PARLIAMENT OF NEW SOUTH WALES

STAYSAFE Committee

REPORT ON ROAD SAFETY ADMINISTRATION IN NEW SOUTH WALES.

ROAD TRAFFIC CRASHES IN NEW SOUTH WALES IN 2003

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Terms of Reference

Self reference under the joint resolution of the Legislative Assembly and the Legislative Council that:

(1) As an ongoing task, the Committee is to -

…

(b) review and report on counter measures aimed at reducing deaths, injuries, and the social and economic costs to the community arising from road accidents.

The STAYSAFE Committee adopted the following terms of reference for an inquiry into road safety administration in New South Wales on 1 April 2004:

- The role of the Roads and Traffic Authority in road safety activities in New South Wales
- The responsibilities of government agencies, other than the Roads and Traffic Authority, and non-governmental organisations in improving the road safety situation in New South Wales
- The relationships between the Roads and Traffic Authority and other government agencies and non-governmental organisations involved in road safety activities
- and any other related matters

Chairman's Foreword

This report is the second of a series of reports examining road safety administration in New South Wales.

STAYSAFE, as part of the examination of the Roads and Traffic Authority's road safety program, sought to review road trauma targets and trends in New South Wales.

STAYSAFE found that the last published annual road safety statistics released by the Roads and Traffic Authority related to 2001. A period of 21 months elapsed from December 2002 without the annual compilation of statistics relating to road trauma being published. The annual compilation of statistics for 2003 had also not been published.

After STAYSAFE voiced its serious concerns, the Roads and Traffic Authority forwarded by way of submission the collations of road traffic crash statistics for 2002 and 2003. These statistical collations have not, however, been released publicly, but are now released as reports of the STAYSAFE Committee.

Acknowledgements

I am grateful for the assistance of my colleagues on the STAYSAFE Committee as we tackle the task of examining and reviewing road safety administration in New South Wales.

The STAYSAFE Committee is grateful for the assistance of its secretariat, in particular, Mr Ian Faulks, Committee Manager, who prepared this report. Mr Faulks is assisted by his very capable staff: Mr Jim Jefferis, Project Officer, and Ms Millie Yeoh and Ms Ashika Cyril, Assistant Committee Officers.

INTRODUCTION

1.1 STAYSAFE, as part of the examination of the Roads and Traffic Authority's road safety program, sought to review road trauma targets and trends in New South Wales.

1.2 STAYSAFE found that the last published annual road safety statistics released by the Roads and Traffic Authority related to 2001. A period of 21 months has elapsed from December 2002 without the annual compilation of statistics relating to road trauma being published; A period of 9 months has elapsed from December 2003 without the annual compilation of statistics relating to road trauma being published

1.3 STAYSAFE queried Mr Paul Forward, Chief Executive, Roads and Traffic Authority, as to why was this happening:

> **MR GIBSON (CHAIRMAN):** How can you budget and plan to achieve the best results in road safety if your statistics are three years behind?
>
> **Mr FORWARD:** Because we do road safety audits and look at corridors on a corridor basis. We do not need the detailed statistics to plan for the future. We have a wide coverage of regional New South Wales and our local people are intimate with each kilometre of road. We use them extensively to advise us on where to do treatments.
>
> **MR GIBSON (CHAIRMAN):** So you do not need up-to-date statistics.
>
> **Mr FORWARD:** Statistics are useful and we use them. However, they are not the only basis upon which we plan our works.
>
> **MR GIBSON (CHAIRMAN):** How do you know where the black spots are if you are three years behind? Are you wasting money or just guessing?
>
> **Mr FORWARD:** We are three years behind in compiling a very detailed report, but our local people are on top of the issues in terms of the location of accidents. There is a difference. (Proceedings of evidence before the STAYSAFE Committee, Thursday 14 October 2004, p.12)

Delays in publishing statistical data for road traffic crashes

1.4 STAYSAFE noted that a delay of this magnitude in the publication of an annual compendium of road traffic crashes in New South Wales was not unknown. This is the second time that the Committee has had to criticise the inordinate delay in the publication of annual statistics.

1.5 In 2000, STAYSAFE reported on an examination of road trauma targets and trends in New South Wales, as part of a general review of the road safety situation in New South Wales during 1998 (see STAYSAFE 51, 2000).

1.6 STAYSAFE found that a full accounting of road trauma in New South Wales during 1998 was not possible, as the statistical statement for road traffic crashes in New South Wales for the year ending 31 December 1998 had not been published by the Roads and Traffic Authority. This was a delay of 21 months since the end of the period of data collection. STAYSAFE commented:

> "... a delay in reporting statistical data relating to road trauma is now not uncommon: The latest published data on road trauma in New South Wales—the Roads and Traffic Authority's (1999) statistical statement for road traffic crashes in New South Wales for the year ending 31 December 1997—was similarly not published until May 1999, some 17 months after the end of the period of data collection." (STAYSAFE 51, 2000, p.26)

TABLE 1: Lag times for publication dates for the statistical statements summarising road traffic crashes in New South Wales, 1990-2003 (after STAYSAFE 51, 2000).

Year of statistical statement	*Publication date*	*Lag*
1990	June 1991	6 months
1991	June 1992	6 months
1992	June 1993	6 months
1993	June 1994	6 months
1994	June 1995	6 months
1995	August 1996	8 months
1996	January 1998	13 months
1997	May 1999	17 months
	STAYSAFE reports on delays in publication, October 2000	
1998	January 2001	25 months
1999	January 2001	13 months
2000	November 2001	11 months
2001	January 2003	13 months
	STAYSAFE again examines delays in publication, October 2004	
2002	October 2004	21 months
2003	October 2004	9 months

1.7 The development of delays in publishing the statistical statement for road traffic crashes in New South Wales remain unexplained. STAYSAFE notes that the lag

between the end of the period of data collection and the publication of the statistical statement for road traffic crashes for the relevant calendar year has been growing longer in the latter half of the decade commencing in 1990, as shown in Table 1 on the preceding page.

1.8 As can be seen from an examination of Table 1, in the first half of the 1990's the Roads and Traffic Authority consistently published the annual statistical statement for road traffic crashes 6 months after the end of the period of data collection (STAYSAFE notes that the publication date for the annual statistical statement for road traffic crashes does not necessarily accord with the actual release date of the statements, which may be deferred for a short period to allow for formal release by the Minister of the day).

1.9 However, following a restructuring of road safety activities within the Roads and Traffic Authority which merged road safety activities from a previous stand-alone role into, first, a Road Safety and Traffic Management Directorate 1994-2000 and more recently a directorate merging road safety with driver licensing and vehicle regulation functions (currently the Road Safety and Driver and Vehicle Regulation Directorate), unexplained and lengthy delays in the preparation and publication of the annual statistical statement for road traffic crashes have become common.

1.9 STAYSAFE has not yet assessed the impact on road safety planning and program development of the delays in the preparation and publication of the annual statistical statement for road traffic crashes.

1.10 STAYSAFE notes that the Roads and Traffic Authority does issue a monthly bulletin of preliminary traffic accident data, typically within 2-3 weeks of the end of each month. Oddly, the Roads and Traffic Authority removes previous monthly bulletins from the website.

1.11 The monthly bulletin does allow for up-to-date monitoring of the road toll on a general basis, but does not allow for detailed planning based on specific geographical areas (e.g., at a local council level) or relating to a specific road safety issue. For such statistical data needs, the annual statistical statement for road traffic crashes is necessary.

1.12 STAYSAFE would expect that the impact of delays in publishing the annual statistical statement for road traffic crashes on planning and program development would tend to be negative. STAYSAFE commented in 2000:

> "... to plan for a road safety environment in the 2000-2001 period using data derived from 1997 statistical collections would seem to be unlikely to be fully reflective of the problems and challenges facing road safety workers currently." (STAYSAFE 51, 2000, p.27)

1.13 Musing on the planning problems associated with out-of-date statistics, the Chairman commented:

> **MR GIBSON (CHAIRMAN):** Any private organisation three years behind with its statistics would be bankrupt. It is as simple as that. (Proceedings of evidence before the STAYSAFE Committee, Thursday 14 October 2004, p.13)

1.14 STAYSAFE 51 (2000) noted that an examination of the reporting of road crashes and the collation of road crash statistics could be appropriate as a future inquiry. STAYSAFE will further examine issues associated with statistical analysis and reporting of road traffic crashes in New South Wales as part of the inquiry into road safety administration in New South Wales.

1.15 STAYSAFE recommended that the Minister for Roads should take such action as necessary to ensure that the Roads and Traffic Authority prepares and publishes the annual statistical statement for road traffic crashes within an appropriate and timely period. STAYSAFE suggested that an achievable time period was by 6-8 months from the end of the period of data collection.

The current situation

1.16 As noted earlier, at the public hearing on Thursday 14 October 2004, the Chief Executive of the Roads and Traffic Authority was examined on matters relating to road safety administration in New South Wales. It was admitted that the preparation and release of road trauma statistics was very delayed, despite an examination by the Committee in 2000 of similar delays and subsequent recommendations by the Committee for change.

1.17 The Committee received the statistical statements for road traffic crashes in New South Wales in 2002 and 2003 on Thursday 21 October 2004. These statistical statements for road traffic crashes in New South Wales in 2002 and 2003 have not, however, been publicly released.

1.18 This report, and its accompanying volume (STAYSAFE 63, 2004), provide for the public release of statistical statements for road traffic crashes in New South Wales in 2002 and 2003.

ROAD TRAFFIC CRASHES IN NEW SOUTH WALES IN 2003

2.1 The following pages publish the text and statistical tables relating to road traffic crashes in New South Wales in 2003.

SUMMARY DATA FOR 2003

	Number	Percentage	Compared with 2002 Number Change	Compared with 2002 Percentage Change
CRASHES				
Fatal crashes	**483**	***1.0***	**-18**	***-3.6***
Injury crashes	**20,798**	***42.2***	**-1,000**	***-4.6***
Non-casualty crashes	**27,985**	***56.8***	**-164**	***-0.6***
Total recorded crashes	**49,266**	***100.0***	**-1,182**	***-2.3***
CASUALTIES				
Killed	**539**	***1.9***	**-22**	***-3.9***
Injured	**27,208**	***98.1***	**-1,239**	***-4.4***
Total casualties	**27,747**	***100.0***	**-1,261**	***-4.3***
VEHICLES ON REGISTER[1]	3,938,200		+109,500	*+2.9*
Fatalities per 10,000 vehicles	**1.37**			***-6.6***
LICENCE HOLDERS[2]	4,317,500		+75,000	*+1.8*
Fatalities per 10,000 licence holders	**1.25**			***-5.6***
POPULATION OF STATE[3]	6,686,600		+52,500	*+0.8*
Fatalities per 100,000 persons	**8.06**			***-4.7***

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

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

[3] *Estimated resident population. As at 30 June. Source - Australian Bureau of Statistics*

MAIN POINTS FOR 2003

* There were 49,266 recorded road crashes in New South Wales during 2003. Of these, 21,281 were casualty crashes. There were 539 persons killed and 27,208 injured.

* The estimated cost to the community of these road crashes was over $3,660 million.

* The number of persons killed was down by 22 (4%) on the previous year. The number of persons injured was down by 1,239 (4%) on the previous year.

* Country roads accounted for 32% of all crashes, but 60% of fatal crashes and 33% of injury crashes.

* At least 19% of motor vehicle occupants killed were not wearing available seat belts.

* One of the nine pedal cyclists killed and at least 22% of those injured failed to wear a helmet.

* Forty-seven per cent of the pedestrians killed were aged 60 or more, although only 18% 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 39% of fatal crashes on Thursday, Friday and Saturday nights, 22% of all fatal crashes, 8% of injury crashes and 6% of all crashes.

* Of the 964 motor vehicle drivers and motorcycle riders who were killed or injured with an illegal blood alcohol concentration, 49% were in the high range (0.15 g/100mL or more).

* Crashes which involved speeding represented at least 37% of fatal crashes and 17% of all crashes.

* Twenty-seven per cent of speeding drivers and motorcycle riders involved in fatal crashes were males aged 17-25. In contrast, only six per cent were females in the above age group. Twenty-five per cent of all drivers and motorcycle riders involved in fatal crashes were aged 17-25.

* Fatigue was assessed as being involved in at least 14% of fatal crashes. Twenty per cent of the fatigued drivers and motorcycle riders involved in fatal crashes were males aged 40-49.

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 23, saw the word *fatal* in the heading and assumed that the table was counting persons killed, you would deduce that 74 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 64. This table is counting casualties and the degree of casualty is the category *killed*. The correct answer to the above question, as indicated in this table, is 27.

Example 2.

Suppose you wish to know how many injury crashes involved at least one motorcycle. If you looked at Table 11, on page 19, and did not note that the table is counting **motor vehicles involved** in crashes, you might be tempted to assume that the answer to your question was 1,883. **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 1,859 is to be found from Table 10 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!**

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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 some 2% of recorded crashes and are counted in the following year's statistics.

Crash data reported in this Statistical Statement were finalised and released in August 2004.

Criteria for reporting crashes in 2003

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

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

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

HOW CRASH DATA ARE PROCESSED

The processing of crash data in New South Wales directly involves three organisations: the NSW Police, the Spinal Cord Injuries Australia (SCI, formerly known as Australian Quadriplegic Association) and the Roads and Traffic Authority (RTA). Within the RTA, the Road Safety Strategy Branch 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 relating to a road crash is entered directly into COPS (Computerised Operational Policing System) by a police officer, using details in the officer's notebook. This has come to be known as the paperless system.

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

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

The PP4s and sketches described above are forwarded to the Alexandria office of the SCI, a business enterprise employing physically disabled people, which is contracted to the RTA to provide a coding and data entry service. Accurate location information is determined for each crash and the collision summary describing the crash 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 Western Sydney Area Health Service's Division of Analytical Laboratories. A further checking process is undertaken each quarter to identify and correct any anomalies in the data prior to its finalisation.

In the case of a fatal crash, police officers send a preliminary report, generated from COPS, by facsimile to the RTA. This provides basic 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 sketch of the crash scene is usually supplied a few days 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.

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

SPECIAL NOTES

Comparing Data with Previous Years

Due to the introduction by police of the paperless system described in **How Crash Data are Processed**, there may be inconsistencies in the reporting of some data fields. In particular, the classification of injury data into serious injury or other injury was discontinued from 1998 as the Police reported "admitted to hospital" was no longer considered reliable. Furthermore, 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 Police Service is the only source of crash notification used in this statement, statistics relating to pedal cycle crashes may not accurately reflect the situation.

DEFINITIONS AND EXPLANATORY NOTES

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

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

Bicycle rider: See *Pedal cycle rider.*

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

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

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

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

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

Crash: Any apparently unpremeditated event reported to the police and resulting in death, injury or property damage attributable to the movement of a road vehicle on a road.

Driver: A controller of a motor vehicle other than a motorcycle.

Emergency vehicle: Includes ambulance, fire brigade vehicle, police patrol car (or van) and tow truck.

Fatal crash: A crash for which there is at least one fatality.

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

Footpath: That part of the road which is ordinarily reserved for pedestrian movement as a matter of right or custom.

Heavy truck: Comprised of heavy rigid truck and articulated truck.

Heavy rigid truck: Comprised of rigid lorry and rigid tanker with a tare weight in excess of 4.5 tonnes.

Injured: A person who is injured as a result of a crash, and who does not die as a result of those injuries within 30 days of the crash.

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

Intersection crash: A crash for which the first impact occurs at or within 10 metres of an intersection.

Killed: See Fatality.

Light truck: Includes panel van (not based on car design), utility (not based on car design) and mobile vending vehicle.

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

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

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

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

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

Non-casualty crash: A crash for which at least one vehicle is towed away but there is no fatality or person injured.

Passenger: Any person, other than the controller, who is in, on, boarding, entering, alighting or falling from a road vehicle at the time of the crash, provided a portion of the person is in/on the road vehicle.

Pedal cycle: Any two or three-wheeled device operated solely by pedals and propelled by human power except toy vehicles or other pedestrian conveyances. Includes bicycles with side-car, trailer or training wheels attached.

Pedal cycle passenger: A person on but not controlling a pedal cycle.

Pedal cycle rider: A person occupying the controlling position of a pedal cycle.

Pedestrian: Any person who is <u>not</u> in, on, boarding, entering, alighting or falling from a road vehicle at the time of the crash.

Pedestrian conveyance: Any device, ordinarily operated on the footpath, by which a pedestrian may move, or by which a pedestrian may move another pedestrian or goods. Includes non-motorized scooter, pedal car, skateboard, roller skates, in-line skates, toy tricycle, unicycle, push cart, sled, trolley, non-motorized go-cart, billycart, pram, wheelbarrow, handbarrow, non-motorized wheelchair or any other toy device used as a means of mobility.

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

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

Sydney Metropolitan Area: Comprised of the following local government areas: City of Sydney, Bankstown, Blacktown, Botany Bay, Campbelltown, Canada Bay, Canterbury, Fairfield, Holroyd, Hurstville, Liverpool, Parramatta, Penrith, Randwick, Rockdale, Ryde, South Sydney and Willoughby cities, Ashfield, Auburn, Baulkham Hills, Burwood, Camden, Hornsby, Hunters Hill, Kogarah, Ku-ring-gai, Lane Cove, Leichhardt, Manly, Marrickville, Mosman, North Sydney, Pittwater, Strathfield, Sutherland, Warringah, Waverley and Woollahra.

Wollongong Metropolitan Area: Comprised of the following local government areas: Wollongong and Shellharbour cities.

CRITERIA FOR DETERMINING SPEEDING AND FATIGUE INVOLVEMENT

Speeding

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

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

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

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

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

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

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

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

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

Fatigue

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

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

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

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

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

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

Crash and Casualty Trends

- Historical Data
- Fatality Rates
- Interstate and International Comparisons
- Causes of Death

1

TRENDS IN NEW SOUTH WALES 1950, 1955, 1960, 1965-2003

Year	Killed	Injured	Fatal crashes	Total crashes	Vehicles on register[1] ('000)	Licence holders[2] ('000)	Population[3] ('000)	Total vehicle kilometres travelled[4] ('000,000)	Fatalities per: 10,000 vehicles	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**	**-**
1966	1,143	28,981	1,042	67,094	1,357	1,669	4,238[3]	-	8.42	6.85	27.0	-
1967	1,117	29,501	1,022	70,641	1,426	1,764	4,295	-	7.83	6.33	26.0	-
1968	1,211	30,919	1,069	76,288	1,518	1,830	4,359	-	7.98	6.62	27.8	-
1969	1,188	32,752	1,070	85,188	1,606	1,908	4,441	-	7.40	6.23	26.7	-
1970	**1,309**	**34,886**	**1,135**	**92,998**	**1,712**	**2,049**	**4,522**	**-**	**7.65**	**6.39**	**28.9**	**-**
1971	1,249	36,660	1,096	99,547	1,818	2,155	4,726[3]	29,104.5	6.87	5.80	26.4	4.3
1972	1,092	36,814	981	113,375	1,909	2,223	4,795	-	5.72	4.91	22.8	-
1973	1,230	39,294	1,082	119,426	2,009	2,299	4,842	-	6.12	5.35	25.4	-
1974	1,275	40,429	1,121	128,842	2,098	2,391	4,894	-	6.08	5.33	26.1	-
1975	**1,288**	**38,141**	**1,150**	**111,565**	**2,204**	**2,532**	**4,932**	**-**	**5.84**	**5.09**	**26.1**	**-**
1976	1,264	37,327	1,119	69,204[5]	2,251	2,634	4,960	34,187.5	5.62	4.80	25.5	3.7
1977	1,268	38,407	1,118	70,535	2,309	2,744	5,002	-	5.49	4.62	25.4	-
1978	1,384	40,875	1,222	76,127	2,389	2,849	5,054	-	5.79	4.86	27.4	-
1979	1,290	36,984	1,125	66,738	2,490	2,887	5,111	37,673.7	5.18	4.47	25.2	3.4
1980	**1,303**	**38,816**	**1,152**	**66,770**	**2,587**	**2,980**	**5,172**	**-**	**5.04**	**4.37**	**25.2**	**-**
1981	1,291	38,968	1,130	68,290	2,691	3,087	5,235	-	4.80	4.18	24.7	-
1982	1,253	34,553	1,115	64,056	2,788	3,198	5,308	43,750.6	4.49	3.92	23.6	2.9
1983	966	33,978	877	61,606	2,839	3,275	5,360	-	3.40	2.95	18.0	-
1984	1,037	36,271	910	65,203	2,891	3,358	5,412	-	3.59	3.09	19.2	-
1985	**1,067**	**39,336**	**954**	**70,848**	**2,986**	**3,438**	**5,465**	**46,621.6**	**3.57**	**3.10**	**19.5**	**2.3**
1986	1,029	38,230	908	68,664	3,043[1]	3,521	5,532	-	3.38	2.92	18.6	-
1987	959	38,219	858	69,214	3,042	3,590	5,612	-	3.15	2.67	17.1	-
1988	1,037	36,616	912	64,012	3,081	3,662	5,702	51,453.5[4]	3.37	2.83	18.2	2.0
1989	960	35,324	783	62,801	3,171	3,705	5,772	-	3.03	2.59	16.6	-
1990	**797**	**32,153**	**702**	**59,407**	**3,224**	**3,721**	**5,827**	**-**	**2.47**	**2.14**	**13.7**	**-**
1991	663	28,085	585	53,762	3,059[1]	3,714	5,899	47,443.0	2.17	1.79	11.2	1.4
1992	649	25,920	576	50,505	3,208	e3,793	5,963	-	2.02	1.71	10.9	-
1993	581	26,368	518	50,718	3,235	3,871	6,005	-	1.80	1.50	9.7	-
1994	647	26,160	553	50,846	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**	**1.2**
1996	581	26,029	538	52,383	3,363	4,071	6,205	-	1.73	1.43	9.4	-
1997	576	24,454	525	50,120	3,417	3,954[2]	6,277[3]	-	1.69	1.46	9.2	-
1998	556	26,415	491	52,575	3,493	4,030	6,339	52,607.0[4]	1.59	1.38	8.8	1.1
1999	577	26,748	506	52,866	3,545	4,086	6,411	55,572.0	1.63	1.41	9.0	1.0
2000	**603**	**28,812**	**543**	**52,914**	**3,644**	**4,146**	**6,486**	**51,088.0[4]**	**1.65**	**1.45**	**9.3**	**1.2**
2001	524	29,913	486	51,814	3,737	4,157	6,575	58,553.0	1.40	1.26	8.0	0.9
2002	561	28,447	501	50,448	3,829	4,243	6,634	60,792.0	1.47	1.32	8.5	0.9
2003	**539**	**27,208**	**483**	**49,266**	**3,938**	**4,317**	**p6,687**	**-**	**1.37**	**1.25**	**8.1**	**-**

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.*

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

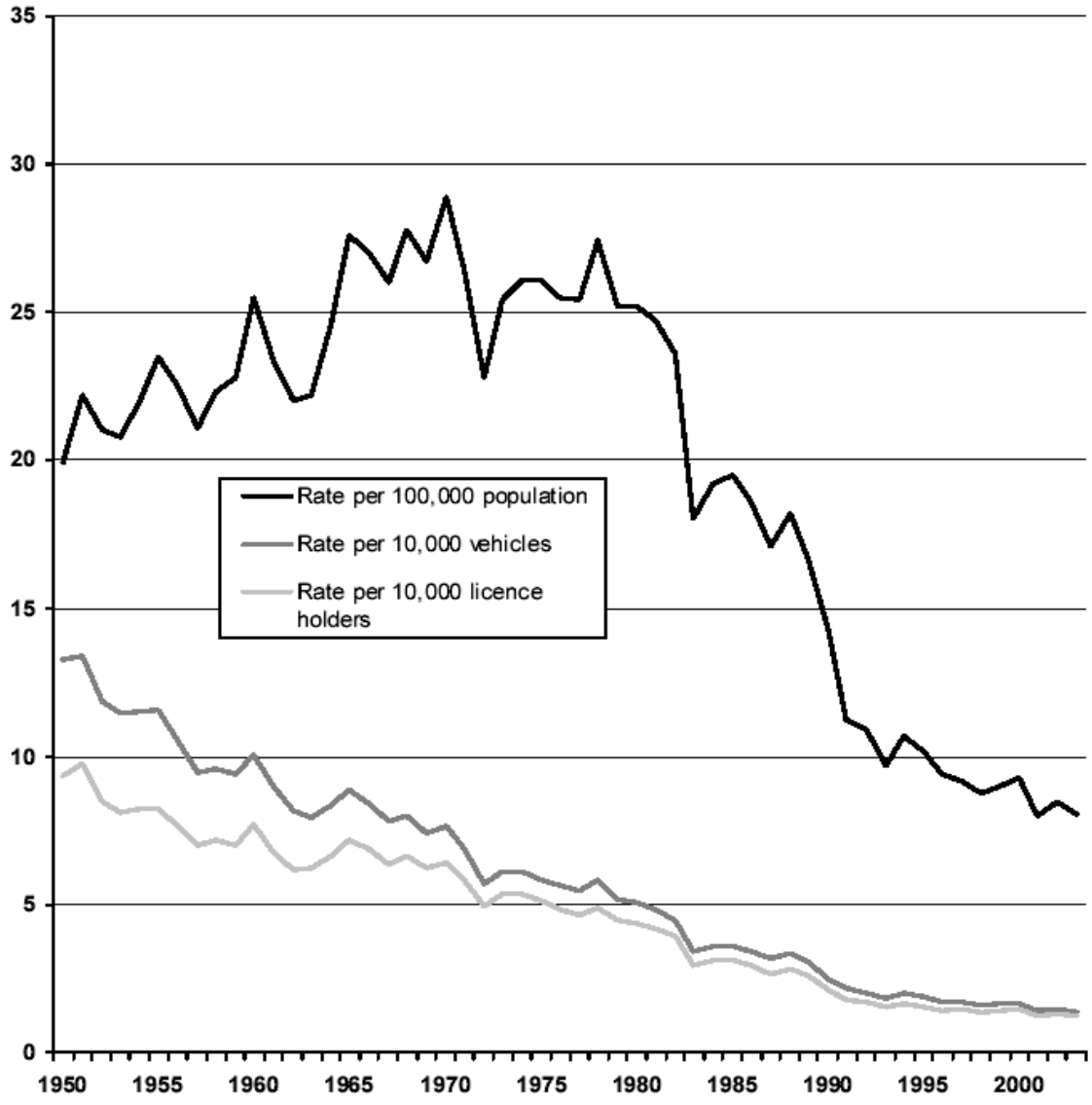
3 *Estimated Resident Population as at 30 June. Prior to 1966 full-blooded Aborigines were excluded. Prior to 1971 data were defined as Estimated Population. 1997-2001 data revised.*

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

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

e *Estimated* p *Preliminary*

Figure 1 FATALITY RATE PER 10,000 VEHICLES, 10,000 LICENCE HOLDERS and 100,000 POPULATION FOR YEARS 1950 TO 2003 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.

2 COMPARISON WITH OTHER AUSTRALIAN STATES[1] AND OTHER COUNTRIES[2]

	Killed	Vehicles[3] ('000)	Population[4] ('000)	Fatalities per 10,000 vehicles	Fatalities per 100,000 population
NEW SOUTH WALES	**539**	**3,938**	**6,687**	**1.4**	**8.1**
Victoria	330	3,494	4,917	0.9	6.7
Queensland	310	2,552	3,797	1.2	8.2
Western Australia	180	1,438	1,952	1.3	9.2
South Australia	157	1,077	1,527	1.5	10.3
Tasmania	41	338	477	1.2	8.6
Australian Capital Territory	11	213	323	0.5	3.4
Northern Territory	53	104	198	5.1	26.7
AUSTRALIA	**1,621**	**13,156**	**19,881**	**1.2**	**8.2**
CANADA	2,930	18,617	31,414	1.6	9.3
DENMARK	463	2,476	5,368	1.9	8.6
FRANCE	7,655	35,396	59,344	2.2	12.9
GERMANY	6,842	53,306	82,440	1.3	8.3
GREAT BRITAIN	3,581	30,403 [01]	59,208	1.2	6.0
JAPAN	9,575	80,364	127,435	1.2	7.5
NETHERLANDS	987	8,168	16,105	1.2	6.1
NEW ZEALAND	404	2,710	3,939	1.5	10.3
NORWAY	312	2,752	4,552	1.1	6.9
SWEDEN	532	4,936	8,909	1.1	6.0
UNITED STATES OF AMERICA	42,815	225,685	288,369	1.9	14.8

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

2 *International figures obtained from International Road Traffic and Accident Database (OECD) and are for 2002, except where noted.*

3 *Australian figures (except for New South Wales) are as at 31 March 2003 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 2003.*

4 *Australian population estimates are as at 30 June 2003.*

01 *2001 data.*

3 DEATHS WITHIN NSW, CAUSES OF DEATH, SEX, AGE

2002	Age (years) 0-9	10-14	15-19	20-24	25-29	30-39	40-49	50-59	60-69	≥70	TOTAL[2]
Males											
Deaths from all causes[1]	280	39	130	198	221	623	1,088	1,889	3,412	15,778	23,668
All accidental deaths[1]	29	16	69	93	87	186	157	95	84	294	1,114
Road deaths	6	9	46	54	37	77	66	35	32	46	409
as % of accidental deaths	21	56	67	58	43	41	42	37	38	16	37
as % of all deaths	2	23	35	27	17	12	6	2	1	<1	2
Females											
Deaths from all causes[1]	222	20	56	50	74	271	558	1,224	2,110	17,684	22,271
All accidental deaths[1]	17	3	20	12	16	51	49	42	30	352	592
Road deaths	3	0	19	7	11	19	22	18	12	41	152
as % of accidental deaths	18	0	95	58	69	37	45	43	40	12	26
as % of all deaths	1	0	34	14	15	7	4	1	1	<1	1
All persons											
Deaths from all causes[1]	502	59	186	248	295	894	1,646	3,113	5,522	33,462	45,939
All accidental deaths[1]	46	19	89	105	103	237	206	137	114	646	1,706
Road deaths	9	9	65	61	48	96	88	53	44	87	561
as % of accidental deaths	20	47	73	58	47	41	43	39	39	13	33
as % of all deaths	2	15	35	25	16	11	5	2	1	<1	1

[1] *Data based on information published by Australian Bureau of Statistics and RTA road crash statistics.*
[2] *Includes several deaths where age unknown.*

4 FATALITIES, YEAR, MONTH

Year	Month												
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	TOTAL
1945	21	31	26	26	42	35	35	41	30	28	35	61	411
1946	41	28	32	53	48	56	56	39	37	31	46	41	508
1947	35	31	49	49	48	45	41	44	47	34	50	36	509
1948	32	46	39	51	43	45	54	35	49	60	44	41	539
1949	40	37	38	57	60	49	39	50	42	32	44	47	535
1950	**51**	**36**	**54**	**59**	**50**	**57**	**63**	**46**	**51**	**46**	**68**	**53**	**634**
1951	53	40	72	64	66	77	55	59	63	68	50	61	728
1952	58	58	65	82	70	52	50	49	51	52	50	63	700
1953	54	51	59	63	61	60	60	68	61	64	35	68	704
1954	51	70	56	76	65	54	62	73	67	73	47	60	754
1955	79	57	70	90	64	56	66	65	48	73	72	80	820
1956	56	60	80	66	71	71	62	57	70	64	65	79	801
1957	52	53	63	61	82	66	60	76	53	48	76	75	765
1958	70	54	70	60	86	67	76	64	66	63	64	84	824
1959	79	34	63	66	80	94	75	78	66	66	79	79	859
1960	**79**	**82**	**73**	**94**	**81**	**87**	**110**	**89**	**62**	**79**	**59**	**83**	**978**
1961	63	55	83	70	79	102	92	79	93	52	63	87	918
1962	72	58	72	62	91	66	88	75	74	67	58	93	876
1963	70	46	79	73	86	85	78	93	72	81	43	94	900
1964	78	76	93	83	111	72	78	87	84	88	71	89	1,010
1965	79	89	94	101	96	129	99	71	83	112	88	110	1,151
1966	98	66	88	126	99	94	96	73	71	117	95	120	1,143
1967	87	79	94	82	93	89	106	100	94	98	92	103	1,117
1968	90	104	103	72	102	110	102	96	100	100	105	127	1,211
1969	86	77	80	119	103	111	107	103	91	97	98	116	1,188
1970	**105**	**89**	**118**	**136**	**116**	**91**	**92**	**115**	**94**	**129**	**107**	**117**	**1,309**
1971	85	93	99	101	124	108	109	118	102	115	92	103	1,249
1972	73	59	86	94	112	74	85	114	95	94	90	116	1,092
1973	98	85	88	113	107	96	88	112	126	80	107	130	1,230
1974	103	95	101	94	108	113	93	113	112	105	105	133	1,275
1975	106	111	115	94	116	108	88	111	121	100	109	109	1,288
1976	92	76	95	113	126	102	99	106	129	116	98	112	1,264
1977	92	106	109	121	104	87	98	111	89	121	109	121	1,268
1978	114	95	126	101	122	129	128	123	113	104	104	125	1,384
1979	73	75	134	121	120	92	108	109	122	107	103	126	1,290
1980	**99**	**62**	**97**	**128**	**112**	**103**	**134**	**128**	**92**	**118**	**124**	**106**	**1,303**
1981	112	93	85	125	107	85	112	94	104	116	124	134	1,291
1982	134	113	90	119	101	96	104	106	98	101	107	84	1,253
1983	70	57	91	91	79	79	81	79	86	77	83	93	966
1984	89	76	103	71	96	90	56	91	85	75	97	108	1,037
1985	74	85	77	84	92	71	82	81	97	98	94	132	1,067
1986	89	85	100	74	107	76	76	74	81	101	77	89	1,029
1987	86	58	82	84	69	83	77	63	84	112	74	87	959
1988	89	75	97	75	81	74	85	79	92	107	84	99	1,037
1989	56	82	82	45	77	97	75	64	93	96	69	124	960
1990	**52**	**52**	**87**	**57**	**59**	**70**	**83**	**66**	**80**	**62**	**55**	**74**	**797**
1991	61	47	52	59	55	52	61	55	59	57	49	56	663
1992	55	56	56	47	41	59	53	65	50	62	55	50	649
1993	44	31	56	51	37	42	42	59	42	59	55	63	581
1994	56	41	65	54	51	42	52	38	43	73	69	63	647
1995	38	50	61	46	48	57	51	53	41	60	59	56	620
1996	23	49	49	62	48	56	50	52	43	52	47	50	581
1997	69	44	39	42	58	38	53	47	35	47	62	42	576
1998	47	39	61	43	58	51	36	51	37	47	31	55	556
1999	52	41	61	47	60	40	39	44	52	43	48	50	577
2000	**50**	**52**	**48**	**55**	**53**	**48**	**58**	**33**	**50**	**39**	**49**	**68**	**603**
2001	38	39	42	42	56	35	44	51	35	46	46	50	524
2002	39	45	50	46	56	57	35	51	50	45	43	44	561
2003	**42**	**40**	**49**	**47**	**42**	**32**	**35**	**51**	**40**	**57**	**52**	**52**	**539**

5 CASUALTIES, YEAR, ROAD USER CLASS, DEGREE OF CASUALTY[1]

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

[1] K - *Killed* I - *Injured*

5 CASUALTIES, YEAR, ROAD USER CLASS, DEGREE OF CASUALTY[1]

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

[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 2003

- Time Distribution
- Crash Types
- Motor Vehicle Types
- Factors in Crashes
- Controllers in Crashes
- Location and Distribution of Crashes

6 CRASHES, CASUALTIES, HOLIDAY PERIODS, DEGREE OF CRASH, DEGREE OF CASUALTY

Period	Degree of Crash[1]				Degree of Casualty[2]		
	F	I C	N	Total Crashes	K	I	Total Killed & Injured
New Year (1 January) (1 day)	3	59	71	133	4	72	76
Australia Day (24 January to 27 January) (4 days)	5	202	234	441	5	286	291
Easter (17 April to 21 April) (5 days)	7	267	461	735	8	373	381
Anzac Day (24 April to 27 April) (4 days)	7	224	326	557	7	339	346
Queen's Birthday (6 June to 9 June) (4 days)	3	197	273	473	4	271	275
Labour Day (3 October to 6 October) (4 days)	2	202	278	482	2	274	276
Christmas (24 December to 31 December) (8 days)	13	331	423	767	14	483	497
SCHOOL HOLIDAYS							
January (1 January to 28 January) (includes New Year & Australia Day holidays) (28 days)	35	1,332	1,701	3,068	40	1,820	1,860
April (12 April to 27 April) (includes Easter and Anzac Day public holidays) (16 days)	26	902	1,285	2,213	29	1,270	1,299
July (5 July to 20 July) (16 days)	22	870	1,256	2,148	25	1,160	1,185
October (27 September to 12 October) (includes Labour Day holiday) (16 days)	25	881	1,277	2,183	31	1,183	1,214
December (20 December to 31 December) (includes Christmas holidays) (12 days)	16	525	703	1,244	17	752	769

[1] F - *Fatal Crash* I C - *Injury Crash* N - *Non-Casualty Crash*
[2] K - *Killed* I - *Injured*

7a FATAL CRASHES, TIME PERIOD, DAY OF WEEK

	Day of Week							
Time Period[1]	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	**Total**
00:01 - 01:59	12	4	1	5	4	7	6	39
02:00 - 03:59	6	1	1	2	1	2	9	22
04:00 - 05:59	4	2	2	2	4	2	6	22
06:00 - 07:59	3	6	4	4	10	2	2	31
08:00 - 09:59	6	6	2	4	3	3	4	28
10:00 - 11:59	4	8	4	4	7	5	3	35
12:00 - 13:59	8	6	0	3	9	9	10	45
14:00 - 15:59	5	5	10	12	12	12	13	69
16:00 - 17:59	4	6	5	16	7	12	8	58
18:00 - 19:59	9	6	8	6	8	6	6	49
20:00 - 21:59	10	4	3	7	8	5	9	46
22:00 - Midnight	5	3	3	8	7	7	6	39
Unknown	0	0	0	0	0	0	0	0
CRASHES: TOTAL	**76**	**57**	**43**	**73**	**80**	**72**	**82**	**483**

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

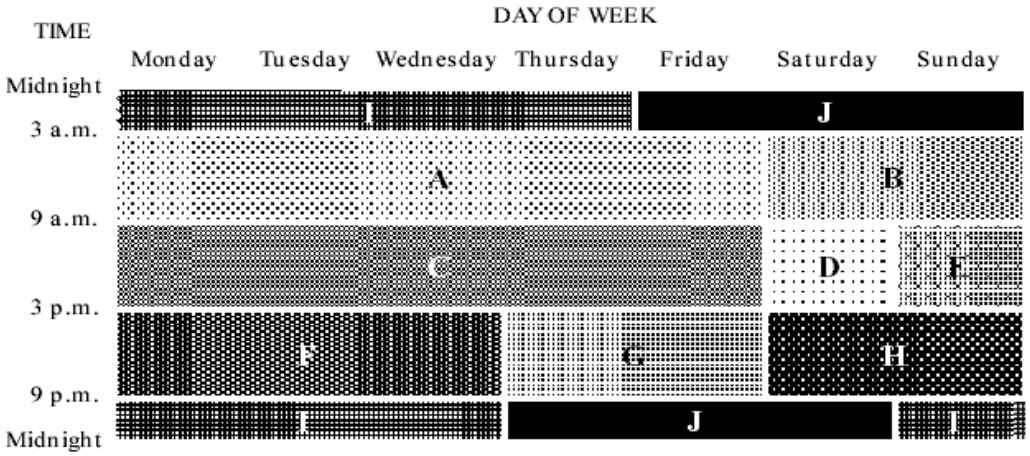
7b TOTAL CRASHES, TIME PERIOD, DAY OF WEEK

	Day of Week							
Time Period	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	**Total**
00:01 - 01:59	459	139	104	139	185	238	436	1,700
02:00 - 03:59	314	103	72	97	123	145	300	1,154
04:00 - 05:59	251	138	147	131	141	181	227	1,216
06:00 - 07:59	263	539	624	623	547	563	318	3,477
08:00 - 09:59	368	855	897	933	929	934	556	5,472
10:00 - 11:59	604	605	616	722	785	705	906	4,943
12:00 - 13:59	751	725	669	756	736	871	943	5,451
14:00 - 15:59	749	951	939	1,108	1,027	1,195	826	6,795
16:00 - 17:59	771	1,108	1,147	1,263	1,175	1,306	880	7,650
18:00 - 19:59	602	701	743	820	791	1,067	789	5,513
20:00 - 21:59	435	339	407	428	534	591	506	3,240
22:00 - Midnight	352	225	306	338	360	541	531	2,653
Unknown	0	0	0	0	1	0	1	2
CRASHES: TOTAL	**5,919**	**6,428**	**6,671**	**7,358**	**7,334**	**8,337**	**7,219**	**49,266**

7c CRASHES, TIME PERIOD, DEGREE OF CRASH

Time Period[1]	Degree of Crash: Fatal Crash		Injury Crash		Non-Casualty Crash		Total Crashes	
A	48	(0.7%)	2,827	(43.4%)	3,633	(55.8%)	6,508	(100.0%)
B	31	(1.8%)	653	(37.1%)	1,076	(61.1%)	1,760	(100.0%)
C	83	(0.7%)	4,918	(43.6%)	6,289	(55.7%)	11,290	(100.0%)
D	23	(0.9%)	1,105	(42.8%)	1,452	(56.3%)	2,580	(100.0%)
E	21	(1.1%)	902	(46.4%)	1,021	(52.5%)	1,944	(100.0%)
F	72	(0.9%)	3,498	(43.0%)	4,566	(56.1%)	8,136	(100.0%)
G	55	(0.9%)	2,632	(42.1%)	3,568	(57.0%)	6,255	(100.0%)
H	43	(1.0%)	1,856	(43.1%)	2,408	(55.9%)	4,307	(100.0%)
I	46	(1.7%)	1,004	(36.2%)	1,720	(62.1%)	2,770	(100.0%)
J	61	(1.6%)	1,401	(37.7%)	2,252	(60.6%)	3,714	(100.0%)
Unknown	0	(0.0%)	2	(100.0%)	0	(0.0%)	2	(100.0%)
CRASHES: TOTAL	**483**	**(1.0%)**	**20,798**	**(42.2%)**	**27,985**	**(56.8%)**	**49,266**	**(100.0%)**

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



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

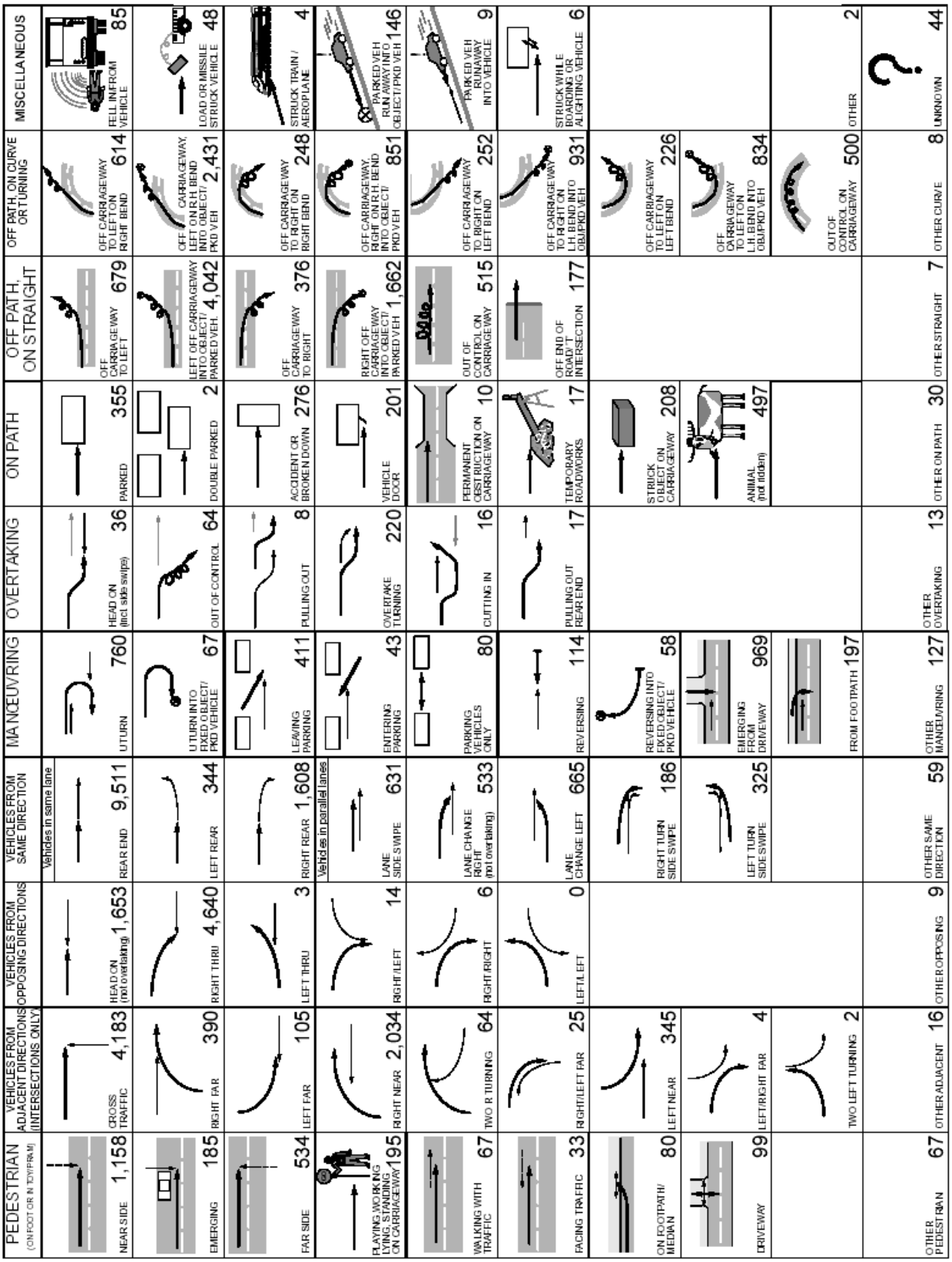
For example time period **I** is from 9 p.m. on Sunday, Monday, Tuesday and Wednesday nights to 3 a.m. the following mornings.

16 - ROAD TRAFFIC CRASHES IN NEW SOUTH WALES 2003

Figure 2

CRASHES, ROAD USER MOVEMENT

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



8 CRASHES, OBJECT HIT IN FIRST IMPACT, DEGREE OF CRASH

Object Hit in First Impact	Degree of Crash: Fatal Crash	Injury Crash	Non-Casualty Crash	Total Crashes
Bridge/Wall	0	52	94	146
Fence/Post	23	758	1,733	2,514
Pole	17	650	734	1,401
Embankment	16	480	592	1,088
Tree	52	948	1,121	2,121
Street Furniture	12	176	444	632
Drain or Culvert	11	113	143	267
Building	1	46	108	155
Other Object	3	267	607	877
Stock	3	49	151	203
Kangaroo/Wallaby	1	59	158	218
Other Animal	0	38	38	76
Unknown	0	2	7	9
Sub-total	**139**	**3,638**	**5,930**	**9,707**
No Object Hit	**344**	**17,160**	**22,055**	**39,559**
CRASHES: TOTAL	**483**	**20,798**	**27,985**	**49,266**

9 SINGLE MOTOR VEHICLE CRASHES, VEHICLE TYPE, DEGREE OF CRASH

Vehicle Type	Degree of Crash: Fatal Crash	Injury Crash	Non-Casualty Crash	Total Crashes
Car	135	3,601	6,675	10,411
Light Truck	15	412	578	1,005
Heavy Rigid Truck	4	60	76	140
Articulated Truck	7	152	141	300
Bus	0	13	10	23
Other Motor Vehicle	0	41	29	70
Motorcycle	16	786	52	854
SINGLE MOTOR VEHICLE CRASHES: TOTAL	**177**	**5,065**	**7,561**	**12,803**

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

10 CRASHES, CASUALTIES, TYPE OF CRASH, DEGREE OF CRASH, DEGREE OF CASUALTY

Type of Crash[1]	Degree of Crash[2]						Degree of Casualty[3]		
	F		I C		N	Total Crashes	K	I	Total Killed & Injured
Car Crash	379	(1%)	18,013	(40%)	26,719 (59%)	45,111 (100%)	430	24,067	24,497
Light Truck Crash	71	(1%)	2,710	(40%)	4,002 (59%)	6,783 (100%)	77	3,572	3,649
Heavy Truck Crash	69	(2%)	1,099	(40%)	1,612 (58%)	2,780 (100%)	86	1,428	1,514
Heavy Rigid Truck Crash	19	(1%)	553	(38%)	868 (60%)	1,440 (100%)	23	708	731
Articulated Truck Crash	50	(4%)	561	(41%)	765 (56%)	1,376 (100%)	63	742	805
Bus Crash	13	(2%)	327	(47%)	360 (51%)	700 (100%)	15	524	539
Emergency Vehicle Crash	2	(1%)	124	(45%)	147 (54%)	273 (100%)	2	204	206
Motorcycle Crash	58	(3%)	1,859	(87%)	216 (10%)	2,133 (100%)	62	2,042	2,104
Pedal Cycle Crash	9	(1%)	1,113	(99%)	1 (0%)	1,123 (100%)	9	1,154	1,163
Pedestrian Crash	96	(4%)	2,402	(96%)	4 (0%)	2,502 (100%)	96	2,577	2,673
All Types of Crashes	**483**	**(1%)**	**20,798**	**(42%)**	**27,985 (57%)**	**49,266 (100%)**	**539**	**27,208**	**27,747**

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.

11 MOTOR VEHICLES INVOLVED and INVOLVEMENT RATE[1], VEHICLE TYPE, DEGREE OF CRASH

Vehicle Type	Degree of Crash: Fatal Crash		Injury Crash		Non-Casualty Crash		All Crashes	
Passenger Vehicle[2]	476	*1.5*	28,231	*90.2*	44,562	*142.4*	73,269	*234.2*
Rigid Truck, Van or Utility	122	*1.8*	4,147	*60.6*	6,464	*94.5*	10,733	*157.0*
Articulated Truck[3]	59	*40.8*	587	*406.3*	794	*549.6*	1,440	*996.7*
Bus	13	*11.1*	330	*282.0*	364	*311.1*	707	*604.2*
Motorcycle	65	*6.5*	1,883	*189.7*	216	*21.8*	2,164	*218.0*
All Motor Vehicles on Register[4]	**742**	***1.9***	**35,998**	***91.4***	**53,246**	***135.2***	**89,986**	***228.5***

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 2003.*

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

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

[4] *Includes other and unknown motor vehicle types.*

12 CRASHES, FACTORS, DEGREE OF CRASH

Factors Possibly Contributing to Crash	Degree of Crash: Fatal Crash	Injury Crash	Non-Casualty Crash	All Crashes
Controller Disadvantaged				
Chronic Illness/Physical Infirmity	0	2	2	4
Sudden Illness	7	204	141	352
Swerving to Avoid Animal	2	246	520	768
Using Hand-held Telephone	0	7	16	23
Distraction Inside Vehicle (not Hand-held Telephone)	0	261	463	724
Distraction Outside Vehicle	16	1,431	2,035	3,482
Equipment Failure/Fault				
Brakes	1	31	58	90
Steering	0	12	30	42
Tyres	4	91	204	299
Wheel, Axle/Suspension	0	20	43	63
Lights	0	2	2	4
Towing/Coupling	1	8	24	33
Insecure Load	1	40	54	95

IMPORTANT: *The factor categories in this table are <u>not</u> mutually exclusive and must therefore <u>not</u> 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.

13 CRASHES, DEGREE OF CRASH, ALCOHOL INVOLVEMENT, TIME PERIOD

Degree of Crash	Alcohol Involved	Time Period[1] A	B	C	D	E	F	G	H	I	J	Unknown	Total
Fatal	Yes	5	11	4	1	0	5	10	13	21	20	0	90
	No	37	18	64	17	18	52	39	27	23	31	0	326
	Unknown	6	2	15	5	3	15	6	3	2	10	0	67
	Sub-total	**48**	**31**	**83**	**23**	**21**	**72**	**55**	**43**	**46**	**61**	**0**	**483**
Injury	Yes	74	125	47	16	14	132	112	111	170	278	1	1,080
	No	1,572	360	2,982	693	598	1,941	1,507	1,178	572	730	1	12,134
	Unknown	1,181	168	1,889	396	290	1,425	1,013	567	262	393	0	7,584
	Sub-total	**2,827**	**653**	**4,918**	**1,105**	**902**	**3,498**	**2,632**	**1,856**	**1,004**	**1,401**	**2**	**20,798**
Non-	Yes	42	106	36	12	6	88	110	105	137	253	0	895
Casualty	No	2,423	567	4,450	1,036	747	3,070	2,363	1,619	1,022	1,120	0	18,417
	Unknown	1,168	403	1,803	404	268	1,408	1,095	684	561	879	0	8,673
	Sub-total	**3,633**	**1,076**	**6,289**	**1,452**	**1,021**	**4,566**	**3,568**	**2,408**	**1,720**	**2,252**	**0**	**27,985**
Total	Yes	121	242	87	29	20	225	232	229	328	551	1	2,065
Crashes	No	4,032	945	7,496	1,746	1,363	5,063	3,909	2,824	1,617	1,881	1	30,877
	Unknown	2,355	573	3,707	805	561	2,848	2,114	1,254	825	1,282	0	16,324
	TOTAL	**6,508**	**1,760**	**11,290**	**2,580**	**1,944**	**8,136**	**6,255**	**4,307**	**2,770**	**3,714**	**2**	**49,266**

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

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

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

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

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

14 CRASHES, DEGREE OF CRASH, ALCOHOL INVOLVEMENT, URBANISATION

Degree of Crash	Alcohol Involved	Urbanisation: Metropolitan[1] Sydney	Metropolitan[1] Newcastle	Metropolitan[1] Wollongong	Country[2] Urban	Country[2] Non-urban	Country[2] Unknown	Total
Fatal	Yes	27	2	2	22	37	0	90
	No	110	13	17	68	118	0	326
	Unknown	19	2	2	12	32	0	67
	Sub-total	**156**	**17**	**21**	**102**	**187**	**0**	**483**
Injury	Yes	**444**	60	52	327	195	2	1,080
	No	6,475	607	**440**	2,820	1,781	11	12,134
	Unknown	5,248	325	199	1,237	564	11	7,584
	Sub-total	**12,167**	**992**	**691**	**4,384**	**2,540**	**24**	**20,798**
Non-	Yes	460	51	43	280	61	0	895
Casualty	No	10,836	1,025	748	3,801	1,994	13	18,417
	Unknown	5,738	300	291	1,443	889	12	8,673
	Sub-total	**17,034**	**1,376**	**1,082**	**5,524**	**2,944**	**25**	**27,985**
Total	Yes	931	113	97	629	293	2	2,065
Crashes	No	17,421	1,645	1,205	6,689	3,893	24	30,877
	Unknown	11,005	627	492	2,692	1,485	23	16,324
	TOTAL	**29,357**	**2,385**	**1,794**	**10,010**	**5,671**	**49**	**49,266**

[1] *The Sydney, Newcastle and Wollongong Metropolitan Areas are defined in the Definitions on page xiii.*

[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

15a CRASHES, ALCOHOL INVOLVEMENT, DEGREE OF CRASH

Alcohol Involved in Crash	Degree of Crash: Fatal Crash	Injury Crash	Non-Casualty Crash	Total Crashes
Yes	90	1,080	895	2,065
No	326	12,134	18,417	30,877
Unknown	67	7,584	8,673	16,324
Crashes: Total	**483**	**20,798**	**27,985**	**49,266**

15b CRASHES, SPEEDING INVOLVEMENT, DEGREE OF CRASH

Speeding Involved in Crash	Degree of Crash: Fatal Crash	Injury Crash	Non-Casualty Crash	Total Crashes
Yes	178	3,375	4,844	8,397
No or Unknown	305	17,423	23,141	40,869
Crashes: Total	**483**	**20,798**	**27,985**	**49,266**

15c CRASHES, FATIGUE INVOLVEMENT, DEGREE OF CRASH

Fatigue Involved in Crash	Degree of Crash: Fatal Crash	Injury Crash	Non-Casualty Crash	Total Crashes
Yes	70	1,461	2,169	3,700
No or Unknown	413	19,337	25,816	45,566
Crashes: Total	**483**	**20,798**	**27,985**	**49,266**

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 xiv.

16a MOTOR VEHICLE CONTROLLERS INVOLVED, DEGREE OF CRASH, ROAD USER CLASS, SEX, AGE

DEGREE OF CRASH: **FATAL**

Road User Class	Sex	Age (years) 0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	TOTAL
Car Driver	M	0	3	49	49	27	67	47	34	19	38	1	334
	F	0	0	25	20	12	25	28	21	12	11	0	154
	Sub-total[1]	**0**	**3**	**74**	**69**	**39**	**92**	**75**	**55**	**31**	**49**	**3**	**490**
Light Truck Driver	M	0	0	7	9	3	20	16	9	7	3	0	74
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	**0**	**0**	**7**	**9**	**3**	**20**	**16**	**9**	**7**	**3**	**0**	**74**
Heavy Rigid Truck Driver	M	0	0	0	2	3	3	6	4	0	0	0	18
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	**0**	**0**	**0**	**2**	**3**	**3**	**6**	**4**	**0**	**0**	**0**	**18**
Articulated Truck Driver	M	0	0	0	1	4	22	16	11	3	0	0	57
	F	0	0	0	0	0	0	1	0	0	0	0	1
	Sub-total[1]	**0**	**0**	**0**	**1**	**4**	**22**	**17**	**11**	**3**	**0**	**0**	**58**
Bus Driver	M	0	0	0	0	1	3	2	3	3	0	0	12
	F	0	0	0	0	0	0	0	1	0	0	0	1
	Sub-total[1]	**0**	**0**	**0**	**0**	**1**	**3**	**2**	**4**	**3**	**0**	**0**	**13**
Motorcycle Rider	M	0	3	4	13	8	13	16	5	1	0	0	63
	F	0	0	0	2	0	0	0	0	0	0	0	2
	Sub-total[1]	**0**	**3**	**4**	**15**	**8**	**13**	**16**	**5**	**1**	**0**	**0**	**65**
Other Motor Vehicle Driver	M	0	0	0	0	0	1	0	1	0	2	0	4
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**2**	**2**	**6**
MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**6**	**60**	**74**	**46**	**129**	**103**	**67**	**33**	**43**	**1**	**562**
	F	**0**	**0**	**25**	**22**	**12**	**25**	**29**	**22**	**12**	**11**	**0**	**158**
	TOTAL[1]	**0**	**6**	**85**	**96**	**58**	**154**	**132**	**89**	**45**	**54**	**5**	**724**

[1] *Unknown sex included.*

16b MOTOR VEHICLE CONTROLLERS INVOLVED, DEGREE OF CRASH, ROAD USER CLASS, SEX, AGE

DEGREE OF CRASH: **INJURY**

Road User Class	Sex	Age (years) 0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	TOTAL
Car Driver	M	0	48	2,348	2,245	1,427	3,031	2,471	1,760	1,044	905	505	15,784
	F	0	36	1,583	1,646	1,123	2,577	2,097	1,291	537	460	379	11,729
	Sub-total[1]	**0**	**84**	**3,932**	**3,892**	**2,550**	**5,613**	**4,569**	**3,051**	**1,583**	**1,365**	**1,554**	**28,193**
Light Truck Driver	M	0	5	185	329	244	605	510	319	120	56	56	2,429
	F	0	1	19	32	21	62	56	33	9	4	10	247
	Sub-total[1]	**0**	**6**	**204**	**362**	**265**	**667**	**567**	**352**	**129**	**60**	**153**	**2,765**
Heavy Rigid Truck Driver	M	0	0	10	42	52	131	152	80	30	1	21	519
	F	0	0	0	0	0	1	0	2	0	0	0	3
	Sub-total[1]	**0**	**0**	**10**	**42**	**52**	**132**	**152**	**82**	**30**	**1**	**36**	**537**
Articulated Truck Driver	M	0	0	0	28	51	161	161	99	24	1	20	545
	F	0	0	0	0	1	1	0	1	0	1	0	4
	Sub-total[1]	**0**	**0**	**0**	**28**	**53**	**162**	**161**	**100**	**24**	**2**	**40**	**570**
Bus Driver	M	0	1	5	9	13	64	67	68	31	4	15	277
	F	0	0	2	0	1	11	9	3	1	0	0	27
	Sub-total[1]	**0**	**1**	**7**	**9**	**14**	**75**	**77**	**71**	**32**	**4**	**36**	**326**
Motorcycle Rider	M	0	20	188	325	221	438	325	143	28	12	60	1,760
	F	0	2	9	16	11	28	20	10	1	0	4	101
	Sub-total[1]	**0**	**22**	**197**	**341**	**232**	**466**	**345**	**153**	**29**	**12**	**84**	**1,881**
Other Motor Vehicle Driver	M	0	2	3	22	26	58	20	17	4	7	28	187
	F	0	0	2	9	4	11	4	2	0	5	17	54
	Sub-total[1]	**0**	**3**	**5**	**31**	**30**	**69**	**24**	**19**	**4**	**12**	**592**	**789**
MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**76**	**2,739**	**3,000**	**2,034**	**4,488**	**3,706**	**2,486**	**1,281**	**986**	**705**	**21,501**
	F	**0**	**39**	**1,615**	**1,703**	**1,161**	**2,691**	**2,186**	**1,342**	**548**	**470**	**410**	**12,165**
	TOTAL[1]	**0**	**116**	**4,355**	**4,705**	**3,196**	**7,184**	**5,895**	**3,828**	**1,831**	**1,456**	**2,495**	**35,061**

[1] *Unknown sex included.*

16c MOTOR VEHICLE CONTROLLERS INVOLVED, DEGREE OF CRASH, ROAD USER CLASS, SEX, AGE

DEGREE OF CRASH: **NON-CASUALTY**

Road User Class	Sex	Age (years) 0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	TOTAL
Car Driver	M	0	130	4,516	4,024	2,444	4,752	3,733	2,678	1,450	1,218	831	25,776
	F	0	40	2,226	2,334	1,430	3,260	2,857	1,750	701	618	444	15,660
	Sub-total[1]	**0**	**171**	**6,748**	**6,358**	**3,880**	**8,023**	**6,602**	**4,428**	**2,151**	**1,837**	**2,939**	**43,137**
Light Truck Driver	M	0	4	311	458	379	897	632	456	191	61	117	3,506
	F	0	1	36	37	33	73	71	38	6	3	10	308
	Sub-total[1]	**0**	**5**	**347**	**495**	**412**	**971**	**703**	**494**	**197**	**64**	**283**	**3,971**
Heavy Rigid Truck Driver	M	0	0	7	41	76	230	221	163	27	2	30	797
	F	0	0	0	0	1	2	1	1	0	0	1	6
	Sub-total[1]	**0**	**0**	**7**	**41**	**77**	**232**	**222**	**164**	**27**	**2**	**69**	**841**
Articulated Truck Driver	M	0	0	3	31	76	232	197	140	30	3	12	724
	F	0	0	0	1	0	6	1	1	0	0	0	9
	Sub-total[1]	**0**	**0**	**3**	**32**	**76**	**238**	**198**	**141**	**30**	**3**	**52**	**773**
Bus Driver	M	0	1	2	13	17	55	91	88	30	4	17	318
	F	0	0	1	2	1	3	8	6	0	0	1	22
	Sub-total[1]	**0**	**1**	**3**	**15**	**18**	**58**	**99**	**94**	**30**	**4**	**34**	**356**
Motorcycle Rider	M	0	3	17	45	15	54	30	13	0	1	8	186
	F	0	0	0	1	2	5	4	1	1	0	0	14
	Sub-total[1]	**0**	**3**	**17**	**46**	**17**	**59**	**34**	**14**	**1**	**1**	**16**	**208**
Other Motor Vehicle Driver	M	0	1	2	16	27	44	38	12	5	2	28	175
	F	0	0	0	5	4	5	3	1	0	0	12	30
	Sub-total[1]	**0**	**1**	**2**	**21**	**31**	**49**	**41**	**13**	**5**	**2**	**644**	**809**
MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**139**	**4,858**	**4,628**	**3,034**	**6,264**	**4,942**	**3,550**	**1,733**	**1,291**	**1,043**	**31,482**
	F	**0**	**41**	**2,263**	**2,380**	**1,471**	**3,354**	**2,945**	**1,798**	**708**	**621**	**468**	**16,049**
	TOTAL[1]	**0**	**181**	**7,127**	**7,008**	**4,511**	**9,630**	**7,899**	**5,348**	**2,441**	**1,913**	**4,037**	**50,095**

[1] *Unknown sex included.*

16d MOTOR VEHICLE CONTROLLERS INVOLVED, DEGREE OF CRASH, ROAD USER CLASS, SEX, AGE

DEGREE OF CRASH: **ALL CRASHES**

Road User Class	Sex	Age (years) 0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	TOTAL
Car Driver	M	0	181	6,913	6,318	3,898	7,850	6,251	4,472	2,513	2,161	1,337	41,894
	F	0	76	3,834	4,000	2,565	5,862	4,982	3,062	1,250	1,089	823	27,543
	Sub-total[1]	**0**	**258**	**10,754**	**10,319**	**6,469**	**13,728**	**11,246**	**7,534**	**3,765**	**3,251**	**4,496**	**71,820**
Light Truck Driver	M	0	9	503	796	626	1,522	1,158	784	318	120	173	6,009
	F	0	2	55	69	54	135	127	71	15	7	20	555
	Sub-total[1]	**0**	**11**	**558**	**866**	**680**	**1,658**	**1,286**	**855**	**333**	**127**	**436**	**6,810**
Heavy Rigid Truck Driver	M	0	0	17	85	131	364	379	247	57	3	51	1,334
	F	0	0	0	0	1	3	1	3	0	0	1	9
	Sub-total[1]	**0**	**0**	**17**	**85**	**132**	**367**	**380**	**250**	**57**	**3**	**105**	**1,396**
Articulated Truck Driver	M	0	0	3	60	131	415	374	250	57	4	32	1,326
	F	0	0	0	1	1	7	2	2	0	1	0	14
	Sub-total[1]	**0**	**0**	**3**	**61**	**133**	**422**	**376**	**252**	**57**	**5**	**92**	**1,401**
Bus Driver	M	0	2	7	22	31	122	160	159	64	8	32	607
	F	0	0	3	2	2	14	17	10	1	0	1	50
	Sub-total[1]	**0**	**2**	**10**	**24**	**33**	**136**	**178**	**169**	**65**	**8**	**70**	**695**
Motorcycle Rider	M	0	26	209	383	244	505	371	161	29	13	68	2,009
	F	0	2	9	19	13	33	24	11	2	0	4	117
	Sub-total[1]	**0**	**28**	**218**	**402**	**257**	**538**	**395**	**172**	**31**	**13**	**100**	**2,154**
Other Motor Vehicle Driver	M	0	3	5	38	53	103	58	30	9	11	56	366
	F	0	0	2	14	8	16	7	3	0	5	29	84
	Sub-total[1]	**0**	**4**	**7**	**52**	**61**	**119**	**65**	**33**	**9**	**16**	**1,238**	**1,604**
MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**221**	**7,657**	**7,702**	**5,114**	**10,881**	**8,751**	**6,103**	**3,047**	**2,320**	**1,749**	**53,545**
	F	**0**	**80**	**3,903**	**4,105**	**2,644**	**6,070**	**5,160**	**3,162**	**1,268**	**1,102**	**878**	**28,372**
	TOTAL[1]	**0**	**303**	**11,567**	**11,809**	**7,765**	**16,968**	**13,926**	**9,265**	**4,317**	**3,423**	**6,537**	**85,880**

[1] *Unknown sex included.*

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

Road User Class	Licence Status	Degree of Crash: Fatal Crash	Injury Crash	Non-Casualty Crash	All Crashes
Car Driver	Learner	9	270	467	746
	Provisional[2]	62	2,088	3,783	5,933
	Standard	375	20,713	31,450	52,538
	Unlicensed[1]	36	486	628	1,150
	Unknown[2]	8	4,636	6,809	11,453
	Sub-total	**490**	**28,193**	**43,137**	**71,820**
Light Truck Driver	Learner	0	13	14	27
	Provisional[2]	3	101	173	277
	Standard	64	2,215	3,233	5,512
	Unlicensed[1]	4	50	61	115
	Unknown[2]	3	386	490	879
	Sub-total	**74**	**2,765**	**3,971**	**6,810**
Heavy Rigid Truck Driver	Standard	17	476	745	1,238
	Unlicensed[1]	0	3	8	11
	Unknown[2]	1	58	88	147
	Sub-total	**18**	**537**	**841**	**1,396**
Articulated Truck Driver	Standard	56	477	639	1,172
	Unlicensed[1]	0	2	4	6
	Unknown[2]	2	91	130	223
	Sub-total	**58**	**570**	**773**	**1,401**
Bus Driver	Learner	0	1	1	2
	Provisional[2]	0	2	3	5
	Standard	13	281	317	611
	Unlicensed[1]	0	2	0	2
	Unknown[2]	0	40	35	75
	Sub-total	**13**	**326**	**356**	**695**
Motorcycle Rider	Learner	3	93	9	105
	Provisional[2]	1	43	3	47
	Standard	53	1,282	150	1,485
	Unlicensed[1]	7	66	8	81
	Unknown[2]	1	397	38	436
	Sub-total	**65**	**1,881**	**208**	**2,154**
Other Motor Vehicle Driver	Learner	0	0	0	0
	Provisional[2]	0	0	0	0
	Standard	2	167	157	326
	Unlicensed[1]	0	8	3	11
	Unknown[2]	4	614	649	1,267
	Sub-total	**6**	**789**	**809**	**1,604**
MOTOR VEHICLE CONTROLLERS: TOTAL		**724**	**35,061**	**50,095**	**85,880**

[1] *Includes persons driving whilst disqualified or suspended.*

[2] *Includes P1 and P2 licence types. Following the introduction of the Provisional P2 licence type, in July 2001, there has been a marked increase in the number of controllers recorded with an unknown licence status and a corresponding decrease in the number of controllers recorded with a provisional licence status.*

18a MOTOR VEHICLE CONTROLLERS INVOLVED, DEGREE OF CRASH, BAC[1], SEX, AGE
DEGREE OF CRASH: **FATAL**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years)												
		0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	TOTAL
Legal	M	0	3	53	51	30	91	76	56	29	35	1	425
	F	0	0	21	19	10	19	22	18	11	8	0	128
	Sub-total[2]	**0**	**3**	**74**	**70**	**40**	**110**	**98**	**74**	**40**	**43**	**1**	**553**
.020 – .049[3]	M	0	0	0	0	0	1	0	0	0	0	0	1
	F	0	0	1	0	0	0	0	0	0	0	0	1
	Sub-total[2]	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**
.050 – .079	M	0	0	1	0	1	2	2	0	0	0	0	6
	F	0	0	0	1	0	0	0	0	0	0	0	1
	Sub-total[2]	**0**	**0**	**1**	**1**	**1**	**2**	**2**	**0**	**0**	**0**	**0**	**7**
.080 – .149	M	0	0	0	7	3	6	5	3	0	1	0	25
	F	0	0	2	0	0	0	0	1	0	0	0	3
	Sub-total[2]	**0**	**0**	**2**	**7**	**3**	**6**	**5**	**4**	**0**	**1**	**0**	**28**
≥ .150	M	0	0	2	11	7	9	12	2	3	0	0	46
	F	0	0	1	1	1	3	1	1	0	0	0	8
	Sub-total[2]	**0**	**0**	**3**	**12**	**8**	**12**	**13**	**3**	**3**	**0**	**0**	**54**
Unknown	M	0	3	4	5	5	20	8	6	1	7	0	59
	F	0	0	0	1	1	3	6	2	1	3	0	17
	Sub-total[2]	**0**	**3**	**4**	**6**	**6**	**23**	**14**	**8**	**2**	**10**	**4**	**80**
MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**6**	**60**	**74**	**46**	**129**	**103**	**67**	**33**	**43**	**1**	**562**
	F	**0**	**0**	**25**	**22**	**12**	**25**	**29**	**22**	**12**	**11**	**0**	**158**
	TOTAL[2]	**0**	**6**	**85**	**96**	**58**	**154**	**132**	**89**	**45**	**54**	**5**	**724**

[1] *Blood Alcohol Concentration.*

[2] *Unknown sex included.*

[3] *Learner's and Provisional Licence holders and unlicensed controllers and certain categories of young and professional controllers.*

18b

MOTOR VEHICLE CONTROLLERS INVOLVED, DEGREE OF CRASH, BAC[1], SEX, AGE
DEGREE OF CRASH: **INJURY**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years) 0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	TOTAL
Legal	M	0	49	1,979	1,996	1,325	2,950	2,519	1,742	928	761	363	14,612
	F	0	27	1,184	1,142	736	1,751	1,456	922	420	352	196	8,186
	Sub-total[2]	**0**	**76**	**3,164**	**3,139**	**2,062**	**4,704**	**3,977**	**2,664**	**1,348**	**1,113**	**565**	**22,812**
.020 – .049[3]	M	0	0	16	5	0	2	2	1	0	0	0	26
	F	0	0	1	1	0	0	0	0	0	0	0	2
	Sub-total[2]	**0**	**0**	**17**	**6**	**0**	**2**	**2**	**1**	**0**	**0**	**0**	**28**
.050 – .079	M	0	0	18	26	12	23	18	7	2	3	3	112
	F	0	0	5	6	4	6	5	3	1	0	2	32
	Sub-total[2]	**0**	**0**	**23**	**32**	**16**	**29**	**23**	**10**	**3**	**3**	**5**	**144**
.080 – .149	M	0	1	82	96	55	57	33	16	5	6	3	354
	F	0	0	14	18	8	10	7	7	4	1	1	70
	Sub-total[2]	**0**	**1**	**96**	**114**	**63**	**67**	**40**	**23**	**9**	**7**	**4**	**424**
≥.150	M	0	1	39	87	45	104	67	33	14	3	3	396
	F	0	0	14	16	8	22	19	5	3	2	3	92
	Sub-total[2]	**0**	**1**	**53**	**103**	**53**	**126**	**86**	**38**	**17**	**5**	**6**	**488**
Unknown	M	0	25	605	790	597	1,352	1,067	687	332	213	333	6,001
	F	0	12	397	520	405	902	699	405	120	115	208	3,783
	Sub-total[2]	**0**	**38**	**1,002**	**1,311**	**1,002**	**2,256**	**1,767**	**1,092**	**454**	**328**	**1,915**	**11,165**
MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**76**	**2,739**	**3,000**	**2,034**	**4,488**	**3,706**	**2,486**	**1,281**	**986**	**705**	**21,501**
	F	**0**	**39**	**1,615**	**1,703**	**1,161**	**2,691**	**2,186**	**1,342**	**548**	**470**	**410**	**12,165**
	TOTAL[2]	**0**	**116**	**4,355**	**4,705**	**3,196**	**7,184**	**5,895**	**3,828**	**1,831**	**1,456**	**2,495**	**35,061**

[1] *Blood Alcohol Concentration.*
[2] *Unknown sex included.*
[3] *Learner's and Provisional Licence holders and unlicensed controllers and certain categories of young and professional controllers.*

18c

MOTOR VEHICLE CONTROLLERS INVOLVED, DEGREE OF CRASH, BAC[1], SEX, AGE
DEGREE OF CRASH: **NON-CASUALTY**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years) 0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	TOTAL
Legal	M	0	92	3,879	3,469	2,235	4,592	3,707	2,704	1,360	1,056	606	23,700
	F	0	28	1,864	1,893	1,112	2,563	2,251	1,410	567	512	272	12,472
	Sub-total[2]	**0**	**120**	**5,744**	**5,362**	**3,351**	**7,166**	**5,965**	**4,114**	**1,927**	**1,569**	**904**	**36,222**
.020 – .049[3]	M	0	0	18	3	0	3	1	1	0	0	0	26
	F	0	0	0	0	1	0	0	0	0	0	0	1
	Sub-total[2]	**0**	**0**	**18**	**3**	**1**	**3**	**1**	**1**	**0**	**0**	**0**	**27**
.050 – .079	M	0	1	28	22	14	23	10	3	2	3	0	106
	F	0	1	1	7	3	8	0	0	0	0	0	20
	Sub-total[2]	**0**	**2**	**29**	**29**	**17**	**31**	**10**	**3**	**2**	**3**	**0**	**126**
.080 – .149	M	0	6	72	101	53	64	45	20	10	6	1	378
	F	0	0	3	11	4	14	8	10	3	1	1	55
	Sub-total[2]	**0**	**6**	**75**	**112**	**57**	**78**	**53**	**30**	**13**	**7**	**4**	**435**
≥.150	M	0	2	22	48	32	79	47	15	4	4	2	255
	F	0	0	5	8	5	9	19	4	3	0	0	53
	Sub-total[2]	**0**	**2**	**27**	**56**	**37**	**88**	**66**	**19**	**7**	**4**	**2**	**308**
Unknown	M	0	38	839	985	700	1,503	1,132	807	357	222	434	7,017
	F	0	12	390	461	346	760	667	374	135	108	195	3,448
	Sub-total[2]	**0**	**51**	**1,234**	**1,446**	**1,048**	**2,264**	**1,804**	**1,181**	**492**	**330**	**3,127**	**12,977**
MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**139**	**4,858**	**4,628**	**3,034**	**6,264**	**4,942**	**3,550**	**1,733**	**1,291**	**1,043**	**31,482**
	F	**0**	**41**	**2,263**	**2,380**	**1,471**	**3,354**	**2,945**	**1,798**	**708**	**621**	**468**	**16,049**
	TOTAL[2]	**0**	**181**	**7,127**	**7,008**	**4,511**	**9,630**	**7,899**	**5,348**	**2,441**	**1,913**	**4,037**	**50,095**

[1] *Blood Alcohol Concentration.*
[2] *Unknown sex included.*
[3] *Learner's and Provisional Licence holders and unlicensed controllers and certain categories of young and professional controllers.*

18d

MOTOR VEHICLE CONTROLLERS INVOLVED, DEGREE OF CRASH, BAC[1], SEX, AGE
DEGREE OF CRASH: **ALL CRASHES**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years) 0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	TOTAL
Legal	M	0	144	5,911	5,516	3,590	7,633	6,302	4,502	2,317	1,852	970	38,737
	F	0	55	3,069	3,054	1,858	4,333	3,729	2,350	998	872	468	20,786
	Sub-total[2]	**0**	**199**	**8,982**	**8,571**	**5,453**	**11,980**	**10,040**	**6,852**	**3,315**	**2,725**	**1,470**	**59,587**
.020 – .049[3]	M	0	0	34	8	0	6	3	2	0	0	0	53
	F	0	0	2	1	1	0	0	0	0	0	0	4
	Sub-total[2]	**0**	**0**	**36**	**9**	**1**	**6**	**3**	**2**	**0**	**0**	**0**	**57**
.050 – .079	M	0	1	47	48	27	48	30	10	4	6	3	224
	F	0	1	6	14	7	14	5	3	1	0	2	53
	Sub-total[2]	**0**	**2**	**53**	**62**	**34**	**62**	**35**	**13**	**5**	**6**	**5**	**277**
.080 – .149	M	0	7	154	204	111	127	83	39	15	13	4	757
	F	0	0	19	29	12	24	15	18	7	2	2	128
	Sub-total[2]	**0**	**7**	**173**	**233**	**123**	**151**	**98**	**57**	**22**	**15**	**8**	**887**
≥.150	M	0	3	63	146	84	192	126	50	21	7	5	697
	F	0	0	20	25	14	34	39	10	6	2	3	153
	Sub-total[2]	**0**	**3**	**83**	**171**	**98**	**226**	**165**	**60**	**27**	**9**	**8**	**850**
Unknown	M	0	66	1,448	1,780	1,302	2,875	2,207	1,500	690	442	767	13,077
	F	0	24	787	982	752	1,665	1,372	781	256	226	403	7,248
	Sub-total[2]	**0**	**92**	**2,240**	**2,763**	**2,056**	**4,543**	**3,585**	**2,281**	**948**	**668**	**5,046**	**24,222**
MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**221**	**7,657**	**7,702**	**5,114**	**10,881**	**8,751**	**6,103**	**3,047**	**2,320**	**1,749**	**53,545**
	F	**0**	**80**	**3,903**	**4,105**	**2,644**	**6,070**	**5,160**	**3,162**	**1,268**	**1,102**	**878**	**28,372**
	TOTAL[2]	**0**	**303**	**11,567**	**11,809**	**7,765**	**16,968**	**13,926**	**9,265**	**4,317**	**3,423**	**6,537**	**85,880**

[1] *Blood Alcohol Concentration.*
[2] *Unknown sex included.*
[3] *Learner's and Provisional Licence holders and unlicensed controllers and certain categories of young and professional controllers.*

19 SPEEDING MOTOR VEHICLE CONTROLLERS INVOLVED, DEGREE OF CRASH, SEX, AGE

Degree of Crash	Sex	Age (years) 0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	TOTAL
Fatal	M	0	3	21	27	19	33	20	11	4	13	0	151
	F	0	0	8	3	1	6	3	5	2	0	0	28
	Sub-total[1]	**0**	**3**	**29**	**30**	**20**	**39**	**23**	**16**	**6**	**13**	**0**	**179**
Injury	M	0	25	569	434	248	417	309	171	78	71	52	2,374
	F	0	12	228	142	83	174	137	98	42	30	26	972
	Sub-total[1]	**0**	**37**	**797**	**576**	**331**	**591**	**446**	**269**	**120**	**101**	**130**	**3,398**
Non-Casualty	M	0	50	981	665	305	472	349	175	81	73	89	3,240
	F	0	11	289	179	123	245	189	94	41	22	30	1,223
	Sub-total[1]	**0**	**62**	**1,272**	**844**	**429**	**717**	**539**	**269**	**122**	**95**	**526**	**4,875**
SPEEDING MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**78**	**1,571**	**1,126**	**572**	**922**	**678**	**357**	**163**	**157**	**141**	**5,765**
	F	**0**	**23**	**525**	**324**	**207**	**425**	**329**	**197**	**85**	**52**	**56**	**2,223**
	TOTAL[1]	**0**	**102**	**2,098**	**1,450**	**780**	**1,347**	**1,008**	**554**	**248**	**209**	**656**	**8,452**

[1] *Unknown sex included.*

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

20 FATIGUED MOTOR VEHICLE CONTROLLERS INVOLVED, DEGREE OF CRASH, SEX, AGE

Degree of Crash	Sex	Age (years) 0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	TOTAL
Fatal	M	0	1	7	8	2	12	14	5	3	4	0	56
	F	0	0	1	4	1	4	1	2	0	1	0	14
	Sub-total[1]	**0**	**1**	**8**	**12**	**3**	**16**	**15**	**7**	**3**	**5**	**0**	**70**
Injury	M	0	6	184	133	92	223	145	80	51	71	25	1,010
	F	0	7	72	67	33	79	56	46	37	22	6	425
	Sub-total[1]	**0**	**13**	**256**	**200**	**126**	**302**	**201**	**126**	**88**	**93**	**56**	**1,461**
Non-Casualty	M	0	10	229	250	133	227	145	94	44	62	31	1,225
	F	0	5	76	56	43	83	94	40	24	37	6	464
	Sub-total[1]	**0**	**16**	**306**	**306**	**176**	**310**	**241**	**134**	**68**	**99**	**513**	**2,169**
FATIGUED MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**17**	**420**	**391**	**227**	**462**	**304**	**179**	**98**	**137**	**56**	**2,291**
	F	**0**	**12**	**149**	**127**	**77**	**166**	**151**	**88**	**61**	**60**	**12**	**903**
	TOTAL[1]	**0**	**30**	**570**	**518**	**305**	**628**	**457**	**267**	**159**	**197**	**569**	**3,700**

[1] *Unknown sex included.*

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

21a CRASHES, LOCATION TYPE, DEGREE OF CRASH

Location Type	Degree of Crash: Fatal Crash	Injury Crash	Non-Casualty Crash	Total Crashes
INTERSECTION				
Cross	35	3,816	4,750	8,601
'T'	67	5,086	6,914	12,067
'Y'	1	24	27	52
Multiple	0	40	34	74
Roundabout	3	709	1,066	1,778
Sub-total	**106**	**9,675**	**12,791**	**22,572**
NON-INTERSECTION				
One-way	2	62	55	119
2-way undivided	309	7,872	10,055	18,236
Dual carriageway (non-freeway)	55	2,287	3,569	5,911
Dual carriageway (freeway)	7	654	1,196	1,857
Other limited access	0	18	20	38
Other	4	230	299	533
Unknown	0	0	0	0
Sub-total	**377**	**11,123**	**15,194**	**26,694**
CRASHES: TOTAL	**483**	**20,798**	**27,985**	**49,266**

21b CRASHES, FEATURE OF LOCATION, DEGREE OF CRASH

Feature of Location	Degree of Crash: Fatal Crash	Injury Crash	Non-Casualty Crash	Total Crashes
Bridge	9	385	541	935
Causeway	2	7	9	18
Railway crossing	1	17	16	34
Entrance/driveway	16	1,264	1,738	3,018
Hazardous road surface	13	551	547	1,111
Roadworks/detour/ diversion	8	229	308	545
Previous crash	1	67	170	238

22 CRASHES, AREA, SPEED LIMIT, DEGREE OF CRASH

Area[1]/ Speed Limit	Degree of Crash: Fatal Crash	Injury Crash	Non-Casualty Crash	Total Crashes
Metropolitan				
30 km/h or less	0	21	14	35
40 km/h	2	160	131	293
50 km/h	43	4,138	5,837	10,018
60 km/h	93	6,570	9,041	15,704
70 km/h	20	1,615	2,404	4,039
80 km/h	25	724	1,046	1,795
90 km/h	6	211	337	554
100 km/h	3	159	246	408
110 km/h	2	201	386	589
Unknown	0	51	50	101
Sub-total	**194**	**13,850**	**19,492**	**33,536**
Country				
30 km/h or less	0	4	3	7
40 km/h	2	66	68	136
50 km/h	24	1,302	1,717	3,043
60 km/h	36	2,014	2,533	4,583
70 km/h	4	245	302	551
80 km/h	36	753	901	1,690
90 km/h	10	150	189	349
100 km/h	159	2,050	2,178	4,387
110 km/h	18	340	577	935
Unknown	0	24	25	49
Sub-total	**289**	**6,948**	**8,493**	**15,730**
CRASHES: TOTAL	**483**	**20,798**	**27,985**	**49,266**

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

23 CRASHES, ALIGNMENT, SURFACE CONDITION, DEGREE OF CRASH

Alignment/ Surface Condition	Degree of Crash: Fatal Crash	Injury Crash	Non-Casualty Crash	Total Crashes
Straight				
Wet	50	2,631	4,330	7,011
Dry	255	13,799	17,686	31,740
Snow or ice	0	7	21	28
Unknown	0	25	34	59
Sub-total	**305**	**16,462**	**22,071**	**38,838**
Curve				
Wet	38	1,165	2,212	3,415
Dry	140	3,142	3,663	6,945
Snow or ice	0	12	21	33
Unknown	0	7	5	12
Sub-total	**178**	**4,326**	**5,901**	**10,405**
Total Crashes[1]				
Wet	88	3,796	6,543	10,427
Dry	395	16,941	21,349	38,685
Snow or ice	0	19	42	61
Unknown	0	42	51	93
CRASHES: TOTAL	**483**	**20,798**	**27,985**	**49,266**

[1] *Includes cases of unknown alignment.*

24 CRASHES, CASUALTIES, REGION, LOCAL GOVERNMENT AREA, DEGREE OF CRASH, DEGREE OF CASUALTY

Local Government Area	Degree of Crash[1] F	I C	N	Total Crashes	Degree of Casualty[2] K	I	Total Killed & Injured
SYDNEY REGION							
Sydney Metropolitan Area							
City of Sydney[3]	3	641	516	1,160	3	734	737
Ashfield	1	132	161	294	1	161	162
Auburn	3	324	424	751	3	407	410
Bankstown City	13	648	906	1,567	13	845	858
Baulkham Hills	4	418	684	1,106	4	546	550
Blacktown City	9	799	1,168	1,976	9	1,044	1,053
Botany Bay City	3	172	241	416	3	227	230
Burwood	1	138	199	338	1	176	177
Camden	4	117	156	277	4	167	171
Campbelltown City	4	390	495	889	4	519	523
Canada Bay City	2	189	310	501	2	218	220
Canterbury City	6	448	601	1,055	6	586	592
Fairfield City	12	650	751	1,413	12	893	905
Holroyd City	3	364	571	938	3	456	459
Hornsby	9	391	679	1,079	9	501	510
Hunters Hill	0	41	74	115	0	51	51
Hurstville City	2	187	260	449	2	231	233
Kogarah	4	162	237	403	4	212	216
Ku-ring-gai	3	263	476	742	3	299	302
Lane Cove	1	91	161	253	1	103	104
Leichhardt[3]	2	201	241	444	2	231	233
Liverpool City	11	677	796	1,484	11	869	880
Manly	1	97	119	217	1	142	143
Marrickville	2	293	351	646	2	353	355
Mosman	2	60	83	145	2	74	76

[1] F - *Fatal Crash* I C - *Injury Crash* N - *Non-Casualty Crash*

[2] K - *Killed* I - *Injured*

[3] *A change to the boundaries of City of Sydney and Leichhardt is effective from 8 May 2003. Data are modified after this date.*

24 CRASHES, CASUALTIES, REGION, LOCAL GOVERNMENT AREA, DEGREE OF CRASH, DEGREE OF CASUALTY (continued)

Local Government Area	Degree of Crash[1] F	I C	N	Total Crashes	Degree of Casualty[2] K	I	Total Killed & Injured
SYDNEY REGION (continued)							
North Sydney	1	194	301	496	1	235	236
Parramatta City	7	622	908	1,537	7	772	779
Penrith City	9	517	750	1,276	9	688	697
Pittwater	2	98	181	281	4	122	126
Randwick City	3	280	450	733	3	331	334
Rockdale City	3	350	499	852	3	448	451
Ryde City	6	298	546	850	7	373	380
South Sydney City[3]	2	495	539	1,036	2	594	596
Strathfield	1	145	216	362	1	187	188
Sutherland	9	472	762	1,243	9	622	631
Warringah	4	341	488	833	7	420	427
Waverley	0	147	153	300	0	175	175
Willoughby City	2	185	383	570	2	208	210
Woollahra	2	130	198	330	2	141	143
Sydney Metropolitan Area Sub-total	**156**	**12,167**	**17,034**	**29,357**	**162**	**15,361**	**15,523**
Outer Sydney Area							
Blue Mountains City	4	196	302	502	4	256	260
Gosford City	6	525	768	1,299	7	677	684
Hawkesbury City	5	215	319	539	6	256	262
Wollondilly	5	159	183	347	7	219	226
Wyong	14	334	520	868	16	461	477
Outer Sydney Area Sub-total	**34**	**1,429**	**2,092**	**3,555**	**40**	**1,869**	**1,909**
SYDNEY REGION: TOTAL	**190**	**13,596**	**19,126**	**32,912**	**202**	**17,230**	**17,432**

[1] F - *Fatal Crash* I C - *Injury Crash* N - *Non-Casualty Crash*

[2] K - *Killed* I - *Injured*

[3] *A change to the boundary of South Sydney City is effective from 8 May 2003. Data are modified after this date.*

24 CRASHES, CASUALTIES, REGION, LOCAL GOVERNMENT AREA, DEGREE OF CRASH, DEGREE OF CASUALTY (continued)

	Degree of Crash[1]				Degree of Casualty[2]		
Local Government Area	F	I C	N	Total Crashes	K	I	Total Killed & Injured
HUNTER REGION							
Newcastle City	6	575	801	1,382	6	770	776
Lake Macquarie City	11	417	575	1,003	11	557	568
Cessnock City	4	175	182	361	6	232	238
Dungog	2	22	24	48	3	35	38
Gloucester	0	23	24	47	0	38	38
Great Lakes	8	124	151	283	9	179	188
Maitland City	3	140	151	294	3	184	187
Merriwa	1	13	8	22	1	18	19
Murrurundi	1	10	11	22	1	10	11
Muswellbrook	1	35	47	83	1	44	45
Port Stephens	6	151	166	323	8	214	222
Scone	3	19	32	54	6	23	29
Singleton	1	75	75	151	1	96	97
HUNTER REGION: TOTAL	**47**	**1,779**	**2,247**	**4,073**	**56**	**2,400**	**2,456**
ILLAWARRA REGION							
Wollongong City	17	554	842	1,413	17	700	717
Shellharbour City	4	137	240	381	4	198	202
Kiama	5	52	78	135	5	80	85
Shoalhaven City	9	246	312	567	12	354	366
Wingecarribee	6	157	199	362	7	210	217
ILLAWARRA REGION: TOTAL	**41**	**1,146**	**1,671**	**2,858**	**45**	**1,542**	**1,587**

[1] F - *Fatal Crash* I C - *Injury Crash* N - *Non-Casualty Crash*

[2] K - *Killed* I - *Injured*

24 CRASHES, CASUALTIES, REGION, LOCAL GOVERNMENT AREA, DEGREE OF CRASH, DEGREE OF CASUALTY (continued)

Local Government Area	Degree of Crash[1] F	I C	N	Total Crashes	Degree of Casualty[2] K	I	Total Killed & Injured
NORTH COAST REGION							
Ballina	7	117	161	285	9	163	172
Bellingen	3	42	65	110	3	64	67
Byron	10	125	176	311	13	182	195
Coffs Harbour City	7	130	190	327	8	174	182
Copmanhurst	1	16	16	33	1	26	27
Grafton City	1	49	71	121	1	61	62
Hastings	5	166	207	378	6	221	227
Kempsey	5	79	90	174	5	130	135
Kyogle	0	39	41	80	0	46	46
Lismore City	7	157	174	338	7	197	204
Lord Howe Island	0	0	0	0	0	0	0
Maclean	1	39	59	99	1	59	60
Nambucca	3	44	33	80	4	66	70
Pristine Waters	5	42	73	120	6	58	64
Richmond Valley	6	76	69	151	8	119	127
Greater Taree City	9	151	174	334	15	208	223
Tweed	6	202	330	538	6	272	278
NORTH COAST REGION: TOTAL	**76**	**1,474**	**1,929**	**3,479**	**93**	**2,046**	**2,139**

[1] F - *Fatal Crash* I C - *Injury Crash* N - *Non-Casualty Crash*

[2] K - *Killed* I - *Injured*

24 CRASHES, CASUALTIES, REGION, LOCAL GOVERNMENT AREA, DEGREE OF CRASH, DEGREE OF CASUALTY (continued)

	Degree of Crash[1]				Degree of Casualty[2]		
Local Government Area	F	I C	N	Total Crashes	K	I	Total Killed & Injured
NEW ENGLAND REGION							
Armidale Dumaresq	1	54	67	122	1	65	66
Barraba	2	4	1	7	2	4	6
Bingara	0	11	1	12	0	21	21
Glen Innes	0	10	7	17	0	13	13
Gunnedah	1	13	24	38	1	24	25
Guyra	0	6	13	19	0	7	7
Inverell	1	36	42	79	1	47	48
Manilla	0	10	3	13	0	13	13
Moree Plains	2	46	38	86	2	64	66
Narrabri	0	32	39	71	0	43	43
Nundle	0	2	3	5	0	2	2
Parry	6	43	32	81	6	67	73
Quirindi	3	19	11	33	5	27	32
Severn	0	24	22	46	0	31	31
Tamworth City	0	77	94	171	0	101	101
Tenterfield	1	41	26	68	2	57	59
Uralla	2	12	10	24	2	24	26
Walcha	1	21	23	45	1	24	25
Yallaroi	1	15	4	20	1	18	19
NEW ENGLAND REGION: TOTAL	**21**	**476**	**460**	**957**	**24**	**652**	**676**

[1] F - *Fatal Crash* I C - *Injury Crash* N - *Non-Casualty Crash*

[2] K - *Killed* I - *Injured*

24 CRASHES, CASUALTIES, REGION, LOCAL GOVERNMENT AREA, DEGREE OF CRASH, DEGREE OF CASUALTY (continued)

Local Government Area	Degree of Crash[1] F	I C	N	Total Crashes	Degree of Casualty[2] K	I	Total Killed & Injured
ORANA REGION							
Bogan	0	4	7	11	0	6	6
Bourke	1	10	9	20	4	15	19
Brewarrina	1	3	7	11	1	5	6
Cobar	0	18	14	32	0	22	22
Coolah	0	17	11	28	0	29	29
Coonabarabran	2	22	22	46	2	41	43
Coonamble	0	9	9	18	0	12	12
Dubbo City	1	107	110	218	1	133	134
Gilgandra	1	15	9	25	1	18	19
Mudgee	5	36	41	82	6	59	65
Narromine	2	11	11	24	2	17	19
Walgett	0	18	10	28	0	26	26
Warren	0	7	6	13	0	10	10
Wellington	4	24	29	57	4	31	35
ORANA REGION: TOTAL	**17**	**301**	**295**	**613**	**21**	**424**	**445**
CENTRAL WESTERN REGION							
Bathurst City	0	61	112	173	0	85	85
Bland	0	28	12	40	0	47	47
Blayney	1	24	24	49	1	29	30
Cabonne	3	57	46	106	3	91	94
Cowra	2	37	32	71	2	53	55
Evans	2	24	45	71	2	37	39
Forbes	2	16	12	30	2	23	25
Lachlan	2	21	7	30	2	32	34
Lithgow City	2	105	105	212	2	160	162

[1] F - *Fatal Crash* I C - *Injury Crash* N - *Non-Casualty Crash*

[2] K - *Killed* I - *Injured*

24 CRASHES, CASUALTIES, REGION, LOCAL GOVERNMENT AREA, DEGREE OF CRASH, DEGREE OF CASUALTY (continued)

Local Government Area	Degree of Crash[1] F	I C	N	Total Crashes	Degree of Casualty[2] K	I	Total Killed & Injured
CENTRAL WESTERN REGION (continued)							
Oberon	2	24	28	54	2	38	40
Orange City	0	86	91	177	0	121	121
Parkes	1	26	32	59	1	28	29
Rylstone	1	20	21	42	1	30	31
Weddin	0	10	3	13	0	14	14
CENTRAL WESTERN REGION: TOTAL	**18**	**539**	**570**	**1,127**	**18**	**788**	**806**
SOUTH-EASTERN REGION							
Bega Valley	8	96	92	196	9	140	149
Bombala	0	22	10	32	0	34	34
Boorowa	3	13	6	22	3	19	22
Cooma-Monaro	1	31	28	60	1	41	42
Crookwell	1	12	23	36	1	16	17
Eurobodalla	3	105	160	268	3	163	166
Goulburn City	0	40	54	94	0	48	48
Gunning	1	22	41	64	1	24	25
Harden	0	24	20	44	0	31	31
Mulwaree	4	62	108	174	4	103	107
Queanbeyan City	0	59	69	128	0	78	78
Snowy River	1	41	72	114	1	60	61
Tallaganda	1	24	27	52	1	32	33
Yarrowlumla	7	35	50	92	8	62	70
Yass	5	54	82	141	6	95	101
Young	3	37	26	66	3	49	52
SOUTH-EASTERN REGION: TOTAL	**38**	**677**	**868**	**1,583**	**41**	**995**	**1,036**

[1] F - *Fatal Crash* I C - *Injury Crash* N - *Non-Casualty Crash*

[2] K - *Killed* I - *Injured*

24 CRASHES, CASUALTIES, REGION, LOCAL GOVERNMENT AREA, DEGREE OF CRASH, DEGREE OF CASUALTY (continued)

Local Government Area	Degree of Crash[1] F	I C	N	Total Crashes	Degree of Casualty[2] K	I	Total Killed & Injured
RIVERINA REGION							
Carrathool	0	11	11	22	0	13	13
Coolamon	0	6	4	10	0	10	10
Cootamundra	0	13	20	33	0	18	18
Griffith City	2	63	64	129	2	76	78
Gundagai	1	31	46	78	2	58	60
Hay	3	6	8	17	4	12	16
Junee	1	19	13	33	1	24	25
Leeton	1	32	28	61	1	35	36
Lockhart	0	9	6	15	0	11	11
Murrumbidgee	3	5	8	16	5	10	15
Narrandera	2	22	13	37	2	34	36
Temora	1	14	4	19	1	19	20
Tumut	3	40	40	83	3	47	50
Wagga Wagga City	8	148	171	327	8	226	234
RIVERINA REGION: TOTAL	**25**	**419**	**436**	**880**	**29**	**593**	**622**
MURRAY REGION							
Albury City	0	120	182	302	0	153	153
Balranald	1	14	7	22	1	23	24
Berrigan	1	15	8	24	1	21	22
Conargo	1	8	7	16	1	15	16
Corowa	0	13	16	29	0	20	20
Culcairn	0	7	10	17	0	11	11
Deniliquin	0	17	11	28	0	20	20
Holbrook	1	19	18	38	1	24	25
Hume	1	20	24	45	1	26	27

[1] F - *Fatal Crash* I C - *Injury Crash* N - *Non-Casualty Crash*

[2] K - *Killed* I - *Injured*

24 CRASHES, CASUALTIES, REGION, LOCAL GOVERNMENT AREA, DEGREE OF CRASH, DEGREE OF CASUALTY (continued)

Local Government Area	Degree of Crash[1] F	I C	N	Total Crashes	Degree of Casualty[2] K	I	Total Killed & Injured
MURRAY REGION (continued)							
Jerilderie	0	5	4	9	0	5	5
Murray	0	22	12	34	0	26	26
Tumbarumba	0	28	17	45	0	35	35
Urana	0	8	2	10	0	14	14
Wakool	1	16	8	25	1	25	26
Wentworth	2	20	13	35	2	33	35
MURRAY REGION: TOTAL	**8**	**332**	**339**	**679**	**8**	**451**	**459**
FAR WESTERN REGION							
Broken Hill City	0	41	30	71	0	59	59
Central Darling	1	5	7	13	1	8	9
Unincorporated Area	1	13	7	21	1	20	21
FAR WESTERN REGION: TOTAL	**2**	**59**	**44**	**105**	**2**	**87**	**89**
METROPOLITAN[3]: TOTAL	**194**	**13,850**	**19,492**	**33,536**	**200**	**17,586**	**17,786**
COUNTRY[3]: TOTAL	**289**	**6,948**	**8,493**	**15,730**	**339**	**9,622**	**9,961**
NEW SOUTH WALES STATE TOTAL	**483**	**20,798**	**27,985**	**49,266**	**539**	**27,208**	**27,747**

[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.*

25 CRASHES, CASUALTIES, ROUTE, LOCAL GOVERNMENT AREA, DEGREE OF CRASH, DEGREE OF CASUALTY

Route/ Local Government Area	Degree of Crash[1] F	I C	N	Total Crashes	Degree of Casualty[2] K	I	Total Killed & Injured
FREEWAYS AND MOTORWAYS							
M2 MOTORWAY (NORTH RYDE to BAULKHAM HILLS)							
Ryde City	0	20	16	36	0	21	21
Hornsby	0	10	22	32	0	11	11
Baulkham Hills	0	6	16	22	0	6	6
Sub-total	**0**	**36**	**54**	**90**	**0**	**38**	**38**
SYDNEY-NEWCASTLE FREEWAY (WAHROONGA to BERESFIELD)							
Ku-ring-gai	0	1	6	7	0	1	1
Hornsby	1	42	65	108	1	62	63
Gosford City	2	67	148	217	3	80	83
Wyong	0	29	61	90	0	43	43
Lake Macquarie City	1	18	39	58	1	24	25
Cessnock City	0	0	0	0	0	0	0
Newcastle City	0	5	14	19	0	8	8
Sub-total	**4**	**162**	**333**	**499**	**5**	**218**	**223**
M4 MOTORWAY (CONCORD to LAPSTONE)							
Canada Bay City	0	4	5	9	0	5	5
Strathfield	0	5	13	18	0	7	7
Auburn	0	44	62	106	0	53	53
Parramatta City	0	14	19	33	0	17	17
Holroyd City	1	68	96	165	1	84	85
Blacktown City	0	62	118	180	0	81	81
Penrith City	1	22	69	92	1	28	29
Blue Mountains City	0	2	0	2	0	4	4
Sub-total	**2**	**221**	**382**	**605**	**2**	**279**	**281**
M5 MOTORWAY (SYDNEY AIRPORT to PRESTONS)							
Rockdale City	0	11	19	30	0	17	17
Canterbury City	1	29	38	68	1	37	38
Hurstville City	0	0	0	0	0	0	0
Bankstown City	0	41	67	108	0	55	55
Liverpool City	0	47	86	133	0	64	64
Sub-total	**1**	**128**	**210**	**339**	**1**	**173**	**174**

[1] F - *Fatal Crash* I C - *Injury Crash* N - *Non-Casualty Crash*

[2] K - *Killed* I - *Injured*

25 CRASHES, CASUALTIES, ROUTE, LOCAL GOVERNMENT AREA, DEGREE OF CRASH, DEGREE OF CASUALTY (continued)

Route/ Local Government Area	Degree of Crash[1] F	I C	N	Total Crashes	Degree of Casualty[2] K	I	Total Killed & Injured
SOUTHERN FREEWAY (WATERFALL to BULLI HEIGHTS & NTH WOLLONGONG to YALLAH)							
Wollongong City	1	47	65	113	1	67	68
Sub-total	**1**	**47**	**65**	**113**	**1**	**67**	**68**
EASTERN DISTRIBUTOR (WOOLLOOMOOLOO to KENSINGTON)							
City of Sydney	0	3	3	6	0	3	3
South Sydney City	0	6	8	14	0	7	7
Randwick City	0	0	1	1	0	0	0
Sub-total	**0**	**9**	**12**	**21**	**0**	**10**	**10**
FREEWAYS/MOTORWAYS: TOTAL	**8**	**603**	**1,056**	**1,667**	**9**	**785**	**794**
STATE HIGHWAYS							
PRINCES (State Highway (SH) 1) (SYDNEY to Victorian border near EDEN)							
City of Sydney[3]	0	8	5	13	0	8	8
South Sydney City[3]	0	38	21	59	0	43	43
Marrickville	2	50	45	97	2	59	61
Rockdale City	1	62	75	138	1	79	80
Kogarah	0	34	68	102	0	54	54
Sutherland	1	80	163	244	1	97	98
Wollongong City	5	106	174	285	5	134	139
Shellharbour City	1	18	57	76	1	34	35
Kiama	3	27	43	73	3	48	51
Shoalhaven City	5	62	91	158	6	108	114
Eurobodalla	1	39	59	99	1	56	57
Bega Valley	3	32	30	65	3	56	59
Princes Highway Sub-total	**22**	**556**	**831**	**1,409**	**23**	**776**	**799**

[1] F - *Fatal Crash* I C - *Injury Crash* N - *Non-Casualty Crash*

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[3] *A change to the boundaries of City of Sydney and South Sydney City is effective from 8 May 2003. Data are modified after this date.*

25 CRASHES, CASUALTIES, ROUTE, LOCAL GOVERNMENT AREA, DEGREE OF CRASH, DEGREE OF CASUALTY (continued)

Route/ Local Government Area	Degree of Crash[1] F	I C	N	Total Crashes	Degree of Casualty[2] K	I	Total Killed & Injured
HUME (SH 2) (ASHFIELD to ALBURY)							
Ashfield	0	24	22	46	0	26	26
Burwood	0	11	25	36	0	12	12
Strathfield	0	19	30	49	0	22	22
Bankstown City	2	89	123	214	2	124	126
Fairfield City	0	30	39	69	0	40	40
Liverpool City	1	123	166	290	1	153	154
Campbelltown City	0	38	64	102	0	54	54
Wollondilly	1	15	34	50	1	24	25
Wingecarribee	2	28	50	80	2	39	41
Mulwaree	0	23	55	78	0	41	41
Goulburn City	0	1	4	5	0	1	1
Gunning	1	7	23	31	1	7	8
Yass	1	17	31	49	2	34	36
Harden	0	4	5	9	0	5	5
Gundagai	1	20	36	57	2	37	39
Wagga Wagga City	1	11	17	29	1	20	21
Holbrook	1	15	13	29	1	20	21
Hume	1	5	7	13	1	7	8
Albury City	0	40	56	96	0	49	49
Hume Highway Sub-total	**12**	**520**	**800**	**1,332**	**14**	**715**	**729**

[1] F - *Fatal Crash* I C - *Injury Crash* N - *Non-Casualty Crash*

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25 CRASHES, CASUALTIES, ROUTE, LOCAL GOVERNMENT AREA, DEGREE OF CRASH, DEGREE OF CASUALTY (continued)

Route/ Local Government Area	Degree of Crash[1] F	I C	N	Total Crashes	Degree of Casualty[2] K	I	Total Killed & Injured
FEDERAL (SH 3) (Hume Hwy near GOULBURN to ACT Border near SUTTON)							
Mulwaree	2	15	23	40	2	23	25
Gunning	0	4	9	13	0	5	5
Yarrowlumla	1	2	7	10	1	2	3
Federal Highway Sub-total	**3**	**21**	**39**	**63**	**3**	**30**	**33**
SNOWY MOUNTAINS (SH 4) (TATHRA to Hume Hwy near GUNDAGAI)							
Bega Valley	1	4	6	11	1	6	7
Cooma-Monaro	0	1	3	4	0	1	1
Snowy River	0	8	11	19	0	9	9
Tumut	0	8	13	21	0	10	10
Gundagai	0	0	1	1	0	0	0
Snowy Mountains Highway Sub-total	**1**	**21**	**34**	**56**	**1**	**26**	**27**
GREAT WESTERN (SH 5) (SYDNEY to BATHURST)							
City of Sydney[3]	0	25	14	39	0	27	27
South Sydney City[3]	0	22	12	34	0	25	25
Leichhardt	1	28	28	57	1	32	33
Marrickville	0	30	30	60	0	43	43
Ashfield	1	24	28	53	1	34	35
Canada Bay City	0	22	44	66	0	30	30
Burwood	0	13	23	36	0	18	18
Strathfield	0	11	37	48	0	15	15
Auburn	1	28	74	103	1	36	37

[1] F - *Fatal Crash* I C - *Injury Crash* N - *Non-Casualty Crash*

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25 CRASHES, CASUALTIES, ROUTE, LOCAL GOVERNMENT AREA, DEGREE OF CRASH, DEGREE OF CASUALTY (continued)

Route/ Local Government Area	Degree of Crash[1] F	I C	N	Total Crashes	Degree of Casualty[2] K	I	Total Killed & Injured
Great Western Highway (continued)							
Parramatta City	1	43	54	98	1	49	50
Holroyd City	0	50	84	134	0	69	69
Blacktown City	1	51	56	108	1	69	70
Penrith City	0	55	93	148	0	73	73
Blue Mountains City	3	89	145	237	3	122	125
Lithgow City	1	28	33	62	1	48	49
Evans	1	3	4	8	1	5	6
Bathurst City	0	12	29	41	0	20	20
Great Western Highway Sub-total	**10**	**534**	**788**	**1,332**	**10**	**715**	**725**
MID WESTERN (SH 6) (BATHURST to HAY)							
Bathurst City	0	0	4	4	0	0	0
Evans	0	2	4	6	0	2	2
Blayney	0	10	10	20	0	13	13
Cowra	1	9	10	20	1	12	13
Weddin	0	3	2	5	0	5	5
Bland	0	4	1	5	0	5	5
Carrathool	0	3	3	6	0	3	3
Hay	0	1	0	1	0	2	2
Mid Western Highway Sub-total	**1**	**32**	**34**	**67**	**1**	**42**	**43**

[1] F - *Fatal Crash* I C - *Injury Crash* N - *Non-Casualty Crash*

[2] K - *Killed* I - *Injured*

25 CRASHES, CASUALTIES, ROUTE, LOCAL GOVERNMENT AREA, DEGREE OF CRASH, DEGREE OF CASUALTY (continued)

Route/ Local Government Area	Degree of Crash[1] F	I C	N	Total Crashes	Degree of Casualty[2] K	I	Total Killed & Injured
MITCHELL (SH 7) (BATHURST to BARRINGUN)							
Bathurst City	0	1	4	5	0	1	1
Evans	1	4	8	13	1	6	7
Cabonne	0	6	12	18	0	7	7
Orange City	0	25	29	54	0	36	36
Wellington	3	6	10	19	3	9	12
Dubbo City	0	24	26	50	0	34	34
Narromine	0	4	3	7	0	6	6
Warren	0	0	3	3	0	0	0
Bogan	0	1	2	3	0	2	2
Bourke	1	2	3	6	4	2	6
Mitchell Highway Sub-total	**5**	**73**	**100**	**178**	**8**	**103**	**111**
BARRIER (SH 8) (NYNGAN to SA border near COCKBURN)							
Bogan	0	1	3	4	0	1	1
Cobar	0	7	7	14	0	9	9
Central Darling	1	2	1	4	1	3	4
Unincorporated Area	0	0	2	2	0	0	0
Broken Hill City	0	4	2	6	0	5	5
Barrier Highway Sub-total	**1**	**14**	**15**	**30**	**1**	**18**	**19**

[1] F - *Fatal Crash* I C - *Injury Crash* N - *Non-Casualty Crash*

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25 CRASHES, CASUALTIES, ROUTE, LOCAL GOVERNMENT AREA, DEGREE OF CRASH, DEGREE OF CASUALTY (continued)

Route/ Local Government Area	Degree of Crash[1] F	I C	N	Total Crashes	Degree of Casualty[2] K	I	Total Killed & Injured
NEW ENGLAND (SH 9) (HEXHAM to WALLANGARRA)							
Newcastle City	0	20	19	39	0	34	34
Maitland City	0	47	59	106	0	55	55
Cessnock City	0	9	8	17	0	13	13
Singleton	0	17	25	42	0	26	26
Muswellbrook	0	15	16	31	0	17	17
Scone	2	8	16	26	5	10	15
Murrurundi	1	9	10	20	1	9	10
Quirindi	3	3	1	7	5	7	12
Nundle	0	1	1	2	0	1	1
Parry	1	14	12	27	1	23	24
Tamworth City	0	8	8	16	0	16	16
Uralla	0	6	1	7	0	9	9
Armidale Dumaresq	0	4	5	9	0	6	6
Guyra	0	3	7	10	0	4	4
Severn	0	7	6	13	0	8	8
Glen Innes	0	4	3	7	0	6	6
Tenterfield	1	10	7	18	2	12	14
New England Highway Sub-total	**8**	**185**	**204**	**397**	**14**	**256**	**270**

[1] F - *Fatal Crash* I C - *Injury Crash* N - *Non-Casualty Crash*

[2] K - *Killed* I - *Injured*

25 CRASHES, CASUALTIES, ROUTE, LOCAL GOVERNMENT AREA, DEGREE OF CRASH, DEGREE OF CASUALTY (continued)

Route/ Local Government Area	Degree of Crash[1] F	I C	N	Total Crashes	Degree of Casualty[2] K	I	Total Killed & Injured
PACIFIC (SH 10) (NTH SYDNEY to TWEED HEADS)							
North Sydney	0	33	27	60	0	42	42
Lane Cove	0	14	22	36	0	17	17
Willoughby City	0	31	51	82	0	33	33
Ku-ring-gai	1	84	159	244	1	94	95
Hornsby	3	52	53	108	3	61	64
Gosford City	0	64	93	157	0	77	77
Wyong	8	79	87	174	10	113	123
Lake Macquarie City	2	53	79	134	2	81	83
Newcastle City	1	75	106	182	1	104	105
Port Stephens	0	21	23	44	0	38	38
Great Lakes	7	35	54	96	8	72	80
Greater Taree City	5	41	59	105	8	71	79
Hastings	1	15	29	45	2	33	35
Kempsey	3	26	25	54	3	52	55
Nambucca	2	12	17	31	3	20	23
Bellingen	1	11	20	32	1	13	14
Coffs Harbour City	6	49	75	130	6	65	71
Pristine Waters	2	17	27	46	3	32	35
Grafton City	1	6	12	19	1	11	12
Maclean	0	13	16	29	0	24	24
Richmond Valley	3	17	22	42	5	37	42
Ballina	3	31	36	70	5	52	57
Byron	7	34	60	101	8	69	77
Tweed	2	20	63	85	2	27	29
Pacific Highway Sub-total	**58**	**833**	**1,215**	**2,106**	**72**	**1,238**	**1,310**

[1] F - *Fatal Crash* I C - *Injury Crash* N - *Non-Casualty Crash*

[2] K - *Killed* I - *Injured*

25 CRASHES, CASUALTIES, ROUTE, LOCAL GOVERNMENT AREA, DEGREE OF CRASH, DEGREE OF CASUALTY (continued)

Route/ Local Government Area	Degree of Crash[1] F	I C	N	Total Crashes	Degree of Casualty[2] K	I	Total Killed & Injured
OXLEY (SH 11) (PORT MACQUARIE to NEVERTIRE)							
Hastings	0	35	20	55	0	47	47
Walcha	1	8	5	14	1	9	10
Parry	1	1	3	5	1	6	7
Tamworth City	0	18	22	40	0	20	20
Gunnedah	0	4	4	8	0	6	6
Coonabarabran	0	5	2	7	0	8	8
Gilgandra	1	0	0	1	1	0	1
Warren	0	3	1	4	0	3	3
Oxley Highway Sub-total	**3**	**74**	**57**	**134**	**3**	**99**	**102**
GWYDIR (SH 12) (STH GRAFTON to COLLARENEBRI)							
Grafton City	0	1	5	6	0	1	1
Pristine Waters	0	3	6	9	0	3	3
Severn	0	7	10	17	0	10	10
Glen Innes	0	3	0	3	0	4	4
Inverell	0	8	7	15	0	11	11
Yallaroi	0	3	1	4	0	4	4
Moree Plains	0	6	2	8	0	7	7
Walgett	0	2	0	2	0	4	4
Gwydir Highway Sub-total	**0**	**33**	**31**	**64**	**0**	**44**	**44**

[1] F - *Fatal Crash* I C - *Injury Crash* N - *Non-Casualty Crash*

[2] K - *Killed* I - *Injured*

25 CRASHES, CASUALTIES, ROUTE, LOCAL GOVERNMENT AREA, DEGREE OF CRASH, DEGREE OF CASUALTY (continued)

Route/ Local Government Area	Degree of Crash[1] F	I C	N	Total Crashes	Degree of Casualty[2] K	I	Total Killed & Injured
CUMBERLAND (SH 13) (LIVERPOOL to WAHROONGA)							
Liverpool City	0	11	9	20	0	15	15
Fairfield City	1	67	56	124	1	100	101
Holroyd City	0	46	57	103	0	63	63
Parramatta City	1	59	84	144	1	73	74
Baulkham Hills	1	27	44	72	1	39	40
Hornsby	0	85	181	266	0	111	111
Cumberland Highway Sub-total	**3**	**295**	**431**	**729**	**3**	**401**	**404**
STURT (SH 14) (Hume Hwy near GUNDAGAI to MILDURA)							
Wagga Wagga City	1	32	19	52	1	44	45
Narrandera	0	1	2	3	0	1	1
Murrumbidgee	2	2	4	8	3	6	9
Hay	0	1	2	3	0	2	2
Wakool	0	0	0	0	0	0	0
Balranald	0	5	6	11	0	8	8
Wentworth	1	2	5	8	1	4	5
Sturt Highway Sub-total	**4**	**43**	**38**	**85**	**5**	**65**	**70**
BARTON (SH 15) (Hume Hwy near YASS to ACT border near HALL)							
Yass	4	12	14	30	4	26	30
Yarrowlumla	0	2	3	5	0	3	3
Barton Highway Sub-total	**4**	**14**	**17**	**35**	**4**	**29**	**33**

[1] F - *Fatal Crash* I C - *Injury Crash* N - *Non-Casualty Crash*

[2] K - *Killed* I - *Injured*

25 CRASHES, CASUALTIES, ROUTE, LOCAL GOVERNMENT AREA, DEGREE OF CRASH, DEGREE OF CASUALTY (continued)

Route/ Local Government Area	Degree of Crash[1] F	I C	N	Total Crashes	Degree of Casualty[2] K	I	Total Killed & Injured
BRUXNER (SH 16) (Pacific Hwy near BALLINA to BOGGABILLA)							
Ballina	1	7	13	21	1	11	12
Lismore City	3	40	35	78	3	50	53
Richmond Valley	0	15	9	24	0	18	18
Kyogle	0	3	5	8	0	3	3
Tenterfield	0	13	3	16	0	17	17
Inverell	0	0	1	1	0	0	0
Yallaroi	0	1	1	2	0	1	1
Moree Plains	0	1	0	1	0	1	1
Bruxner Highway Sub-total	**4**	**80**	**67**	**151**	**4**	**101**	**105**
NEWELL (SH 17) (TOCUMWAL to GOONDIWINDI)							
Berrigan	0	2	4	6	0	2	2
Jerilderie	0	2	1	3	0	2	2
Urana	0	2	1	3	0	5	5
Narrandera	1	7	3	11	1	10	11
Coolamon	0	2	2	4	0	2	2
Bland	0	8	4	12	0	17	17
Weddin	0	1	0	1	0	2	2
Forbes	1	4	2	7	1	7	8
Parkes	0	9	11	20	0	10	10
Narromine	0	1	3	4	0	1	1
Dubbo City	0	17	21	38	0	21	21

[1] F - *Fatal Crash* I C - *Injury Crash* N - *Non-Casualty Crash*

[2] K - *Killed* I - *Injured*

25 CRASHES, CASUALTIES, ROUTE, LOCAL GOVERNMENT AREA, DEGREE OF CRASH, DEGREE OF CASUALTY (continued)

Route/ Local Government Area	Degree of Crash[1] F	I C	N	Total Crashes	Degree of Casualty[2] K	I	Total Killed & Injured
Newell Highway (continued)							
Gilgandra	0	9	7	16	0	12	12
Coonabarabran	1	8	10	19	1	21	22
Narrabri	0	12	17	29	0	12	12
Moree Plains	2	16	18	36	2	24	26
Newell Highway Sub-total	**5**	**100**	**104**	**209**	**5**	**148**	**153**
CASTLEREAGH (SH 18) (MARRANGAROO to HEBEL)							
Lithgow City	1	9	2	12	1	15	16
Rylstone	0	7	4	11	0	9	9
Mudgee	2	14	11	27	2	22	24
Coolah	0	4	2	6	0	4	4
Gilgandra	0	4	1	5	0	4	4
Coonamble	0	3	4	7	0	4	4
Walgett	0	2	3	5	0	3	3
Brewarrina	0	0	0	0	0	0	0
Castlereagh Highway Sub-total	**3**	**43**	**27**	**73**	**3**	**61**	**64**
MONARO (SH 19) (ACT border near CANBERRA to Victorian border near ROCKTON)							
Yarrowlumla	0	3	4	7	0	4	4
Cooma-Monaro	0	18	16	34	0	23	23
Bombala	0	5	1	6	0	6	6
Monaro Highway Sub-total	**0**	**26**	**21**	**47**	**0**	**33**	**33**

[1] F - *Fatal Crash* I C - *Injury Crash* N - *Non-Casualty Crash*

[2] K - *Killed* I - *Injured*

25 CRASHES, CASUALTIES, ROUTE, LOCAL GOVERNMENT AREA, DEGREE OF CRASH, DEGREE OF CASUALTY (continued)

Route/ Local Government Area	Degree of Crash[1] F	I C	N	Total Crashes	Degree of Casualty[2] K	I	Total Killed & Injured
RIVERINA (SH 20) (HUME WEIR to DENILIQUIN)							
Hume	0	3	8	11	0	3	3
Albury City	0	5	14	19	0	5	5
Corowa	0	1	2	3	0	3	3
Berrigan	0	1	0	1	0	1	1
Conargo	0	1	3	4	0	1	1
Deniliquin	0	0	0	0	0	0	0
Riverina Highway Sub-total	**0**	**11**	**27**	**38**	**0**	**13**	**13**
COBB (SH 21) (MOAMA to Barrier Hwy near WILCANNIA)							
Murray	0	6	3	9	0	8	8
Deniliquin	0	3	2	5	0	4	4
Conargo	0	1	1	2	0	2	2
Hay	1	2	0	3	1	3	4
Carrathool	0	1	0	1	0	3	3
Central Darling	0	0	0	0	0	0	0
Cobb Highway Sub-total	**1**	**13**	**6**	**20**	**1**	**20**	**21**
SILVER CITY (SH 22) (Sturt Hwy near MILDURA to Qld border at WARRI GATE)							
Wentworth	0	3	2	5	0	7	7
Unincorporated Area	1	7	1	9	1	13	14
Broken Hill City	0	5	2	7	0	6	6
Silver City Highway Sub-total	**1**	**15**	**5**	**21**	**1**	**26**	**27**

[1] F - *Fatal Crash* I C - *Injury Crash* N - *Non-Casualty Crash*

[2] K - *Killed* I - *Injured*

25 CRASHES, CASUALTIES, ROUTE, LOCAL GOVERNMENT AREA, DEGREE OF CRASH, DEGREE OF CASUALTY (continued)

Route/ Local Government Area	Degree of Crash[1] F	I C	N	Total Crashes	Degree of Casualty[2] K	I	Total Killed & Injured
CHARLESTOWN-SANDGATE (SH 23) (CHARLESTOWN to SANDGATE)							
Lake Macquarie City	0	10	20	30	0	13	13
Newcastle City	0	20	49	69	0	29	29
State Highway 23 Sub-total	**0**	**30**	**69**	**99**	**0**	**42**	**42**
ILLAWARRA (SH 25) (ALBION PARK to Hume Hwy at HODDLES CROSSROADS)							
Shellharbour City	1	19	17	37	1	23	24
Wingecarribee	1	20	22	43	1	27	28
Illawarra Highway Sub-total	**2**	**39**	**39**	**80**	**2**	**50**	**52**
GOLDEN (SH 27) (SINGLETON to DUBBO)							
Singleton	1	8	3	12	1	10	11
Muswellbrook	0	5	4	9	0	6	6
Merriwa	0	10	6	16	0	12	12
Coolah	0	5	2	7	0	11	11
Wellington	0	2	0	2	0	2	2
Dubbo City	1	7	4	12	1	8	9
Golden Highway Sub-total	**2**	**37**	**19**	**58**	**2**	**49**	**51**
CARNARVON (SH 28) (MOREE to MUNGINDI)							
Moree Plains	0	5	2	7	0	7	7
Carnarvon Highway Sub-total	**0**	**5**	**2**	**7**	**0**	**7**	**7**

[1] F - *Fatal Crash* I C - *Injury Crash* N - *Non-Casualty Crash*

[2] K - *Killed* I - *Injured*

25 CRASHES, CASUALTIES, ROUTE, LOCAL GOVERNMENT AREA, DEGREE OF CRASH, DEGREE OF CASUALTY (continued)

Route/ Local Government Area	Degree of Crash[1] F	I C	N	Total Crashes	Degree of Casualty[2] K	I	Total Killed & Injured
KAMILAROI (SH 29) (WILLOW TREE to BOURKE)							
Murrurundi	0	0	0	0	0	0	0
Quirindi	0	1	3	4	0	1	1
Gunnedah	0	4	7	11	0	5	5
Narrabri	0	6	2	8	0	7	7
Walgett	0	3	1	4	0	5	5
Brewarrina	0	0	2	2	0	0	0
Bourke	0	1	1	2	0	2	2
Kamilaroi Highway Sub-total	**0**	**15**	**16**	**31**	**0**	**20**	**20**
STATE HIGHWAYS: TOTAL	**153**	**3,662**	**5,036**	**8,851**	**180**	**5,127**	**5,307**

[1] F - *Fatal Crash* I C - *Injury Crash* N - *Non-Casualty Crash*

[2] K - *Killed* I - *Injured*

Casualties in 2003

- Road User Class
- Age and Sex Distribution
- Safety Devices
- Alcohol and Controller Casualties
- Alcohol, Speeding and Fatigue

26 CASUALTIES, ROAD USER CLASS, DEGREE OF CASUALTY

Road User Class	Degree of Casualty		Total Killed & Injured
	Killed	Injured	
CONTROLLER			
Driver			
Car	195	13,665	13,860
Light truck	22	1,009	1,031
Heavy rigid truck	3	94	97
Articulated truck	16	211	227
Bus	0	43	43
Other motor vehicle	3	103	106
Sub-total	**239**	**15,125**	**15,364**
Motorcycle Rider	**56**	**1,826**	**1,882**
Pedal Cycle Rider	**9**	**1,100**	**1,109**
Other/Unknown	**0**	**1**	**1**
CONTROLLER Sub-total	**304**	**18,052**	**18,356**
PASSENGER			
Car	127	5,961	6,088
Light truck	6	324	330
Heavy rigid truck	1	22	23
Articulated truck	1	18	19
Bus	2	160	162
Other motor vehicle	0	64	64
Sub-total	**137**	**6,549**	**6,686**
Motorcycle	**3**	**110**	**113**
Pedal Cycle	**0**	**7**	**7**
Other/Unknown	**1**	**0**	**1**
PASSENGER Sub-total	**141**	**6,666**	**6,807**
PEDESTRIAN Sub-total	**94**	**2,490**	**2,584**
CASUALTIES: TOTAL	**539**	**27,208**	**27,747**

27a

CASUALTIES, DEGREE OF CASUALTY, ROAD USER CLASS, SEX, AGE
DEGREE OF CASUALTY: **KILLED**

Road User Class	Sex	Age (years) 0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	TOTAL
Car Driver	M	0	2	19	22	9	22	19	12	6	25	0	136
	F	0	0	8	5	5	7	11	10	4	9	0	59
	Sub-total[1]	**0**	**2**	**27**	**27**	**14**	**29**	**30**	**22**	**10**	**34**	**0**	**195**
Car Passenger	M	4	9	16	10	2	7	2	5	2	4	1	62
	F	6	8	5	5	3	5	5	4	6	18	0	65
	Sub-total[1]	**10**	**17**	**21**	**15**	**5**	**12**	**7**	**9**	**8**	**22**	**1**	**127**
Other Motor Vehicle Driver	M	0	0	0	4	2	13	10	9	2	4	0	44
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	**0**	**0**	**0**	**4**	**2**	**13**	**10**	**9**	**2**	**4**	**0**	**44**
Other Motor Vehicle Passenger	M	0	1	0	0	1	1	0	1	1	0	0	5
	F	0	0	1	0	0	0	1	2	1	0	0	5
	Sub-total[1]	**0**	**1**	**1**	**0**	**1**	**1**	**1**	**3**	**2**	**0**	**0**	**10**
Motorcycle Rider	M	0	3	3	13	8	10	12	5	0	0	0	54
	F	0	0	0	2	0	0	0	0	0	0	0	2
	Sub-total[1]	**0**	**3**	**3**	**15**	**8**	**10**	**12**	**5**	**0**	**0**	**0**	**56**
Motorcycle Passenger	M	0	0	0	0	0	0	0	0	0	0	0	0
	F	0	0	1	1	0	0	1	0	0	0	0	3
	Sub-total[1]	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**
Pedal Cycle Rider/Passenger	M	0	1	0	0	0	0	0	4	1	1	0	7
	F	0	0	0	0	0	1	0	1	0	0	0	2
	Sub-total[1]	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**5**	**1**	**1**	**0**	**9**
Pedestrian	M	2	3	4	4	2	10	8	4	3	20	0	60
	F	2	1	1	2	1	4	0	2	4	17	0	34
	Sub-total[1]	**4**	**4**	**5**	**6**	**3**	**14**	**8**	**6**	**7**	**37**	**0**	**94**
CASUALTIES[2]:	**M**	**6**	**19**	**42**	**53**	**24**	**63**	**51**	**41**	**15**	**54**	**1**	**369**
	F	**8**	**9**	**16**	**15**	**9**	**17**	**18**	**19**	**15**	**44**	**0**	**170**
	TOTAL[1]	**14**	**28**	**58**	**68**	**33**	**80**	**69**	**60**	**30**	**98**	**1**	**539**

[1] *Unknown sex included.*
[2] *Includes unknowns, animal riders and occupants of vehicles such as animal drawn vehicles and trains.*

27b

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

Road User Class	Sex	Age (years) 0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	TOTAL
Car Driver	M	0	23	1,085	922	601	1,302	940	680	408	436	156	6,553
	F	0	19	973	1,035	687	1,507	1,202	797	344	309	204	7,077
	Sub-total[1]	**0**	**42**	**2,058**	**1,957**	**1,288**	**2,809**	**2,142**	**1,477**	**752**	**745**	**395**	**13,665**
Car Passenger	M	132	490	426	262	111	189	140	90	48	64	273	2,225
	F	123	611	467	322	179	327	307	273	225	235	503	3,572
	Sub-total[1]	**257**	**1,101**	**893**	**584**	**290**	**516**	**447**	**363**	**273**	**299**	**938**	**5,961**
Other Motor Vehicle Driver	M	0	3	80	129	122	334	294	184	67	42	29	1,284
	F	0	1	17	22	15	44	34	17	5	7	5	167
	Sub-total[1]	**0**	**4**	**97**	**151**	**137**	**378**	**328**	**201**	**72**	**49**	**43**	**1,460**
Other Motor Vehicle Passenger	M	7	61	56	42	21	48	25	15	7	7	48	337
	F	5	58	28	28	9	22	28	9	15	11	29	242
	Sub-total[1]	**12**	**119**	**84**	**70**	**30**	**70**	**53**	**24**	**22**	**18**	**86**	**588**
Motorcycle Rider	M	0	20	185	318	217	423	323	140	25	12	56	1,719
	F	0	2	9	16	11	26	20	10	1	0	4	99
	Sub-total[1]	**0**	**22**	**194**	**334**	**228**	**449**	**343**	**150**	**26**	**12**	**68**	**1,826**
Motorcycle Passenger	M	0	7	6	10	1	7	1	0	0	0	1	33
	F	0	3	2	5	7	14	15	11	3	0	13	73
	Sub-total[1]	**0**	**10**	**8**	**15**	**8**	**21**	**16**	**11**	**3**	**0**	**18**	**110**
Pedal Cycle Rider/Passenger	M	5	220	72	69	97	180	136	53	18	9	83	942
	F	1	31	8	23	21	38	17	7	2	1	9	158
	Sub-total[1]	**6**	**251**	**80**	**92**	**118**	**218**	**153**	**60**	**20**	**10**	**99**	**1,107**
Pedestrian	M	44	241	134	150	90	179	141	100	76	105	143	1,403
	F	21	192	86	99	72	90	107	103	74	139	80	1,063
	Sub-total[1]	**65**	**433**	**220**	**249**	**162**	**269**	**248**	**203**	**150**	**244**	**247**	**2,490**
CASUALTIES[2]**:**	**M**	**188**	**1,065**	**2,044**	**1,902**	**1,260**	**2,662**	**2,000**	**1,262**	**649**	**675**	**790**	**14,497**
	F	**150**	**917**	**1,590**	**1,550**	**1,001**	**2,068**	**1,730**	**1,227**	**669**	**702**	**847**	**12,451**
	TOTAL[1]	**340**	**1,982**	**3,634**	**3,452**	**2,261**	**4,730**	**3,730**	**2,489**	**1,318**	**1,377**	**1,895**	**27,208**

[1] *Unknown sex included.*
[2] *Includes unknowns, animal riders and occupants of vehicles such as animal drawn vehicles and trains.*

27c

CASUALTIES, DEGREE OF CASUALTY, ROAD USER CLASS, SEX, AGE
DEGREE OF CASUALTY: **ALL CASUALTIES**

		Age (years)											
Road User Class	**Sex**	0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	**TOTAL**
Car Driver	M	0	25	1,104	944	610	1,324	959	692	414	461	156	6,689
	F	0	19	981	1,040	692	1,514	1,213	807	348	318	204	7,136
	Sub-total[1]	**0**	**44**	**2,085**	**1,984**	**1,302**	**2,838**	**2,172**	**1,499**	**762**	**779**	**395**	**13,860**
Car Passenger	M	136	499	442	272	113	196	142	95	50	68	274	2,287
	F	129	619	472	327	182	332	312	277	231	253	503	3,637
	Sub-total[1]	**267**	**1,118**	**914**	**599**	**295**	**528**	**454**	**372**	**281**	**321**	**939**	**6,088**
Other Motor Vehicle Driver	M	0	3	80	133	124	347	304	193	69	46	29	1,328
	F	0	1	17	22	15	44	34	17	5	7	5	167
	Sub-total[1]	**0**	**4**	**97**	**155**	**139**	**391**	**338**	**210**	**74**	**53**	**43**	**1,504**
Other Motor Vehicle Passenger	M	7	62	56	42	22	49	25	16	8	7	48	342
	F	5	58	29	28	9	22	29	11	16	11	29	247
	Sub-total[1]	**12**	**120**	**85**	**70**	**31**	**71**	**54**	**27**	**24**	**18**	**86**	**598**
Motorcycle Rider	M	0	23	188	331	225	433	335	145	25	12	56	1,773
	F	0	2	9	18	11	26	20	10	1	0	4	101
	Sub-total[1]	**0**	**25**	**197**	**349**	**236**	**459**	**355**	**155**	**26**	**12**	**68**	**1,882**
Motorcycle Passenger	M	0	7	6	10	1	7	1	0	0	0	1	33
	F	0	3	3	6	7	14	16	11	3	0	13	76
	Sub-total[1]	**0**	**10**	**9**	**16**	**8**	**21**	**17**	**11**	**3**	**0**	**18**	**113**
Pedal Cycle Rider/Passenger	M	5	221	72	69	97	180	136	57	19	10	83	949
	F	1	31	8	23	21	39	17	8	2	1	9	160
	Sub-total[1]	**6**	**252**	**80**	**92**	**118**	**219**	**153**	**65**	**21**	**11**	**99**	**1,116**
Pedestrian	M	46	244	138	154	92	189	149	104	79	125	143	1,463
	F	23	193	87	101	73	94	107	105	78	156	80	1,097
	Sub-total[1]	**69**	**437**	**225**	**255**	**165**	**283**	**256**	**209**	**157**	**281**	**247**	**2,584**
CASUALTIES[2]**:**	**M**	**194**	**1,084**	**2,086**	**1,955**	**1,284**	**2,725**	**2,051**	**1,303**	**664**	**729**	**791**	**14,866**
	F	**158**	**926**	**1,606**	**1,565**	**1,010**	**2,085**	**1,748**	**1,246**	**684**	**746**	**847**	**12,621**
	TOTAL[1]	**354**	**2,010**	**3,692**	**3,520**	**2,294**	**4,810**	**3,799**	**2,549**	**1,348**	**1,475**	**1,896**	**27,747**

[1] *Unknown sex included.*
[2] *Includes unknowns, animal riders and occupants of vehicles such as animal drawn vehicles and trains.*

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

Road User Class/ Safety Device Used[1]	Degree of Casualty		Total Killed & Injured
	Killed	Injured	
Driver			
Adult belt worn	161	13,727	13,888
Fitted but not worn	45	264	309
No restraint fitted	4	35	39
Unknown	29	1,099	1,128
Sub-total	**239**	**15,125**	**15,364**
Passenger			
Adult belt worn	84	5,239	5,323
Child restraint worn	7	102	109
Fitted but not worn	27	152	179
No restraint fitted	9	98	107
Unknown	10	958	968
Sub-total	**137**	**6,549**	**6,686**
Motorcycle Rider/ Passenger			
Open face (jet) helmet worn	12	218	230
Full face helmet worn	43	1,433	1,476
No helmet worn	4	43	47
Unknown	0	242	242
Sub-total	**59**	**1,936**	**1,995**
Pedal Cycle Rider/ Passenger			
Helmet worn	8	609	617
No helmet worn	1	239	240
Unknown	0	259	259
Sub-total	**9**	**1,107**	**1,116**
Other/Unknown	**1**	**1**	**2**
All Road Vehicle Casualties			
Device worn	**315**	**21,328**	**21,643**
Device not worn	**91**	**832**	**923**
Unknown	**39**	**2,558**	**2,597**
ROAD VEHICLE CASUALTIES: TOTAL[2]	**445**	**24,718**	**25,163**

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

[2] *Includes not applicable safety device use.*

29a

MOTOR VEHICLE CONTROLLER CASUALTIES, DEGREE OF CASUALTY, BAC[1], SEX, AGE
DEGREE OF CASUALTY: **KILLED**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years) 0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	TOTAL
Legal	M	0	2	18	23	7	27	22	18	4	23	0	144
	F	0	0	6	4	4	4	7	7	4	7	0	43
	Sub-total[2]	**0**	**2**	**24**	**27**	**11**	**31**	**29**	**25**	**8**	**30**	**0**	**187**
.020-.049[3]	M	0	0	0	0	0	1	0	0	0	0	0	1
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**
.050-.079	M	0	0	0	0	1	0	2	0	0	0	0	3
	F	0	0	0	1	0	0	0	0	0	0	0	1
	Sub-total[2]	**0**	**0**	**0**	**1**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**4**
.080-.149	M	0	0	0	4	1	4	4	3	0	1	0	17
	F	0	0	1	0	0	0	0	1	0	0	0	2
	Sub-total[2]	**0**	**0**	**1**	**4**	**1**	**4**	**4**	**4**	**0**	**1**	**0**	**19**
≥.150	M	0	0	1	10	7	5	9	2	3	0	0	37
	F	0	0	1	1	1	3	1	1	0	0	0	8
	Sub-total[2]	**0**	**0**	**2**	**11**	**8**	**8**	**10**	**3**	**3**	**0**	**0**	**45**
Unknown	M	0	3	3	2	3	8	4	3	1	5	0	32
	F	0	0	0	1	0	0	3	1	0	2	0	7
	Sub-total[2]	**0**	**3**	**3**	**3**	**3**	**8**	**7**	**4**	**1**	**7**	**0**	**39**
MOTOR VEHICLE CONTROLLER CASUALTIES:	**M**	**0**	**5**	**22**	**39**	**19**	**45**	**41**	**26**	**8**	**29**	**0**	**234**
	F	**0**	**0**	**8**	**7**	**5**	**7**	**11**	**10**	**4**	**9**	**0**	**61**
	TOTAL[2]	**0**	**5**	**30**	**46**	**24**	**52**	**52**	**36**	**12**	**38**	**0**	**295**

[1] *Blood Alcohol Concentration.*
[2] *Unknown sex included.*
[3] *Learner's and Provisional Licence holders and unlicensed controllers and certain categories of young and professional controllers.*

29b

MOTOR VEHICLE CONTROLLER CASUALTIES, DEGREE OF CASUALTY, BAC[1], SEX, AGE
DEGREE OF CASUALTY: **INJURED**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years) 0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	TOTAL
Legal	M	0	33	984	887	613	1,353	1,077	708	385	392	142	6,574
	F	0	16	755	717	466	1,029	831	584	266	244	118	5,026
	Sub-total[2]	**0**	**49**	**1,739**	**1,604**	**1,079**	**2,382**	**1,908**	**1,292**	**651**	**636**	**263**	**11,603**
.020-.049[3]	M	0	0	9	4	0	2	2	0	0	0	0	17
	F	0	0	1	0	0	0	0	0	0	0	0	1
	Sub-total[2]	**0**	**0**	**10**	**4**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**18**
.050-.079	M	0	0	13	18	8	17	11	5	1	3	3	79
	F	0	0	5	4	2	2	3	2	1	0	2	21
	Sub-total[2]	**0**	**0**	**18**	**22**	**10**	**19**	**14**	**7**	**2**	**3**	**5**	**100**
.080-.149	M	0	1	68	81	45	46	22	15	3	4	3	288
	F	0	0	14	14	7	7	4	6	3	1	1	57
	Sub-total[2]	**0**	**1**	**82**	**95**	**52**	**53**	**26**	**21**	**6**	**5**	**4**	**345**
≥.150	M	0	1	37	79	42	91	58	27	12	3	3	353
	F	0	0	13	15	6	17	18	4	2	2	2	79
	Sub-total[2]	**0**	**1**	**50**	**94**	**48**	**108**	**76**	**31**	**14**	**5**	**5**	**432**
Unknown	M	0	11	239	300	232	550	387	249	99	88	90	2,245
	F	0	6	211	323	232	522	400	228	78	69	90	2,159
	Sub-total[2]	**0**	**17**	**450**	**623**	**464**	**1,072**	**787**	**477**	**177**	**157**	**229**	**4,453**
MOTOR VEHICLE CONTROLLER CASUALTIES:	**M**	**0**	**46**	**1,350**	**1,369**	**940**	**2,059**	**1,557**	**1,004**	**500**	**490**	**241**	**9,556**
	F	**0**	**22**	**999**	**1,073**	**713**	**1,577**	**1,256**	**824**	**350**	**316**	**213**	**7,343**
	TOTAL[2]	**0**	**68**	**2,349**	**2,442**	**1,653**	**3,636**	**2,813**	**1,828**	**850**	**806**	**506**	**16,951**

[1] *Blood Alcohol Concentration.*
[2] *Unknown sex included.*
[3] *Learner's and Provisional Licence holders and unlicensed controllers and certain categories of young and professional controllers.*

29c

MOTOR VEHICLE CONTROLLER CASUALTIES, DEGREE OF CASUALTY, BAC[1], SEX, AGE
DEGREE OF CASUALTY: **ALL CASUALTIES**

Blood Alcohol Concentration (g/100mL)	Sex	Age (years) 0-4	5-16	17-20	21-25	26-29	30-39	40-49	50-59	60-69	≥70	Unknown	TOTAL
Legal	M	0	35	1,002	910	620	1,380	1,099	726	389	415	142	6,718
	F	0	16	761	721	470	1,033	838	591	270	251	118	5,069
	Sub-total[2]	**0**	**51**	**1,763**	**1,631**	**1,090**	**2,413**	**1,937**	**1,317**	**659**	**666**	**263**	**11,790**
.020-.049[3]	M	0	0	9	4	0	3	2	0	0	0	0	18
	F	0	0	1	0	0	0	0	0	0	0	0	1
	Sub-total[2]	**0**	**0**	**10**	**4**	**0**	**3**	**2**	**0**	**0**	**0**	**0**	**19**
.050-.079	M	0	0	13	18	9	17	13	5	1	3	3	82
	F	0	0	5	5	2	2	3	2	1	0	2	22
	Sub-total[2]	**0**	**0**	**18**	**23**	**11**	**19**	**16**	**7**	**2**	**3**	**5**	**104**
.080-.149	M	0	1	68	85	46	50	26	18	3	5	3	305
	F	0	0	15	14	7	7	4	7	3	1	1	59
	Sub-total[2]	**0**	**1**	**83**	**99**	**53**	**57**	**30**	**25**	**6**	**6**	**4**	**364**
≥.150	M	0	1	38	89	49	96	67	29	15	3	3	390
	F	0	0	14	16	7	20	19	5	2	2	2	87
	Sub-total[2]	**0**	**1**	**52**	**105**	**56**	**116**	**86**	**34**	**17**	**5**	**5**	**477**
Unknown	M	0	14	242	302	235	558	391	252	100	93	90	2,277
	F	0	6	211	324	232	522	403	229	78	71	90	2,166
	Sub-total[2]	**0**	**20**	**453**	**626**	**467**	**1,080**	**794**	**481**	**178**	**164**	**229**	**4,492**
MOTOR VEHICLE CONTROLLER CASUALTIES:	**M**	**0**	**51**	**1,372**	**1,408**	**959**	**2,104**	**1,598**	**1,030**	**508**	**519**	**241**	**9,790**
	F	**0**	**22**	**1,007**	**1,080**	**718**	**1,584**	**1,267**	**834**	**354**	**325**	**213**	**7,404**
	TOTAL[2]	**0**	**73**	**2,379**	**2,488**	**1,677**	**3,688**	**2,865**	**1,864**	**862**	**844**	**506**	**17,246**

[1] *Blood Alcohol Concentration.*
[2] *Unknown sex included.*
[3] *Learner's and Provisional Licence holders and unlicensed controllers and certain categories of young and professional controllers.*

30a MOTOR VEHICLE CONTROLLER CASUALTIES, DEGREE OF CASUALTY, ROAD USER CLASS, BLOOD ALCOHOL CONCENTRATION
DEGREE OF CASUALTY: **KILLED**

	Blood Alcohol Concentration (g/100mL)						
Road User Class	Legal	.020-.049[1]	.050-.079	.080-.149	≥.150	Unknown	**Total**
Car Driver	120	1	3	10	31	30	195
Light Truck Driver	10	0	0	4	6	2	22
Heavy Rigid Truck Driver	3	0	0	0	0	0	3
Articulated Truck Driver	15	0	0	0	0	1	16
Bus Driver	0	0	0	0	0	0	0
Motorcycle Rider	37	0	1	5	8	5	56
Other Motor Vehicle Driver	2	0	0	0	0	1	3
MOTOR VEHICLE CONTROLLER CASUALTIES: TOTAL	**187**	**1**	**4**	**19**	**45**	**39**	**295**

30b MOTOR VEHICLE CONTROLLER CASUALTIES, DEGREE OF CASUALTY, ROAD USER CLASS, BLOOD ALCOHOL CONCENTRATION
DEGREE OF CASUALTY: **INJURED**

	Blood Alcohol Concentration (g/100mL)						
Road User Class	Legal	.020-.049[1]	.050-.079	.080-.149	≥.150	Unknown	**Total**
Car Driver	9,301	14	72	275	344	3,659	13,665
Light Truck Driver	683	2	9	40	47	228	1,009
Heavy Rigid Truck Driver	75	0	1	0	1	17	94
Articulated Truck Driver	183	0	1	0	0	27	211
Bus Driver	30	0	0	0	0	13	43
Motorcycle Rider	1,260	2	16	30	40	478	1,826
Other Motor Vehicle Driver	71	0	1	0	0	31	103
MOTOR VEHICLE CONTROLLER CASUALTIES: TOTAL	**11,603**	**18**	**100**	**345**	**432**	**4,453**	**16,951**

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

30c MOTOR VEHICLE CONTROLLER CASUALTIES, DEGREE OF CASUALTY, ROAD USER CLASS, BLOOD ALCOHOL CONCENTRATION
DEGREE OF CASUALTY: **ALL CASUALTIES**

	Blood Alcohol Concentration (g/100mL)						
Road User Class	Legal	.020-.049[1]	.050-.079	.080-.149	≥.150	Unknown	**Total**
Car Driver	9,421	15	75	285	375	3,689	13,860
Light Truck Driver	693	2	9	44	53	230	1,031
Heavy Rigid Truck Driver	78	0	1	0	1	17	97
Articulated Truck Driver	198	0	1	0	0	28	227
Bus Driver	30	0	0	0	0	13	43
Motorcycle Rider	1,297	2	17	35	48	483	1,882
Other Motor Vehicle Driver	73	0	1	0	0	32	106
MOTOR VEHICLE CONTROLLER CASUALTIES: TOTAL	**11,790**	**19**	**104**	**364**	**477**	**4,492**	**17,246**

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

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

Alcohol Involved in Crash	Degree of Casualty: Killed	Degree of Casualty: Injured	Total Killed & Injured
Yes	102	1,503	1,605
No	359	16,487	16,846
Unknown	78	9,218	9,296
CASUALTIES: Total	**539**	**27,208**	**27,747**

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

Speeding Involved in Crash	Degree of Casualty: Killed	Degree of Casualty: Injured	Total Killed & Injured
Yes	209	4,682	4,891
No or Unknown	330	22,526	22,856
CASUALTIES: Total	**539**	**27,208**	**27,747**

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

Fatigue Involved in Crash	Degree of Casualty: Killed	Degree of Casualty: Injured	Total Killed & Injured
Yes	75	1,949	2,024
No or Unknown	464	25,259	25,723
CASUALTIES: Total	**539**	**27,208**	**27,747**

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 xiv.

Reference Information

- Population
- Licences
- Vehicles

32 NEW SOUTH WALES RESIDENTS[1], AGE, SEX

	Sex		
Age (years)	Male	Female	**TOTAL**
0 - 4	220,889	208,620	429,509
5 - 16	555,210	527,657	1,082,867
17 - 20	187,052	178,491	365,543
21 - 25	228,203	220,667	448,870
26 - 29	186,288	187,161	373,449
30 - 39	498,515	502,513	1,001,028
40 - 49	490,432	491,241	981,673
50 - 59	412,850	407,369	820,219
60 - 69	270,143	271,962	542,105
≥70	272,382	368,999	641,381
NEW SOUTH WALES RESIDENTS: TOTAL	**3,321,964**	**3,364,680**	**6,686,644**

Source - Australian Bureau of Statistics

[1] *Preliminary estimated resident population as at 30 June 2003.*

33 LICENCE HOLDERS, AGE OF LICENCE HOLDER, LICENCE TYPE, SEX OF LICENCE HOLDER

	DRIVERS ONLY			RIDERS AND COMBINED DRIVERS/RIDERS			ALL LICENCE HOLDERS		
Age (years)	Male	Female	Total[1]	Male	Female	Total[1]	Male	Female	Total[1]
≤ 16	21,876	18,458	40,334	110	5	115	21,986	18,463	40,449
17 - 20	137,234	130,629	267,863	4,707	416	5,123	141,941	131,045	272,986
21 - 25	167,245	176,049	343,296	15,858	1,592	17,450	183,103	177,641	360,746
26 - 29	140,281	157,279	297,684	21,262	2,353	23,630	161,543	159,632	321,314
30 - 39	375,750	436,469	813,455	81,717	9,537	91,551	457,467	446,006	905,006
40 - 49	349,539	420,985	771,413	113,092	12,631	125,958	462,631	433,616	897,371
50 - 59	306,859	330,588	637,888	80,012	8,944	89,027	386,871	339,532	726,915
60 - 69	212,122	192,115	404,413	31,519	2,375	33,911	243,641	194,490	438,324
≥ 70	192,590	148,073	340,734	12,883	716	13,605	205,473	148,789	354,339
LICENCES: TOTAL	**1,903,496**	**2,010,645**	**3,917,080**	**361,160**	**38,569**	**400,370**	**2,264,656**	**2,049,214**	**4,317,450**

Source - Roads and Traffic Authority

[1] *Includes cases in which the sex of the licence holder was not recorded.*

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

34 VEHICLES ON REGISTER, VEHICLE TYPE

Vehicle type	Vehicles on register[1] ('000)
MOTOR VEHICLES	
Passenger Vehicle[2]	3,129.0
Rigid Truck, Van or Utility	683.8
Articulated Truck	14.4
Bus	11.7
Motorcycle	99.3
Sub-total	**3,938.2**
OTHER VEHICLES	
Plant	18.3
Trailer	676.7
Sub-total	**695.0**
VEHICLES ON REGISTER: TOTAL	**4,633.2**

Source - Roads and Traffic Authority

[1] *As at 30 June 2003.*
[2] *Includes sedans, station wagons, passenger vans, convertibles, coupes and three-wheeled cars.*

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INDEX

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

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

REFERENCES

STAYSAFE 51 (2000). Review of the road safety situation in New South Wales in 1998. Second report from the Joint Standing Committee on Road Safety of the 52nd Parliament. Sydney, NSW: Parliament of New South Wales.

STAYSAFE 63 (2004). Report on road safety administration in New South Wales. Road traffic crashes in New South Wales in 2002. Fifth report from the Joint Standing Committee on Road Safety of the 53rd Parliament. Sydney, NSW: Parliament of New South Wales.

SUBMISSIONS RECEIVED

RSA 001 Mr Richard Thomson

RSA 002 Mr Charles Ross Wise
Further submission RSA 002.1: Mr Andrew Tink MP, Member for Epping, on behalf of Mr Ross Wise

RSA 003 Mr F.C. Crook

RSA 004 Mrs A. Brown

RSA 005 Mr Clifford Jack Peady

RSA 006 Mr Barry Collier MP, Member for Miranda

RSA 007 Mr Gary Welling

RSA 008 Mr Stefan Bruggisser

RSA 009 Mr James McCredie
Further Submission RSA 009.1: Mr James McCredie

RSA 010 Mr Bernard Rubens, ARPA Over 50s Association Ltd

RSA 011 Mr Robert Smith
Further submission RSA 011.1: Mr Robert Smith

RSA 012 Mr Neil Gaven, Whale Beach Landscapes

RSA 013 Ms Kim Davis, Wingecarribee Shire Council

RSA 014 Dr R J Solomon

RSA 015 Cr Allan Smith, Roads and Traffic Advisory Council

RSA 016 Hon. Morris Iemma MP, Minister for Health

RSA 017 Mr Tim McGrath

RSA 018 Mr Paul Trevaskis

RSA 019 Ms Breda Kelly

RSA 020 Mr Mike Cush, Department of Education and Training

RSA 021 Ms Kathryn Merrett

Submissions received

RSA 022	Dr Soames Job, Roads and Traffic Authority Further submission RSA 022.1: The Hon. Carl Scully MP, Minister for Roads Further submission RSA 022.2: (Confidential) Further submission RSA 022.4: The Hon. Carl Scully MP, Minister for Roads
RSA 023	Mr Warren Taylor, Shires Association of NSW
RSA 024	Mr Christopher Brown, TTF Australia Ltd..
RSA 025	Hon. John Watkins MP, Minister for Police
RSA 026	Ms Alison Mortimer, WSROC Road Safety Officers Sub-Committee
RSA 027	Ms Maureen Fegan, Early Childhood Road Safety Education Program
RSA 028	Mr Tony Doherty
RSA 029	Mr Clive Halnan
RSA 030	Mr Neil Tonkin, Bicycle New South Wales
RSA 031	Ms Janet Hogge, Professional Association of Road Safety Officers NSW (PARSO)
RSA 032	Mr Adrian Douglass
RSA 033	Mr Michael Sobb Further submission RSA 033.1: Mr Michael Sobb Further submission RSA 033.2: Mr Michael Sobb
RSA 034	Mr Greg Denton, Impact Hire Australia Pty Limited:
RSA 035	Mr and Mrs Matthew and Suzy Lefevre
RSA 036	Mr Peter Steele, NRMA Motoring & Services
RSA 037	Mr Harold Scruby, Pedestrian Council of Australia Limited
RSA 038	Ms Anne Deans, YouthSafe
RSA 039	Ms Giselle Mawer, Groups Against Stack Pollution
RSA 040	Mr Hugh McMaster, NSW Road Transport Association Inc
RSA 041	Mr Grant McBride, MP, Minister for Gaming and Racing
RSA 042	Ms Sandra Soldo, Police Association of NSW
RSA 043	Mr Bob Agnus, Road Freight Advisory Council

RSA 044 Mr Rick Banyard

RSA 045 Mr Martin Iffland, NSW Transport Association, for and behalf of the Australian Road Train Association, Livestock and Bulk Carriers Association of NSW and NatRoad

RSA 046 Hon. John Della Bosca MLC, Special Minister of State

RSA 047 Hon. Michael Costa MLC, Minister for Transport Services

RSA 048 Mr Ron Murrell

RSA 049 Mr Michael Marriott

RSA 050 Mr Michael Maloof

RSA 051 Mr Peter M. Assel

RSA 052 Mr John Pitcher

RSA 053 Mr John Learson

RSA 054 Mr Ian Grant
Further submission RSA 054.1: Mr Ian Grant

RSA 055 Mr Darren C. McLean JP, National Vehicle Security Committee

RSA 056 Mr Barry Garment

RSA 057 Mr Peter Mayman

RSA 058 Mr Gordon Lennox

RSA 059 Mr Graham Pryor, National Motorists Association of Australia

RSA 060 Mr Lars Johansson

RSA 061 Mr Steven Janda

RSA 062 Mr Anthony Blake

RSA 063 Mr Douglas Winn

RSA 064 Mr Chris Bult

RSA 065 Mr Richard A. Sutton

RSA 066 Mr Bruce Scanlon

Submissions received

RSA 067 Anonymous

RSA 068 Anonymous

RSA 069 Mr David Benes

WITNESSES APPEARING BEFORE THE COMMITTEE

Thursday 24 October 2004

Mr Paul Forward
Roads and Traffic Authority

RELEVANT EXTRACTS FROM THE MINUTES OF THE STAYSAFE COMMITTEE REGARDING THE INQUIRY INTO ROAD SAFETY ADMINISTRATION IN NEW SOUTH WALES

This appendix contains relevant extracts from the minutes of STAYSAFE Committee meetings of:

- 14 October 2004
- 25 October 2004

regarding the inquiry into road safety administration in New South Wales.

Relevant extracts from the Minutes of the STAYSAFE Committee

No. 53/21

STAYSAFE

PROCEEDINGS OF THE JOINT STANDING COMMITTEE ON ROAD SAFETY

10:00 A.M., THURSDAY 14 OCTOBER 2004 AT PARLIAMENT HOUSE, SYDNEY

MEMBERS PRESENT

Legislative Council	*Legislative Assembly*
Mr Colless	Mr Gibson
	Mr Maguire
	Mr Bartlett

Also in attendance: Mr Faulks, Manager of the Committee, Mr Jim Jefferis, Project Officer, and Ms Yeoh and Ms Cyril, Assistant Committee Officers.

The Chairman presiding.

1. Apologies

Apologies were received from Mr West, Mr Tingle, Mr Barr, Mr Souris, Ms Saliba and Mr Hunter.

2. Inquiry into road safety administration in New South Wales

The public were admitted.

Mr Paul Forward, Roads and Traffic Authority

was called and sworn.

The witness was examined by the members of the Committee.

Evidence completed, the witness withdrew.

...

3. General business

There being no further business, the Committee adjourned at 1:00 p.m..

Chairman Committee Manager

No. 53/23

STAYSAFE

PROCEEDINGS OF THE JOINT STANDING COMMITTEE ON ROAD SAFETY

9:00 A.M., MONDAY 21 OCTOBER 2004 AT PARLIAMENT HOUSE, SYDNEY

MEMBERS PRESENT

Legislative Council	*Legislative Assembly*
Mr Colless	Mr Gibson
Mr Tingle	Mr Barr
	Mr Souris
	Mr Bartlett
	Mr Maguire

Also in attendance: Mr Faulks, Manager of the Committee, Mr Jim Jefferis, Project Officer, and Ms Yeoh and Ms Cyril, Assistant Committee Officers.

1. Election of Acting Chairman

The Chairman being delayed, on the motion of Mr Colless, seconded Mr Maguire:

That Mr Bartlett be the Acting Chairman until the arrival of Mr Gibson, Chairman

Passed unanimously.

The Acting Chairman presiding.

2. Public hearing for the inquiry into road safety administration in New South Wales

…

The Chairman took the chair. The Chairman thanked Mr Bartlett for presiding as Acting Chair in his absence.

…

3. Apologies

Apologies were received from Ms Saliba, Mr West, and Mr Hunter

...

5. Report on road safety administration in New South Wales—Road crash statistics for 2002

At the public hearing on Thursday 14 October 2004, the Chief Executive of the Roads and Traffic Authority was examined on matters relating to road safety administration in New South Wales. It was admitted that the preparation and release of road trauma statistics was very delayed, despite an examination by the Committee in 2000 of similar delays and subsequent recommendations by the Committee for change. The Committee received the statistical statements for road traffic crashes in New South Wales in 2002 and 2003 late last week. These statistical statements for road traffic crashes in New South Wales in 2002 and 2003 have not, however, been publicly released.

The Committee agreed that the statistical statements for road traffic crashes in New South Wales in 2002 and 2003 should be released forthwhith.

....

6. Report on road safety administration in New South Wales—Road crash statistics for 2003

The Chairman presented the draft report: "Report on road safety administration in New South Wales. Road crashes in New South Wales in 2003". (Report 6/53).

The draft report was accepted as being read.

The Committee proceeded to deliberate on the draft report:

Chapter 1 Read and agreed to

Chapter 2 Read and agreed to

On the motion of Mr Tingle, seconded Mr Colless:

> That the draft report: "Report on road safety administration in New South Wales. Road crashes in New South Wales in 2003", be read and agreed to.

Passed unanimously.

On the motion of Mr Tingle, seconded Mr Colless:

> That the draft report: "Report on road safety administration in New South Wales: Road crashes in New South Wales in 2003" be accepted as a report of the STAYSAFE Committee, and that it be signed by the Chairman and presented to the House.

Passed unanimously.

On the motion of Mr Tingle, seconded Mr Colless:

> That the Chairman and Director be permitted to correct any stylistic, typographical and grammatical errors in the report.

Passed unanimously.

...

7. General business

There being no further business, the Committee adjourned at 1:40 p.m..

Chairman Committee Manager