PARLIAMENT OF NEW SOUTH WALES

STAYSAFE Committee

REPORT ON ROAD SAFETY ADMINISTRATION IN NEW SOUTH WALES

ROAD TRAFFIC CRASHES IN NEW SOUTH WALES IN 2002

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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 first of a series of reports examining road safety administration in New South Wales.

STAYSAFE, as part of an overall examination of the Roads and Traffic Authority's road safety program, sought to examine 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 the year ended 31 December 2001. A period of 21 months has elapsed from December 2002 without the next 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.

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 64, 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 2002

2.1 The following pages publish the text and statistical tables relating to road traffic crashes in New South Wales in 2002.

SUMMARY DATA FOR 2002

	Number	Percentage	Compared with 2001 Number Change	Compared with 2001 Percentage Change
CRASHES				
Fatal crashes	**501**	***1.0***	**+15**	***+3.1***
Injury crashes	**21,798**	***43.2***	**-884**	***-3.9***
Non-casualty crashes	**28,149**	***55.8***	**-497**	***-1.7***
Total recorded crashes	**50,448**	***100.0***	**-1,366**	***-2.6***
CASUALTIES				
Killed	**561**	***1.9***	**+37**	***+7.1***
Injured	**28,447**	***98.1***	**-1,466**	***-4.9***
Total casualties	**29,008**	***100.0***	**-1,429**	***-4.7***
VEHICLES ON REGISTER[1]	3,828,700		+91,400	*+2.4*
Fatalities per 10,000 vehicles	**1.47**			***+4.5***
LICENCE HOLDERS[2]	4,242,500		+85,700	*+2.1*
Fatalities per 10,000 licence holders	**1.32**			***+4.9***
POPULATION OF STATE[3]	6,634,100		+58,900	*+0.9*
Fatalities per 100,000 persons	**8.46**			***+6.1***

[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 2002

* There were 50,448 recorded road crashes in New South Wales during 2002. Of these, 22,299 were casualty crashes. There were 561 persons killed and 28,447 injured.

* The estimated cost to the community of these road crashes was $2,530 million.

* The number of persons killed was up by 37 (7%) on the previous year. The number of persons injured was down by 1,466 (5%) on the previous year.

* Country roads accounted for 32% of all crashes, but 61% of fatal crashes and 33% of injury crashes.

* At least 21% of motor vehicle occupants killed were not wearing available seat belts.

* Four of the 13 pedal cyclists killed and at least 19% of those injured failed to wear a helmet.

* Thirty-eight 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 52% of fatal crashes on Thursday, Friday and Saturday nights, 24% of all fatal crashes, 9% of injury crashes and 7% of all crashes.

* Of the 1,084 motor vehicle drivers and motorcycle riders who were killed or injured with an illegal blood alcohol concentration, 47% were in the high range (0.15 g/100mL or more).

* Crashes which involved speeding represented at least 44% of fatal crashes and 17% of all crashes.

* Twenty-nine per cent of speeding drivers and motorcycle riders involved in fatal crashes were males aged 17-25. In contrast, only five per cent were females in the above age group. Twenty-two 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 19% 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 76 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 36.

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 2,064. **That is not the correct answer!**

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

The correct answer of 2,028 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 July 2003.

Criteria for reporting crashes in 2002

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 Australian Quadriplegic Association (AQA) and the Roads and Traffic Authority (RTA). Within the RTA, the Road Safety Strategy Branch is responsible for the collation and dissemination of road 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 AQA, a business enterprise employing physically disabled people, which is contracted to the RTA to provide a coding and data entry service. Accurate location information is determined for each 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 not in, on, boarding, entering, alighting or falling from a road vehicle at the time of the crash.

Pedestrian conveyance: Any device, ordinarily operated on the footpath, by which a pedestrian may move, or by which a pedestrian may move another pedestrian or goods. Includes non-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, 1965-2002

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**

[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.*

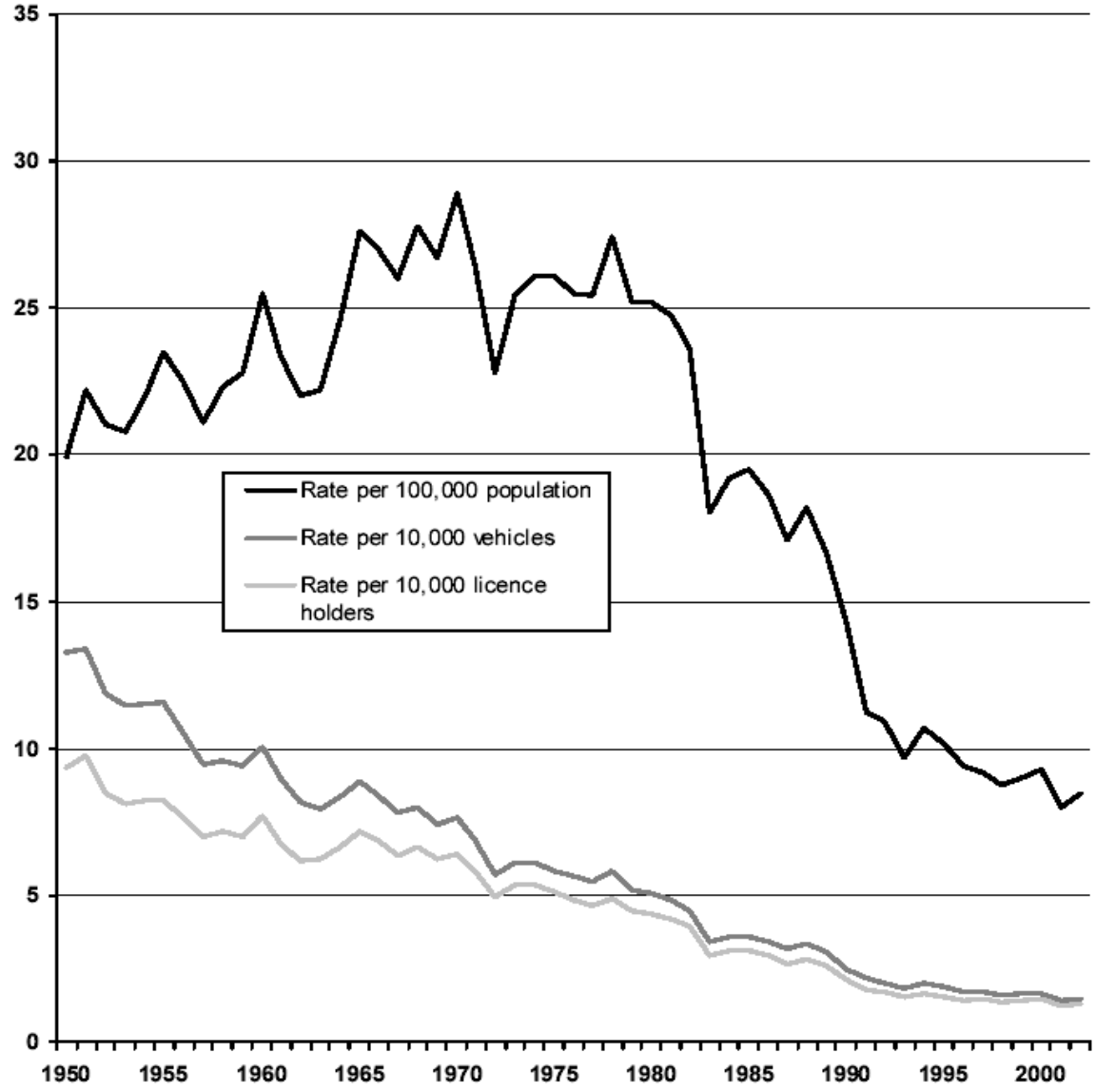
[4] *From Australian Bureau of Statistics Survey of Motor Vehicle Use. Prior to 1988 travel by commercial buses was excluded. Prior to 1998 travel is for the 12 months ended 30 September. New methodology introduced for 1998 and travel is for the 12 months ended 31 July. Travel from 2000 onwards is for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

4 - ROAD TRAFFIC CRASHES IN NEW SOUTH WALES 2002

Figure 1 FATALITY RATE PER 10,000 VEHICLES, 10,000 LICENCE HOLDERS and 100,000 POPULATION FOR YEARS 1950 TO 2002 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	**561**	**3,829**	**6,634**	**1.5**	**8.5**
Victoria	397	3,414	4,857	1.2	8.2
Queensland	322	2,446	3,711	1.3	8.7
Western Australia	179	1,406	1,925	1.3	9.3
South Australia	154	1,063	1,519	1.4	10.1
Tasmania	37	335	473	1.1	7.8
Australian Capital Territory	10	208	322	0.5	3.1
Northern Territory	55	104	199	5.3	27.7
AUSTRALIA	**1,715**	**12,804**	**19,641**	**1.3**	**8.7**
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 2002 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 2002.*

4 *Australian population estimates are as at 30 June 2002.*

01 *2001 data.*

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

2001	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]	318	32	138	201	230	611	1,004	1,905	3,467	15,047	22,959
All accidental deaths[1]	29	10	79	85	90	177	122	115	73	274	1,055
Road deaths	12	7	67	51	44	60	45	38	22	43	389
as % of accidental deaths	41	70	85	60	49	34	37	33	30	16	37
as % of all deaths	4	22	49	25	19	10	4	2	1	<1	2
Females											
Deaths from all causes[1]	240	24	65	72	72	262	547	1,115	2,008	16,798	21,203
All accidental deaths[1]	20	5	26	21	19	31	55	30	40	299	546
Road deaths	3	3	13	13	9	13	22	15	15	29	135
as % of accidental deaths	15	60	50	62	47	42	40	50	38	10	25
as % of all deaths	1	13	20	18	13	5	4	1	1	<1	1
All persons											
Deaths from all causes[1]	558	56	203	273	302	873	1,551	3,020	5,475	31,845	44,162
All accidental deaths[1]	49	15	105	106	109	208	177	145	113	573	1,601
Road deaths	15	10	80	64	53	73	67	53	37	72	524
as % of accidental deaths	31	67	76	60	49	35	38	37	33	13	33
as % of all deaths	3	18	39	23	18	8	4	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

	Month												
Year	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**

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**

[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**

[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 2002

- 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)	1	33	35	69	1	47	48
Australia Day (25 January to 28 January) (4 days)	7	208	276	491	7	294	301
Easter (28 March to 1 April) (5 days)	7	271	406	684	7	362	369
Anzac Day (25 April) (1 day)	2	44	53	99	2	61	63
Queen's Birthday (7 June to 10 June) (4 days)	5	206	263	474	7	276	283
Labour Day (4 October to 7 October) (4 days)	2	190	235	427	2	246	248
Christmas (24 December to 31 December) (8 days)	7	310	494	811	7	457	464
SCHOOL HOLIDAYS							
January (1 January to 28 January) (includes New Year & Australia Day holidays) (28 days)	31	1,413	1,802	3,246	34	1,941	1,975
April (13 April to 28 April) (includes Anzac Day public holiday) (16 days)	32	1,236	1,599	2,867	33	1,664	1,697
July (6 July to 21 July) (16 days)	24	885	1,248	2,157	24	1,169	1,193
October (28 September to 13 October) (includes Labour Day holiday) (16 days)	17	853	1,138	2,008	25	1,121	1,146
December (21 December to 31 December) (includes Christmas holidays) (11 days)	11	451	715	1,177	11	631	642

[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	2	2	3	4	1	4	10	26
02:00 - 03:59	6	0	3	4	6	3	8	30
04:00 - 05:59	5	5	2	3	4	5	7	31
06:00 - 07:59	3	7	2	7	2	4	5	30
08:00 - 09:59	5	3	6	4	6	5	4	33
10:00 - 11:59	6	15	8	5	8	6	12	60
12:00 - 13:59	9	4	7	3	5	6	3	37
14:00 - 15:59	11	8	12	17	13	6	4	71
16:00 - 17:59	9	9	7	7	6	8	9	55
18:00 - 19:59	3	5	8	10	11	3	16	56
20:00 - 21:59	4	7	4	4	7	6	6	38
22:00 - Midnight	3	1	7	5	10	3	5	34
Unknown	0	0	0	0	0	0	0	0
CRASHES: TOTAL	**66**	**66**	**69**	**73**	**79**	**59**	**89**	**501**

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

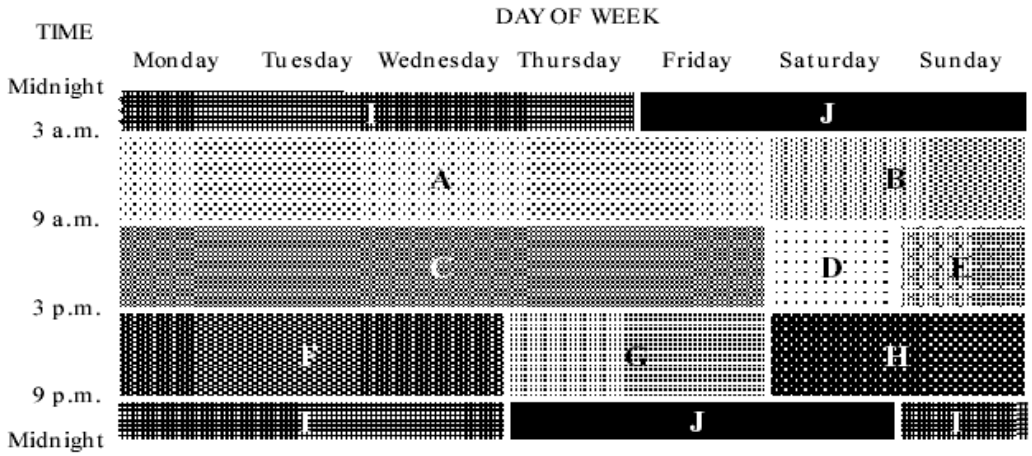
7b TOTAL CRASHES, TIME PERIOD, DAY OF WEEK

	Day of Week							
Time Period	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	**Total**
00:01 - 01:59	446	142	149	143	177	240	471	1,768
02:00 - 03:59	357	82	91	87	104	171	320	1,212
04:00 - 05:59	227	157	147	139	155	165	280	1,270
06:00 - 07:59	263	552	578	587	564	574	328	3,446
08:00 - 09:59	380	878	1,010	955	973	918	569	5,683
10:00 - 11:59	645	736	725	722	688	755	869	5,140
12:00 - 13:59	707	781	813	728	752	801	912	5,494
14:00 - 15:59	752	1,047	1,095	1,057	1,071	1,245	854	7,121
16:00 - 17:59	810	1,173	1,213	1,234	1,289	1,385	843	7,947
18:00 - 19:59	592	652	727	797	851	1,013	681	5,313
20:00 - 21:59	429	376	446	393	540	637	464	3,285
22:00 - Midnight	319	263	283	349	475	574	505	2,768
Unknown	0	0	0	0	0	1	0	1
CRASHES: TOTAL	**5,927**	**6,839**	**7,277**	**7,191**	**7,639**	**8,479**	**7,096**	**50,448**

7c CRASHES, TIME PERIOD, DEGREE OF CRASH

Time Period[1]	Degree of Crash: Fatal Crash		Injury Crash		Non-Casualty Crash		Total Crashes	
A	54	(0.8%)	2,915	(44.6%)	3,562	(54.5%)	6,531	(100.0%)
B	35	(1.9%)	708	(38.8%)	1,081	(59.3%)	1,824	(100.0%)
C	113	(1.0%)	5,246	(44.4%)	6,461	(54.7%)	11,820	(100.0%)
D	19	(0.8%)	1,141	(45.1%)	1,372	(54.2%)	2,532	(100.0%)
E	21	(1.1%)	918	(47.8%)	983	(51.1%)	1,922	(100.0%)
F	72	(0.9%)	3,623	(43.8%)	4,569	(55.3%)	8,264	(100.0%)
G	46	(0.7%)	2,761	(42.3%)	3,723	(57.0%)	6,530	(100.0%)
H	49	(1.2%)	1,914	(45.4%)	2,250	(53.4%)	4,213	(100.0%)
I	43	(1.5%)	1,054	(37.2%)	1,740	(61.3%)	2,837	(100.0%)
J	49	(1.2%)	1,518	(38.2%)	2,407	(60.6%)	3,974	(100.0%)
Unknown	0	(0.0%)	0	(0.0%)	1	(100.0%)	1	(100.0%)
CRASHES: TOTAL	**501**	**(1.0%)**	**21,798**	**(43.2%)**	**28,149**	**(55.8%)**	**50,448**	**(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.

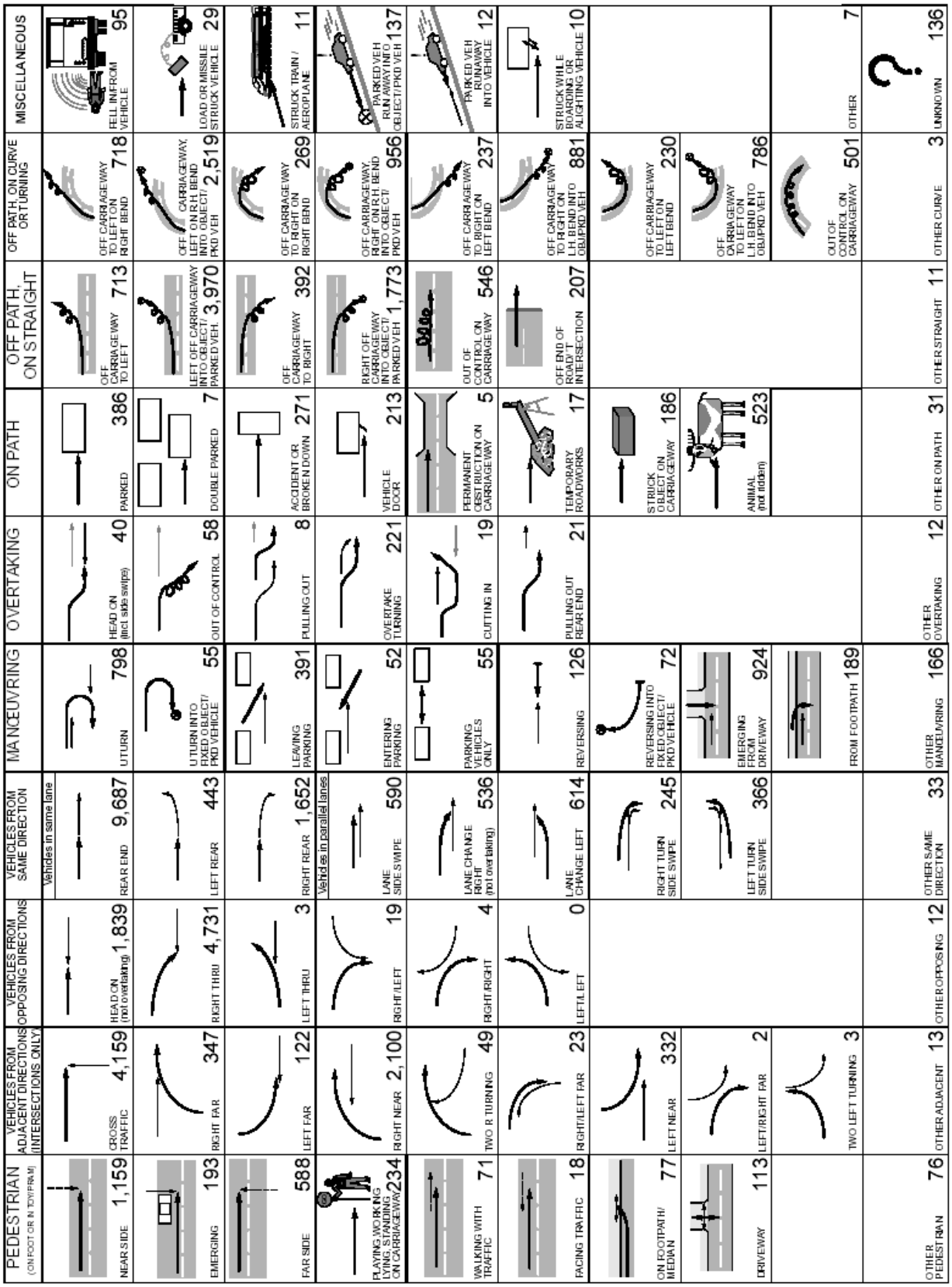
For example time period **I** is from 9 p.m. on Sunday, Monday, Tuesday and Wednesday nights to 3 a.m. the following mornings.

16 - ROAD TRAFFIC CRASHES IN NEW SOUTH WALES 2002

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	5	49	97	151
Fence/Post	30	775	1,824	2,629
Pole	27	627	715	1,369
Embankment	6	419	632	1,057
Tree	70	985	1,094	2,149
Street Furniture	7	199	474	680
Drain or Culvert	6	126	179	311
Building	2	39	136	177
Other Object	11	264	548	823
Stock	1	44	130	175
Kangaroo/Wallaby	4	64	177	245
Other Animal	0	37	67	104
Unknown	0	0	3	3
Sub-total	**169**	**3,628**	**6,076**	**9,873**
No Object Hit	**332**	**18,170**	**22,073**	**40,575**
CRASHES: TOTAL	**501**	**21,798**	**28,149**	**50,448**

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	139	3,659	6,845	10,643
Light Truck	19	441	590	1,050
Heavy Rigid Truck	0	51	79	130
Articulated Truck	15	162	162	339
Bus	2	20	14	36
Other Motor Vehicle	0	41	37	78
Motorcycle	37	825	50	912
SINGLE MOTOR VEHICLE CRASHES: TOTAL	**212**	**5,199**	**7,777**	**13,188**

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	358 (1%)	18,835 (41%)	26,860 (58%)	46,053 (100%)	412	24,985	25,397
Light Truck Crash	77 (1%)	2,858 (42%)	3,951 (57%)	6,886 (100%)	83	3,834	3,917
Heavy Truck Crash	109 (4%)	1,117 (40%)	1,541 (56%)	2,767 (100%)	121	1,453	1,574
Heavy Rigid Truck Crash	38 (3%)	531 (39%)	800 (58%)	1,369 (100%)	41	701	742
Articulated Truck Crash	76 (5%)	610 (42%)	769 (53%)	1,455 (100%)	86	811	897
Bus Crash	13 (2%)	341 (49%)	344 (49%)	698 (100%)	16	543	559
Emergency Vehicle Crash	3 (1%)	115 (42%)	154 (57%)	272 (100%)	3	168	171
Motorcycle Crash	55 (2%)	2,028 (89%)	190 (8%)	2,273 (100%)	56	2,242	2,298
Pedal Cycle Crash	14 (1%)	1,288 (99%)	2 (0%)	1,304 (100%)	14	1,350	1,364
Pedestrian Crash	94 (4%)	2,521 (96%)	5 (0%)	2,620 (100%)	96	2,701	2,797
All Types of Crashes	**501 (1%)**	**21,798 (43%)**	**28,149 (56%)**	**50,448 (100%)**	**561**	**28,447**	**29,008**

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]	447	*1.5*	29,546	*97.1*	44,844	*147.4*	74,837	*246.0*
Rigid Truck, Van or Utility	139	*2.1*	4,338	*65.2*	6,417	*96.5*	10,894	*163.8*
Articulated Truck[3]	82	*57.0*	648	*450.4*	797	*553.9*	1,527	*1,061.3*
Bus	13	*11.1*	346	*294.5*	347	*295.4*	706	*601.0*
Motorcycle	56	*5.9*	2,064	*218.7*	190	*20.1*	2,310	*244.8*
All Motor Vehicles on Register[4]	**748**	***2.0***	**37,690**	***98.4***	**53,362**	***139.4***	**91,800**	***239.8***

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 2002.*

[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	1	8	2	11
Sudden Illness	10	237	165	412
Swerving to Avoid Animal	1	319	486	806
Using Hand-held Telephone	0	16	16	32
Distraction Inside Vehicle (not Hand-held Telephone)	2	371	555	928
Distraction Outside Vehicle	30	1,757	2,186	3,973
Equipment Failure/Fault				
Brakes	1	49	76	126
Steering	0	24	38	62
Tyres	2	148	261	411
Wheel, Axle/Suspension	0	19	41	60
Lights	0	14	10	24
Towing/Coupling	1	11	35	47
Insecure Load	1	24	42	67

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	8	13	5	3	1	11	9	14	15	25	0	104
	No	38	17	91	14	13	48	33	26	22	23	0	325
	Unknown	8	5	17	2	7	13	4	9	6	1	0	72
	Sub-total	**54**	**35**	**113**	**19**	**21**	**72**	**46**	**49**	**43**	**49**	**0**	**501**
Injury	Yes	64	128	50	19	22	108	134	148	177	330	0	1,180
	No	1,588	372	3,098	689	587	1,962	1,489	1,099	563	725	0	12,172
	Unknown	1,263	208	2,098	433	309	1,553	1,138	667	314	463	0	8,446
	Sub-total	**2,915**	**708**	**5,246**	**1,141**	**918**	**3,623**	**2,761**	**1,914**	**1,054**	**1,518**	**0**	**21,798**
Non-	Yes	57	124	27	10	17	110	118	124	185	317	0	1,089
Casualty	No	2,372	552	4,654	996	746	3,119	2,481	1,473	983	1,179	0	18,555
	Unknown	1,133	405	1,780	366	220	1,340	1,124	653	572	911	1	8,505
	Sub-total	**3,562**	**1,081**	**6,461**	**1,372**	**983**	**4,569**	**3,723**	**2,250**	**1,740**	**2,407**	**1**	**28,149**
Total	Yes	129	265	82	32	40	229	261	286	377	672	0	2,373
Crashes	No	3,998	941	7,843	1,699	1,346	5,129	4,003	2,598	1,568	1,927	0	31,052
	Unknown	2,404	618	3,895	801	536	2,906	2,266	1,329	892	1,375	1	17,023
	TOTAL	**6,531**	**1,824**	**11,820**	**2,532**	**1,922**	**8,264**	**6,530**	**4,213**	**2,837**	**3,974**	**1**	**50,448**

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	14	4	2	40	44	0	104
	No	121	16	15	51	122	0	325
	Unknown	19	2	0	15	36	0	72
	Sub-total	**154**	**22**	**17**	**106**	**202**	**0**	**501**
Injury	Yes	448	59	53	404	216	0	1,180
	No	6,486	651	465	2,741	1,815	14	12,172
	Unknown	5,786	399	225	1,334	693	9	8,446
	Sub-total	**12,720**	**1,109**	**743**	**4,479**	**2,724**	**23**	**21,798**
Non-	Yes	579	66	38	321	84	1	1,089
Casualty	No	10,941	969	687	3,900	2,047	11	18,555
	Unknown	5,567	310	280	1,483	861	4	8,505
	Sub-total	**17,087**	**1,345**	**1,005**	**5,704**	**2,992**	**16**	**28,149**
Total	Yes	1,041	129	93	765	344	1	2,373
Crashes	No	17,548	1,636	1,167	6,692	3,984	25	31,052
	Unknown	11,372	711	505	2,832	1,590	13	17,023
	TOTAL	**29,961**	**2,476**	**1,765**	**10,289**	**5,918**	**39**	**50,448**

[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	104	1,180	1,089	2,373
No	325	12,172	18,555	31,052
Unknown	72	8,446	8,505	17,023
Crashes: Total	**501**	**21,798**	**28,149**	**50,448**

15b CRASHES, SPEEDING INVOLVEMENT, DEGREE OF CRASH

Speeding Involved in Crash	Degree of Crash: Fatal Crash	Injury Crash	Non-Casualty Crash	Total Crashes
Yes	219	3,451	5,115	8,785
No or Unknown	282	18,347	23,034	41,663
Crashes: Total	**501**	**21,798**	**28,149**	**50,448**

15c CRASHES, FATIGUE INVOLVEMENT, DEGREE OF CRASH

Fatigue Involved in Crash	Degree of Crash: Fatal Crash	Injury Crash	Non-Casualty Crash	Total Crashes
Yes	94	1,486	2,247	3,827
No or Unknown	407	20,312	25,902	46,621
Crashes: Total	**501**	**21,798**	**28,149**	**50,448**

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	2	57	43	24	62	36	37	23	43	0	327
	F	0	0	19	10	8	24	26	17	4	18	1	127
	Sub-total[1]	**0**	**2**	**76**	**53**	**32**	**86**	**62**	**54**	**27**	**61**	**4**	**457**
Light Truck Driver	M	0	0	4	6	3	20	19	14	4	1	1	72
	F	0	0	1	1	0	5	2	1	0	0	0	10
	Sub-total[1]	**0**	**0**	**5**	**7**	**3**	**25**	**21**	**15**	**4**	**1**	**1**	**82**
Heavy Rigid Truck Driver	M	0	0	0	5	0	9	15	3	2	1	0	35
	F	0	0	0	0	0	0	1	0	0	0	0	1
	Sub-total[1]	**0**	**0**	**0**	**5**	**0**	**9**	**16**	**3**	**2**	**1**	**0**	**36**
Articulated Truck Driver	M	0	0	0	3	3	26	24	15	3	0	2	76
	F	0	0	0	0	1	1	0	0	0	0	0	2
	Sub-total[1]	**0**	**0**	**0**	**3**	**4**	**27**	**24**	**15**	**3**	**0**	**3**	**79**
Bus Driver	M	0	0	0	0	1	2	5	4	1	0	0	13
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	**0**	**0**	**0**	**0**	**1**	**2**	**5**	**4**	**1**	**0**	**0**	**13**
Motorcycle Rider	M	0	0	7	5	10	17	10	5	1	1	0	56
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	**0**	**0**	**7**	**5**	**10**	**17**	**10**	**5**	**1**	**1**	**0**	**56**
Other Motor Vehicle Driver	M	0	0	0	0	1	2	1	0	0	1	0	5
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	**0**	**0**	**0**	**0**	**1**	**2**	**1**	**0**	**0**	**1**	**6**	**11**
MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**2**	**68**	**62**	**42**	**138**	**110**	**78**	**34**	**47**	**3**	**584**
	F	**0**	**0**	**20**	**11**	**9**	**30**	**29**	**18**	**4**	**18**	**1**	**140**
	TOTAL[1]	**0**	**2**	**88**	**73**	**51**	**168**	**139**	**96**	**38**	**65**	**14**	**734**

[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	70	2,511	2,248	1,515	3,166	2,544	1,731	943	914	1,090	16,732
	F	0	34	1,643	1,705	1,123	2,581	2,097	1,281	513	449	690	12,116
	Sub-total[1]	**0**	**104**	**4,159**	**3,960**	**2,638**	**5,755**	**4,644**	**3,019**	**1,456**	**1,365**	**2,419**	**29,519**
Light Truck Driver	M	0	2	240	357	261	616	482	307	142	41	175	2,623
	F	0	2	24	29	30	60	44	21	3	0	22	235
	Sub-total[1]	**0**	**4**	**264**	**386**	**291**	**677**	**527**	**328**	**145**	**41**	**264**	**2,927**
Heavy Rigid Truck Driver	M	0	0	1	39	53	142	118	94	30	0	27	504
	F	0	0	0	0	1	0	1	0	0	0	0	2
	Sub-total[1]	**0**	**0**	**1**	**39**	**54**	**142**	**119**	**94**	**30**	**0**	**42**	**521**
Articulated Truck Driver	M	0	0	3	18	63	192	159	116	23	1	40	615
	F	0	0	0	0	0	0	1	0	0	0	1	2
	Sub-total[1]	**0**	**0**	**3**	**18**	**63**	**192**	**160**	**116**	**23**	**1**	**60**	**636**
Bus Driver	M	0	0	3	11	19	54	67	74	30	4	22	284
	F	0	0	0	2	0	10	15	2	0	0	3	32
	Sub-total[1]	**0**	**0**	**3**	**13**	**19**	**64**	**82**	**76**	**30**	**4**	**46**	**337**
Motorcycle Rider	M	0	26	177	350	265	503	309	155	24	11	103	1,923
	F	0	1	5	25	18	33	30	8	1	0	8	129
	Sub-total[1]	**0**	**27**	**182**	**375**	**283**	**536**	**339**	**163**	**25**	**11**	**121**	**2,062**
Other Motor Vehicle Driver	M	0	1	3	14	17	58	24	16	5	2	54	194
	F	0	0	0	4	8	7	1	0	1	2	26	49
	Sub-total[1]	**0**	**1**	**3**	**18**	**26**	**65**	**25**	**16**	**6**	**4**	**555**	**719**
MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**99**	**2,938**	**3,037**	**2,193**	**4,731**	**3,703**	**2,493**	**1,197**	**973**	**1,511**	**22,875**
	F	**0**	**37**	**1,672**	**1,765**	**1,180**	**2,691**	**2,189**	**1,312**	**518**	**451**	**750**	**12,565**
	TOTAL[1]	**0**	**136**	**4,615**	**4,809**	**3,374**	**7,431**	**5,896**	**3,812**	**1,715**	**1,426**	**3,507**	**36,721**

[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	134	4,812	3,917	2,319	4,809	3,559	2,546	1,348	1,218	1,783	26,445
	F	0	53	2,151	2,326	1,454	3,231	2,597	1,594	665	583	814	15,468
	Sub-total[1]	**0**	**187**	**6,974**	**6,251**	**3,778**	**8,055**	**6,168**	**4,149**	**2,017**	**1,802**	**4,109**	**43,490**
Light Truck Driver	M	0	8	321	492	395	851	573	382	182	56	223	3,483
	F	0	1	31	43	23	74	55	31	12	4	23	297
	Sub-total[1]	**0**	**9**	**352**	**535**	**419**	**925**	**629**	**413**	**196**	**60**	**381**	**3,919**
Heavy Rigid Truck Driver	M	0	0	9	53	70	210	210	114	31	5	46	748
	F	0	0	0	0	1	2	0	1	0	0	0	4
	Sub-total[1]	**0**	**0**	**9**	**53**	**71**	**212**	**210**	**115**	**31**	**5**	**64**	**770**
Articulated Truck Driver	M	0	0	4	41	67	224	213	116	31	3	33	732
	F	0	0	0	0	0	4	1	0	0	0	0	5
	Sub-total[1]	**0**	**0**	**4**	**41**	**67**	**229**	**214**	**116**	**31**	**3**	**72**	**777**
Bus Driver	M	0	1	5	15	10	55	72	76	25	1	29	289
	F	0	0	0	2	2	7	9	3	0	1	0	24
	Sub-total[1]	**0**	**1**	**5**	**18**	**12**	**63**	**81**	**79**	**25**	**2**	**46**	**332**
Motorcycle Rider	M	0	1	17	38	15	50	12	6	0	1	17	157
	F	0	0	1	0	0	1	2	2	0	0	0	6
	Sub-total[1]	**0**	**1**	**18**	**38**	**15**	**51**	**14**	**8**	**0**	**1**	**28**	**174**
Other Motor Vehicle Driver	M	0	1	2	13	25	52	33	19	7	2	43	197
	F	0	0	1	3	6	3	1	1	0	0	20	35
	Sub-total[1]	**0**	**1**	**3**	**16**	**31**	**56**	**34**	**20**	**7**	**2**	**547**	**717**
MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**145**	**5,170**	**4,569**	**2,901**	**6,251**	**4,672**	**3,259**	**1,624**	**1,286**	**2,174**	**32,051**
	F	**0**	**54**	**2,184**	**2,374**	**1,486**	**3,322**	**2,665**	**1,632**	**677**	**588**	**857**	**15,839**
	TOTAL[1]	**0**	**199**	**7,365**	**6,952**	**4,393**	**9,591**	**7,350**	**4,900**	**2,307**	**1,875**	**5,247**	**50,179**

[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	206	7,380	6,208	3,858	8,037	6,139	4,314	2,314	2,175	2,873	43,504
	F	0	87	3,813	4,041	2,585	5,836	4,720	2,892	1,182	1,050	1,505	27,711
	Sub-total[1]	**0**	**293**	**11,209**	**10,264**	**6,448**	**13,896**	**10,874**	**7,222**	**3,500**	**3,228**	**6,532**	**73,466**
Light Truck Driver	M	0	10	565	855	659	1,487	1,074	703	328	98	399	6,178
	F	0	3	56	73	53	139	101	53	15	4	45	542
	Sub-total[1]	**0**	**13**	**621**	**928**	**713**	**1,627**	**1,177**	**756**	**345**	**102**	**646**	**6,928**
Heavy Rigid Truck Driver	M	0	0	10	97	123	361	343	211	63	6	73	1,287
	F	0	0	0	0	2	2	2	1	0	0	0	7
	Sub-total[1]	**0**	**0**	**10**	**97**	**125**	**363**	**345**	**212**	**63**	**6**	**106**	**1,327**
Articulated Truck Driver	M	0	0	7	62	133	442	396	247	57	4	75	1,423
	F	0	0	0	0	1	5	2	0	0	0	1	9
	Sub-total[1]	**0**	**0**	**7**	**62**	**134**	**448**	**398**	**247**	**57**	**4**	**135**	**1,492**
Bus Driver	M	0	1	8	26	30	111	144	154	56	5	51	586
	F	0	0	0	4	2	17	24	5	0	1	3	56
	Sub-total[1]	**0**	**1**	**8**	**31**	**32**	**129**	**168**	**159**	**56**	**6**	**92**	**682**
Motorcycle Rider	M	0	27	201	393	290	570	331	166	25	13	120	2,136
	F	0	1	6	25	18	34	32	10	1	0	8	135
	Sub-total[1]	**0**	**28**	**207**	**418**	**308**	**604**	**363**	**176**	**26**	**13**	**149**	**2,292**
Other Motor Vehicle Driver	M	0	2	5	27	43	112	58	35	12	5	97	396
	F	0	0	1	7	14	10	2	1	1	2	46	84
	Sub-total[1]	**0**	**2**	**6**	**34**	**58**	**123**	**60**	**36**	**13**	**7**	**1,108**	**1,447**
MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**246**	**8,176**	**7,668**	**5,136**	**11,120**	**8,485**	**5,830**	**2,855**	**2,306**	**3,688**	**55,510**
	F	**0**	**91**	**3,876**	**4,150**	**2,675**	**6,043**	**4,883**	**2,962**	**1,199**	**1,057**	**1,608**	**28,544**
	TOTAL[1]	**0**	**337**	**12,068**	**11,834**	**7,818**	**17,190**	**13,385**	**8,808**	**4,060**	**3,366**	**8,768**	**87,634**

[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	6	250	449	705
	Provisional[2]	39	1,427	2,413	3,879
	Standard	372	22,797	33,535	56,704
	Unlicensed[1]	24	681	992	1,697
	Unknown[2]	16	4,364	6,101	10,481
	Sub-total	**457**	**29,519**	**43,490**	**73,466**
Light Truck Driver	Learner	0	8	20	28
	Provisional[2]	0	91	115	206
	Standard	76	2,394	3,290	5,760
	Unlicensed[1]	4	69	92	165
	Unknown[2]	2	365	402	769
	Sub-total	**82**	**2,927**	**3,919**	**6,928**
Heavy Rigid Truck Driver	Standard	36	466	707	1,209
	Unlicensed[1]	0	7	9	16
	Unknown[2]	0	48	54	102
	Sub-total	**36**	**521**	**770**	**1,327**
Articulated Truck Driver	Standard	75	537	653	1,265
	Unlicensed[1]	1	8	10	19
	Unknown[2]	3	91	114	208
	Sub-total	**79**	**636**	**777**	**1,492**
Bus Driver	Learner	0	0	1	1
	Provisional[2]	0	2	1	3
	Standard	13	298	292	603
	Unlicensed[1]	0	1	3	4
	Unknown[2]	0	36	35	71
	Sub-total	**13**	**337**	**332**	**682**
Motorcycle Rider	Learner	2	81	12	95
	Provisional[2]	4	23	1	28
	Standard	43	1,501	127	1,671
	Unlicensed[1]	4	116	3	123
	Unknown[2]	3	341	31	375
	Sub-total	**56**	**2,062**	**174**	**2,292**
Other Motor Vehicle Driver	Learner	0	0	0	0
	Provisional[2]	0	0	0	0
	Standard	4	142	167	313
	Unlicensed[1]	0	2	2	4
	Unknown[2]	7	575	548	1,130
	Sub-total	**11**	**719**	**717**	**1,447**
MOTOR VEHICLE CONTROLLERS: TOTAL		**734**	**36,721**	**50,179**	**87,634**

[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	1	42	43	27	104	86	64	26	42	3	438
	F	0	0	19	7	8	24	21	15	4	13	0	111
	Sub-total[2]	**0**	**1**	**61**	**50**	**35**	**128**	**107**	**79**	**30**	**55**	**3**	**549**
.020 – .049[3]	M	0	1	2	0	0	0	1	0	0	0	0	4
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**1**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**4**
.050 – .079	M	0	0	2	0	0	1	1	0	1	1	0	6
	F	0	0	0	1	0	0	0	1	0	0	0	2
	Sub-total[2]	**0**	**0**	**2**	**1**	**0**	**1**	**1**	**1**	**1**	**1**	**0**	**8**
.080 – .149	M	0	0	6	4	2	7	4	3	2	0	0	28
	F	0	0	0	0	0	2	1	0	0	0	0	3
	Sub-total[2]	**0**	**0**	**6**	**4**	**2**	**9**	**5**	**3**	**2**	**0**	**0**	**31**
≥ .150	M	0	0	8	10	5	18	11	3	2	0	0	57
	F	0	0	0	1	0	1	3	0	0	0	0	5
	Sub-total[2]	**0**	**0**	**8**	**11**	**5**	**19**	**14**	**3**	**2**	**0**	**0**	**62**
Unknown	M	0	0	8	5	8	8	7	8	3	4	0	51
	F	0	0	1	2	1	3	4	2	0	5	1	19
	Sub-total[2]	**0**	**0**	**9**	**7**	**9**	**11**	**11**	**10**	**3**	**9**	**11**	**80**
MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**2**	**68**	**62**	**42**	**138**	**110**	**78**	**34**	**47**	**3**	**584**
	F	**0**	**0**	**20**	**11**	**9**	**30**	**29**	**18**	**4**	**18**	**1**	**140**
	TOTAL[2]	**0**	**2**	**88**	**73**	**51**	**168**	**139**	**96**	**38**	**65**	**14**	**734**

[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	55	2,029	1,976	1,405	3,040	2,470	1,750	832	739	760	15,056
	F	0	30	1,160	1,125	741	1,724	1,405	887	358	331	416	8,177
	Sub-total[2]	**0**	**85**	**3,192**	**3,104**	**2,146**	**4,766**	**3,876**	**2,643**	**1,190**	**1,071**	**1,213**	**23,286**
.020 – .049[3]	M	0	1	18	2	2	2	1	1	0	0	0	27
	F	0	0	4	0	0	0	1	0	0	0	0	5
	Sub-total[2]	**0**	**1**	**22**	**2**	**2**	**2**	**2**	**1**	**0**	**0**	**0**	**32**
.050 – .079	M	0	3	28	19	11	33	17	7	3	2	4	127
	F	0	0	3	6	1	4	5	4	0	1	0	24
	Sub-total[2]	**0**	**3**	**31**	**25**	**12**	**37**	**22**	**11**	**3**	**3**	**4**	**151**
.080 – .149	M	0	8	91	78	59	79	42	15	6	6	17	401
	F	0	0	18	22	8	21	13	6	2	0	2	92
	Sub-total[2]	**0**	**8**	**109**	**100**	**67**	**100**	**55**	**21**	**8**	**6**	**19**	**493**
≥ .150	M	0	1	49	77	56	122	64	28	10	2	14	423
	F	0	0	5	12	10	25	19	5	2	0	3	81
	Sub-total[2]	**0**	**1**	**54**	**90**	**66**	**147**	**83**	**33**	**12**	**2**	**17**	**505**
Unknown	M	0	31	723	885	660	1,455	1,109	692	346	224	716	6,841
	F	0	7	482	600	420	917	746	410	156	119	329	4,186
	Sub-total[2]	**0**	**38**	**1,207**	**1,488**	**1,081**	**2,379**	**1,858**	**1,103**	**502**	**344**	**2,254**	**12,254**
MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**99**	**2,938**	**3,037**	**2,193**	**4,731**	**3,703**	**2,493**	**1,197**	**973**	**1,511**	**22,875**
	F	**0**	**37**	**1,672**	**1,765**	**1,180**	**2,691**	**2,189**	**1,312**	**518**	**451**	**750**	**12,565**
	TOTAL[2]	**0**	**136**	**4,615**	**4,809**	**3,374**	**7,431**	**5,896**	**3,812**	**1,715**	**1,426**	**3,507**	**36,721**

[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	99	4,022	3,393	2,095	4,588	3,530	2,541	1,284	1,047	1,288	23,887
	F	0	41	1,791	1,871	1,117	2,543	2,040	1,272	551	492	570	12,288
	Sub-total[2]	**0**	**140**	**5,820**	**5,271**	**3,215**	**7,140**	**5,579**	**3,820**	**1,841**	**1,539**	**1,949**	**36,314**
.020 – .049[3]	M	0	0	15	5	2	1	0	0	0	0	0	23
	F	0	1	1	1	0	0	0	0	0	0	0	3
	Sub-total[2]	**0**	**1**	**16**	**6**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**26**
.050 – .079	M	0	4	38	29	16	23	11	4	3	2	2	132
	F	0	0	1	5	3	1	7	3	1	0	4	25
	Sub-total[2]	**0**	**4**	**39**	**34**	**19**	**24**	**18**	**7**	**4**	**2**	**6**	**157**
.080 – .149	M	0	3	87	99	55	76	34	14	4	4	21	397
	F	0	0	9	19	10	26	8	5	0	1	4	82
	Sub-total[2]	**0**	**3**	**97**	**118**	**65**	**102**	**42**	**19**	**4**	**5**	**28**	**483**
≥ .150	M	0	1	34	81	38	75	54	23	10	2	17	335
	F	0	0	2	13	12	27	18	9	4	0	2	87
	Sub-total[2]	**0**	**1**	**36**	**94**	**50**	**102**	**72**	**32**	**14**	**2**	**22**	**425**
Unknown	M	0	38	974	962	695	1,488	1,043	677	323	231	846	7,277
	F	0	12	380	465	344	725	592	343	121	95	277	3,354
	Sub-total[2]	**0**	**50**	**1,357**	**1,429**	**1,042**	**2,222**	**1,639**	**1,022**	**444**	**327**	**3,242**	**12,774**
MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**145**	**5,170**	**4,569**	**2,901**	**6,251**	**4,672**	**3,259**	**1,624**	**1,286**	**2,174**	**32,051**
	F	**0**	**54**	**2,184**	**2,374**	**1,486**	**3,322**	**2,665**	**1,632**	**677**	**588**	**857**	**15,839**
	TOTAL[2]	**0**	**199**	**7,365**	**6,952**	**4,393**	**9,591**	**7,350**	**4,900**	**2,307**	**1,875**	**5,247**	**50,179**

[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	155	6,093	5,412	3,527	7,732	6,086	4,355	2,142	1,828	2,051	39,381
	F	0	71	2,970	3,003	1,866	4,291	3,466	2,174	913	836	986	20,576
	Sub-total[2]	**0**	**226**	**9,073**	**8,425**	**5,396**	**12,034**	**9,562**	**6,542**	**3,061**	**2,665**	**3,165**	**60,149**
.020 – .049[3]	M	0	2	35	7	4	3	2	1	0	0	0	54
	F	0	1	5	1	0	0	1	0	0	0	0	8
	Sub-total[2]	**0**	**3**	**40**	**8**	**4**	**3**	**3**	**1**	**0**	**0**	**0**	**62**
.050 – .079	M	0	7	68	48	27	57	29	11	7	5	6	265
	F	0	0	4	12	4	5	12	8	1	1	4	51
	Sub-total[2]	**0**	**7**	**72**	**60**	**31**	**62**	**41**	**19**	**8**	**6**	**10**	**316**
.080 – .149	M	0	11	184	181	116	162	80	32	12	10	38	826
	F	0	0	27	41	18	49	22	11	2	1	6	177
	Sub-total[2]	**0**	**11**	**212**	**222**	**134**	**211**	**102**	**43**	**14**	**11**	**47**	**1,007**
≥.150	M	0	2	91	168	99	215	129	54	22	4	31	815
	F	0	0	7	26	22	53	40	14	6	0	5	173
	Sub-total[2]	**0**	**2**	**98**	**195**	**121**	**268**	**169**	**68**	**28**	**4**	**39**	**992**
Unknown	M	0	69	1,705	1,852	1,363	2,951	2,159	1,377	672	459	1,562	14,169
	F	0	19	863	1,067	765	1,645	1,342	755	277	219	607	7,559
	Sub-total[2]	**0**	**88**	**2,573**	**2,924**	**2,132**	**4,612**	**3,508**	**2,135**	**949**	**680**	**5,507**	**25,108**
MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**246**	**8,176**	**7,668**	**5,136**	**11,120**	**8,485**	**5,830**	**2,855**	**2,306**	**3,688**	**55,510**
	F	**0**	**91**	**3,876**	**4,150**	**2,675**	**6,043**	**4,883**	**2,962**	**1,199**	**1,057**	**1,608**	**28,544**
	TOTAL[2]	**0**	**337**	**12,068**	**11,834**	**7,818**	**17,190**	**13,385**	**8,808**	**4,060**	**3,366**	**8,768**	**87,634**

[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	2	34	31	18	50	36	10	6	4	0	191
	F	0	0	8	4	1	8	8	2	1	1	0	33
	Sub-total[1]	**0**	**2**	**42**	**35**	**19**	**58**	**44**	**12**	**7**	**5**	**0**	**224**
Injury	M	0	40	551	441	265	469	309	157	77	54	146	2,509
	F	0	10	211	156	60	189	149	73	31	28	35	942
	Sub-total[1]	**0**	**50**	**762**	**597**	**325**	**658**	**458**	**230**	**108**	**82**	**228**	**3,498**
Non-Casualty	M	0	44	1,138	651	310	528	346	170	94	64	246	3,591
	F	0	10	258	176	109	235	165	99	53	25	45	1,175
	Sub-total[1]	**0**	**54**	**1,397**	**827**	**420**	**764**	**511**	**269**	**147**	**89**	**668**	**5,146**
SPEEDING MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**86**	**1,723**	**1,123**	**593**	**1,047**	**691**	**337**	**177**	**122**	**392**	**6,291**
	F	**0**	**20**	**477**	**336**	**170**	**432**	**322**	**174**	**85**	**54**	**80**	**2,150**
	TOTAL[1]	**0**	**106**	**2,201**	**1,459**	**764**	**1,480**	**1,013**	**511**	**262**	**176**	**896**	**8,868**

[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	0	9	9	3	17	19	2	6	13	0	78
	F	0	0	0	1	0	4	4	4	0	4	0	17
	Sub-total[1]	**0**	**0**	**9**	**10**	**3**	**21**	**23**	**6**	**6**	**17**	**0**	**95**
Injury	M	0	10	178	163	118	196	147	78	35	57	55	1,037
	F	0	5	76	49	30	90	56	45	23	41	17	432
	Sub-total[1]	**0**	**15**	**254**	**212**	**148**	**286**	**203**	**123**	**58**	**98**	**89**	**1,486**
Non-Casualty	M	0	9	283	214	115	274	156	89	40	60	105	1,345
	F	0	6	65	65	44	65	63	43	23	30	29	433
	Sub-total[1]	**0**	**15**	**348**	**279**	**160**	**339**	**219**	**132**	**63**	**90**	**602**	**2,247**
FATIGUED MOTOR VEHICLE CONTROLLERS:	**M**	**0**	**19**	**470**	**386**	**236**	**487**	**322**	**169**	**81**	**130**	**160**	**2,460**
	F	**0**	**11**	**141**	**115**	**74**	**159**	**123**	**92**	**46**	**75**	**46**	**882**
	TOTAL[1]	**0**	**30**	**611**	**501**	**311**	**646**	**445**	**261**	**127**	**205**	**691**	**3,828**

[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	34	3,866	4,623	8,523
'T'	63	5,240	6,976	12,279
'Y'	3	18	28	49
Multiple	0	47	52	99
Roundabout	2	787	1,105	1,894
Sub-total	**102**	**9,958**	**12,784**	**22,844**
NON-INTERSECTION				
One-way	0	76	62	138
2-way undivided	323	8,250	10,081	18,654
Dual carriageway (non-freeway)	55	2,626	3,798	6,479
Dual carriageway (freeway)	20	659	1,099	1,778
Other limited access	0	31	33	64
Other	1	198	291	490
Unknown	0	0	1	1
Sub-total	**399**	**11,840**	**15,365**	**27,604**
CRASHES: TOTAL	**501**	**21,798**	**28,149**	**50,448**

21b CRASHES, FEATURE OF LOCATION, DEGREE OF CRASH

Feature of Location	Degree of Crash: Fatal Crash	Injury Crash	Non-Casualty Crash	Total Crashes
Bridge	14	395	563	972
Causeway	0	5	7	12
Railway crossing	4	20	13	37
Entrance/driveway	15	1,404	1,721	3,140
Hazardous road surface	30	696	710	1,436
Roadworks/detour/ diversion	9	246	285	540
Previous crash	5	76	157	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	26	7	33
40 km/h	1	150	139	290
50 km/h	34	4,061	5,324	9,419
60 km/h	78	7,250	9,718	17,046
70 km/h	36	1,734	2,346	4,116
80 km/h	26	749	1,003	1,778
90 km/h	5	199	305	509
100 km/h	7	128	203	338
110 km/h	6	228	349	583
Unknown	0	47	43	90
Sub-total	**193**	**14,572**	**19,437**	**34,202**
Country				
30 km/h or less	1	5	9	15
40 km/h	2	64	66	132
50 km/h	27	1,134	1,342	2,503
60 km/h	31	2,291	3,031	5,353
70 km/h	6	226	318	550
80 km/h	39	759	938	1,736
90 km/h	8	128	180	316
100 km/h	164	2,214	2,260	4,638
110 km/h	30	382	552	964
Unknown	0	23	16	39
Sub-total	**308**	**7,226**	**8,712**	**16,246**
CRASHES: TOTAL	**501**	**21,798**	**28,149**	**50,448**

[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	35	2,288	3,543	5,866
Dry	278	15,047	18,333	33,658
Snow or ice	0	8	14	22
Unknown	0	22	33	55
Sub-total	**313**	**17,365**	**21,923**	**39,601**
Curve				
Wet	39	1,094	1,999	3,132
Dry	149	3,308	4,197	7,654
Snow or ice	0	16	18	34
Unknown	0	9	7	16
Sub-total	**188**	**4,427**	**6,221**	**10,836**
Total Crashes[1]				
Wet	74	3,383	5,542	8,999
Dry	427	18,355	22,531	41,313
Snow or ice	0	24	32	56
Unknown	0	36	44	80
CRASHES: TOTAL	**501**	**21,798**	**28,149**	**50,448**

[1] *Includes cases of unknown alignment.*

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

	Degree of Crash[1]				Degree of Casualty[2]		
Local Government Area	F	I C	N	Total Crashes	K	I	Total Killed & Injured
SYDNEY REGION							
Sydney Metropolitan Area							
City of Sydney	3	550	394	947	3	643	646
Ashfield	0	143	182	325	0	191	191
Auburn	4	347	438	789	4	416	420
Bankstown City	10	727	805	1,542	10	942	952
Baulkham Hills	4	351	699	1,054	6	452	458
Blacktown City	13	815	1,187	2,015	14	1,047	1,061
Botany Bay City	0	201	251	452	0	256	256
Burwood	0	110	147	257	0	130	130
Camden	1	136	193	330	1	189	190
Campbelltown City	5	404	490	899	5	507	512
Canada Bay City	2	204	291	497	2	251	253
Canterbury City	10	458	502	970	13	587	600
Fairfield City	10	650	770	1,430	10	894	904
Holroyd City	2	341	519	862	2	449	451
Hornsby	5	368	649	1,022	5	456	461
Hunters Hill	1	30	67	98	1	35	36
Hurstville City	0	208	281	489	0	262	262
Kogarah	1	176	251	428	1	217	218
Ku-ring-gai	4	265	460	729	4	326	330
Lane Cove	2	97	163	262	2	118	120
Leichhardt	7	226	233	466	7	278	285
Liverpool City	10	633	772	1,415	10	851	861
Manly	0	98	130	228	0	120	120
Marrickville	2	313	325	640	2	390	392
Mosman	1	69	86	156	1	81	82

[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
SYDNEY REGION (continued)							
North Sydney	2	238	277	517	2	276	278
Parramatta City	8	599	906	1,513	8	784	792
Penrith City	6	534	792	1,332	6	667	673
Pittwater	1	123	214	338	1	156	157
Randwick City	3	342	470	815	3	397	400
Rockdale City	5	360	556	921	5	441	446
Ryde City	5	355	525	885	6	419	425
South Sydney City	6	702	698	1,406	6	810	816
Strathfield	2	128	229	359	2	178	180
Sutherland	11	560	805	1,376	12	733	745
Warringah	4	352	545	901	4	418	422
Waverley	1	139	182	322	1	161	162
Willoughby City	2	234	386	622	2	277	279
Woollahra	1	134	217	352	2	153	155
Sydney Metropolitan Area Sub-total	**154**	**12,720**	**17,087**	**29,961**	**163**	**15,958**	**16,121**
Outer Sydney Area							
Blue Mountains City	5	180	318	503	5	226	231
Gosford City	11	508	829	1,348	11	660	671
Hawkesbury City	4	218	331	553	4	278	282
Wollondilly	7	166	206	379	12	235	247
Wyong	8	370	469	847	11	473	484
Outer Sydney Area Sub-total	**35**	**1,442**	**2,153**	**3,630**	**43**	**1,872**	**1,915**
SYDNEY REGION: TOTAL	**189**	**14,162**	**19,240**	**33,591**	**206**	**17,830**	**18,036**

[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]				Degree of Casualty[2]		
	F	I C	N	Total Crashes	K	I	Total Killed & Injured
HUNTER REGION							
Newcastle City	9	590	766	1,365	9	770	779
Lake Macquarie City	13	519	579	1,111	13	674	687
Cessnock City	7	177	150	334	7	233	240
Dungog	1	27	23	51	1	33	34
Gloucester	1	22	19	42	1	27	28
Great Lakes	9	98	153	260	10	153	163
Maitland City	3	143	145	291	3	188	191
Merriwa	1	15	10	26	1	19	20
Murrurundi	3	13	7	23	3	20	23
Muswellbrook	7	43	56	106	7	57	64
Port Stephens	8	184	179	371	8	262	270
Scone	1	28	23	52	1	37	38
Singleton	3	90	103	196	3	112	115
HUNTER REGION: TOTAL	**66**	**1,949**	**2,213**	**4,228**	**67**	**2,585**	**2,652**
ILLAWARRA REGION							
Wollongong City	14	575	815	1,404	14	741	755
Shellharbour City	3	168	190	361	3	222	225
Kiama	0	54	76	130	0	71	71
Shoalhaven City	16	276	333	625	23	384	407
Wingecarribee	5	156	216	377	5	225	230
ILLAWARRA REGION: TOTAL	**38**	**1,229**	**1,630**	**2,897**	**45**	**1,643**	**1,688**

[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	5	152	162	319	7	215	222
Bellingen	3	38	47	88	3	51	54
Byron	3	127	173	303	3	176	179
Coffs Harbour City	2	154	152	308	3	224	227
Copmanhurst	0	8	13	21	0	9	9
Grafton City	3	35	50	88	3	45	48
Hastings	9	160	185	354	13	212	225
Kempsey	5	84	84	173	5	141	146
Kyogle	2	28	34	64	4	41	45
Lismore City	5	150	192	347	6	204	210
Lord Howe Island	1	1	0	2	1	1	2
Maclean	2	47	56	105	2	66	68
Nambucca	4	44	54	102	5	71	76
Pristine Waters	3	60	76	139	3	100	103
Richmond Valley	5	84	80	169	5	125	130
Greater Taree City	8	153	183	344	10	250	260
Tweed	5	248	337	590	5	322	327
NORTH COAST REGION: TOTAL	**65**	**1,573**	**1,878**	**3,516**	**78**	**2,253**	**2,331**

[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	0	55	64	119	0	81	81
Barraba	1	4	2	7	1	6	7
Bingara	1	4	5	10	2	6	8
Glen Innes	0	9	14	23	0	11	11
Gunnedah	0	43	20	63	0	57	57
Guyra	0	16	18	34	0	23	23
Inverell	3	31	41	75	3	50	53
Manilla	0	7	6	13	0	8	8
Moree Plains	7	33	48	88	9	55	64
Narrabri	2	47	38	87	2	73	75
Nundle	0	11	8	19	0	18	18
Parry	4	28	50	82	4	50	54
Quirindi	0	16	8	24	0	21	21
Severn	1	26	24	51	1	41	42
Tamworth City	2	78	112	192	2	101	103
Tenterfield	1	29	24	54	1	42	43
Uralla	0	15	23	38	0	19	19
Walcha	0	16	25	41	0	23	23
Yallaroi	1	9	5	15	1	14	15
NEW ENGLAND REGION: TOTAL	**23**	**477**	**535**	**1,035**	**26**	**699**	**725**

[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	2	14	6	22	3	21	24
Bourke	1	20	11	32	1	35	36
Brewarrina	1	5	3	9	1	7	8
Cobar	1	16	8	25	1	24	25
Coolah	0	18	11	29	0	23	23
Coonabarabran	2	30	22	54	2	43	45
Coonamble	0	10	7	17	0	15	15
Dubbo City	4	94	128	226	4	135	139
Gilgandra	2	9	16	27	2	14	16
Mudgee	5	59	40	104	9	92	101
Narromine	2	24	20	46	2	33	35
Walgett	1	34	16	51	1	59	60
Warren	0	7	10	17	0	8	8
Wellington	2	30	24	56	2	49	51
ORANA REGION: TOTAL	**23**	**370**	**322**	**715**	**28**	**558**	**586**
CENTRAL WESTERN REGION							
Bathurst City	2	68	116	186	2	91	93
Bland	1	22	13	36	1	30	31
Blayney	1	14	15	30	1	19	20
Cabonne	4	40	48	92	4	59	63
Cowra	1	34	31	66	1	43	44
Evans	2	32	43	77	5	40	45
Forbes	1	23	32	56	1	33	34
Lachlan	1	17	7	25	1	24	25
Lithgow City	2	78	106	186	3	107	110

[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	1	29	42	72	1	40	41
Orange City	2	91	112	205	3	136	139
Parkes	1	47	56	104	1	59	60
Rylstone	2	18	18	38	2	25	27
Weddin	1	14	6	21	1	18	19
CENTRAL WESTERN REGION: TOTAL	**22**	**527**	**645**	**1,194**	**27**	**724**	**751**
SOUTH-EASTERN REGION							
Bega Valley	1	115	85	201	1	163	164
Bombala	0	8	13	21	0	12	12
Boorowa	1	9	13	23	1	16	17
Cooma-Monaro	1	29	49	79	1	49	50
Crookwell	0	19	15	34	0	23	23
Eurobodalla	5	112	159	276	5	157	162
Goulburn City	0	50	60	110	0	62	62
Gunning	3	20	31	54	3	24	27
Harden	1	21	16	38	1	25	26
Mulwaree	5	58	109	172	5	78	83
Queanbeyan City	0	58	78	136	0	71	71
Snowy River	0	41	57	98	0	66	66
Tallaganda	1	28	41	70	1	42	43
Yarrowlumla	3	38	44	85	4	55	59
Yass	4	48	73	125	4	80	84
Young	1	30	30	61	1	47	48
SOUTH-EASTERN REGION: TOTAL	**26**	**684**	**873**	**1,583**	**27**	**970**	**997**

[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	2	12	10	24	2	19	21
Coolamon	3	6	8	17	3	7	10
Cootamundra	1	23	15	39	1	29	30
Griffith City	2	76	65	143	2	109	111
Gundagai	3	31	34	68	3	54	57
Hay	0	17	12	29	0	34	34
Junee	0	19	14	33	0	32	32
Leeton	1	21	30	52	1	25	26
Lockhart	0	6	4	10	0	10	10
Murrumbidgee	0	7	15	22	0	11	11
Narrandera	1	25	9	35	1	29	30
Temora	0	11	16	27	0	12	12
Tumut	2	40	37	79	3	56	59
Wagga Wagga City	3	157	188	348	4	222	226
RIVERINA REGION: TOTAL	**18**	**451**	**457**	**926**	**20**	**649**	**669**
MURRAY REGION							
Albury City	5	103	171	279	5	135	140
Balranald	2	11	5	18	3	15	18
Berrigan	0	17	8	25	0	19	19
Conargo	1	7	4	12	1	7	8
Corowa	0	13	15	28	0	17	17
Culcairn	1	16	9	26	1	24	25
Deniliquin	0	11	10	21	0	15	15
Holbrook	1	18	18	37	1	26	27
Hume	6	20	27	53	9	47	56

[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	7	2	9	0	9	9
Murray	1	14	14	29	1	17	18
Tumbarumba	6	25	11	42	6	31	37
Urana	1	3	2	6	3	6	9
Wakool	0	13	3	16	0	19	19
Wentworth	3	18	17	38	3	36	39
MURRAY REGION: TOTAL	**27**	**296**	**316**	**639**	**33**	**423**	**456**
FAR WESTERN REGION							
Broken Hill City	0	52	26	78	0	69	69
Central Darling	2	13	7	22	2	24	26
Unincorporated Area	2	15	7	24	2	20	22
FAR WESTERN REGION: TOTAL	**4**	**80**	**40**	**124**	**4**	**113**	**117**
METROPOLITAN[3]: TOTAL	**193**	**14,572**	**19,437**	**34,202**	**202**	**18,365**	**18,567**
COUNTRY[3]: TOTAL	**308**	**7,226**	**8,712**	**16,246**	**359**	**10,082**	**10,441**
NEW SOUTH WALES STATE TOTAL	**501**	**21,798**	**28,149**	**50,448**	**561**	**28,447**	**29,008**

[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	12	26	38	0	15	15
Hornsby	0	11	19	30	0	13	13
Baulkham Hills	0	8	16	24	0	11	11
Sub-total	**0**	**31**	**61**	**92**	**0**	**39**	**39**
SYDNEY-NEWCASTLE FREEWAY (WAHROONGA to BERESFIELD)							
Ku-ring-gai	0	10	8	18	0	10	10
Hornsby	1	42	71	114	1	62	63
Gosford City	3	69	159	231	3	90	93
Wyong	1	39	75	115	1	52	53
Lake Macquarie City	1	33	38	72	1	46	47
Cessnock City	0	0	0	0	0	0	0
Newcastle City	1	3	10	14	1	4	5
Sub-total	**7**	**196**	**361**	**564**	**7**	**264**	**271**
M4 MOTORWAY (CONCORD to LAPSTONE)							
Canada Bay City	0	8	6	14	0	9	9
Strathfield	0	5	10	15	0	9	9
Auburn	2	37	67	106	2	46	48
Parramatta City	0	6	16	22	0	10	10
Holroyd City	0	39	86	125	0	47	47
Blacktown City	2	45	96	143	2	68	70
Penrith City	2	37	66	105	2	47	49
Blue Mountains City	0	0	2	2	0	0	0
Sub-total	**6**	**177**	**349**	**532**	**6**	**236**	**242**
M5 MOTORWAY (SYDNEY AIRPORT to PRESTONS)							
Rockdale City	0	10	11	21	0	12	12
Canterbury City	1	31	29	61	1	44	45
Hurstville City	0	0	0	0	0	0	0
Bankstown City	0	32	42	74	0	41	41
Liverpool City	0	47	71	118	0	65	65
Sub-total	**1**	**120**	**153**	**274**	**1**	**162**	**163**

[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	2	43	69	114	2	57	59
Sub-total	**2**	**43**	**69**	**114**	**2**	**57**	**59**
EASTERN DISTRIBUTOR (WOOLLOOMOOLOO to KENSINGTON)							
City of Sydney	0	0	2	2	0	0	0
South Sydney City	0	13	13	26	0	19	19
Randwick City	0	0	0	0	0	0	0
Sub-total	**0**	**13**	**15**	**28**	**0**	**19**	**19**
FREEWAYS/MOTORWAYS: TOTAL	**16**	**580**	**1,008**	**1,604**	**16**	**777**	**793**
STATE HIGHWAYS							
PRINCES (State Highway (SH) 1) (SYDNEY to Victorian border near EDEN)							
South Sydney City	0	29	25	54	0	31	31
Marrickville	0	48	42	90	0	61	61
Rockdale City	1	59	83	143	1	78	79
Kogarah	0	48	68	116	0	60	60
Sutherland	4	107	170	281	4	142	146
Wollongong City	3	121	161	285	3	158	161
Shellharbour City	0	31	37	68	0	45	45
Kiama	0	25	42	67	0	36	36
Shoalhaven City	6	93	128	227	8	146	154
Eurobodalla	2	28	50	80	2	33	35
Bega Valley	1	35	27	63	1	55	56
Princes Highway Sub-total	**17**	**624**	**833**	**1,474**	**19**	**845**	**864**

[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
HUME (SH 2) (ASHFIELD to ALBURY)							
Ashfield	0	26	25	51	0	31	31
Burwood	0	11	12	23	0	11	11
Strathfield	0	26	32	58	0	39	39
Bankstown City	3	125	128	256	3	174	177
Fairfield City	0	31	35	66	0	39	39
Liverpool City	2	116	167	285	2	149	151
Campbelltown City	1	34	45	80	1	42	43
Wollondilly	1	21	14	36	1	36	37
Wingecarribee	3	30	49	82	3	45	48
Mulwaree	0	20	59	79	0	25	25
Goulburn City	0	1	5	6	0	1	1
Gunning	2	10	16	28	2	14	16
Yass	1	7	24	32	1	10	11
Harden	0	4	5	9	0	4	4
Gundagai	3	22	27	52	3	41	44
Wagga Wagga City	0	14	27	41	0	19	19
Holbrook	0	8	13	21	0	15	15
Hume	3	5	13	21	3	13	16
Albury City	2	30	44	76	2	41	43
Hume Highway Sub-total	**21**	**541**	**740**	**1,302**	**21**	**749**	**770**

[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
Great Western Highway (continued)							
Parramatta City	1	41	58	100	1	54	55
Holroyd City	0	56	84	140	0	83	83
Blacktown City	3	64	68	135	3	84	87
Penrith City	0	62	95	157	0	77	77
Blue Mountains City	2	102	168	272	2	129	131
Lithgow City	0	13	30	43	0	19	19
Evans	1	4	9	14	4	7	11
Bathurst City	2	19	19	40	2	23	25
Great Western Highway Sub-total	**10**	**599**	**816**	**1,425**	**13**	**792**	**805**
MID WESTERN (SH 6) (BATHURST to HAY)							
Bathurst City	0	1	1	2	0	2	2
Evans	0	4	3	7	0	4	4
Blayney	0	5	5	10	0	6	6
Cowra	0	5	7	12	0	6	6
Weddin	0	3	2	5	0	4	4
Bland	0	2	2	4	0	4	4
Carrathool	0	5	2	7	0	8	8
Hay	0	1	2	3	0	2	2
Mid Western Highway Sub-total	**0**	**26**	**24**	**50**	**0**	**36**	**36**

[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	6	7	0	5	5
Evans	1	7	6	14	1	11	12
Cabonne	1	8	12	21	1	12	13
Orange City	2	27	36	65	3	46	49
Wellington	0	9	7	16	0	12	12
Dubbo City	1	18	22	41	1	32	33
Narromine	0	11	6	17	0	17	17
Warren	0	3	1	4	0	3	3
Bogan	0	5	2	7	0	6	6
Bourke	0	5	2	7	0	8	8
Mitchell Highway Sub-total	**5**	**94**	**100**	**199**	**6**	**152**	**158**
BARRIER (SH 8) (NYNGAN to SA border near COCKBURN)							
Bogan	1	1	2	4	1	3	4
Cobar	0	5	6	11	0	5	5
Central Darling	0	5	3	8	0	12	12
Unincorporated Area	0	3	4	7	0	4	4
Broken Hill City	0	12	3	15	0	16	16
Barrier Highway Sub-total	**1**	**26**	**18**	**45**	**1**	**40**	**41**

[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
NEW ENGLAND (SH 9) (HEXHAM to WALLANGARRA)							
Newcastle City	0	14	13	27	0	17	17
Maitland City	3	52	60	115	3	78	81
Cessnock City	0	2	7	9	0	2	2
Singleton	0	26	32	58	0	36	36
Muswellbrook	0	19	17	36	0	24	24
Scone	0	16	10	26	0	21	21
Murrurundi	3	7	5	15	3	13	16
Quirindi	0	6	2	8	0	9	9
Nundle	0	2	1	3	0	2	2
Parry	2	10	11	23	2	23	25
Tamworth City	0	10	6	16	0	15	15
Uralla	0	5	9	14	0	7	7
Armidale Dumaresq	0	4	12	16	0	6	6
Guyra	0	6	7	13	0	12	12
Severn	0	9	8	17	0	20	20
Glen Innes	0	2	3	5	0	4	4
Tenterfield	0	6	8	14	0	11	11
New England Highway Sub-total	**8**	**196**	**211**	**415**	**8**	**300**	**308**

[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	29	28	57	0	32	32
Lane Cove	0	21	36	57	0	25	25
Willoughby City	0	40	67	107	0	44	44
Ku-ring-gai	0	92	158	250	0	115	115
Hornsby	1	54	61	116	1	64	65
Gosford City	1	59	98	158	1	75	76
Wyong	2	77	100	179	2	107	109
Lake Macquarie City	0	81	80	161	0	115	115
Newcastle City	3	96	129	228	3	141	144
Port Stephens	2	30	29	61	2	44	46
Great Lakes	6	29	46	81	7	53	60
Greater Taree City	4	47	69	120	6	85	91
Hastings	5	27	24	56	9	41	50
Kempsey	1	20	25	46	1	46	47
Nambucca	4	18	23	45	5	39	44
Bellingen	1	9	17	27	1	13	14
Coffs Harbour City	2	60	62	124	3	96	99
Pristine Waters	1	23	36	60	1	46	47
Grafton City	2	5	11	18	2	7	9
Maclean	2	11	15	28	2	17	19
Richmond Valley	1	13	24	38	1	25	26
Ballina	1	39	61	101	1	51	52
Byron	1	31	42	74	1	54	55
Tweed	4	44	79	127	4	65	69
Pacific Highway Sub-total	**44**	**955**	**1,320**	**2,319**	**53**	**1,400**	**1,453**

[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	3	24	26	53	3	37	40
Walcha	0	9	12	21	0	14	14
Parry	0	4	8	12	0	7	7
Tamworth City	0	20	26	46	0	23	23
Gunnedah	0	15	6	21	0	22	22
Coonabarabran	0	4	5	9	0	6	6
Gilgandra	0	1	3	4	0	1	1
Warren	0	0	1	1	0	0	0
Oxley Highway Sub-total	**3**	**77**	**87**	**167**	**3**	**110**	**113**
GWYDIR (SH 12) (STH GRAFTON to COLLARENEBRI)							
Grafton City	0	0	3	3	0	0	0
Pristine Waters	1	9	5	15	1	11	12
Severn	0	10	10	20	0	13	13
Glen Innes	0	1	2	3	0	1	1
Inverell	0	10	9	19	0	19	19
Yallaroi	1	6	1	8	1	10	11
Moree Plains	2	4	7	13	2	8	10
Walgett	0	1	3	4	0	1	1
Gwydir Highway Sub-total	**4**	**41**	**40**	**85**	**4**	**63**	**67**

[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	7	12	19	0	10	10
Fairfield City	1	67	65	133	1	90	91
Holroyd City	0	39	66	105	0	48	48
Parramatta City	2	49	63	114	2	64	66
Baulkham Hills	0	22	37	59	0	26	26
Hornsby	1	79	130	210	1	94	95
Cumberland Highway Sub-total	**4**	**263**	**373**	**640**	**4**	**332**	**336**
STURT (SH 14) (Hume Hwy near GUNDAGAI to MILDURA)							
Wagga Wagga City	1	28	20	49	1	44	45
Narrandera	0	3	2	5	0	3	3
Murrumbidgee	0	5	10	15	0	9	9
Hay	0	6	6	12	0	18	18
Wakool	0	1	0	1	0	3	3
Balranald	0	6	2	8	0	10	10
Wentworth	0	4	1	5	0	5	5
Sturt Highway Sub-total	**1**	**53**	**41**	**95**	**1**	**92**	**93**
BARTON (SH 15) (Hume Hwy near YASS to ACT border near HALL)							
Yass	1	9	12	22	1	14	15
Yarrowlumla	0	0	2	2	0	0	0
Barton Highway Sub-total	**1**	**9**	**14**	**24**	**1**	**14**	**15**

[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	0	22	18	40	0	44	44
Lismore City	2	31	56	89	3	45	48
Richmond Valley	2	12	12	26	2	21	23
Kyogle	0	4	5	9	0	4	4
Tenterfield	0	8	5	13	0	11	11
Inverell	0	0	2	2	0	0	0
Yallaroi	0	0	0	0	0	0	0
Moree Plains	0	0	0	0	0	0	0
Bruxner Highway Sub-total	**4**	**77**	**98**	**179**	**5**	**125**	**130**
NEWELL (SH 17) (TOCUMWAL to GOONDIWINDI)							
Berrigan	0	4	0	4	0	6	6
Jerilderie	0	1	0	1	0	1	1
Urana	1	0	1	2	3	2	5
Narrandera	1	9	3	13	1	12	13
Coolamon	1	1	1	3	1	1	2
Bland	0	9	5	14	0	9	9
Weddin	0	1	2	3	0	1	1
Forbes	0	3	10	13	0	6	6
Parkes	0	16	24	40	0	20	20
Narromine	1	1	4	6	1	4	5
Dubbo City	2	13	19	34	2	20	22

[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	3	7	10	0	5	5
Coonabarabran	1	15	9	25	1	23	24
Narrabri	2	13	10	25	2	27	29
Moree Plains	4	11	24	39	6	22	28
Newell Highway Sub-total	**13**	**100**	**119**	**232**	**17**	**159**	**176**
CASTLEREAGH (SH 18) (MARRANGAROO to HEBEL)							
Lithgow City	1	6	3	10	2	8	10
Rylstone	1	3	6	10	1	7	8
Mudgee	2	18	10	30	3	32	35
Coolah	0	1	2	3	0	1	1
Gilgandra	0	2	1	3	0	3	3
Coonamble	0	4	4	8	0	7	7
Walgett	0	6	4	10	0	7	7
Brewarrina	0	0	1	1	0	0	0
Castlereagh Highway Sub-total	**4**	**40**	**31**	**75**	**6**	**65**	**71**
MONARO (SH 19) (ACT border near CANBERRA to Victorian border near ROCKTON)							
Yarrowlumla	0	1	4	5	0	2	2
Cooma-Monaro	1	20	21	42	1	32	33
Bombala	0	0	3	3	0	0	0
Monaro Highway Sub-total	**1**	**21**	**28**	**50**	**1**	**34**	**35**

[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	3	5	4	12	6	24	30
Albury City	0	10	13	23	0	11	11
Corowa	0	1	0	1	0	1	1
Berrigan	0	3	2	5	0	3	3
Conargo	0	0	1	1	0	0	0
Deniliquin	0	0	0	0	0	0	0
Riverina Highway Sub-total	**3**	**19**	**20**	**42**	**6**	**39**	**45**
COBB (SH 21) (MOAMA to Barrier Hwy near WILCANNIA)							
Murray	0	2	5	7	0	3	3
Deniliquin	0	4	1	5	0	6	6
Conargo	0	1	0	1	0	1	1
Hay	0	3	1	4	0	4	4
Carrathool	0	0	0	0	0	0	0
Central Darling	1	2	1	4	1	5	6
Cobb Highway Sub-total	**1**	**12**	**8**	**21**	**1**	**19**	**20**
SILVER CITY (SH 22) (Sturt Hwy near MILDURA to Qld border at WARRI GATE)							
Wentworth	1	7	8	16	1	19	20
Unincorporated Area	1	9	3	13	1	13	14
Broken Hill City	0	6	1	7	0	7	7
Silver City Highway Sub-total	**2**	**22**	**12**	**36**	**2**	**39**	**41**

[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	16	19	35	0	21	21
Newcastle City	0	24	31	55	0	33	33
State Highway 23 Sub-total	**0**	**40**	**50**	**90**	**0**	**54**	**54**
ILLAWARRA (SH 25) (ALBION PARK to Hume Hwy at HODDLES CROSSROADS)							
Shellharbour City	0	17	28	45	0	23	23
Wingecarribee	0	23	14	37	0	30	30
Illawarra Highway Sub-total	**0**	**40**	**42**	**82**	**0**	**53**	**53**
GOLDEN (SH 27) (SINGLETON to DUBBO)							
Singleton	0	4	9	13	0	6	6
Muswellbrook	2	7	5	14	2	10	12
Merriwa	1	11	4	16	1	12	13
Coolah	0	3	5	8	0	5	5
Wellington	0	1	2	3	0	2	2
Dubbo City	0	5	12	17	0	7	7
Golden Highway Sub-total	**3**	**31**	**37**	**71**	**3**	**42**	**45**
CARNARVON (SH 28) (MOREE to MUNGINDI)							
Moree Plains	0	4	3	7	0	7	7
Carnarvon Highway Sub-total	**0**	**4**	**3**	**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	2	1	3	0	3	3
Gunnedah	0	9	6	15	0	13	13
Narrabri	0	8	8	16	0	15	15
Walgett	0	7	0	7	0	16	16
Brewarrina	1	1	0	2	1	2	3
Bourke	0	1	1	2	0	1	1
Kamilaroi Highway Sub-total	**1**	**28**	**16**	**45**	**1**	**50**	**51**
STATE HIGHWAYS: TOTAL	**152**	**3,990**	**5,129**	**9,271**	**178**	**5,692**	**5,870**

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

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

Casualties in 2002

- 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: Killed	Degree of Casualty: Injured	Total Killed & Injured
CONTROLLER			
Driver			
Car	219	13,927	14,146
Light truck	33	1,160	1,193
Heavy rigid truck	1	108	109
Articulated truck	20	227	247
Bus	1	37	38
Other motor vehicle	2	94	96
Sub-total	**276**	**15,553**	**15,829**
Motorcycle Rider	**51**	**1,994**	**2,045**
Pedal Cycle Rider	**13**	**1,288**	**1,301**
Other/Unknown	**0**	**3**	**3**
CONTROLLER Sub-total	**340**	**18,838**	**19,178**
PASSENGER			
Car	106	6,193	6,299
Light truck	8	384	392
Heavy rigid truck	1	23	24
Articulated truck	2	21	23
Bus	5	193	198
Other motor vehicle	1	42	43
Sub-total	**123**	**6,856**	**6,979**
Motorcycle	**4**	**141**	**145**
Pedal Cycle	**0**	**4**	**4**
Other/Unknown	**0**	**1**	**1**
PASSENGER Sub-total	**127**	**7,002**	**7,129**
PEDESTRIAN Sub-total	**94**	**2,607**	**2,701**
CASUALTIES: TOTAL	**561**	**28,447**	**29,008**

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	0	28	18	12	24	21	11	12	31	0	157
	F	0	0	8	4	3	13	12	7	2	13	0	62
	Sub-total[1]	**0**	**0**	**36**	**22**	**15**	**37**	**33**	**18**	**14**	**44**	**0**	**219**
Car Passenger	M	4	14	11	11	5	5	8	2	2	1	0	63
	F	1	3	7	4	2	4	1	2	6	13	0	43
	Sub-total[1]	**5**	**17**	**18**	**15**	**7**	**9**	**9**	**4**	**8**	**14**	**0**	**106**
Other Motor Vehicle Driver	M	0	0	2	3	1	20	15	7	6	2	0	56
	F	0	0	1	0	0	0	0	0	0	0	0	1
	Sub-total[1]	**0**	**0**	**3**	**3**	**1**	**20**	**15**	**7**	**6**	**2**	**0**	**57**
Other Motor Vehicle Passenger	M	0	0	2	1	1	2	2	1	1	1	0	11
	F	0	0	1	1	0	0	1	1	0	2	0	6
	Sub-total[1]	**0**	**0**	**3**	**2**	**1**	**2**	**3**	**2**	**1**	**3**	**0**	**17**
Motorcycle Rider	M	0	0	5	5	10	16	10	4	1	0	0	51
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[1]	**0**	**0**	**5**	**5**	**10**	**16**	**10**	**4**	**1**	**0**	**0**	**51**
Motorcycle Passenger	M	0	0	0	0	0	1	0	0	0	0	0	1
	F	0	1	0	0	0	0	2	0	0	0	0	3
	Sub-total[1]	**0**	**1**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**4**
Pedal Cycle Rider/Passenger	M	0	1	1	1	1	2	1	1	1	0	1	10
	F	0	0	0	0	0	0	1	1	1	0	0	3
	Sub-total[1]	**0**	**1**	**1**	**1**	**1**	**2**	**2**	**2**	**2**	**0**	**1**	**13**
Pedestrian	M	1	3	2	8	1	7	9	9	9	11	0	60
	F	0	2	2	0	0	2	5	7	3	13	0	34
	Sub-total[1]	**1**	**5**	**4**	**8**	**1**	**9**	**14**	**16**	**12**	**24**	**0**	**94**
CASUALTIES[2]:	**M**	**5**	**18**	**51**	**47**	**31**	**77**	**66**	**35**	**32**	**46**	**1**	**409**
	F	**1**	**6**	**19**	**9**	**5**	**19**	**22**	**18**	**12**	**41**	**0**	**152**
	TOTAL[1]	6	24	70	56	36	96	88	53	44	87	1	561

[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	42	1,079	930	635	1,240	970	669	368	427	369	6,729
	F	0	15	985	1,045	684	1,494	1,195	772	321	299	365	7,175
	Sub-total[1]	**0**	**57**	**2,064**	**1,975**	**1,319**	**2,734**	**2,165**	**1,441**	**689**	**726**	**757**	**13,927**
Car Passenger	M	148	465	443	253	141	206	132	104	54	64	308	2,318
	F	103	593	517	335	225	349	327	291	214	246	606	3,806
	Sub-total[1]	**252**	**1,058**	**960**	**589**	**366**	**555**	**459**	**396**	**268**	**310**	**980**	**6,193**
Other Motor Vehicle Driver	M	0	2	110	142	158	377	295	174	76	25	84	1,443
	F	0	1	12	23	22	52	32	16	3	2	16	179
	Sub-total[1]	**0**	**3**	**122**	**165**	**180**	**430**	**327**	**190**	**79**	**27**	**103**	**1,626**
Other Motor Vehicle Passenger	M	2	67	59	37	22	44	37	19	8	5	61	361
	F	10	61	32	23	15	31	19	18	15	13	53	290
	Sub-total[1]	**12**	**128**	**91**	**60**	**37**	**75**	**56**	**37**	**23**	**18**	**126**	**663**
Motorcycle Rider	M	0	25	177	341	253	486	300	151	23	11	99	1,866
	F	0	1	5	23	18	33	27	8	1	0	8	124
	Sub-total[1]	**0**	**26**	**182**	**364**	**271**	**519**	**327**	**159**	**24**	**11**	**111**	**1,994**
Motorcycle Passenger	M	0	7	7	9	6	9	1	1	0	0	4	44
	F	0	4	9	10	18	23	17	8	0	0	7	96
	Sub-total[1]	**0**	**11**	**16**	**19**	**24**	**32**	**18**	**9**	**0**	**0**	**12**	**141**
Pedal Cycle Rider/Passenger	M	3	261	74	92	106	224	120	66	32	16	103	1,097
	F	1	41	12	30	17	47	18	4	3	1	21	195
	Sub-total[1]	**4**	**302**	**86**	**122**	**123**	**271**	**138**	**70**	**35**	**17**	**124**	**1,292**
Pedestrian	M	42	282	131	134	81	204	154	118	75	123	146	1,490
	F	24	176	86	106	65	98	123	85	77	137	130	1,107
	Sub-total[1]	**66**	**458**	**217**	**240**	**146**	**302**	**277**	**203**	**152**	**260**	**286**	**2,607**
CASUALTIES[2]:	**M**	**195**	**1,152**	**2,080**	**1,938**	**1,402**	**2,790**	**2,009**	**1,303**	**637**	**672**	**1,174**	**15,352**
	F	**138**	**892**	**1,658**	**1,595**	**1,064**	**2,127**	**1,758**	**1,202**	**634**	**698**	**1,206**	**12,972**
	TOTAL[1]	**334**	**2,044**	**3,738**	**3,534**	**2,466**	**4,918**	**3,767**	**2,506**	**1,271**	**1,370**	**2,499**	**28,447**

[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**

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	42	1,107	948	647	1,264	991	680	380	458	369	6,886
	F	0	15	993	1,049	687	1,507	1,207	779	323	312	365	7,237
	Sub-total[1]	**0**	**57**	**2,100**	**1,997**	**1,334**	**2,771**	**2,198**	**1,459**	**703**	**770**	**757**	**14,146**
Car Passenger	M	152	479	454	264	146	211	140	106	56	65	308	2,381
	F	104	596	524	339	227	353	328	293	220	259	606	3,849
	Sub-total[1]	**257**	**1,075**	**978**	**604**	**373**	**564**	**468**	**400**	**276**	**324**	**980**	**6,299**
Other Motor Vehicle Driver	M	0	2	112	145	159	397	310	181	82	27	84	1,499
	F	0	1	13	23	22	52	32	16	3	2	16	180
	Sub-total[1]	**0**	**3**	**125**	**168**	**181**	**450**	**342**	**197**	**85**	**29**	**103**	**1,683**
Other Motor Vehicle Passenger	M	2	67	61	38	23	46	39	20	9	6	61	372
	F	10	61	33	24	15	31	20	19	15	15	53	296
	Sub-total[1]	**12**	**128**	**94**	**62**	**38**	**77**	**59**	**39**	**24**	**21**	**126**	**680**
Motorcycle Rider	M	0	25	182	346	263	502	310	155	24	11	99	1,917
	F	0	1	5	23	18	33	27	8	1	0	8	124
	Sub-total[1]	**0**	**26**	**187**	**369**	**281**	**535**	**337**	**163**	**25**	**11**	**111**	**2,045**
Motorcycle Passenger	M	0	7	7	9	6	10	1	1	0	0	4	45
	F	0	5	9	10	18	23	19	8	0	0	7	99
	Sub-total[1]	**0**	**12**	**16**	**19**	**24**	**33**	**20**	**9**	**0**	**0**	**12**	**145**
Pedal Cycle Rider/Passenger	M	3	262	75	93	107	226	121	67	33	16	104	1,107
	F	1	41	12	30	17	47	19	5	4	1	21	198
	Sub-total[1]	**4**	**303**	**87**	**123**	**124**	**273**	**140**	**72**	**37**	**17**	**125**	**1,305**
Pedestrian	M	43	285	133	142	82	211	163	127	84	134	146	1,550
	F	24	178	88	106	65	100	128	92	80	150	130	1,141
	Sub-total[1]	**67**	**463**	**221**	**248**	**147**	**311**	**291**	**219**	**164**	**284**	**286**	**2,701**
CASUALTIES[2]:	**M**	**200**	**1,170**	**2,131**	**1,985**	**1,433**	**2,867**	**2,075**	**1,338**	**669**	**718**	**1,175**	**15,761**
	F	**139**	**898**	**1,677**	**1,604**	**1,069**	**2,146**	**1,780**	**1,220**	**646**	**739**	**1,206**	**13,124**
	TOTAL[1]	**340**	**2,068**	**3,808**	**3,590**	**2,502**	**5,014**	**3,855**	**2,559**	**1,315**	**1,457**	**2,500**	**29,008**

[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	178	14,131	14,309
Fitted but not worn	57	266	323
No restraint fitted	1	62	63
Unknown	40	1,094	1,134
Sub-total	**276**	**15,553**	**15,829**
Passenger			
Adult belt worn	79	5,524	5,603
Child restraint worn	1	122	123
Fitted but not worn	26	169	195
No restraint fitted	10	161	171
Unknown	7	880	887
Sub-total	**123**	**6,856**	**6,979**
Motorcycle Rider/ Passenger			
Open face (jet) helmet worn	8	243	251
Full face helmet worn	42	1,569	1,611
No helmet worn	3	62	65
Unknown	2	261	263
Sub-total	**55**	**2,135**	**2,190**
Pedal Cycle Rider/ Passenger			
Helmet worn	9	729	738
No helmet worn	4	249	253
Unknown	0	314	314
Sub-total	**13**	**1,292**	**1,305**
Other/Unknown	**0**	**4**	**4**
All Road Vehicle Casualties			
Device worn	**317**	**22,318**	**22,635**
Device not worn	**101**	**969**	**1,070**
Unknown	**49**	**2,553**	**2,602**
ROAD VEHICLE CASUALTIES: TOTAL[2]	**467**	**25,840**	**26,307**

[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	0	16	18	15	35	28	16	11	29	0	168
	F	0	0	9	2	3	9	9	6	2	9	0	49
	Sub-total[2]	**0**	**0**	**25**	**20**	**18**	**44**	**37**	**22**	**13**	**38**	**0**	**217**
.020-.049[3]	M	0	0	2	0	0	0	1	0	0	0	0	3
	F	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total[2]	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**
.050-.079	M	0	0	2	0	0	1	0	0	1	1	0	5
	F	0	0	0	0	0	0	0	1	0	0	0	1
	Sub-total[2]	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**1**	**1**	**1**	**0**	**6**
.080-.149	M	0	0	5	1	2	2	2	1	2	0	0	15
	F	0	0	0	0	0	2	0	0	0	0	0	2
	Sub-total[2]	**0**	**0**	**5**	**1**	**2**	**4**	**2**	**1**	**2**	**0**	**0**	**17**
≥.150	M	0	0	5	6	5	17	10	3	2	0	0	48
	F	0	0	0	1	0	1	3	0	0	0	0	5
	Sub-total[2]	**0**	**0**	**5**	**7**	**5**	**18**	**13**	**3**	**2**	**0**	**0**	**53**
Unknown	M	0	0	5	1	1	5	5	2	3	3	0	25
	F	0	0	0	1	0	1	0	0	0	4	0	6
	Sub-total[2]	**0**	**0**	**5**	**2**	**1**	**6**	**5**	**2**	**3**	**7**	**0**	**31**
MOTOR VEHICLE CONTROLLER CASUALTIES:	**M**	**0**	**0**	**35**	**26**	**23**	**60**	**46**	**22**	**19**	**33**	**0**	**264**
	F	**0**	**0**	**9**	**4**	**3**	**13**	**12**	**7**	**2**	**13**	**0**	**63**
	TOTAL[2]	**0**	**0**	**44**	**30**	**26**	**73**	**58**	**29**	**21**	**46**	**0**	**327**

[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	930	910	659	1,296	1,020	686	320	363	298	6,515
	F	0	13	697	670	444	993	805	527	233	230	232	4,844
	Sub-total[2]	**0**	**46**	**1,627**	**1,580**	**1,103**	**2,289**	**1,825**	**1,213**	**553**	**593**	**535**	**11,364**
.020-.049[3]	M	0	2	12	2	2	2	0	0	0	0	0	20
	F	0	0	4	0	0	0	1	0	0	0	0	5
	Sub-total[2]	**0**	**2**	**16**	**2**	**2**	**2**	**1**	**0**	**0**	**0**	**0**	**25**
.050-.079	M	0	1	23	15	8	26	15	5	2	2	4	101
	F	0	0	2	5	1	2	3	2	0	1	0	16
	Sub-total[2]	**0**	**1**	**25**	**20**	**9**	**28**	**18**	**7**	**2**	**3**	**4**	**117**
.080-.149	M	0	8	74	66	48	68	30	13	3	4	16	330
	F	0	0	17	20	6	19	9	5	2	0	2	80
	Sub-total[2]	**0**	**8**	**91**	**86**	**54**	**87**	**39**	**18**	**5**	**4**	**18**	**410**
≥.150	M	0	1	49	73	48	112	57	23	8	2	13	386
	F	0	0	5	7	10	20	16	4	2	0	3	67
	Sub-total[2]	**0**	**1**	**54**	**80**	**58**	**132**	**73**	**27**	**10**	**2**	**16**	**453**
Unknown	M	0	24	278	347	281	599	443	267	134	92	221	2,686
	F	0	4	277	389	263	545	420	258	88	70	152	2,466
	Sub-total[2]	**0**	**28**	**555**	**736**	**544**	**1,145**	**863**	**525**	**222**	**162**	**398**	**5,178**
MOTOR VEHICLE CONTROLLER CASUALTIES:	**M**	**0**	**69**	**1,366**	**1,413**	**1,046**	**2,103**	**1,565**	**994**	**467**	**463**	**552**	**10,038**
	F	**0**	**17**	**1,002**	**1,091**	**724**	**1,579**	**1,254**	**796**	**325**	**301**	**389**	**7,478**
	TOTAL[2]	**0**	**86**	**2,368**	**2,504**	**1,770**	**3,683**	**2,819**	**1,790**	**792**	**764**	**971**	**17,547**

[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	33	946	928	674	1,331	1,048	702	331	392	298	6,683
	F	0	13	706	672	447	1,002	814	533	235	239	232	4,893
	Sub-total[2]	**0**	**46**	**1,652**	**1,600**	**1,121**	**2,333**	**1,862**	**1,235**	**566**	**631**	**535**	**11,581**
.020-.049[3]	M	0	2	14	2	2	2	1	0	0	0	0	23
	F	0	0	4	0	0	0	1	0	0	0	0	5
	Sub-total[2]	**0**	**2**	**18**	**2**	**2**	**2**	**2**	**0**	**0**	**0**	**0**	**28**
.050-.079	M	0	1	25	15	8	27	15	5	3	3	4	106
	F	0	0	2	5	1	2	3	3	0	1	0	17
	Sub-total[2]	**0**	**1**	**27**	**20**	**9**	**29**	**18**	**8**	**3**	**4**	**4**	**123**
.080-.149	M	0	8	79	67	50	70	32	14	5	4	16	345
	F	0	0	17	20	6	21	9	5	2	0	2	82
	Sub-total[2]	**0**	**8**	**96**	**87**	**56**	**91**	**41**	**19**	**7**	**4**	**18**	**427**
≥.150	M	0	1	54	79	53	129	67	26	10	2	13	434
	F	0	0	5	8	10	21	19	4	2	0	3	72
	Sub-total[2]	**0**	**1**	**59**	**87**	**63**	**150**	**86**	**30**	**12**	**2**	**16**	**506**
Unknown	M	0	24	283	348	282	604	448	269	137	95	221	2,711
	F	0	4	277	390	263	546	420	258	88	74	152	2,472
	Sub-total[2]	**0**	**28**	**560**	**738**	**545**	**1,151**	**868**	**527**	**225**	**169**	**398**	**5,209**
MOTOR VEHICLE CONTROLLER CASUALTIES:	**M**	**0**	**69**	**1,401**	**1,439**	**1,069**	**2,163**	**1,611**	**1,016**	**486**	**496**	**552**	**10,302**
	F	**0**	**17**	**1,011**	**1,095**	**727**	**1,592**	**1,266**	**803**	**327**	**314**	**389**	**7,541**
	TOTAL[2]	**0**	**86**	**2,412**	**2,534**	**1,796**	**3,756**	**2,877**	**1,819**	**813**	**810**	**971**	**17,874**

[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	149	2	4	11	31	22	219
Light Truck Driver	13	1	2	3	12	2	33
Heavy Rigid Truck Driver	1	0	0	0	0	0	1
Articulated Truck Driver	17	0	0	0	0	3	20
Bus Driver	1	0	0	0	0	0	1
Motorcycle Rider	35	0	0	3	10	3	51
Other Motor Vehicle Driver	1	0	0	0	0	1	2
MOTOR VEHICLE CONTROLLER CASUALTIES: TOTAL	**217**	**3**	**6**	**17**	**53**	**31**	**327**

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	8,980	19	78	330	348	4,172	13,927
Light Truck Driver	768	2	10	41	57	282	1,160
Heavy Rigid Truck Driver	86	0	0	0	0	22	108
Articulated Truck Driver	188	0	1	2	3	33	227
Bus Driver	26	0	0	0	0	11	37
Motorcycle Rider	1,257	4	28	37	42	626	1,994
Other Motor Vehicle Driver	59	0	0	0	3	32	94
MOTOR VEHICLE CONTROLLER CASUALTIES: TOTAL	**11,364**	**25**	**117**	**410**	**453**	**5,178**	**17,547**

[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	9,129	21	82	341	379	4,194	14,146
Light Truck Driver	781	3	12	44	69	284	1,193
Heavy Rigid Truck Driver	87	0	0	0	0	22	109
Articulated Truck Driver	205	0	1	2	3	36	247
Bus Driver	27	0	0	0	0	11	38
Motorcycle Rider	1,292	4	28	40	52	629	2,045
Other Motor Vehicle Driver	60	0	0	0	3	33	96
MOTOR VEHICLE CONTROLLER CASUALTIES: TOTAL	**11,581**	**28**	**123**	**427**	**506**	**5,209**	**17,874**

[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	130	1,679	1,809
No	349	16,431	16,780
Unknown	82	10,337	10,419
CASUALTIES: Total	**561**	**28,447**	**29,008**

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	256	4,905	5,161
No or Unknown	305	23,542	23,847
CASUALTIES: Total	**561**	**28,447**	**29,008**

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	110	2,097	2,207
No or Unknown	451	26,350	26,801
CASUALTIES: Total	**561**	**28,447**	**29,008**

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	221,727	209,998	431,725
5 - 16	557,047	529,337	1,086,384
17 - 20	183,937	175,302	359,239
21 - 25	223,087	215,723	438,810
26 - 29	189,743	191,234	380,977
30 - 39	500,938	503,475	1,004,413
40 - 49	484,393	485,663	970,056
50 - 59	403,288	395,893	799,181
60 - 69	264,547	266,826	531,373
≥70	267,208	364,744	631,952
NEW SOUTH WALES RESIDENTS: TOTAL	**3,295,915**	**3,338,195**	**6,634,110**

Source - Australian Bureau of Statistics

[1] *Estimated resident population as at 30 June 2002.*

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

Age (years)	DRIVERS ONLY			RIDERS AND COMBINED DRIVERS/RIDERS			ALL LICENCE HOLDERS		
	Male	Female	Total[1]	Male	Female	Total[1]	Male	Female	Total[1]
≤ 16	21,601	17,614	39,215	112	5	117	21,713	17,619	39,332
17 - 20	135,404	129,176	264,580	6,018	485	6,503	141,422	129,661	271,083
21 - 25	161,448	172,447	333,898	18,441	2,006	20,447	179,889	174,453	354,345
26 - 29	140,386	159,995	300,558	23,960	2,850	26,845	164,346	162,845	327,403
30 - 39	371,521	433,296	806,179	86,244	10,100	96,664	457,765	443,396	902,843
40 - 49	341,409	411,982	754,196	113,768	12,999	126,986	455,177	424,981	881,182
50 - 59	300,645	318,030	619,079	74,754	7,966	82,772	375,399	325,996	701,851
60 - 69	206,901	184,493	391,560	29,835	2,160	32,016	236,736	186,653	423,576
≥ 70	186,957	141,298	328,317	11,918	652	12,574	198,875	141,950	340,891
LICENCES: TOTAL	**1,866,272**	**1,968,331**	**3,837,582**	**365,050**	**39,223**	**404,924**	**2,231,322**	**2,007,554**	**4,242,506**

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]	3,043.1
Rigid Truck, Van or Utility	665.1
Articulated Truck	14.4
Bus	11.7
Motorcycle	94.4
Sub-total	**3,828.7**
OTHER VEHICLES	
Plant	19.1
Trailer	657.3
Sub-total	**676.3**
VEHICLES ON REGISTER: TOTAL	**4,505.1**

Source - Roads and Traffic Authority

[1] *As at 30 June 2002.*
[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 64 (2004). Report on road safety administration in New South Wales. Road traffic crashes in New South Wales in 2003. Sixth 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

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

Relevant extracts from the Minutes of the STAYSAFE Committee

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.

The Chairman presented the draft report: "Report on road safety administration in New South Wales. Road crashes in New South Wales in 2002". (Report 5/53).

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 2002", 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 2002" 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 Committee Manager 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