

INQUIRY INTO YOUNG DRIVER SAFETY AND EDUCATION PROGRAMS

Organisation: Campbelltown City Council
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Date Received: 30/11/2007

**Inquiry into Young Driver Safety and
Education Programs**

**Parliamentary Joint Standing Committee on
Road Safety (Staysafe)**

Submission by Campbelltown City Council

Points Addressing the Terms of Reference

a) The current incidence of road crashes involving young drivers in NSW

See attached statistical analysis

b) Underlying risks and major factors contributing to such crashes

See attached statistical analysis

c) Differences in driving behaviour, crash outcomes and relevant trends in urban and rural areas of NSW

As an LGA on the fringe of metropolitan Sydney, Campbelltown has borders with LGA's that have semi-rural and rural road environments. This means that drivers throughout Campbelltown and the Macarthur Region need to acquaint themselves with driving in both urban and rural environments.

d) The availability and appropriateness of current diversionary and educational programs for young offenders involved in serious traffic violations

The Campbelltown LGA has a Traffic Offenders Program (TOP) which caters for all traffic offenders regardless of age. Clients attend either voluntarily, as part of PCYC Youth Intervention Programs or via Court sentencing. The Campbelltown PCYC runs this program and the Road Safety Officer from Campbelltown City Council presents one of the sessions every 6 weeks. Although this does not cater specifically to young offenders, the program does provide a limited means for a diversionary and educational program in the local area.

e) The efficacy of young driver education programs and the potential for development and expansion of these programs, subject to proper evaluation

a. Campbelltown City Council has a role in addressing road safety issues and concerns within the LGA and ultimately reducing the incidence and severity of crashes occurring on our roads. The position is 'Road Safety Officer' and has been a permanent full-time position since 1994. Included in the responsibilities associated with the position are the development, implementation and evaluation of programs relevant to road users within the community. Campbelltown City Council has placed priority on novice drivers, as this is the age group most significantly represented in crashes in Campbelltown and neighbouring LGA's. Figures for the wider Macarthur region indicate that this trend is common to the area and thus collaborative work on projects with Camden Council and Wollondilly Shire Council has enabled consistent messages and services across the three local government areas. Outlined below are the current road safety programs and interventions regarding young drivers:

i. Drives for Learners in Macarthur

In conjunction with Camden and Wollondilly Shire Councils, the Drives for Learners in Macarthur project was developed in 2004 to support the Graduated Licensing Scheme (GLS) operating in NSW, which novice drivers undertake before obtaining their unrestricted licence.

As part of the project, regular Log Book Run events are conducted during which learner and supervising drivers are guided on a drive encompassing a range of driving experiences. In addition, a booklet featuring suggested drives which highlight a variety of driving experiences available within the Macarthur region has been compiled and distributed to learner drivers through Log Book Run events and made available from local Motor Registries and participating Councils in hard copy, and electronically on their respective websites.

Day and Dusk events are conducted to emphasise the importance of night driving experience and to date over 400 learner drivers have participated in the program.

Road Safety Outcomes:

- Learner drivers have access to structured routes and a variety of driving experiences, contributing to their experience in different environments;
- Supervising drivers are addressed regarding their responsibilities in supervising learner drivers and in structuring learning opportunities for learner drivers so that they gain access to a variety of driving experiences;
- Structured routes and guides provide learners and supervisors with suggestions for learning experiences with a variety of driving environments.

ii. Helping Learner Drivers Become Safer Drivers Workshops

RTA developed workshops are provided to supervisors of learner drivers. Workshops are free and provide support and practical advice for supervisors about the risks to young drivers aged 16-25, including the impact of their driving behaviour on the attitudes of their children.

Road Safety Outcomes:

- The structured workshop promotes the need for supervisors to take seriously the responsibility of supervising and guiding the learner driver so that they are a more experienced driver once they are driving unsupervised.
- Supervising drivers are informed about the Graduated Licensing Scheme process and what they can expect at each stage.

iii. U-Turn the Wheel

This program is offered to Year 11 Students attending both government and private High Schools in the Campbelltown Local Government Area.

The program is delivered to the High Schools over 1 day. There are a total of 5 sessions, which are conducted in classrooms at the school and are timed to coincide with the normal school periods.

The sessions include:

1. **Celebrate Safely:** This session includes role playing and being aware of making the right choices when going to a party. Presentation of this session is assisted by the personal experience of a community volunteer who lost her husband as the result of a motor vehicle collision and the effects on her life since the this time.
2. **Drugs and Alcohol:** This session is presented by the Road Safety Officer from Campbelltown City Council and Police Officers from Campbelltown and Macquarie Fields Commands. It educates on the consequences of driving whilst under the influence of alcohol and/or drugs. The presentation involves photographs from the NSW Police Crash Investigation Unit that show crash scenes that young drivers who have been under the influence of alcohol or drugs have been involved in. This session also makes use of 'Fatal Vision Goggles', more commonly known as 'Beer Goggles'. Their use helps demonstrate to the students the visual effects of high range drink driving and the effect that has on your ability to operate a motor vehicle.
3. **Keeping your L's and P's:** This session is conducted by local Highway Patrol Officers. They discuss fines and demerit points, young driver issues and the responsibilities drivers have when they are behind the wheel of a car. They are also shown a video, which shows the investigation of a fatal P-Plate crash that killed 5 young people.
4. **Sharing the Road with Trucks & Motorcycles:** This session is presented by staff from Cawdor Haulage. Students obtain hands on experience by sitting in the drivers seat of a parked semi trailer and understanding the blind spots and turning space and stopping distances required by truck drivers. Students also learn about motorcycles and how vulnerable they are as a motorist.
5. **Buying a Used Car and Getting your L's & P's:** This session is broken up into 2 parts - In **Part 1:** Mr. Doug West from Peter Donnelly Automotive advises Students on what to look for when purchasing a used vehicle and some of the traps when

purchasing using finance or private sales. In **Part 2**: Mr. Russell Oates - a Driving Instructor from Barnes Driving School informs the students on the process of obtaining their Learner and Provisional P1 license. The session also talks about the importance of varied on road driving experience during the learner licensing phase.

Project Partners include:

- **NSW Police Service** - Campbelltown and Macquarie Fields Police - Local Area Commanders, Youth Liaison Officers, Crime Prevention Officers, Highway Patrol Officers and Volunteers in Policing.
- **Campbelltown City Council** - Road Safety Officer
- **Rotary Club of Campbelltown**
- **Sponsors** - Peter Donnelly Automotive Group, Barnes Driving School and Cawdor Haulage.
- **Volunteers** - from Rotary, Police and the Community.

f) Other initiatives to improve young driver safety

a. Macarthur Young Drivers Assistance Program (formerly Drives for Learners in Macarthur – Mentoring Project)

Recognising the difficulties that may arise from the need to complete 120 hours of supervised driving under the new conditions for the learner driver, an assistance scheme has been developed to provide access to vital resources for disadvantaged young people in the Macarthur.

Through external funding, driving lessons with professional driving instructors will be provided along with access to volunteer supervisor drivers and project vehicles, administered by Council. This initiative reinforces the benefits gained through the 120 hours of driving experience and catalyses relationships between young drivers and community members, local businesses, police and Council representatives. It is expected that a greater connection between young drivers and the community will also result in a better understanding of the consequences of their actions and empathy for others, resulting in a more considerate driver.

Planned Road Safety Outcomes:

- More experienced learner drivers sitting for their provisional licence
- Participating young drivers who appreciate the benefit and importance of quality instruction
- Supervising drivers who appreciate the benefit and importance of quality instruction
- Volunteer supervising drivers who have a greater respect for young people and provisional licence holders as fellow drivers.
- Participating young drivers who have a greater respect for other road users

- Local businesses who appreciate the importance of quality instruction and support the young drivers and volunteers who participate.

b. Arrive Alive Project.

Campbelltown City Council applied for funding from the Motor Accidents Authority (MAA) Arrive Alive Program to establish a young driver education campaign. The funding application was successful and a project team including young graphic design students from the Campbelltown TAFE was established. 2 graphic design classes at the Campbelltown TAFE were engaged to design and develop slogans and graphics to be used as bus shelter ads in the Campbelltown LGA.

The bus shelter designs were a huge success in delivering road safety messages for young people, created by young people.

This project produced a very high level of quality artwork and the MAA has decided to reproduce the bus shelter artwork as postcards to distribute statewide.

g) Any other relevant matters

Other Education programmes to ensure Young Drivers are aware of their driving obligations.

Campbelltown City Council and Camden Council have been successful in obtaining funding from the RTA to promote the new conditions for L & P Plate Licence Holders. This campaign will include:

- Electronic roadside VMS boards detailing the new conditions.
- Newspaper Advertisements
- Bus Shelter Ads
- Distribution of RTA brochures and posters to High Schools, TAFE & University Campuses, Log Book Run Events and at Council events.

This campaign is aimed at increase compliance of the new conditions by informing the novice drivers in the local area of their responsibilities.



CRASH DATA ANALYSIS

For 2007-2008 Road Safety Action Plan

"Road Safety is Everyone's Business!"

Prepared by:

David Behrens- Road Safety Officer

Campbelltown City Council

PART 1

Introduction

The New South Wales Government's Strategic Plan *Road Safety 2010* provides an integrated framework within which the Local Government Road Safety Program is delivered. A key component of the Local Government Road Safety Program is the Local Council Road Safety Officer Program, which the NSW Government is committed to funding until 2010.

Through the Local Council Road Safety Officer Program, the Roads and Traffic Authority and Local Government work together to develop and implement local road safety projects throughout communities in NSW.

Campbelltown City Council has participated in the Road Safety Officer Program since 1994 at which time the *RoadSafe Project* commenced and a Community Road Safety Officer was employed.

The *RoadSafe Project* Steering Committee, made up of representatives from Council, the Police and the Roads and Traffic Authority, is responsible for overseeing the *Project*. A copy of the Steering Committee's Terms of Reference can be found in Part 5 of this document.

Following the restructure of Council in 2000, the Community Road Safety Officer is placed in Council's City Works Division within the Technical Services Unit. This placement continues to facilitate the Community Road Safety Officer's close working partnership with Council's Traffic and Road Design staff.

Road safety in Campbelltown is an important community issue. Campbelltown City Council's commitment to road safety is illustrated by the appointment of a full-time Community Road Safety Officer, and documented in Council's Road Safety Strategic Plan 2004-2009. The actions identified in this Action Plan relate to the Campbelltown City Council Road Safety Strategic Plan's goals, objectives and strategies. The two documents are best viewed in tandem.

The actions outlined in this Plan reflect the commitment of the Federal and State Governments and that of Campbelltown City Council.

Road Safety is Everyone's Business

A Look at Campbelltown City

Campbelltown City is a significant regional centre offering the best of both worlds. Bordered on one side by the Georges River and the Woronora Plateau, and on the other by rolling hills, our area offers the perfect combination of city and country. Part of the Macarthur region, the City is less than an hour by road or rail from Sydney's CBD and Airport. There is a major regional hospital, university, two TAFE campuses and a significant tourism industry.

Demographics

At the 2001 census, the total population of the Campbelltown LGA was approximately 145,000 with an approximate annual growth rate of 0.3%.

The largest proportion of the population (35%) is 19 years or under providing the local community with significant road safety challenges. Almost one in five local residents (18.1%) are between 10 and 19 years of age.

The 2001 census found that in the Campbelltown LGA the average age is 30 and families with children make up 75% of the population.

Ethnic Diversity

- Approximately 25% of the population were born outside of Australia.
- The most common languages spoken are English followed by Arabic and Spanish.
- 2.5% of Campbelltown's population is indigenous.

Demographic Data	
Population	145,860
Male	71,831
Female	74,029

Objectives of the Action Plan

To provide targeted programs to the community addressing relevant Road Safety Issues as identified through crash data, the Road Safety Strategic Plan 2004-2009 and achieve the objectives of the RTA Road Safety 2010 Strategic Plan.

PART 2

CRASH DATA EVALUATION

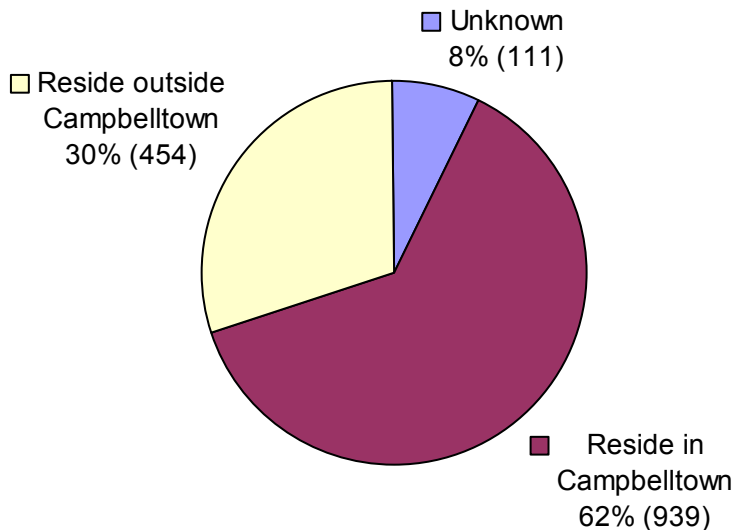
Crashes

Road crashes are an extremely high cost to our community and have a profound social impact, which affects the community in many ways. The physical and emotional traumas caused by such crashes are immeasurable.

The table and graph below highlights that 2003 was a significant year for Campbelltown, recording the lowest crash and injury rate over the 5 years shown. In 2003 there was a 22% decrease in injuries over the previous year. Prior to 2002 both crash and injury rates had trended upwards. 2004 showed only a slight increase in both crashes and injuries recording a 3.9% and 3.5% increase respectively.

Total Traffic Crashes & Injuries in the Campbelltown LGA over the period 2001 – 2005

	2001	2002	2003	2004	2005
Crashes	978	899	889	924	848
Injuries	542	507	394	408	462

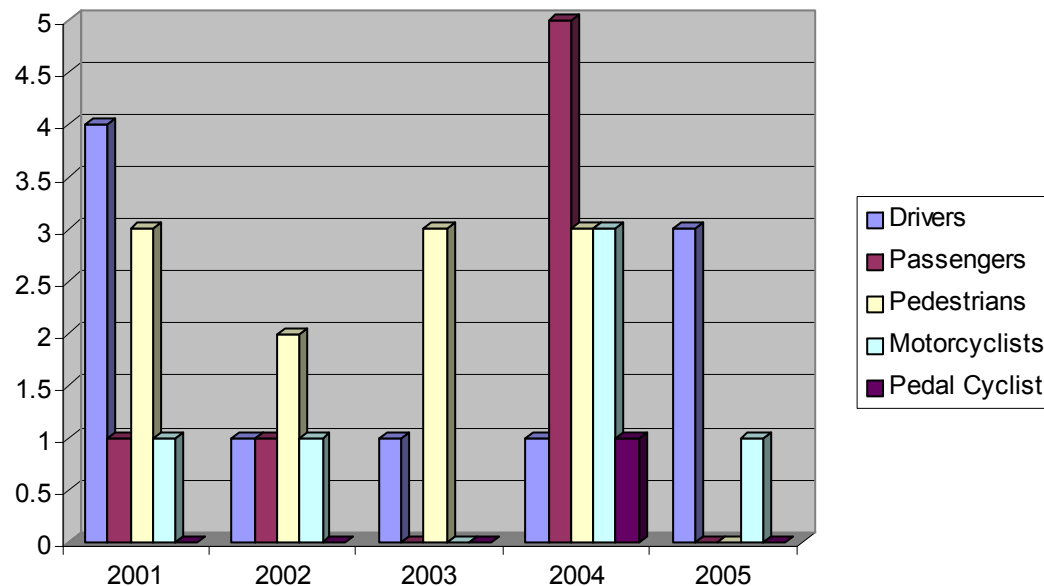


- The majority of crashes (62%) that occurred in Campbelltown in 2005 involved drivers who resided in the local area. 30% of crashes were drivers who were not local residents. These % figures did not change from 2004.
- For local residents, motor vehicle crashes are more likely to occur within a 2-kilometre radius from home.

Road User Deaths

The table below shows the number of Road User Fatalities for the period 2001 – 2005. 2005 saw a significant decrease in fatalities from 2004. On a 5 year trend 2004 represented Campbelltown's worst year for fatalities where a number of multiple fatality crashes occurred. 2005 however represented a significant increase (200%) in Driver fatalities over the previous 3 years.

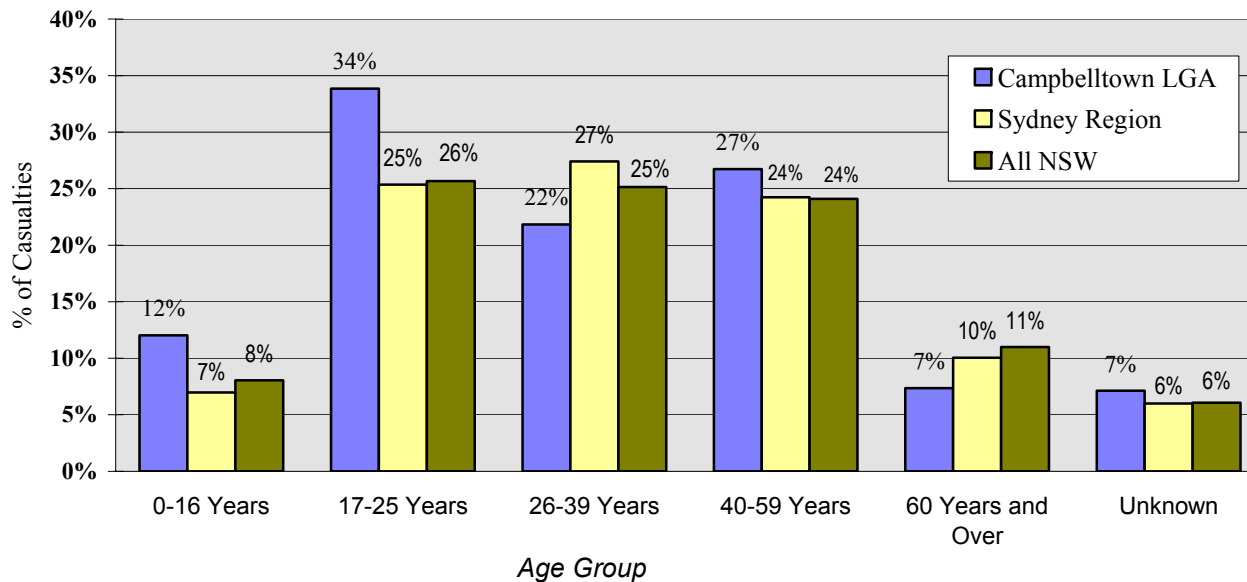
Number of Road Users Killed	2001	2002	2003	2004	2005	Total
Drivers	4	1	1	1	3	10
Passengers	1	1	0	5	0	7
Pedestrians	3	2	3	3	0	11
Motorcyclists	1	1	0	3	1	6
Pedal Cyclist	0	0	0	1	0	1
Total	9	5	4	13	4	35



Motor Vehicle Controllers involved in Crashes

		Campbelltown LGA		Sydney Region		All NSW	
		no.	%	no.	%	no.	%
Number of Drivers/Riders Involved		1,504		56,154		79066	
Age Group	25 years or less	470	31%	14,650	26%	21,467	27%
	26-39 Years	403	27%	16,896	30%	22,488	28%
	40-59 Years	409	27%	15,857	28%	22,014	28%
	60 Years and Over	96	6%	4,928	9%	7,849	10%
	Unknown	126	8%	3,823	7%	5,248	7%
Gender	Male	858	57%	35,175	63%	49279	62%
	Female	566	38%	18,559	33%	26509	34%
	Unknown	80	5%	2,420	4%	3278	4%

**Distribution of Casualties, Age Group,
Campbelltown LGA v Sydney Region v All NSW, 2005**



Factors Contributing to Road Crashes

Three factors have been identified as major causes of traffic crashes.

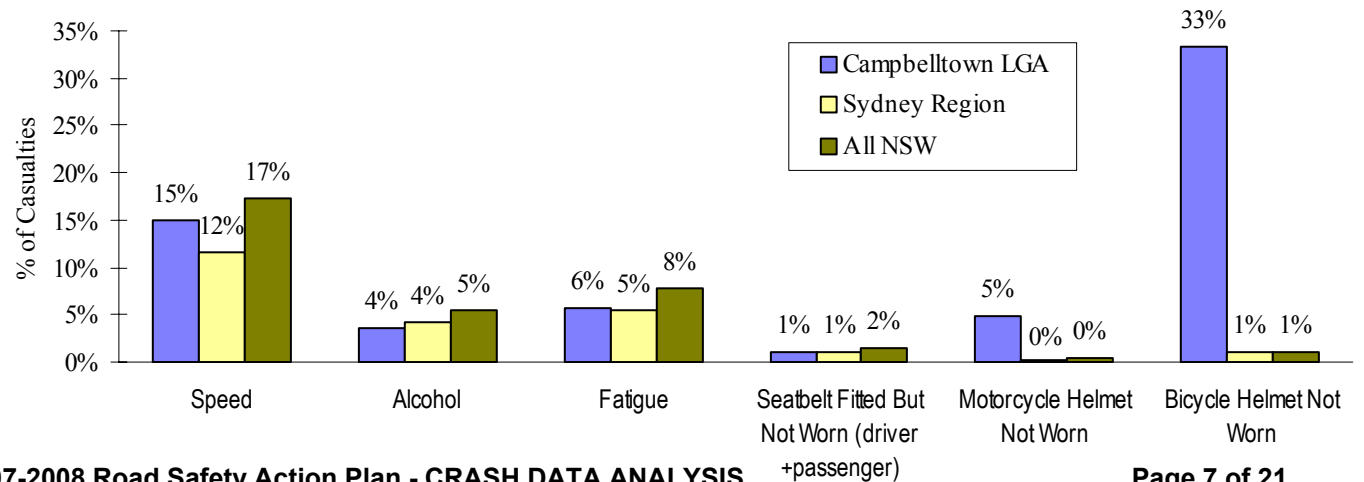
- Human factors:** The behaviour of road users, including fatigue, speed, alcohol, inexperience and driver error.
- Vehicular factors:** Mechanical and/or design faults
- Road environment factors:** Road conditions that include poor design, obstacles, road damage and weather conditions.

Human factors

Casualties	Campbelltown LGA		Sydney Region		All NSW	
	no.	%	no.	%	no.	%
Contributing Factors						
Speed	67	15%	1,866	12%	4459	17%
Alcohol	16	4%	665	4%	1405	5%
Fatigue	26	6%	870	5%	2021	8%
Seatbelt Fitted But Not Worn (driver +passenger)	4	1%	173	1%	390	2%
Motorcycle Helmet Not Worn	2	5%	44	0%	92	0%
Bicycle Helmet Not Worn	7	33%	158	1%	251	1%

Note: The above factors for casualties are not mutually exclusive and should not be added together. For example, a casualty involving both alcohol and speed would be included in the "Alcohol" and "Speed" categories. Percentages for seatbelt and helmet

Percentage of Casualties With Contributing Factors, Campbelltown LGA v Sydney Region v All NSW, 2005



Speeding

Speed is the major behavioural road safety problem in NSW with 17% of all road casualties in 2005 involving speeding. Speeding drivers have less time to react to situations and less control of their vehicles with injuries in speed related crashes usually more severe than those in non-speeding related crashes.

In the Campbelltown area during 2005 more than 15% of crashes were identified as being a direct result of speeding. In addition to this, 60% of speed related crashes in Campbelltown have occurred on roads with a 60km/h speed limit. In 2005/2006 financial year, Campbelltown City Council in conjunction with Camden, Liverpool and Holroyd Councils conducted a General Urban Speed Limit awareness campaign to remind drivers of the 50km speed limit. In 2006/2007 the focus was placed on 60km/h roads with the SLOW DOWN message.

A number of Police Operations such as Operation RoadSafe, Operation Blue Flag and Operation Northern Villages in conjunction with Council's Speed Campaign have been effective in reducing the speed of motorists in 2006.

Posted Speed Limit - No. fatal & injury crashes	Campbelltown LGA		Sydney Region		All NSW	
	no.	%	no.	%	no.	%
	848		30,290		45554	
Not more than 40km/h (<i>school zones etc</i>)	8	1%	428	1%	571	1%
50km/h	127	15%	9,710	32%	13934	31%
60km/h	506	60%	13,056	43%	16660	37%
70km/h	55	6%	3,748	12%	4375	10%
80km/h	69	8%	1,802	6%	3366	7%
90-100km/h	8	1%	836	3%	5116	7%
110km/h	67	8%	617	2%	1402	3%



LGA of Residence

Investigations into the LGA of Residence of drivers involved in crashes in the Campbelltown LGA showed the vast majority (62%) of crashes involved residents of Campbelltown. Further investigation into the LGA of Residence of drivers involved in crashes in our neighbouring Council areas showed that Campbelltown Residents were involved in a number of Fatality and Injury Crashes in Liverpool, Camden and Wollondilly LGA's.

This highlights the need for a close working relationship and collaboration on Road Safety Projects between the Road Safety Officers from Camden, Campbelltown, Liverpool and Wollondilly Councils to ensure a consistent message across the South West corner of Sydney and further investigation into the specific details of crashes involving Campbelltown Residents in our neighbouring LGA's.

TABLE 11: Number of motor vehicle controllers involved in accidents, LGA of residence (based on the stated postcode of residence), degree of accident: 1 January - December 2005

Crash Location: Camden

LGA OF RESIDENCE	DEGREE OF ACCIDENT			TOTAL	
	FATAL ACCIDENT	INJURY ACCIDENT	NON-CASUALTY (TOWAWAY) ACCIDENT	Number	%
Camden	3	102	111	216	44.2%
Campbelltown City	-	38	41	79	16.2%
Liverpool City	-	26	20	46	9.4%
Wollondilly	-	8	18	26	5.3%
Total Crashes Camden	6	219	264	489	

Crash Location: Campbelltown

LGA OF RESIDENCE	DEGREE OF ACCIDENT			TOTAL	
	FATAL ACCIDENT	INJURY ACCIDENT	NON-CASUALTY (TOWAWAY) ACCIDENT	Number	%
Camden	-	59	61	120	8.0%
Campbelltown City	3	433	503	939	62.4%
Liverpool City	-	35	43	78	5.2%
Wollondilly	-	12	19	31	2.1%
Total Crashes Campbelltown	4	682	818	1,504	

Crash Location: Liverpool					
LGA OF RESIDENCE	DEGREE OF ACCIDENT			TOTAL	
	FATAL ACCIDENT	INJURY ACCIDENT	NON-CASUALTY (TOWAWAY) ACCIDENT	Number	%
Camden	-	59	59	118	4.5%
Campbelltown City	4	168	166	338	13.0%
Liverpool City	3	531	593	1,127	43.2%
Wollondilly	1	14	24	39	1.5%
Total Crashes Liverpool	16	1,216	1,378	2,610	

Crash Location: Wollondilly					
LGA OF RESIDENCE	DEGREE OF ACCIDENT			TOTAL	
	FATAL ACCIDENT	INJURY ACCIDENT	NON-CASUALTY (TOWAWAY) ACCIDENT	Number	%
Camden	3	32	36	71	17.0%
Campbelltown City	1	16	27	44	10.6%
Liverpool City	-	1	10	11	2.6%
Wollondilly	4	70	84	158	37.9%
Total Crashes Wollondilly	9	171	237	417	

Crash Location: Rest of NSW					
LGA OF RESIDENCE	DEGREE OF ACCIDENT			TOTAL	
	FATAL ACCIDENT	INJURY ACCIDENT	NON-CASUALTY (TOWAWAY) ACCIDENT	Number	%
Camden	3	113	162	278	0.35%
Campbelltown City	6	315	412	733	0.93%
Liverpool City	14	651	822	1,487	1.88%
Wollondilly	2	64	71	137	0.17%
Total Crashes	665	32,506	45,895	79,066	

Campbelltown City Council

Statistical Analysis for 2007-2008 Action Plan

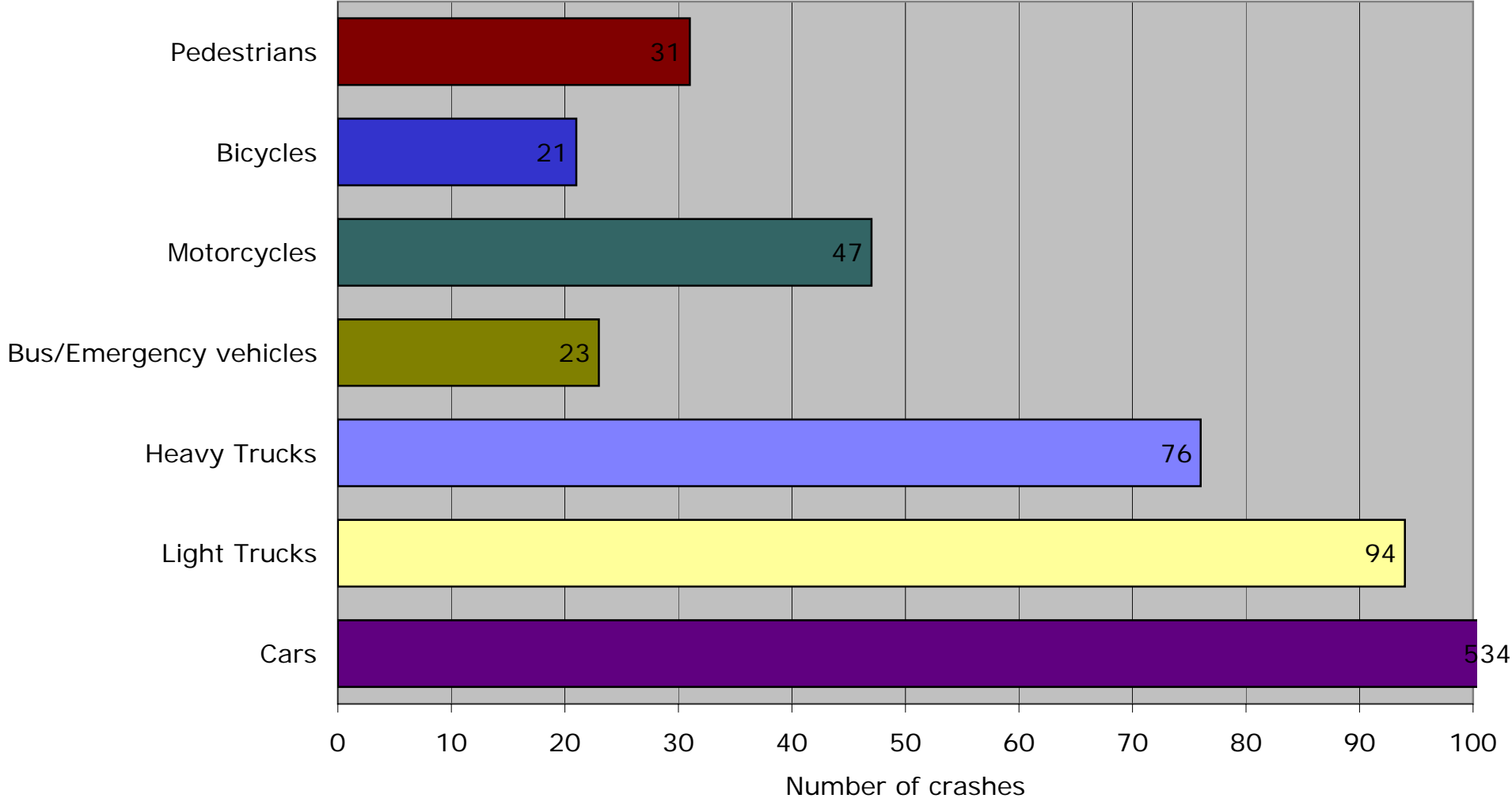
		Campbelltown LGA		Sydney Region		All NSW	
		no.	%	no.	%	no.	%
A Summary Data 2005							
	Fatal Accidents	3	0%	192	1%	459	1%
	Injury Accidents+	383	45%	12,568	41%	19400	43%
	Non Casualty Accidents	462	54%	17,530	58%	25695	56%
Total Recorded Accidents		848	100%	30,290	100%	45,554	100%
	Persons Killed	4	1%	198	1%	508	2%
	Persons Injured	445	99%	15,861	99%	25209	98%
Total Casualties		449	100%	16,059	100%	25,717	100%
B Casualties							
Road User Group							
	Driver	276	61%	8,890	55%	14122	55%
	Passenger	120	27%	3,356	21%	5908	23%
	Pedestrian	34	8%	1,826	11%	2316	9%
	Motorcyclist	42	9%	1,241	8%	2163	8%
	Pedal Cyclist	21	5%	743	5%	1201	5%
	Other	0	0%	0	0%	7	0%
Age Group							
	0-16 Years	54	12%	1,120	7%	2,069	8%
	17-25 Years	152	34%	4,072	25%	6,598	26%
	26-39 Years	98	22%	4,400	27%	6,466	25%
	40-59 Years	120	27%	3,892	24%	6,197	24%
	60 Years and Over	33	7%	1,612	10%	2,826	11%
	Unknown	32	7%	963	6%	1,561	6%
Gender							
	Male	239	53%	8,507	53%	13832	54%
	Female	242	54%	7,411	46%	11638	45%
	Unknown	8	2%	141	1%	247	1%
Time of Day/Day of Week							
	Mon - Fri 3am to 9am (A)	58	13%	2,186	14%	3,278	13%
	Sat - Sun 3am to 9am	7	2%	552	3%	923	4%
	Mon - Fri 9am to 3pm	106	24%	3,686	23%	6,035	23%
	Sat 9am to 3pm	35	8%	908	6%	1,518	6%
	Sun 9am to 3pm	12	3%	699	4%	1,241	5%
	Mon - Wed 3pm to 9pm	110	24%	2,695	17%	4,184	16%
	Thu - Fri 3pm to 9pm	66	15%	2,079	13%	3,187	12%
	Sat - Sun 3pm to 9pm	43	10%	1,311	8%	2,277	9%
	Sun - Wed 9pm to 3am (next day)	19	4%	764	5%	1,247	5%
	Thu - Sat 9pm to 3am (next day) (J)	37	8%	1,149	7%	1,278	5%
<i>Note: The above periods are known as McLean periods and the ten time periods different characteristics of traffic conditions, driver/rider behaviour and trip purpose. Further details in "Road Traffic Accidents in NSW" pg 15 & 20.</i>							
B Casualties		Campbelltown LGA		Sydney Region		All NSW	
		no.	%	no.	%	no.	%
Contributing Factors							
	Speed	67	15%	1,866	12%	4459	17%
	Alcohol	16	4%	665	4%	1405	5%
	Fatigue	26	6%	870	5%	2021	8%
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<i>Note: The above factors for casualties are not mutually exclusive and should not be added together. For example a casualty involving both alcohol and speed would be included in the "Alcohol" and "Speed" categories. Percentages for seatbelt and helmet non usage are based on total casualties for respective road user group.</i>							
C Accident Type							
Number of Road Crashes Involving							
	Cars	789	93%	28,226	93%	41155	90%
	Light Trucks	94	11%	4,416	15%	6837	15%
	Heavy Trucks	76	9%	3,294	11%	5,284	12%
	Bus/Emergency vehicles	23	3%	736	2%	916	2%
	Motorcycles	47	6%	1,390	5%	2311	2%
	Bicycles	21	2%	766	3%	1222	5%
	Pedestrians	31	4%	1,774	6%	2253	3%
<i>Note: The above accident types are not mutually exclusive and should not be added together. For example,</i>							

Campbelltown City Council

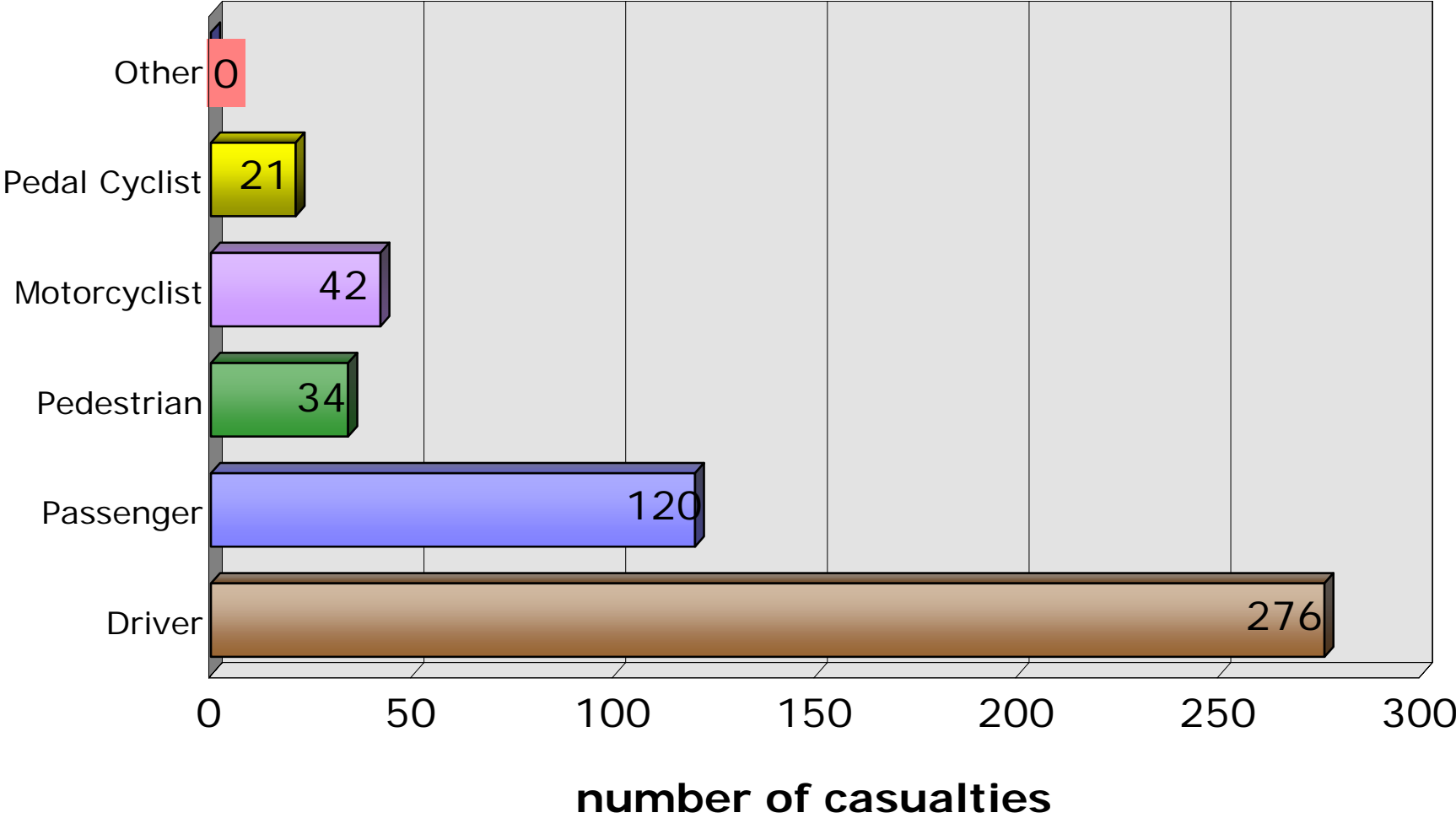
Statistical Analysis for 2007-2008 Action Plan

<i>an accident involving both a car and a motorcycle would be included in the "Car" and "Motorcycle" categories</i>							
Posted Speed Limit - No. fatal & injury crashes		848		30,290		45554	
	Not more than 40km/h (school zones etc)	8	1%	428	1%	571	1%
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Number of Drivers/Riders Involved		1,504		56,154		79066	
Age Group							
	25 years or less	470	31%	14,650	26%	21,467	27%
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Gender							
	Male	858	57%	35,175	63%	49279	62%
	Female	566	38%	18,559	33%	26509	34%
	Unknown	80	5%	2,420	4%	3278	4%
Address of Driver/Rider							
	From LGA	939	62%		0%		0%
	Sydney Region	341	23%		0%		0%
	Rest of NSW	107	7%		0%		0%
	Interstate or Overseas	6	0%	254	0%	1136	1%
	Unknown	111	7%	3,075	5%	5068	6%
License Status							
	Learner	0	0%	0	0%	0	0%
	Provisional	0	0%	0	0%	0	0%
	Standard	0	0%	0	0%	0	0%
	Unlicensed	0	0%	0	0%	0	0%
	Unknown	0	0%	0	0%	0	0%
E Injury Crashes							
Number of Casualties / crash type							
	Cars	449	100%	14,418	90%	22249	87%
	Light Trucks	58	13%	2,256	14%	3780	15%
	Heavy Trucks	27	6%	1,640	10%	2,930	11%
	Bus/Emergency vehicles	14	3%	476	3%	700	3%
	Motorcycles	44	10%	1,325	8%	2276	9%
	Bicycles	22	5%	776	5%	1253	5%
	Pedestrians	36	8%	1,877	12%	2386	9%
<i>Note: The above accident types are not mutually exclusive & should not be added together. For example, an accident involving both a car & a motorcycle would be included in the "Car" and "Motorcycle" categories.</i>							
Number of Drivers/Riders Involved in injury and fatal crashes							
Age Group							
	25 years or less	199	29%	5,627	25%	8,476	26%
	26-39 Years	162	24%	6,982	31%	9,598	29%
	40-59 Years	189	28%	6,622	29%	9,619	29%
	60 Years and Over	41	6%	1,967	9%	3,371	10%
	Unknown	65	9%	1,574	7%	2,107	6%
Gender							
	Male	378	55%	13,854	61%	20,369	61%
	Female	269	39%	7,827	34%	11,565	35%
	Unknown	39	6%	961	4%	1,237	4%
Total controllers in fatal & injury crash		686		22,772		33,171	

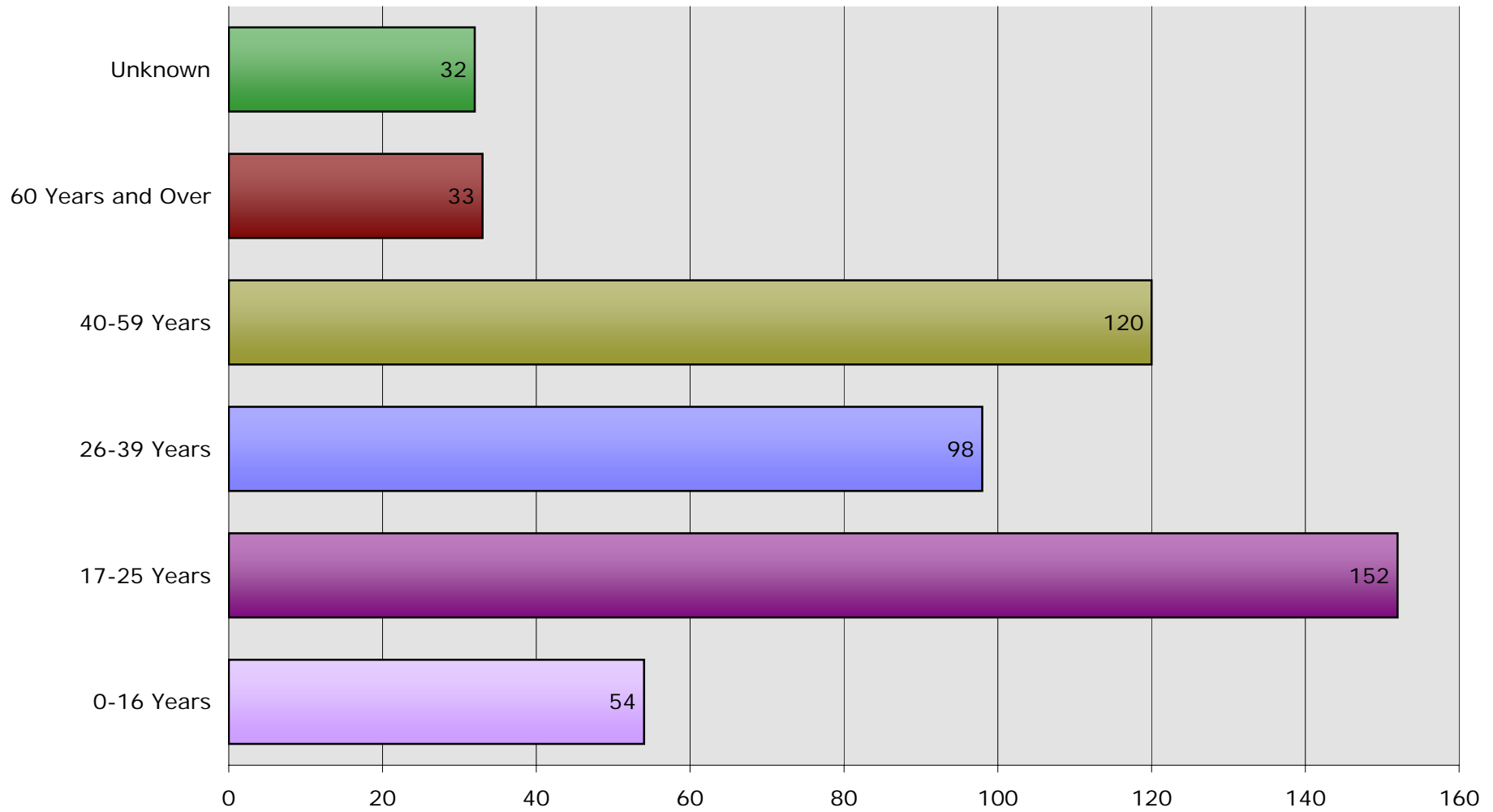
CRASH TYPES IN CAMPBELLTOWN LGA - 2005



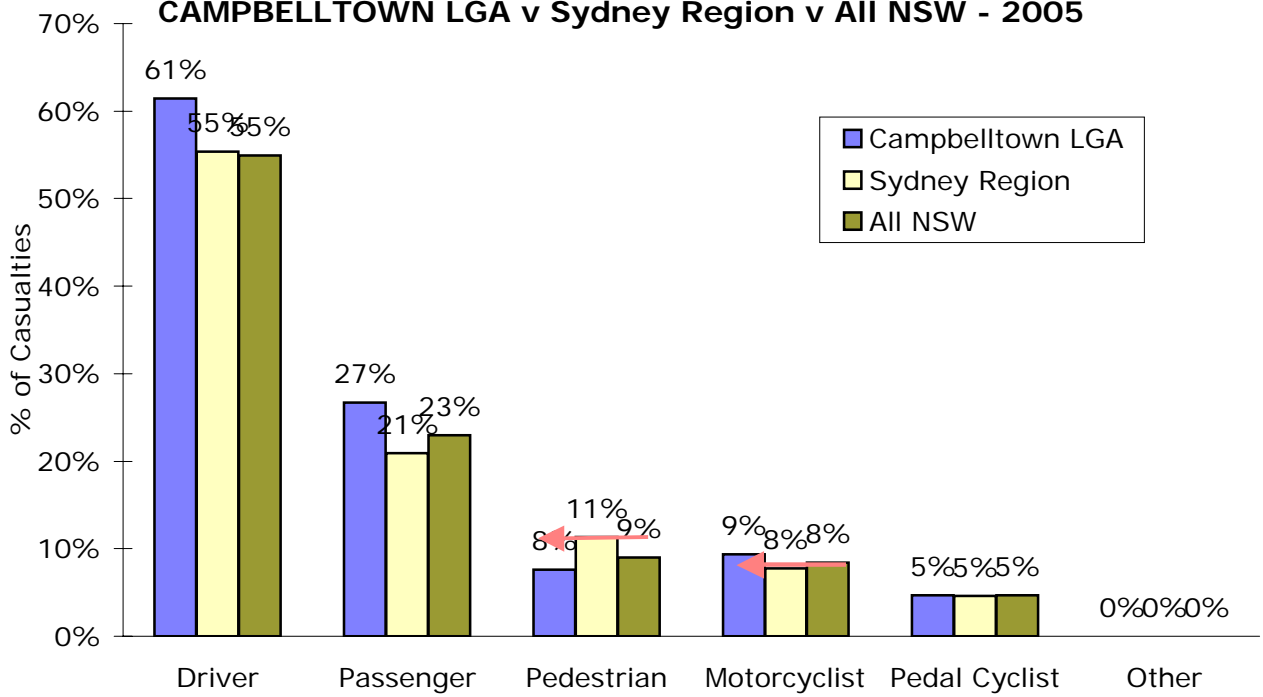
CASUALTIES IN CAMPBELLTOWN LGA BY ROAD USER GROUP - 2005



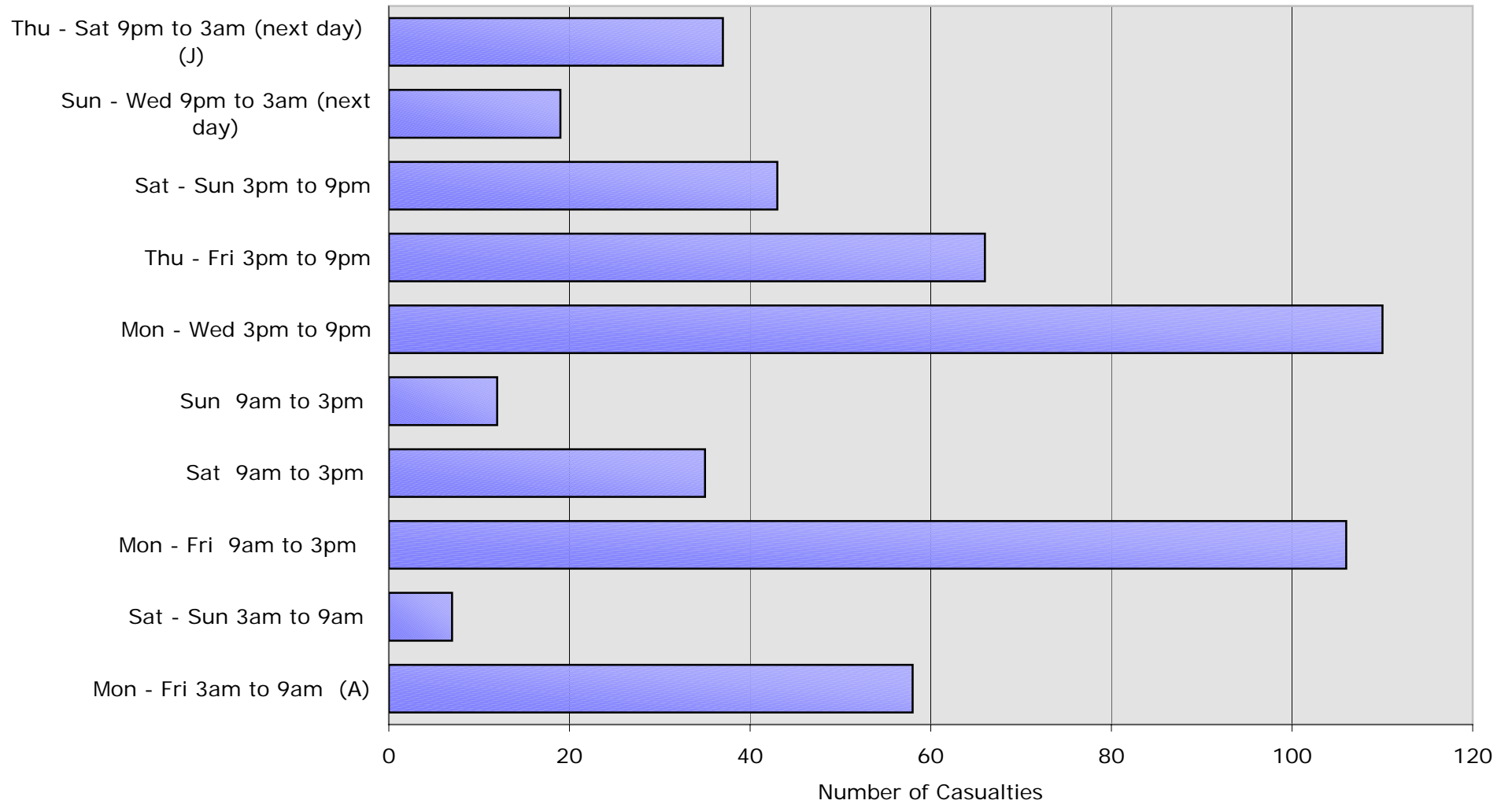
Casualties in CAMPBELLTOWN LGA in 2005 by Age Group



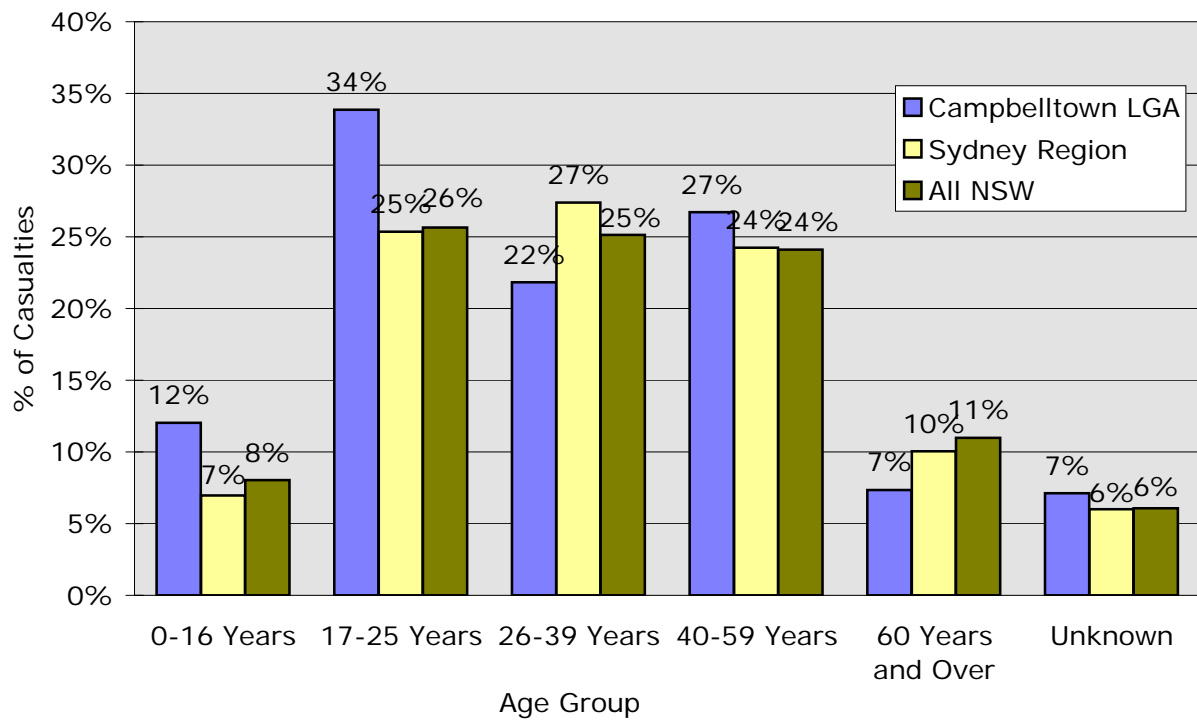
**Distribution of Casualties, Class of Road User,
CAMPBELLTOWN LGA v Sydney Region v All NSW - 2005**



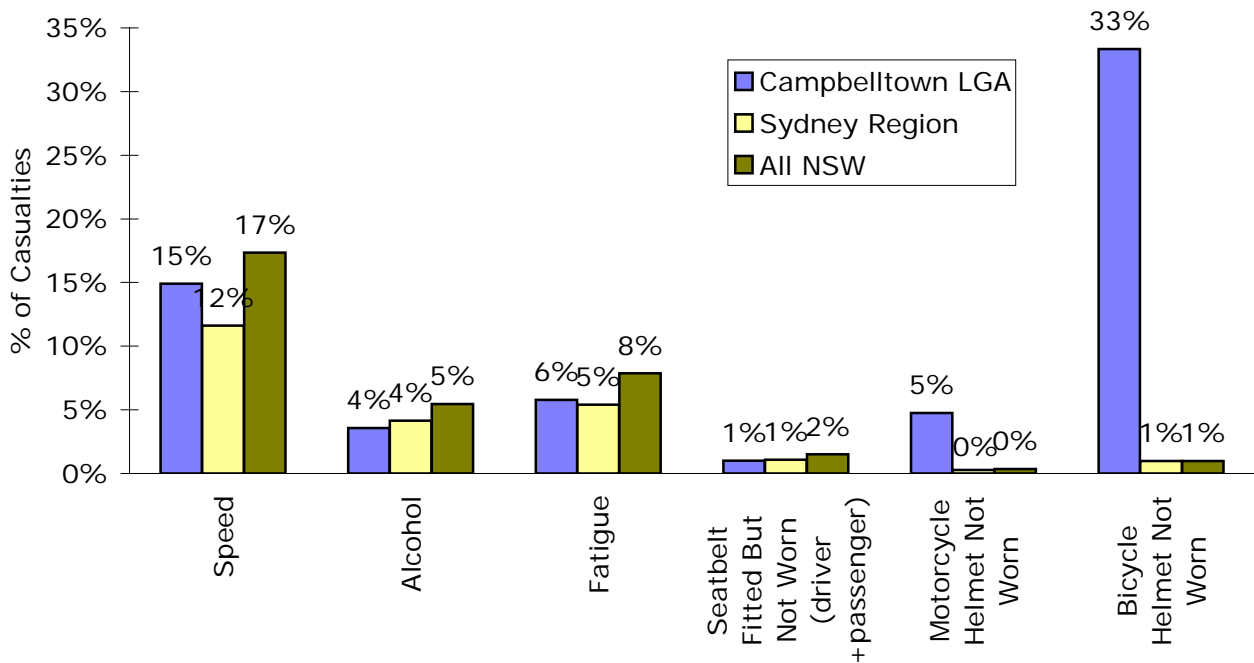
Time of Crashes in CAMPBELLTOWN LGA - 2005



**Distribution of Casualties, Age Group,
Campbelltown LGA v Sydney Region v All NSW - 2005**



**Percentage of Casualties With Contributing Factors,
Campbelltown LGA v Sydney Region v All NSW - 2005**



**RESIDENCE OF CONTROLLERS
INVOLVED IN CRASHES IN CAMPBELLTOWN LGA - 2005**

