b>	<b>14</b>	<b>11</b>	<b>26</b>	<b>1</b>	<b>17</b>	<b>18</b>

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

2 K – Killed I – Injured.

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

Route/Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	I C	N		K	I	Total killed & injured
<b>NEW ENGLAND (SH 9) (HEXHAM to WALLANGARRA)</b>							
Newcastle City	0	10	20	30	0	10	10
Maitland City	1	54	44	99	2	76	78
Cessnock City	0	7	3	10	0	11	11
Singleton	1	16	32	49	1	20	21
Muswellbrook	1	18	15	34	1	29	30
Scone	1	13	8	22	1	24	25
Murrumbidgee	1	2	7	10	1	8	9
Quirindi	0	2	2	4	0	2	2
Nundle	1	1	0	2	1	2	3
Parry	0	9	13	22	0	14	14
Tamworth City	0	14	6	20	0	20	20
Uralla	0	5	2	7	0	6	6
Armidale Dumaresq	2	4	6	12	2	10	12
Guyra	0	3	4	7	0	7	7
Severn	1	9	3	13	1	13	14
Glen Innes	0	0	2	2	0	0	0
Tenterfield	0	10	6	16	0	13	13
<b>Sub-total</b>	<b>9</b>	<b>177</b>	<b>173</b>	<b>359</b>	<b>10</b>	<b>265</b>	<b>275</b>

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

2 K – Killed I – Injured.

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

Route/Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	I C	N		K	I	Total killed & injured
<b>PACIFIC (SH 10) (NTH SYDNEY to TWEED HEADS)</b>							
North Sydney	0	22	31	53	0	26	26
Lane Cove	0	16	16	32	0	18	18
Willoughby City	0	20	36	56	0	21	21
Ku-ring-gai	1	47	119	167	1	51	52
Hornsby	0	45	47	92	0	59	59
Gosford City	1	68	88	157	1	102	103
Wyong	1	79	88	168	1	108	109
Lake Macquarie City	2	50	65	117	2	67	69
Newcastle City	0	80	92	172	0	108	108
Port Stephens	3	17	34	54	3	29	32
Great Lakes	1	24	43	68	1	37	38
Greater Taree City	2	20	45	67	2	28	30
Hastings	2	31	38	71	3	68	71
Kempsey	0	21	22	43	0	32	32
Nambucca	0	15	19	34	0	18	18
Bellingen	1	8	11	20	1	10	11
Coffs Harbour City	2	56	86	144	2	83	85
Pristine Waters	3	20	19	42	3	41	44
Grafton City	0	3	6	9	0	5	5
Maclean	2	8	7	17	2	13	15
Richmond Valley	3	7	27	37	4	12	16
Ballina	3	40	43	86	3	58	61
Byron	4	16	35	55	4	26	30
Tweed	0	38	71	109	0	45	45
<b>Sub-total</b>	<b>31</b>	<b>751</b>	<b>1,088</b>	<b>1,870</b>	<b>33</b>	<b>1,065</b>	<b>1,098</b>

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

2 K – Killed I – Injured.



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

Route/Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	I C	N		K	I	Total killed & injured
<b>OXLEY (SH 11) (PORT MACQUARIE to NEVERTIRE)</b>							
Hastings	0	43	25	68	0	48	48
Walcha	0	9	2	11	0	10	10
Parry	0	7	1	8	0	9	9
Tamworth City	0	17	17	34	0	21	21
Gunnedah	0	1	4	5	0	1	1
Coonabarabran	0	1	4	5	0	1	1
Gilgandra	0	0	1	1	0	0	0
Warren	0	1	3	4	0	1	1
<b>Sub-total</b>	<b>0</b>	<b>79</b>	<b>57</b>	<b>136</b>	<b>0</b>	<b>91</b>	<b>91</b>
<b>GWYDIR (SH 12) (STH GRAFTON to COLLARENEBRI)</b>							
Grafton City	0	2	3	5	0	3	3
Pristine Waters	1	3	4	8	1	6	7
Severn	0	6	8	14	0	7	7
Glen Innes	0	0	2	2	0	0	0
Inverell	0	9	7	16	0	12	12
Yallaroi	0	3	0	3	0	3	3
Moree Plains	0	0	3	3	0	0	0
Walgett	0	1	0	1	0	1	1
<b>Sub-total</b>	<b>1</b>	<b>24</b>	<b>27</b>	<b>52</b>	<b>1</b>	<b>32</b>	<b>33</b>

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

2 K – Killed I – Injured.

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

Route/Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	IC	N		K	I	Total killed & injured
<b>CUMBERLAND (SH 13) (LIVERPOOL to WAHROONGA)</b>							
Liverpool City	0	9	11	20	0	13	13
Fairfield City	0	40	47	87	0	49	49
Holroyd City	0	41	45	86	0	59	59
Parramatta City	0	17	66	83	0	19	19
Baulkham Hills	0	17	28	45	0	20	20
Hornsby	0	76	136	212	0	92	92
<b>Sub-total</b>	<b>0</b>	<b>200</b>	<b>333</b>	<b>533</b>	<b>0</b>	<b>252</b>	<b>252</b>
<b>STURT (SH 14) (Hume Hwy near GUNDAGAI to MILDURA)</b>							
Wagga Wagga City	4	25	25	54	4	43	47
Narrandera	0	1	2	3	0	1	1
Murrumbidgee	0	2	2	4	0	4	4
Hay	1	3	1	5	2	3	5
Wakool	1	0	2	3	1	1	2
Balranald	0	2	1	3	0	2	2
Wentworth	0	4	4	8	0	7	7
<b>Sub-total</b>	<b>6</b>	<b>37</b>	<b>37</b>	<b>80</b>	<b>7</b>	<b>61</b>	<b>68</b>
<b>BARTON (SH 15) (Hume Hwy near YASS to ACT border near HALL)</b>							
Yass	1	6	10	17	1	11	12
Yarrowlumla	0	0	3	3	0	0	0
<b>Sub-total</b>	<b>1</b>	<b>6</b>	<b>13</b>	<b>20</b>	<b>1</b>	<b>11</b>	<b>12</b>

1 F – Fatal crash IC – Injury crash N – Non-casualty crash.

2 K – Killed I – Injured.

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

Route/Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	IC	N		K	I	Total killed & injured
<b>BRUXNER (SH 16) (Pacific Hwy near BALLINA to BOGGABILLA)</b>							
Ballina	0	7	11	18	0	11	11
Lismore City	3	20	30	53	3	23	26
Richmond Valley	0	10	13	23	0	10	10
Kyogle	0	4	0	4	0	7	7
Tenterfield	0	11	13	24	0	11	11
Inverell	0	0	1	1	0	0	0
Yallaro	0	0	0	0	0	0	0
Moree Plains	0	2	0	2	0	2	2
<b>Sub-total</b>	<b>3</b>	<b>54</b>	<b>68</b>	<b>125</b>	<b>3</b>	<b>64</b>	<b>67</b>
<b>NEWELL (SH 17) (TOCUMWAL to GOONDIWINDI)</b>							
Berrigan	0	1	2	3	0	1	1
Jerilderie	0	4	2	6	0	5	5
Urana	0	0	1	1	0	0	0
Narrandera	1	0	2	3	1	0	1
Coolamon	0	2	0	2	0	2	2
Bland	3	10	7	20	3	13	16
Weddin	0	0	0	0	0	0	0
Forbes	1	4	1	6	1	6	7
Parkes	0	10	7	17	0	10	10
Narromine	0	0	1	1	0	0	0
Dubbo City	0	12	13	25	0	16	16

1 F – Fatal crash IC – Injury crash N – Non-casualty crash.

2 K – Killed I – Injured.

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

Route/Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	IC	N		K	I	Total killed & injured
<b>Newell Highway (continued)</b>							
Gilgandra	0	7	6	13	0	9	9
Coonabarabran	1	5	2	8	2	7	9
Narrabri	0	11	7	18	0	11	11
Moree Plains	1	8	10	19	3	22	25
<b>Sub-total</b>	<b>7</b>	<b>74</b>	<b>61</b>	<b>142</b>	<b>10</b>	<b>102</b>	<b>112</b>
<b>CASTLEREAGH (SH 18) (MARRANGAROO to HEBEL)</b>							
Lithgow City	1	5	9	15	1	5	6
Rylstone	0	3	3	6	0	5	5
Mudgee	0	16	14	30	0	23	23
Coolah	0	1	1	2	0	1	1
Gilgandra	0	3	3	6	0	3	3
Coonamble	0	4	5	9	0	10	10
Walgett	0	2	1	3	0	3	3
Brewarrina	0	0	0	0	0	0	0
<b>Sub-total</b>	<b>1</b>	<b>34</b>	<b>36</b>	<b>71</b>	<b>1</b>	<b>50</b>	<b>51</b>
<b>MONARO (SH 19) (ACT border near CANBERRA to Victorian border near ROCKTON)</b>							
Yarrowlunla	0	4	2	6	0	8	8
Cooma-Monaro	2	15	17	34	2	18	20
Bombala	0	6	2	8	0	6	6
<b>Sub-total</b>	<b>2</b>	<b>25</b>	<b>21</b>	<b>48</b>	<b>2</b>	<b>32</b>	<b>34</b>

1 F – Fatal crash IC – Injury crash N – Non-casualty crash.

2 K – Killed I – Injured.

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

Route/Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	IC	N		K	I	Total killed & injured
<b>RIVERINA (SH 20) (HUME WEIR to DENILIQVIN)</b>							
Hume	0	6	4	10	0	6	6
Albury City	0	12	24	36	0	13	13
Corowa	0	4	5	9	0	6	6
Berrigan	0	1	0	1	0	1	1
Conargo	0	0	0	0	0	0	0
Deniliquin	0	0	0	0	0	0	0
<b>Sub-total</b>	<b>0</b>	<b>23</b>	<b>33</b>	<b>56</b>	<b>0</b>	<b>26</b>	<b>26</b>
<b>COBB (SH 21) (MOAMA to Barrier Hwy near WILCANNIA)</b>							
Murray	0	1	4	5	0	2	2
Deniliquin	0	1	1	2	0	1	1
Conargo	0	1	2	3	0	1	1
Hay	0	1	2	3	0	1	1
Carrathool	0	0	0	0	0	0	0
Central Darling	0	0	0	0	0	0	0
<b>Sub-total</b>	<b>0</b>	<b>4</b>	<b>9</b>	<b>13</b>	<b>0</b>	<b>5</b>	<b>5</b>
<b>SILVER CITY (SH 22) (Sturt Hwy near MILDURA to Qld border at WARRI GATE)</b>							
Wentworth	0	3	3	6	0	3	3
Unincorporated Area	1	2	5	8	1	2	3
Broken Hill City	0	4	1	5	0	4	4
<b>Sub-total</b>	<b>1</b>	<b>9</b>	<b>9</b>	<b>19</b>	<b>1</b>	<b>9</b>	<b>10</b>

1 F – Fatal crash IC – Injury crash N – Non-casualty crash.

2 K – Killed I – Injured.

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

Route/Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	I C	N		K	I	Total killed & injured
<b>CHARLESTOWN-SANDGATE (SH 23) (CHARLESTOWN to SANDGATE)</b>							
Lake Macquarie City	0	8	11	19	0	12	12
Newcastle City	0	37	33	70	0	46	46
<b>Sub-total</b>	<b>0</b>	<b>45</b>	<b>44</b>	<b>89</b>	<b>0</b>	<b>58</b>	<b>58</b>
<b>ILLAWARRA (SH 25) (ALBION PARK to Hume Hwy at HODDLES CROSSROADS)</b>							
Shellharbour City	0	18	23	41	0	27	27
Wingecaribee	0	10	13	23	0	12	12
<b>Sub-total</b>	<b>0</b>	<b>28</b>	<b>36</b>	<b>64</b>	<b>0</b>	<b>39</b>	<b>39</b>
<b>GOLDEN (SH 27) (SINGLETON to DUBBO)</b>							
Singleton	1	6	13	20	1	10	11
Muswellbrook	0	6	11	17	0	6	6
Merriwa	0	13	5	18	0	18	18
Coolah	0	2	2	4	0	3	3
Wellington	0	0	1	1	0	0	0
Dubbo City	0	2	7	9	0	3	3
<b>Sub-total</b>	<b>1</b>	<b>29</b>	<b>39</b>	<b>69</b>	<b>1</b>	<b>40</b>	<b>41</b>
<b>CARNARVON (SH 28) (MOREE to MUNGINDI)</b>							
Moree Plains	0	2	2	4	0	3	3
<b>Sub-total</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>3</b>

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

2 K – Killed I – Injured.

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

Route/ Local Government Area	Degree of crash <sup>1</sup>			Total crashes	Degree of casualty <sup>2</sup>		
	F	I C	N		K	I	Total killed & injured
<b>KAMILAROI (SH 29) (WILLOW TREE to BOURKE)</b>							
Murrurundi	0	0	0	0	0	0	0
Quirindi	0	5	1	6	0	5	5
Gunnedah	0	4	5	9	0	4	4
Narrabri	0	3	3	6	0	4	4
Walgett	0	2	0	2	0	2	2
Brewarrina	0	3	0	3	0	5	5
Bourke	0	2	0	2	0	3	3
<b>Sub-total</b>	<b>0</b>	<b>19</b>	<b>9</b>	<b>28</b>	<b>0</b>	<b>23</b>	<b>23</b>
<b>STATE HIGHWAYS:</b>							
<b>TOTAL</b>	<b>105</b>	<b>3,240</b>	<b>4,215</b>	<b>7,560</b>	<b>114</b>	<b>4,425</b>	<b>4,539</b>

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

2 K – Killed I – Injured.

## Casualties in 2008

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



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

Road user class	Degree of casualty		Total killed & injured
	Killed	Injured	
<b>CONTROLLER</b>			
<b>Driver</b>			
Car	146	11,848	11,994
Light truck	27	1,027	1,054
Heavy rigid truck	1	115	116
Articulated truck	17	174	191
Bus	0	36	36
Other motor vehicle	3	239	242
<b>Sub-total</b>	<b>194</b>	<b>13,439</b>	<b>13,633</b>
<b>Motorcycle rider</b>	<b>52</b>	<b>2,328</b>	<b>2,380</b>
<b>Pedal cycle rider</b>	<b>8</b>	<b>1,085</b>	<b>1,093</b>
<b>Other/Unknown</b>	<b>1</b>	<b>0</b>	<b>1</b>
<b>CONTROLLER</b>			
<b>Sub-total</b>	<b>255</b>	<b>16,852</b>	<b>17,107</b>
<b>PASSENGER</b>			
Car	61	4,362	4,423
Light truck	4	356	360
Heavy rigid truck	0	9	9
Articulated truck	1	14	15
Bus	0	106	106
Other motor vehicle	1	134	135
<b>Sub-total</b>	<b>67</b>	<b>4,981</b>	<b>5,048</b>
<b>Motorcycle</b>	<b>3</b>	<b>125</b>	<b>128</b>
<b>Pedal cycle</b>	<b>0</b>	<b>5</b>	<b>5</b>
<b>Other/Unknown</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PASSENGER</b>			
<b>Sub-total</b>	<b>70</b>	<b>5,111</b>	<b>5,181</b>
<b>PEDESTRIAN</b>			
<b>Sub-total</b>	<b>49</b>	<b>2,085</b>	<b>2,134</b>
<b>CASUALTIES: TOTAL</b>	<b>374</b>	<b>24,048</b>	<b>24,422</b>

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

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	1	12	18	4	13	16	8	8	17	0	97
	F	0	0	6	7	3	7	6	8	5	7	0	49
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>25</b>	<b>7</b>	<b>20</b>	<b>22</b>	<b>16</b>	<b>13</b>	<b>24</b>	<b>0</b>	<b>146</b>
Car passenger	M	2	4	5	7	3	5	3	2	0	5	0	36
	F	1	2	3	3	0	3	1	4	1	7	0	25
	<b>Sub-total<sup>1</sup></b>	<b>3</b>	<b>6</b>	<b>8</b>	<b>10</b>	<b>3</b>	<b>8</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>12</b>	<b>0</b>	<b>61</b>
Other motor vehicle driver	M	0	0	2	2	1	9	13	12	5	3	0	47
	F	0	0	0	0	0	0	0	1	0	0	0	1
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>9</b>	<b>13</b>	<b>13</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>48</b>
Other motor vehicle passenger	M	0	1	3	0	0	0	0	0	0	0	0	4
	F	0	0	0	0	0	0	0	1	1	0	0	2
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>
Motorcycle rider	M	0	0	8	6	4	15	7	5	6	1	0	52
	F	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>15</b>	<b>7</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>52</b>
Motorcycle passenger	M	0	1	0	0	0	0	0	0	0	0	0	1
	F	0	0	1	0	0	0	1	0	0	0	0	2
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
Pedal cycle rider/passenger	M	0	1	0	1	0	1	2	1	0	2	0	8
	F	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>8</b>
Pedestrian	M	1	3	4	3	2	4	7	0	2	12	0	38
	F	0	0	0	0	0	1	0	2	3	5	0	11
	<b>Sub-total<sup>1</sup></b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>7</b>	<b>2</b>	<b>5</b>	<b>17</b>	<b>0</b>	<b>49</b>
<b>CASUALTIES<sup>2</sup>:</b>	<b>M</b>	<b>3</b>	<b>11</b>	<b>34</b>	<b>37</b>	<b>14</b>	<b>47</b>	<b>48</b>	<b>28</b>	<b>22</b>	<b>40</b>	<b>0</b>	<b>284</b>
	<b>F</b>	<b>1</b>	<b>2</b>	<b>10</b>	<b>10</b>	<b>3</b>	<b>11</b>	<b>8</b>	<b>16</b>	<b>10</b>	<b>19</b>	<b>0</b>	<b>90</b>
	<b>TOTAL<sup>1</sup></b>	<b>4</b>	<b>13</b>	<b>44</b>	<b>47</b>	<b>17</b>	<b>58</b>	<b>56</b>	<b>44</b>	<b>32</b>	<b>59</b>	<b>0</b>	<b>374</b>

1. Unknown sex included.

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

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

Road user class	Sex	Age (years)										Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		Unknown
Car driver	M	0	26	833	751	449	981	806	601	421	456	106	5,430
	F	0	15	871	854	590	1,253	1,029	875	414	345	143	6,389
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>41</b>	<b>1,704</b>	<b>1,605</b>	<b>1,040</b>	<b>2,234</b>	<b>1,835</b>	<b>1,476</b>	<b>835</b>	<b>801</b>	<b>277</b>	<b>11,848</b>
Car passenger	M	92	378	249	197	76	134	74	61	46	43	169	1,519
	F	87	465	321	236	125	225	204	233	158	200	352	2,606
	<b>Sub-total<sup>1</sup></b>	<b>184</b>	<b>843</b>	<b>570</b>	<b>434</b>	<b>201</b>	<b>359</b>	<b>278</b>	<b>294</b>	<b>204</b>	<b>243</b>	<b>752</b>	<b>4,362</b>
Other motor vehicle driver	M	0	5	121	122	106	299	327	242	108	58	29	1,417
	F	0	2	14	15	9	37	35	35	12	5	5	169
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>7</b>	<b>135</b>	<b>137</b>	<b>115</b>	<b>336</b>	<b>362</b>	<b>277</b>	<b>120</b>	<b>63</b>	<b>39</b>	<b>1,591</b>
Other motor vehicle passenger	M	4	52	50	49	24	39	23	16	13	7	43	320
	F	5	36	31	30	27	29	22	26	19	14	34	273
	<b>Sub-total<sup>1</sup></b>	<b>10</b>	<b>88</b>	<b>81</b>	<b>79</b>	<b>51</b>	<b>68</b>	<b>45</b>	<b>42</b>	<b>32</b>	<b>21</b>	<b>102</b>	<b>619</b>
Motorcycle rider	M	0	46	224	318	248	468	376	270	89	23	51	2,113
	F	0	3	14	35	29	48	43	26	6	1	3	208
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>50</b>	<b>238</b>	<b>353</b>	<b>277</b>	<b>516</b>	<b>419</b>	<b>296</b>	<b>95</b>	<b>24</b>	<b>60</b>	<b>2,328</b>
Motorcycle passenger	M	2	6	8	5	3	4	2	1	1	0	7	39
	F	0	9	3	10	7	12	16	17	3	0	8	85
	<b>Sub-total<sup>1</sup></b>	<b>2</b>	<b>15</b>	<b>11</b>	<b>15</b>	<b>10</b>	<b>16</b>	<b>18</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>16</b>	<b>125</b>
Pedal cycle rider/passenger	M	1	176	47	77	71	207	116	107	29	28	40	899
	F	1	21	14	21	23	41	29	17	6	1	11	185
	<b>Sub-total<sup>1</sup></b>	<b>2</b>	<b>197</b>	<b>61</b>	<b>98</b>	<b>94</b>	<b>248</b>	<b>145</b>	<b>124</b>	<b>35</b>	<b>29</b>	<b>57</b>	<b>1,090</b>
Pedestrian	M	38	186	107	136	53	156	109	103	65	120	73	1,146
	F	9	122	82	99	73	111	84	91	73	109	77	930
	<b>Sub-total<sup>1</sup></b>	<b>47</b>	<b>309</b>	<b>189</b>	<b>235</b>	<b>126</b>	<b>267</b>	<b>193</b>	<b>194</b>	<b>138</b>	<b>229</b>	<b>158</b>	<b>2,085</b>
<b>CASUALTIES<sup>2</sup>:</b>	<b>M</b>	<b>137</b>	<b>875</b>	<b>1,639</b>	<b>1,655</b>	<b>1,030</b>	<b>2,288</b>	<b>1,833</b>	<b>1,401</b>	<b>772</b>	<b>735</b>	<b>518</b>	<b>12,883</b>
	<b>F</b>	<b>102</b>	<b>673</b>	<b>1,350</b>	<b>1,300</b>	<b>883</b>	<b>1,756</b>	<b>1,462</b>	<b>1,320</b>	<b>691</b>	<b>675</b>	<b>633</b>	<b>10,845</b>
	<b>TOTAL<sup>1</sup></b>	<b>245</b>	<b>1,550</b>	<b>2,989</b>	<b>2,956</b>	<b>1,914</b>	<b>4,044</b>	<b>3,295</b>	<b>2,721</b>	<b>1,463</b>	<b>1,410</b>	<b>1,461</b>	<b>24,048</b>

<sup>1</sup> Unknown sex included.

<sup>2</sup> Includes unknowns, animal riders and occupants of vehicles such as animal drawn vehicles and trains.

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

Road user class	Sex	Age (years)											Total
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	
Car driver	M	0	27	845	769	453	994	822	609	429	473	106	5,527
	F	0	15	877	861	593	1,260	1,035	883	419	352	143	6,438
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>42</b>	<b>1,722</b>	<b>1,630</b>	<b>1,047</b>	<b>2,254</b>	<b>1,857</b>	<b>1,492</b>	<b>848</b>	<b>825</b>	<b>277</b>	<b>11,994</b>
Car passenger	M	94	382	254	204	79	139	77	63	46	48	169	1,555
	F	88	467	324	239	125	228	205	237	159	207	352	2,631
	<b>Sub-total<sup>1</sup></b>	<b>187</b>	<b>849</b>	<b>578</b>	<b>444</b>	<b>204</b>	<b>367</b>	<b>282</b>	<b>300</b>	<b>205</b>	<b>255</b>	<b>752</b>	<b>4,423</b>
Other motor vehicle driver	M	0	5	123	124	107	308	340	254	113	61	29	1,464
	F	0	2	14	15	9	37	35	36	12	5	5	170
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>7</b>	<b>137</b>	<b>139</b>	<b>116</b>	<b>345</b>	<b>375</b>	<b>290</b>	<b>125</b>	<b>66</b>	<b>39</b>	<b>1,639</b>
Other motor vehicle passenger	M	4	53	53	49	24	39	23	16	13	7	43	324
	F	5	36	31	30	27	29	22	27	20	14	34	275
	<b>Sub-total<sup>1</sup></b>	<b>10</b>	<b>89</b>	<b>84</b>	<b>79</b>	<b>51</b>	<b>68</b>	<b>45</b>	<b>43</b>	<b>33</b>	<b>21</b>	<b>102</b>	<b>625</b>
Motorcycle rider	M	0	46	232	324	252	483	383	275	95	24	51	2,165
	F	0	3	14	35	29	48	43	26	6	1	3	208
	<b>Sub-total<sup>1</sup></b>	<b>0</b>	<b>50</b>	<b>246</b>	<b>359</b>	<b>281</b>	<b>531</b>	<b>426</b>	<b>301</b>	<b>101</b>	<b>25</b>	<b>60</b>	<b>2,380</b>
Motorcycle passenger	M	2	7	8	5	3	4	2	1	1	0	7	40
	F	0	9	4	10	7	12	17	17	3	0	8	87
	<b>Sub-total<sup>1</sup></b>	<b>2</b>	<b>16</b>	<b>12</b>	<b>15</b>	<b>10</b>	<b>16</b>	<b>19</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>16</b>	<b>128</b>
Pedal cycle rider/passenger	M	1	177	47	78	71	208	118	108	29	30	40	907
	F	1	21	14	21	23	41	29	17	6	1	11	185
	<b>Sub-total<sup>1</sup></b>	<b>2</b>	<b>198</b>	<b>61</b>	<b>99</b>	<b>94</b>	<b>249</b>	<b>147</b>	<b>125</b>	<b>35</b>	<b>31</b>	<b>57</b>	<b>1,098</b>
Pedestrian	M	39	189	111	139	55	160	116	103	67	132	73	1,184
	F	9	122	82	99	73	112	84	93	76	114	77	941
	<b>Sub-total<sup>1</sup></b>	<b>48</b>	<b>312</b>	<b>193</b>	<b>238</b>	<b>128</b>	<b>272</b>	<b>200</b>	<b>196</b>	<b>143</b>	<b>246</b>	<b>158</b>	<b>2,134</b>
<b>CASUALTIES<sup>2</sup>:</b>	<b>M</b>	<b>140</b>	<b>886</b>	<b>1,673</b>	<b>1,692</b>	<b>1,044</b>	<b>2,335</b>	<b>1,881</b>	<b>1,429</b>	<b>794</b>	<b>775</b>	<b>518</b>	<b>13,167</b>
	<b>F</b>	<b>103</b>	<b>675</b>	<b>1,360</b>	<b>1,310</b>	<b>886</b>	<b>1,767</b>	<b>1,470</b>	<b>1,336</b>	<b>701</b>	<b>694</b>	<b>633</b>	<b>10,935</b>
	<b>TOTAL<sup>1</sup></b>	<b>249</b>	<b>1,563</b>	<b>3,033</b>	<b>3,003</b>	<b>1,931</b>	<b>4,102</b>	<b>3,351</b>	<b>2,765</b>	<b>1,495</b>	<b>1,469</b>	<b>1,461</b>	<b>24,422</b>

<sup>1</sup> Unknown sex included.

<sup>2</sup> Includes unknowns, animal riders and occupants of vehicles such as animal drawn vehicles and trains.

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

Road user class/ safety device used <sup>1</sup>	Degree of casualty		Total killed & injured
	Killed	Injured	
<b>Driver</b>			
Adult belt worn	124	12,454	12,578
Fitted but not worn	32	232	264
No restraint fitted	1	42	43
Unknown	37	711	748
<b>Sub-total</b>	<b>194</b>	<b>13,439</b>	<b>13,633</b>
<b>Passenger</b>			
Adult belt worn	38	3,995	4,033
Child restraint worn	3	78	81
Fitted but not worn	14	87	101
No restraint fitted	1	91	92
Unknown	11	730	741
<b>Sub-total</b>	<b>67</b>	<b>4,981</b>	<b>5,048</b>
<b>Motorcycle rider/passenger</b>			
Open face (jet) helmet worn	9	259	268
Full face helmet worn	38	1,848	1,886
No helmet worn	5	94	99
Unknown	3	252	255
<b>Sub-total</b>	<b>55</b>	<b>2,453</b>	<b>2,508</b>
<b>Pedal cycle rider/passenger</b>			
Helmet worn	3	711	714
No helmet worn	4	184	188
Unknown	1	195	196
<b>Sub-total</b>	<b>8</b>	<b>1,090</b>	<b>1,098</b>
<b>Other/unknown</b>	<b>1</b>	<b>0</b>	<b>1</b>
<b>All road vehicle casualties</b>			
<b>Device worn</b>	<b>52</b>	<b>1,888</b>	<b>1,940</b>
<b>Device not worn</b>	<b>57</b>	<b>730</b>	<b>787</b>
<b>Unknown</b>	<b>216</b>	<b>19,345</b>	<b>19,561</b>
<b>ROAD VEHICLE CASUALTIES: TOTAL<sup>2</sup></b>	<b>325</b>	<b>21,963</b>	<b>22,288</b>

<sup>1</sup> 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.

<sup>2</sup> Includes not applicable safety device use.

**Table 29a: Motor vehicle controller casualties, degree of casualty, BAC<sup>1</sup>, sex, age**  
**DEGREE OF CASUALTY: KILLED**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)										Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		Unknown
Legal	M	0	0	12	11	5	22	23	20	16	19	0	128
	F	0	0	6	5	3	7	3	7	5	7	0	43
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>16</b>	<b>8</b>	<b>29</b>	<b>26</b>	<b>27</b>	<b>21</b>	<b>26</b>	<b>0</b>	<b>171</b>
.001 – .019 <sup>3</sup>	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
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
.020 – .049 <sup>4</sup>	M	0	0	0	1	0	0	1	1	1	0	0	4
	F	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>
.050 – .079	M	0	0	0	0	0	1	1	1	0	0	0	3
	F	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
.080 – .149	M	0	0	2	5	2	2	2	1	1	0	0	15
	F	0	0	0	2	0	0	0	0	0	0	0	2
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>17</b>
≥ .150	M	0	0	6	7	1	5	7	2	1	0	0	29
	F	0	0	0	0	0	0	3	1	0	0	0	4
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>5</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>33</b>
Unknown	M	0	1	0	2	1	7	2	0	0	2	0	15
	F	0	0	0	0	0	0	0	1	0	0	0	1
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>16</b>
<b>MOTOR VEHICLE CONTROLLER CASUALTIES:</b>	<b>M</b>	<b>0</b>	<b>1</b>	<b>22</b>	<b>26</b>	<b>9</b>	<b>37</b>	<b>36</b>	<b>25</b>	<b>19</b>	<b>21</b>	<b>0</b>	<b>196</b>
	<b>F</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>7</b>	<b>3</b>	<b>7</b>	<b>6</b>	<b>9</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>50</b>
	<b>TOTAL<sup>2</sup></b>	<b>0</b>	<b>1</b>	<b>28</b>	<b>33</b>	<b>12</b>	<b>44</b>	<b>42</b>	<b>34</b>	<b>24</b>	<b>28</b>	<b>0</b>	<b>246</b>

1 Blood Alcohol Concentration.

2 Unknown sex included.

3 Learner and Provisional Licence holders.

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

**Table 29b: Motor vehicle controller casualties, degree of casualty, BAC<sup>1</sup>, sex, age**  
**DEGREE OF CASUALTY: INJURED**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)										Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		Unknown
Legal	M	0	42	890	836	560	1,242	1,114	835	482	449	124	6,574
	F	0	15	729	661	436	973	822	691	342	288	97	5,054
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>57</b>	<b>1,619</b>	<b>1,497</b>	<b>997</b>	<b>2,215</b>	<b>1,936</b>	<b>1,526</b>	<b>824</b>	<b>737</b>	<b>224</b>	<b>11,632</b>
.001 – .019 <sup>3</sup>	M	0	1	7	4	2	1	0	1	0	0	0	16
	F	0	0	1	0	0	0	0	0	0	0	0	1
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>
.020 – .049 <sup>4</sup>	M	0	1	12	5	1	3	1	1	1	0	0	25
	F	0	0	2	3	1	1	0	0	0	0	0	7
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>32</b>
.050 – .079	M	0	2	12	16	11	15	8	2	1	0	1	68
	F	0	0	6	4	3	1	4	0	0	1	0	19
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>2</b>	<b>18</b>	<b>20</b>	<b>14</b>	<b>16</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>87</b>
.080 – .149	M	0	3	60	73	35	53	39	16	11	2	2	294
	F	0	1	11	16	8	13	7	2	1	1	3	63
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>4</b>	<b>71</b>	<b>89</b>	<b>43</b>	<b>66</b>	<b>46</b>	<b>18</b>	<b>12</b>	<b>3</b>	<b>5</b>	<b>357</b>
≥ .150	M	0	0	35	63	39	80	56	23	10	5	1	312
	F	0	0	8	7	10	21	23	15	3	0	1	88
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>70</b>	<b>49</b>	<b>101</b>	<b>79</b>	<b>38</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>400</b>
Unknown	M	0	28	162	194	155	354	291	235	113	81	58	1,671
	F	0	4	142	213	170	329	251	228	86	61	50	1,534
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>33</b>	<b>304</b>	<b>407</b>	<b>325</b>	<b>683</b>	<b>542</b>	<b>463</b>	<b>199</b>	<b>142</b>	<b>144</b>	<b>3,242</b>
<b>MOTOR VEHICLE CONTROLLER CASUALTIES:</b>	<b>M</b>	<b>0</b>	<b>77</b>	<b>1,178</b>	<b>1,191</b>	<b>803</b>	<b>1,748</b>	<b>1,509</b>	<b>1,113</b>	<b>618</b>	<b>537</b>	<b>186</b>	<b>8,960</b>
	<b>F</b>	<b>0</b>	<b>20</b>	<b>899</b>	<b>904</b>	<b>628</b>	<b>1,338</b>	<b>1,107</b>	<b>936</b>	<b>432</b>	<b>351</b>	<b>151</b>	<b>6,766</b>
	<b>TOTAL<sup>2</sup></b>	<b>0</b>	<b>98</b>	<b>2,077</b>	<b>2,095</b>	<b>1,432</b>	<b>3,086</b>	<b>2,616</b>	<b>2,049</b>	<b>1,050</b>	<b>888</b>	<b>376</b>	<b>15,767</b>

1 Blood Alcohol Concentration.

2 Unknown sex included.

3 Learner and Provisional Licence holders.

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

**Table 29c: Motor vehicle controller casualties, degree of casualty, BAC<sup>1</sup>, sex, age**  
**DEGREE OF CASUALTY: ALL CASUALTIES**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)										Total	
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70		Unknown
Legal	M	0	42	902	847	565	1,264	1,137	855	498	468	124	6,702
	F	0	15	735	666	439	980	825	698	347	295	97	5,097
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>57</b>	<b>1,637</b>	<b>1,513</b>	<b>1,005</b>	<b>2,244</b>	<b>1,962</b>	<b>1,553</b>	<b>845</b>	<b>763</b>	<b>224</b>	<b>11,803</b>
.001 – .019 <sup>3</sup>	M	0	1	9	4	2	1	0	1	0	0	0	18
	F	0	0	1	0	0	0	0	0	0	0	0	1
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>
.020 – .049 <sup>4</sup>	M	0	1	12	6	1	3	2	2	2	0	0	29
	F	0	0	2	3	1	1	0	0	0	0	0	7
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>36</b>
.050 – .079	M	0	2	12	16	11	16	9	3	1	0	1	71
	F	0	0	6	4	3	1	4	0	0	1	0	19
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>2</b>	<b>18</b>	<b>20</b>	<b>14</b>	<b>17</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>90</b>
.080 – .149	M	0	3	62	78	37	55	41	17	12	2	2	309
	F	0	1	11	18	8	13	7	2	1	1	3	65
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>4</b>	<b>73</b>	<b>96</b>	<b>45</b>	<b>68</b>	<b>48</b>	<b>19</b>	<b>13</b>	<b>3</b>	<b>5</b>	<b>374</b>
≥ .150	M	0	0	41	70	40	85	63	25	11	5	1	341
	F	0	0	8	7	10	21	26	16	3	0	1	92
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>77</b>	<b>50</b>	<b>106</b>	<b>89</b>	<b>41</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>433</b>
Unknown	M	0	29	162	196	156	361	293	235	113	83	58	1,686
	F	0	4	142	213	170	329	251	229	86	61	50	1,535
	<b>Sub-total<sup>2</sup></b>	<b>0</b>	<b>34</b>	<b>304</b>	<b>409</b>	<b>326</b>	<b>690</b>	<b>544</b>	<b>464</b>	<b>199</b>	<b>144</b>	<b>144</b>	<b>3,258</b>
<b>MOTOR VEHICLE CONTROLLER CASUALTIES:</b>	<b>M</b>	<b>0</b>	<b>78</b>	<b>1,200</b>	<b>1,217</b>	<b>812</b>	<b>1,785</b>	<b>1,545</b>	<b>1,138</b>	<b>637</b>	<b>558</b>	<b>186</b>	<b>9,156</b>
	<b>F</b>	<b>0</b>	<b>20</b>	<b>905</b>	<b>911</b>	<b>631</b>	<b>1,345</b>	<b>1,113</b>	<b>945</b>	<b>437</b>	<b>358</b>	<b>151</b>	<b>6,816</b>
	<b>TOTAL<sup>2</sup></b>	<b>0</b>	<b>99</b>	<b>2,105</b>	<b>2,128</b>	<b>1,444</b>	<b>3,130</b>	<b>2,658</b>	<b>2,083</b>	<b>1,074</b>	<b>916</b>	<b>376</b>	<b>16,013</b>

1 Blood Alcohol Concentration.

2 Unknown sex included.

3 Learner and Provisional Licence holders.

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



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

Road user class	Blood alcohol concentration (g/100mL)							Total
	Legal	.001-.019 <sup>1</sup>	.020-.049 <sup>2</sup>	.050-.079	.080-.149	≥.150	Unknown	
Car driver	96	1	0	2	11	25	11	146
Light truck driver	18	0	0	1	1	3	4	27
Heavy rigid truck driver	0	0	1	0	0	0	0	1
Articulated truck driver	14	0	3	0	0	0	0	17
Bus driver	0	0	0	0	0	0	0	0
Motorcycle rider	40	1	0	0	5	5	1	52
Other motor vehicle driver	3	0	0	0	0	0	0	3
<b>MOTOR VEHICLE CONTROLLER</b>								
<b>CASUALTIES: TOTAL</b>	<b>171</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>17</b>	<b>33</b>	<b>16</b>	<b>246</b>

<sup>1</sup> Learner and Provisional Licence holders.

<sup>2</sup> Learner and Provisional Licence holders, unlicensed controllers and certain categories of professional controllers.

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

Road user class	Blood alcohol concentration (g/100mL)							Total
	Legal	.001-.019 <sup>1</sup>	.020-.049 <sup>2</sup>	.050-.079	.080-.149	≥.150	Unknown	
Car driver	8,725	12	22	58	269	302	2,460	11,848
Light truck driver	731	2	5	13	38	40	198	1,027
Heavy rigid truck driver	105	0	1	0	0	1	8	115
Articulated truck driver	155	0	0	0	0	1	18	174
Bus driver	31	0	0	0	0	0	5	36
Motorcycle rider	1,701	3	3	16	47	52	506	2,328
Other motor vehicle driver	184	0	1	0	3	4	47	239
<b>MOTOR VEHICLE CONTROLLER</b>								
<b>CASUALTIES: TOTAL</b>	<b>11,632</b>	<b>17</b>	<b>32</b>	<b>87</b>	<b>357</b>	<b>400</b>	<b>3,242</b>	<b>15,767</b>

<sup>1</sup> Learner and Provisional Licence holders.

<sup>2</sup> Learner and Provisional Licence holders, unlicensed controllers and certain categories of professional controllers.

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

Road user class	Blood alcohol concentration (g/100mL)							Total
	Legal	.001-.019 <sup>1</sup>	.020-.049 <sup>2</sup>	.050-.079	.080-.149	≥.150	Unknown	
Car driver	8,821	13	22	60	280	327	2,471	11,994
Light truck driver	749	2	5	14	39	43	202	1,054
Heavy rigid truck driver	105	0	2	0	0	1	8	116
Articulated truck driver	169	0	3	0	0	1	18	191
Bus driver	31	0	0	0	0	0	5	36
Motorcycle rider	1,741	4	3	16	52	57	507	2,380
Other motor vehicle driver	187	0	1	0	3	4	47	242
<b>MOTOR VEHICLE CONTROLLER CASUALTIES: TOTAL</b>	<b>11,803</b>	<b>19</b>	<b>36</b>	<b>90</b>	<b>374</b>	<b>433</b>	<b>3,258</b>	<b>16,013</b>

<sup>1</sup> Learner and Provisional Licence holders.

<sup>2</sup> Learner and Provisional Licence holders, unlicensed controllers and certain categories of professional controllers.

**Table 3 1a: Casualties, alcohol involvement in crash, degree of casualty**

Alcohol involved in crash	Degree of casualty		Total killed & injured
	Killed	Injured	
Yes	79	1,425	1,504
No	225	15,565	15,790
Unknown	70	7,058	7,128
<b>CASUALTIES: Total</b>	<b>374</b>	<b>24,048</b>	<b>24,422</b>

**Table 3 1b: Casualties, speeding involvement in crash, degree of casualty**

Speeding involved in crash	Degree of casualty		Total killed & injured
	Killed	Injured	
Yes	152	3,870	4,022
No or unknown	222	20,178	20,400
<b>CASUALTIES: Total</b>	<b>374</b>	<b>24,048</b>	<b>24,422</b>

**Table 3 1c: Casualties, fatigue involvement in crash, degree of casualty**

Fatigue involved in crash	Degree of casualty		Total killed & injured
	Killed	Injured	
Yes	61	2,055	2,116
No or unknown	313	21,993	22,306
<b>CASUALTIES: Total</b>	<b>374</b>	<b>24,048</b>	<b>24,422</b>

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

## Reference information

- Population
- Licence
- Vehicles

**Table 32: New South Wales residents<sup>1</sup>, age, sex**

Age (years)	Sex		TOTAL
	Male	Female	
0 – 4	225,972	213,662	439,634
5 – 16	552,608	526,097	1,078,705
17 – 20	197,087	185,744	382,831
21 – 25	249,760	243,586	493,346
26 – 29	197,781	196,105	393,886
30 – 39	495,453	504,779	1,000,232
40 – 49	490,520	499,394	989,914
50 – 59	432,879	440,342	873,221
60 – 69	320,219	325,172	645,391
≥70	297,846	389,166	687,012
<b>NEW SOUTH WALES RESIDENTS:</b>			
<b>TOTAL</b>	<b>3,460,125</b>	<b>3,524,047</b>	<b>6,984,172</b>

Source – Australian Bureau of Statistics.

1 Preliminary estimated resident population for 30 June 2008 as published in December 2008.

**Table 33: Licence holders\*** as at 30 June 2008

Age (years)	Drivers only			Riders and combined drivers/riders			All licence holders		
	Male	Female	Total <sup>1</sup>	Male	Female	Total <sup>1</sup>	Male	Female	Total <sup>1</sup>
≤ 16	28,720	26,211	54,931	231	16	247	28,951	26,227	55,178
17 – 20	143,837	143,306	287,143	7,192	679	7,871	151,029	143,985	295,014
21 – 25	172,432	185,533	357,965	16,955	2,245	19,200	189,387	187,778	377,165
26 – 29	142,052	158,390	300,444	21,283	3,171	24,454	163,335	161,561	324,898
30 – 39	373,024	442,698	816,209	81,801	11,689	93,617	454,825	454,387	909,826
40 – 49	357,938	435,417	794,584	109,109	13,825	123,330	467,047	449,242	917,914
50 – 59	309,827	368,937	679,362	103,702	13,171	117,011	413,529	382,108	796,373
60 – 69	251,999	252,059	504,416	49,718	4,477	54,241	301,717	256,536	558,657
≥ 70	210,715	175,356	386,205	19,704	1,305	21,026	230,419	176,661	407,231
<b>LICENCE HOLDERS</b>									
<b>TOTAL</b>	<b>1,990,544</b>	<b>2,187,907</b>	<b>4,181,259</b>	<b>409,695</b>	<b>50,578</b>	<b>460,997</b>	<b>2,400,239</b>	<b>2,238,485</b>	<b>4,642,256</b>

Source – Roads and Traffic Authority.

\* Including Learner Licence holders.

<sup>1</sup> Includes cases in which the sex of the licence holder was not recorded.

Note: This table is counting the number of licence holders, whereas editions prior to 2000 counted the number of licences on issue. Learner Licence holders are now included.

**Table 34:** Vehicles on register, vehicle type

Vehicle type	Vehicles on register <sup>1</sup>
<b>MOTOR VEHICLES</b>	
Passenger vehicle <sup>2</sup>	3,463,143
Rigid truck, van or utility	775,138
Articulated truck	20,660
Bus	14,084
Motorcycle	146,583
<b>Sub-total</b>	<b>4,419,608</b>
<b>OTHER VEHICLES</b>	
Plant	11,997
Trailer	772,711
<b>Sub-total</b>	<b>784,708</b>
<b>VEHICLES ON REGISTER: TOTAL</b>	<b>5,204,316</b>

Source – Roads and Traffic Authority.

1 As at 30 June 2008.

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

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

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

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