

2004 Road Traffic Crashes in Queensland

Department of Transport and Main Roads, May 2009

Contents

Contents	1
Introduction	2
Background	2
Main features of road traffic crashes in Queensland 2004	3
1 Road toll in context	5
1.1 Road fatality trends	5
1.2 Road casualty trends	6
1.3 Trends in total reported crashes	7
1.4 Queensland in relation to Australia	9
1.5 The major contributors to fatal and hospitalisation crashes in 2004	10
2 Characteristics of road users involved in crashes	11
2.1 Introduction	11
2.2 Gender and age	11
2.3 Types of road users	13
2.4 Child road users	14
2.5 Young adult road users	16
2.6 Mature adult road users	18
2.7 Senior adult road users	21
3 Units in crashes	24
3.1 Introduction	24
3.2 Fatal crash involvement by unit type	26
3.2.1 Cars	26
3.2.2 Heavy freight vehicles	27
3.2.3 Buses	28
3.2.4 Motorcycles	28
3.2.5 Bicycles	29
3.2.6 Pedestrians	29
4 Characteristics of crashes	30
4.1 Introduction	30
4.2 Overall trends	30
4.3 Multi-vehicle crashes	33
4.4 Single vehicle crashes	34
4.5 Crashes by time of day	35
4.6 Crashes by day of week	36
4.7 Spatial location of crashes	38
5 Factors contributing to crashes	39
5.1 Introduction	39
5.2 Trends	40
5.3 Alcohol and road fatalities	41
5.4 Speed as a contributing factor	43
5.5 Fatigue as a contributing factor	44
5.6 Seatbelt usage	46
Appendix 1: Glossary	1
Appendix 2: Key summary tables	2

Introduction

This report presents an overview of reported road traffic crashes in Queensland during 2004 in the context of the previous five years based on data contained in the Queensland Road Crash Information System maintained by the Department of Transport and Main Roads' Land Transport and Safety Division.

Chapter 1 analyses 2004 crash outcomes in terms of past trends, other states of Australia, and the increase in population and vehicles. Chapter 2 provides information on serious casualties in terms of their gender, age and the type of road user. Chapter 3 looks at the various units involved in crashes. Chapter 4 looks at crash outcomes in terms of what happened, the nature of crashes, single and multi-vehicle type crashes, and the time of day and day of the week crashes occurred. Chapter 5 explores the factors that contributed to crashes and their severity, including alcohol, speed, fatigue and seatbelt usage.

The Department of Transport and Main Roads is strongly committed to reducing road trauma in Queensland. One of the ways this is done is by using the traffic crash statistics to produce a range of strategies and interventions aimed at reducing road fatalities and hospitalisations. Crash data is routinely examined and analysed as part of the ongoing policy development process. It also guides the development of the Queensland Road Safety Action Plans and Queensland Road Safety Strategy and forms the basis of the associated priorities and interventions. The Action Plan, Strategies and publications can be found at www.roadsafety.qld.gov.au, making it accessible to road safety stakeholders and the wider community.

Background

The Department of Transport and Main Roads has been the official source for road traffic crash statistics since 1991. Additional data supplied by the Queensland Government Chemical Laboratory are used for the analysis of alcohol involvement in road crashes, in particular those involving a fatality. Validation and enhancement of the raw data which originates from the Queensland Police Service Traffic Incident Report System (TIRS) is completed by the Road Crash Database Group in the Queensland Treasury Office of Economic and Statistical Research.

Implementation of the Australian Road Rules in Queensland in December 1999 has affected the figures in this report. In particular, the definition of a 'property damage only' crash was altered to include crashes where the damage was greater than \$2,500 to property other than vehicles or at least one vehicle was towed away.

Amendments in 2000 to the *Motor Accident Insurance Act (MAI Act) 1994* have also affected the figures in this report. The amendments changed the requirement for notification of crashes. Prior to October 2000, a motor accident insurance claimant in a road crash involving an injury was not required, under the MAI Act, to report the crash to

police. The 2000 amendment required reporting in line with the *Transport Operations (Road Use Management – Road Rules) Regulation 1999*.

There was a significant increase in the number of reported crashes in the categories of minor injury, medical treatment and hospitalisation in 2001 as a result of the MAI Act amendments. This meant that there was a series break between 2000 and 2001 for these crash categories. Comparisons of numbers of crashes and injured people between 2002 or 2001 and previous years may not be reliable.

Dates of crashes and casualties in this report are actual crash dates. Because of this and the fact that some non-fatal crashes can take 12 months or longer to validate, crash data for prior years will contain a percentage of changed data due to the entry of late reports.

Figures presented in this report are based on the crashes validated in the Queensland Road Crash Information System at 17 December 2007.

Main features of road traffic crashes in Queensland 2004

- The Queensland road toll for 2004 was 311 fatalities. This is one fatality (0.3 per cent) greater than in 2003 (n=310) and equal to the average for the previous five years (n=311).
- The Australian road toll for 2004 was 1,594, a decrease of 1.5 per cent (n=25) on 2003. Queensland's fatality rate, of 7.96 per 100,000 population, or 1.17 per 10,000 vehicles on register, is about equal to the national average.
- Road users aged between 17 and 24 years accounted for 28 per cent of the road toll, however they represented 12 per cent of Queensland's population. In 2004, the road fatality rate for 17 to 20 year-olds was three times the fatality rate for the entire Queensland population. The road fatality rate for 21 to 24 year-olds was almost double the fatality rate for the entire Queensland population.
- In 2004, 47 per cent (n=145) of road fatalities in Queensland were drivers. Passengers accounted for a further 24 per cent (n=74). Drivers made up 52 per cent (n=3,264) of hospitalisations. Passengers made up 24 per cent (n=1,475) of hospitalisations. This is consistent with longer term trends.
- There were 48 motorcycle rider and pillion fatalities in 2004, an increase of 14 per cent on 2003 (n=42) and 21 per cent above the average for the previous five years (n=40). There was also a 10 per cent increase in motorcyclists hospitalised in 2004 compared with 2003.
- In 2004, 36 pedestrians were involved in fatal crashes, 29 per cent (n=15) less than in 2003 and 37 per cent (n=21) less than average for the previous nine years.
- The pedestrian was considered most at fault in 82 per cent (n=27) of the 33 fatal crashes involving a pedestrian.

- Of the 23,438 reported crashes in Queensland in 2004, 62 per cent (n=14,435) were multi-vehicle and 34 per cent (n=7,875) were single-vehicle type crashes.
- Of the 289 fatal crashes in 2004, 52 per cent (n=151) were single-vehicle and 35 per cent (n=102) were multi-vehicle type crashes.
- More severe crashes were more likely to occur on Fridays, Saturdays or Sundays, with 54 per cent (n=156) of fatal crashes and 44 per cent (n=2,190) of hospitalisation crashes occurring on these days. Fewest fatal crashes occurred on Mondays (8 per cent) and fewest crashes overall occurred on Sundays (11 per cent).
- While there were more crashes in urban areas in 2004, there were more fatal crashes outside urban areas; 36 per cent (n=105) of fatal crashes occurred outside urban areas, compared with 17 per cent (n=4,042) of all crashes. While 28 per cent (n=6,592) of all crashes occurred in Brisbane City in 2004, only 16 per cent (n=46) of fatal crashes occurred in Brisbane City.
- Based on police assessment, alcohol or drug use contributed in 34 per cent (n=97) of fatal crashes and 10 per cent (n=2,256) of all crashes.
- Inattention contributed to 28 per cent (n=80) of fatal crashes and 32 per cent (n=7,535) of all crashes.
- Failure to obey traffic rules contributed to 27 per cent (n=79) of fatal crashes and 41 per cent (n=9,528) of all crashes.
- Speed contributed to 18 per cent (n=52) and fatigue contributed to five per cent (n=15) of fatal crashes. Speed contributed to five per cent (n=1,212) and fatigue contributed to two per cent (n=491) of all crashes.
- Road Crash Database

The Road Crash Database plays a major role in road safety in Queensland. Crash data are used to develop and evaluate the effectiveness of major counter-measures (see Chapter 1 of this report for details). The Department of Transport and Main Roads uses core data from the road crash data system operated by the Department of Transport and Main Roads and adds further site information to enable better planning for road safety engineering. The Department of Transport and Main Roads also provides a range of analysis services using road crash data, including crash profile reports on specific crash categories which can be provided on request.

1 Road toll in context

This chapter provides an analysis of road traffic crashes and their outcomes in Queensland for 2004 in terms of past trends, other states of Australia, and increases in population and vehicles. The chapter also outlines the key road safety initiatives and future directions of the *Queensland Road Safety Action Plan*.

1.1 Road fatality trends

The Queensland road toll for 2004 was 311 fatalities. This is one fatality (0.3 per cent) greater than in 2003 (n=310) and equal to the average for the previous five years (n=311).

Figure 1.1 shows the longer-term trend in Queensland's road toll. Since the mid 1970's the road toll has decreased by 44 per cent overall. By 1989, the number of fatalities had decreased to 428, a level not experienced since the early 1960s. From then until 1995, fatalities increased and decreased within a range, with a low of 395 in 1991 and a high of 456 in 1995. From 1995, the road toll decreased again, with the toll in 1998 (n=279) the lowest since 1955.

Fig. 1.1: Annual road toll Queensland 1974-2004

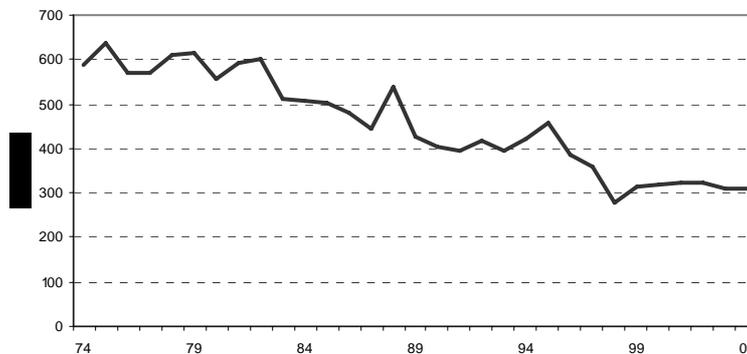


Figure 1.2 shows trends in the road toll against trends in vehicle registrations since 1974. While fatalities were 47 per cent lower by 2004, vehicle registrations were 210 per cent higher.

**Fig. 1.2: Road toll and motor vehicle registration trends
Queensland 1974-2004**

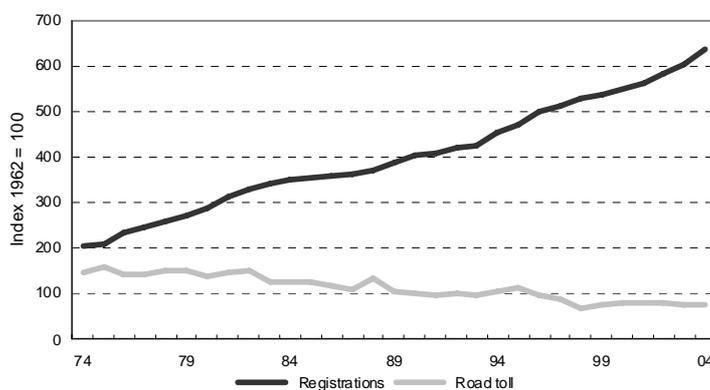


Table 1.1 shows fatality rates per capita and per vehicles registered in Queensland since 1974. A fatality rate of 29.0 per 100,000 population was experienced in 1974, compared with 8.0 per 100,000 population in 2004, a decrease of over 73 per cent. A fatality rate of 6.6 per 10,000 Queensland-registered vehicles was experienced in 1974, compared with 1.1 per 10,000 Queensland-registered vehicles in 2004, a decrease of over 83 per cent.

**Table 1.1: Fatality rates per 100,000 population and per 10,000 vehicles registered
Queensland 1974-2004**

Year	Road Toll	Population* ('000)	Fatality rate per 100,000 population	Vehicles on register ** ('000)	Fatality rate per 10,000 vehicles
1974	589	2,033.0	29.0	889.7	6.6
1979	613	2,239.7	27.4	1,183.4	5.2
1984	505	2,547.1	19.8	1,533.5	3.3
1989	428	2,864.6	14.9	1,693.4	2.5
1994	422	3,187.1	13.2	1,975.5	2.1
1999	314	3,508.6	8.9	2,343.0	1.3
2004	311	3,908.7	8.0	2,761.2	1.1

* ABS Cat. No. 3201.0

** ABS Cat. No. 9309.0

1.2 Road casualty trends

There were 18,480 casualties from crashes on Queensland roads in 2004, an increase of 2 per cent (n=324) on 2003. Casualties as a result of road crashes are categorised by level of severity. These are, in order of severity, fatal, hospitalised, medical treatment, and other injury (not requiring medical treatment).

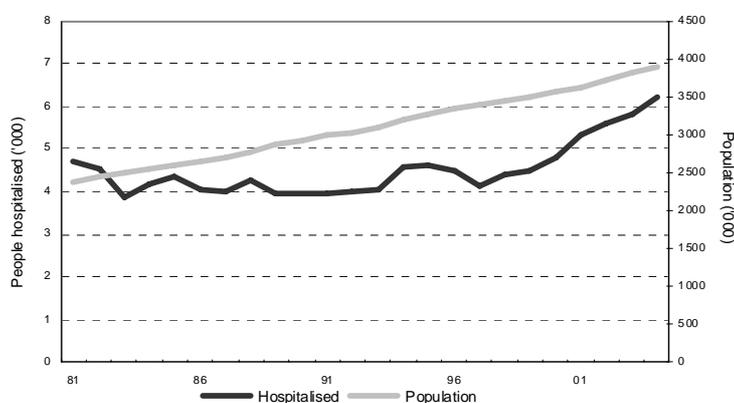
Table 1.2 shows that the proportion of casualties in each severity category has remained relatively constant over a five-year period. In 2004, over a third (35 per cent, n=6,539) of casualties were fatal or required hospitalisation.

**Table 1.2: Severity of road crash casualties
Queensland 1999-2004**

Severity	1999		2000		2001		2002		2003		2004	
	No.	%										
Fatalities	314	2%	317	2%	324	2%	322	2%	310	2%	311	2%
Hospitalised	4,504	30%	4,791	31%	5,315	29%	5,600	30%	5,804	32%	6,229	34%
Medically Treated	6,251	42%	6,451	42%	7,897	43%	7,697	42%	7,373	41%	7,353	40%
Minor Injuries	3,840	26%	3,933	25%	4,842	26%	4,785	26%	4,669	26%	4,587	25%
Total	14,909	100%	15,492	100%	18,378	100%	18,404	100%	18,156	100%	18,480	100%

Figure 1.3 shows hospitalisations as a result of road crashes in the context of Queensland's population since 1981. While the state's population has increased throughout the period, during the 1980s and early 1990s, the number of hospitalisations decreased or remained constant. In 1994, the number of hospitalisations from crashes increased, and at a faster rate than the population increased. While this was reversed for the following three years with the number of hospitalisations decreasing again, hospitalisations increased between 1998 and 2004, at a faster rate than the population increased.

**Fig. 1.3: Road user hospitalisation and population trends
Queensland 1981-2004**



1.3 Trends in total reported crashes

There were 23,438 reported road traffic crashes on Queensland roads in 2004, an increase of 4.6 per cent (n=1,040) on 2003.

Table 1.3 shows severity of crashes in Queensland 1999 to 2004. There were 289 fatal crashes in 2004, an increase of 1.8 per cent (n=5) on 2003 and an increase of 2.4 per cent

(n=7) on the average for the previous five years. The proportion of crashes in each severity category remained relatively constant over the period. The fatality rate per 100 crashes dropped from 1.40 in 1999 to 1.23 in 2004.

**Table 1.3: Severity of road crashes
Queensland 1999-2004**

Severity	1999		2000		2001		2002		2003		2004	
	No.	%										
Fatal	273	1%	275	1%	296	1%	283	1%	284	1%	289	1%
Hospitalisation	3,568	18%	3,824	19%	4,232	19%	4,475	20%	4,592	21%	4,986	21%
Medical treatment	4,571	23%	4,794	24%	5,931	27%	5,734	26%	5,487	24%	5,460	23%
Minor injury	2,626	13%	2,737	14%	3,423	16%	3,335	15%	3,294	15%	3,220	14%
Property damage	8,504	44%	8,311	42%	8,158	37%	8,492	38%	8,741	39%	9,483	40%
Total	19,542	100%	19,941	100%	22,040	100%	22,319	100%	22,398	100%	23,438	100%

Table 1.4 shows the extent of vehicle damage in crashes 1999 to 2004. The proportion of vehicles in each damage category has remained relatively constant over the period. In 83 per cent of reported crashes in 2004, damage was extensive enough for at least one vehicle to be towed away.

**Table 1.4: Extent of vehicle damage in road crashes*
Queensland 1999-2004**

Severity	1999		2000		2001		2002		2003		2004	
	No.	%										
Vehicle towed away	16,083	82%	16,381	82%	17,415	79%	17,878	80%	18,087	81%	19,384	83%
Minor damage	2,553	13%	2,597	13%	3,483	16%	3,360	15%	3,353	15%	3,095	13%
No damage	626	3%	664	3%	739	3%	738	3%	703	3%	700	3%
Unit not a vehicle	229	1%	240	1%	307	1%	264	1%	187	1%	201	1%
No damage	51	0%	59	0%	96	0%	79	0%	68	0%	58	0%
Total	19,542	100%	19,941	100%	22,040	100%	22,319	100%	22,398	100%	23,438	100%

* Based on the most severe vehicle damage in each crash

A further breakdown of vehicles in each damage category arising from reported crashes in 2004 is shown in Table 1.5.

**Table 1.5: Extent of vehicle property damage in road crashes*
Queensland 2004**

	No.	%
Extensive, unrepairable	3,247	14%
Major - towed away	6,955	30%
Moderate - towed away	9,182	39%
Moderate - vehicle driveable	1,421	6%
Minor damage	1,674	7%
No damage	700	3%
Unit not a vehicle	201	1%
Not stated	58	0%
Total	23,438	100%

* Based on the most severe vehicle damage in each crash

1.4 Queensland in relation to Australia

The Australian road toll for 2004 was 1,594, a decrease of 1.5 per cent (n=25) on 2003. Queensland's fatality rate, of 7.96 per 100,000 population, is about equal to the national average.

Table 1.6 shows road tolls in Australian states and territories for 2003 and 2004. Queensland experienced the third highest road toll in 2004, and was the fourth lowest per capita and third lowest per 10,000 vehicles on register. The Australian Capital Territory experienced the lowest per capita road toll (2.75 per 100,000 population) and the Northern Territory experienced the highest (17.31 per 100,000 population).

Table 1.6: Road toll in 2004 compared with 2003
States and territories of Australia

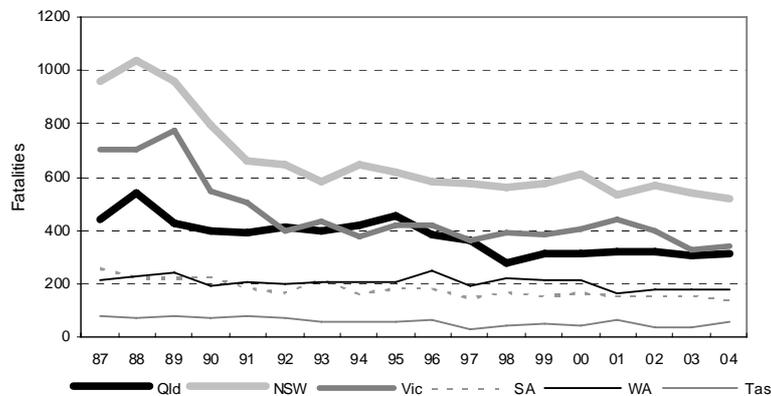
	Fatalities				Fatality rate	
	2004 No.	2003 No.	Variation No.	Variation per cent	per 100,000 population*	per 10,000 vehicles on register**
New South Wales	521	539	-18	-3%	7.77	1.28
Queensland	311	310	1	0%	7.96	1.17
Victoria	343	330	13	4%	6.88	0.96
Western Australia	178	180	-2	-1%	8.98	1.20
South Australia	139	156	-17	-11%	9.02	1.27
Tasmania	58	41	17	41%	12.01	1.66
Northern Territory	35	52	-17	-33%	17.31	3.30
Australian Capital Territory	9	11	-2	-18%	2.75	0.42
Australia	1,594	1,619	-25	-2%	7.91	1.18

* ABS Cat. No. 3201.0

** ABS Cat. No. 9309.0

Figure 1.4 shows annual road fatalities by State for the period 1987 to 2004. Road tolls in South Australia, Western Australia and Tasmania have remained relatively static throughout the period. New South Wales and Victoria experienced marked improvements in the late 1980s and early 1990s. Queensland experienced some improvements during this period, as well as further decreases between 1995 and 1998.

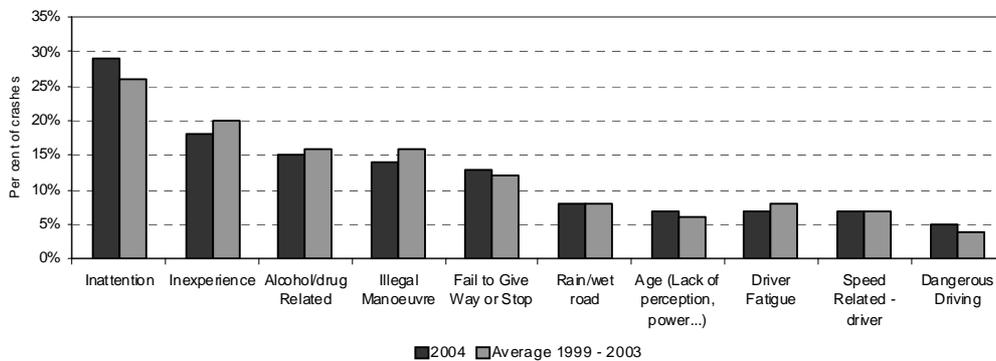
**Fig. 1.4: Annual road fatalities by state
1987-2004**



1.5 The major contributors to fatal and hospitalisation crashes in 2004

In order to help understand the road toll, police report factors assessed as having contributed to a crash. Figure 1.5 provides a ranking of the top ten contributing factors for fatal and hospitalisation crashes in 2004.

Fig. 1.5: Top ten contributing factors in fatal and hospitalisation crashes, Queensland 2004



In 2004:

- Inattention contributed to 29 per cent (n=1,526) of fatal and hospitalisation crashes, compared with the average for the previous five years of 26 per cent (n=1,141).
- Inexperience contributed to 18 per cent (n=925) of fatal and hospitalisation crashes, compared with the average for the previous five years of 20 per cent (n=895).
- Alcohol contributed to 15 per cent (n=774) of fatal and hospitalisation crashes, compared with the average for the previous five years of 16 per cent (n=693).

2 Characteristics of road users involved in crashes

2.1 Introduction

This chapter provides information on road user fatalities and hospitalised casualties as a result of road traffic crashes in 2004 in terms of gender, age and the type of road users involved in crashes. The chapter focuses primarily on fatalities and draws on some of the data reported later (Chapters 4 and 5) to describe aspects of crashes for the common road user age groupings of child, young adult, mature adult and senior adult road users.

For all age groupings, details are provided on gender, fatalities by type of road user, and on seatbelt wearing. For child road user fatalities, details of the time of day of crashes are also provided. For young adult road user fatalities, whose fatality rate is relatively high, details of blood alcohol levels, time of day and day of week of crashes are provided. For mature adult road user fatalities, details of blood alcohol level and day of week are provided. For senior adult road user fatalities, details of time of day and responsibility for fatal crashes are provided.

2.2 Gender and age

Table 2.1 shows Queensland road fatalities by gender and age groupings from 1995 to 2004.

Table 2.1: Annual trends in fatalities by age group and gender
Queensland 1995-2004

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
All fatalities										
0-11 years *	25	20	21	17	18	12	14	18	16	14
12-16 years	21	20	17	14	19	16	13	10	14	11
17-24 years	121	107	113	79	77	61	84	97	83	88
25-59 years	208	172	155	121	143	166	147	150	143	140
60 years+	81	66	54	48	57	62	66	47	54	58
Total	456	385	360	279	314	317	324	322	310	311
Female fatalities										
0-11 years**	12	8	5	4	8	4	6	7	6	5
12-16 years	8	5	3	6	7	4	3	4	7	4
17-24 years	29	19	39	18	17	13	13	30	17	20
25-59 years	63	55	41	36	36	37	45	34	32	37
60 years+	32	30	21	17	20	26	20	19	19	19
Total	144	117	109	81	88	84	87	94	81	85
Male fatalities										
0-11 years**	13	12	16	12	8	8	7	10	10	9
12-16 years	13	15	14	8	12	12	10	6	7	7
17-24 years	92	88	74	61	60	48	71	67	66	68
25-59 years	145	117	114	85	107	129	102	116	111	103
60 years+	49	36	33	31	37	36	46	28	35	39
Total	312	268	251	197	224	233	236	227	229	226

* Includes fatalities of unknown age and/or gender

** Includes fatalities of unknown age

Male fatalities accounted for 73 per cent (n=226) of Queensland's 2004 road toll, a decrease of one per cent (n=3) on 2003. Female fatalities accounted for 27 per cent (n=85) of the 2004 road toll, an increase of five per cent (n=4) on 2003. Both male and female fatalities had increased overall between 1998 and 2001, but the increases had been proportionately higher for males, with fatalities 20 per cent (n=39) higher for males and seven per cent (n=6) higher for females by 2001.

Table 2.2 shows fatalities within gender and age groupings as a proportion of the total 2004 road toll. For some age groupings (17-20, 21-24, 30-39 year-olds and 80 years and older), the proportion of road fatalities was higher than the proportion in the population. In 2004, road users aged between 17 and 24 years accounted for 28 per cent of the road toll, however they represented 12 per cent of Queensland's population. In 2004, the road fatality rate for 17 to 20 year-olds was three times the fatality rate for the entire Queensland population. The road fatality rate for 21 to 24 year-olds was almost double the fatality rate for the entire Queensland population (see section 2.5 for discussion of relevant crash characteristics involving people within this age group).

**Table 2.2: Age and gender of fatalities
Queensland 2004**

Age group	Male	Female	Total	Proportion of road toll	Proportion of population	Fatalities per 100,000 persons*
0-4 years **	4	4	8	3%	6%	3.2
5-11 years	5	1	6	2%	10%	1.6
12-16 years	7	4	11	4%	7%	4.0
17-20 years	40	16	56	18%	6%	25.3
21-24 years	28	4	32	10%	6%	14.5
25-29 years	20	5	25	8%	7%	9.6
30-39 years	40	6	46	15%	15%	8.1
40-49 years	26	13	39	13%	15%	6.8
50-59 years	17	13	30	10%	13%	6.1
60-69 years	13	7	20	6%	8%	6.3
70-79 years	9	7	16	5%	5%	7.7
80 years and over	17	5	22	7%	3%	18.6
Total	226	85	311	100%	100%	8.0

* ABS Cat. No. 3201.0

** Includes fatalities of unknown gender

Table 2.3 compares fatalities within gender and age groupings for 2004 with those in 2003. In 2004, the largest percentage decrease in fatalities was in the 30 to 39 year-old age group (64 to 46 fatalities, a decrease of 39 per cent). For males, the largest decrease was the 60 to 69 year-old age group (18 to 13 fatalities, a decrease of 28 per cent). For females, the largest decrease was the 30 to 39 year-old age group (14 to 6 fatalities, a decrease of 57 per cent).

In 2004, the largest percentage increase in fatalities was the 80 years and older age group (9 to 22 fatalities, an increase of 144 per cent). For males, the largest percentage increase was the 80 years and older age group (5 to 17 fatalities, an increase of 240 per cent). For females, the largest percentage increase was the 25 to 29 year-old age group (2 to 5 fatalities, an increase of 150 per cent).

**Table 2.3: Age and gender of fatalities
Queensland 2004 compared with 2003**

Age group	Male			Female		
	2004	2003	Variation	2004	2003	Variation
0-4 years*	4	4	0%	4	4	0%
5-11 years	5	6	-17%	1	2	-50%
12-16 years	7	7	0%	4	7	-43%
17-20 years	40	34	18%	16	12	33%
21-24 years	28	32	-13%	4	5	-20%
25-29 years	20	13	54%	5	2	150%
30-39 years	40	50	-20%	6	14	-57%
40-49 years	26	26	0%	13	10	30%
50-59 years	17	22	-23%	13	6	117%
60-69 years	13	18	-28%	7	7	0%
70-79 years	9	12	-25%	7	8	-13%
80 years and over	17	5	240%	5	4	25%
Total	226	229	-1%	85	81	5%

* Includes fatalities of unknown age and/or gender

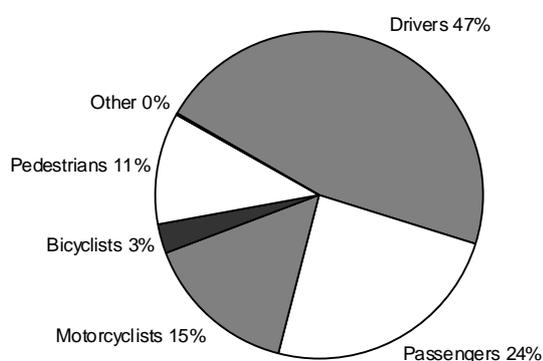
2.3 Types of road users

In 2004, 47 per cent (n=145) of road fatalities in Queensland were drivers. Passengers accounted for a further 24 per cent (n=74). Drivers made up 52 per cent (n=3,264) of hospitalisations. Passengers made up 24 per cent (n=1,476) of hospitalisations. This is consistent with longer term trends.

There were 48 motorcycle rider and pillion fatalities in 2004, an increase of 14 per cent on 2003 (n=42) and 21 per cent above the average for the previous five years (n=40). There was also a 10 per cent increase in motorcyclists hospitalised in 2004 compared with 2003.

Figure 2.1 shows all fatalities by type of road user.

**Fig. 2.1: Road toll by road user type
Queensland 2004**



Tables 2.4 and 2.5 show fatalities and hospitalisations¹ respectively by type of road user for 1999 to 2004.

Table 2.4: Fatalities by road user type
Queensland 1999-2004

Road user type	1999		2000		2001		2002		2003		2004	
	No.	%										
Drivers	128	41%	157	50%	150	46%	135	42%	141	45%	145	47%
Passengers	87	28%	82	26%	78	24%	92	29%	70	23%	74	24%
Motorcyclists	41	13%	33	10%	29	9%	53	16%	42	14%	48	15%
Bicyclists	9	3%	6	2%	15	5%	5	2%	7	2%	9	3%
Pedestrians	49	16%	39	12%	51	16%	37	11%	50	16%	34	11%
Other	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%
Total	314	100%	317	100%	324	100%	322	100%	310	100%	311	100%

Table 2.5: Hospitalised casualties by road user type
Queensland 1999-2004

Road user type	1999		2000		2001		2002		2003		2004	
	No.	%										
Drivers	2,146	48%	2,260	47%	2,606	49%	2,660	48%	2,988	51%	3,264	52%
Passengers	1,199	27%	1,294	27%	1,412	27%	1,492	27%	1,444	25%	1,476	24%
Motorcyclists	532	12%	528	11%	593	11%	737	13%	703	12%	774	12%
Bicyclists	241	5%	277	6%	276	5%	292	5%	242	4%	307	5%
Pedestrians	385	9%	426	9%	424	8%	418	7%	424	7%	406	7%
Other	1	0%	6	0%	4	0%	1	0%	3	0%	2	0%
Total	4,504	100%	4,791	100%	5,315	100%	5,600	100%	5,804	100%	6,229	100%

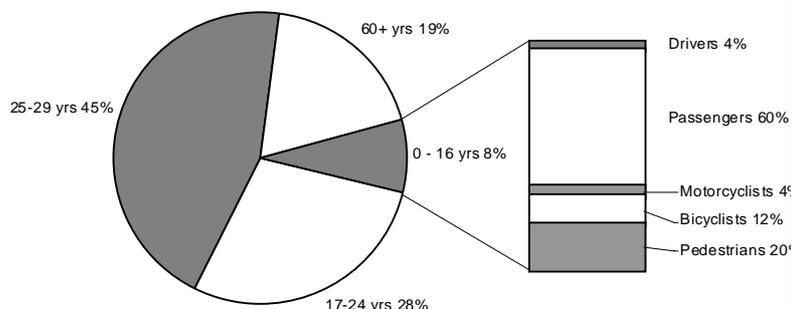
2.4 Child road users

A total of 25 child road users were killed in 2004, a decrease of 17 per cent (n=5) on 2003. Fatalities among children, who comprised 13 per cent of Queensland's population in 2004, accounted for eight per cent of all 2004 road fatalities.

Figure 2.2 shows fatalities among children by type of road user. Table 2.6 shows child fatalities by type of road user and age sub-groupings for 2004.

¹ In terms of level of severity in casualty outcomes, hospitalised is the category that follows fatality.

**Fig. 2.2: Child fatalities by road user type
Queensland 2004**



**Table 2.6: Child fatalities by road user type and age group
Queensland 2004**

Age group	Drivers	Passengers	Motorcyclists	Bicyclists	Pedestrians	Total
0-4 years	0	6	0	0	2	8
5-11 years	0	4	0	1	1	6
12-16 years	1	5	1	2	2	11
Total	1	15	1	3	5	25

In 2004, 60 per cent (n=15) of child road user fatalities were passengers, compared with 70 per cent in 2003 (n=21).

In 2004, 20 per cent (n=5) of child road user fatalities were pedestrians, compared with 17 per cent in 2003 (n=5). Of the five children pedestrian fatalities in 2004, 20 per cent (n=1) were of primary school age, compared with 40 per cent (n=2) in 2003.

Table 2.7 shows that in cases where seatbelt use is known, 22 per cent (2 of 9) of the child vehicle occupant fatalities in 2004 were not wearing seatbelts. This compares with 25 per cent (40 of 159) among all vehicle occupant fatalities for 2004. In 2003, 27 per cent (4 of 15) of child vehicle occupant fatalities and 28 per cent of all vehicle occupant fatalities (45 of 158) were not wearing seatbelts.

**Table 2.7: Unrestrained child vehicle occupant fatalities
Queensland 2004**

Age group	Seatbelt not worn	Total vehicle occupants killed	Proportion of occupants unrestrained
0-4 years	2	5	40%
5-11 years	0	2	0%
12-16 years	0	2	0%
Total children	2	9	22%
All vehicle occupants	40	159	25%

* Where restraint use could be determined

Table 2.8 shows that 40 per cent (n=10) of child road user fatalities in 2004 were involved in crashes that occurred between 8am and 4pm. A further 48 per cent (n=12) were involved in crashes that occurred after dark, with 24 per cent (n=6) involved in crashes that occurred between 6pm and 12midnight.

**Table 2.8: Child road user fatalities by time of day
Queensland 2004**

	12am-6am	6am-8am	8am-2pm	2pm-4pm	4pm-6pm	6pm-12mn	Total
0-4 years	3	0	1	3	0	1	8
5-11 years	0	1	3	1	0	1	6
12-16 years	2	2	1	1	1	4	11
Total	5	3	5	5	1	6	25

Most fatalities among child road users in 2004 were caused by crashes that occurred from Monday to Friday (61 per cent), in daylight hours (6am – 6pm) (56 per cent) and at mid-block locations (74 per cent). Most (52 per cent) of the units involved were cars. Compared with all road fatalities in 2004, fatalities among child road users were 44 per cent more likely to involve inexperience and 35 per cent more likely to involve an illegal manoeuvre. (See Chapter 4 for details of crashes by time of day, day of week and type of crash).

2.5 Young adult road users

There was a total of 88 young adult road user fatalities as a result of road crashes in Queensland 2004, an increase of six per cent (n=5) on 2003. Young adult fatalities accounted for 28 per cent of the 2004 road toll, however young adults represented 11 per cent of Queensland's population. In 2004, 64 per cent (n=56) of young adult road user fatalities were 17-20 years-old, compared with 55 per cent (n=46) during 2003.

Figure 2.3 shows young adult fatalities by type of road user. Table 2.9 shows young adult fatalities by type of road user and age sub-groupings for 2004.

**Fig. 2.3: Young adult fatalities by road user type
Queensland 2004**

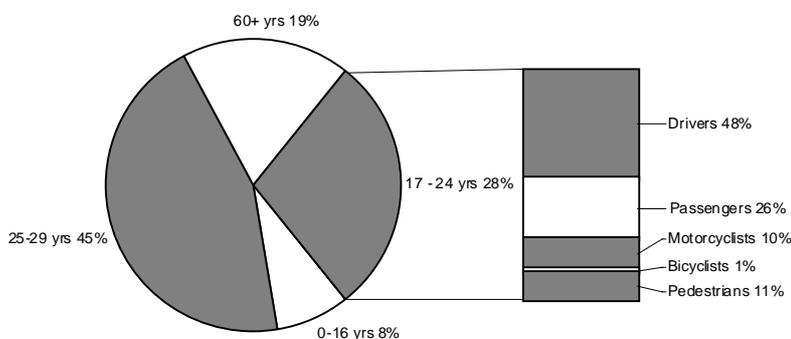


Table 2.9: Young adult fatalities by road user type and age group

Queensland 2004						
Age group	Drivers	Passengers	Motorcyclists	Bicyclists	Pedestrians	Total
17-20 years	25	19	7	1	4	56
21-24 years	17	4	5	0	6	32
Total	42	23	12	1	10	88

Most (74 per cent, n=65) of the young adult road user fatalities in 2004 were vehicle occupants and over half (65 per cent, n=42) of these were drivers. Among 21 to 24 year-olds, 53 per cent (n=17) of fatalities were drivers.

Pedestrian fatalities made up 11 per cent (n=10) of young adult road user fatalities in 2004, compared with 11 per cent (n=9) in 2003.

Table 2.10 shows that, in cases where seatbelt use is known, 32 per cent (14 of 44) of the young adult vehicle occupant fatalities in 2004 were not wearing seatbelts. This compares with 25 per cent (40 of 159) among all vehicle occupant fatalities for 2004. In 2003, 31 per cent (15 of 49) of the young adult road user vehicle occupant fatalities and 28 per cent (45 of 158) of all vehicle occupant fatalities were not wearing seatbelts.

Table 2.10: Unrestrained young adult vehicle occupant fatalities

Queensland 2004			
Age group	Seat belt not worn	Total vehicle occupants killed *	Proportion of occupants unrestrained
17-20 years	9	31	29%
21-24 years	5	13	38%
Total young adults	14	44	32%
All vehicle occupants	40	159	25%

* Where restraint use could be determined

Table 2.11 shows that in 2004, 32 per cent (n=16) of the 50 alcohol-tested young adult driver and motorcycle rider fatalities had blood alcohol levels of 0.05 per cent or greater, compared with 25 per cent (n=43) for all tested driver and rider fatalities. In 2003, 44 per cent (n=20) of tested young adult driver and rider fatalities had blood alcohol levels of 0.05 per cent or greater.

Table 2.11: Alcohol involvement of young adult driver and rider fatalities

Queensland 2004			
Age group	Tested	BAC 0.05% or greater	Proportion
17-20 years	29	11	38%
21-24 years	21	5	24%
Total young adults	50	16	32%
All drivers and riders	175	43	25%

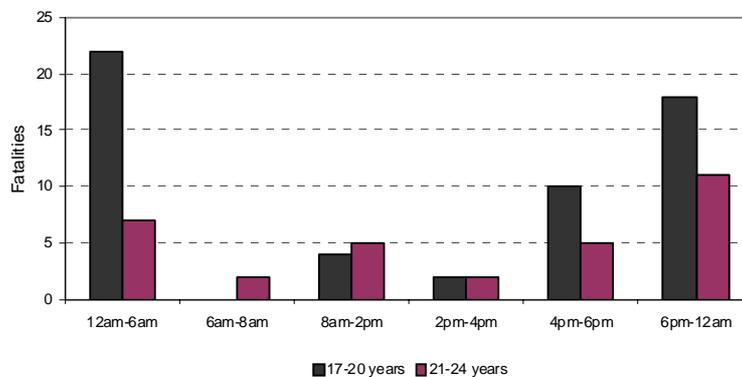
Table 2.12 and Figure 2.4 show fatalities among young adult road users by day of the week and time of day respectively. In 2004, 60 per cent (n=53) of the young adult road user fatalities were involved in crashes that occurred on a Friday, Saturday or Sunday,

compared with 59 per cent (n=49) in 2003. Forty four per cent (n=39) were killed in crashes that occurred between 4pm and 10pm, and a further 33 per cent (n=29) were killed in crashes that occurred between midnight and 6am.

**Table 2.12: Young adult road user fatalities by day of week
Queensland 2004**

Age group	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
17-20 years	13	3	5	7	6	5	17	56
21-24 years	8	3	2	2	7	7	3	32
Total	21	6	7	9	13	12	20	88

**Fig. 2.4: Young adult road user fatalities by time of day
Queensland 2004**



Most fatalities among young adult road users in 2004 were involved in crashes that occurred from Monday to Friday (59 per cent), after dark (61 per cent) and at mid-block locations (82 per cent). Most (72 per cent) of the units involved were cars, and just over half (61 per cent) of the crashes involved a single vehicle.

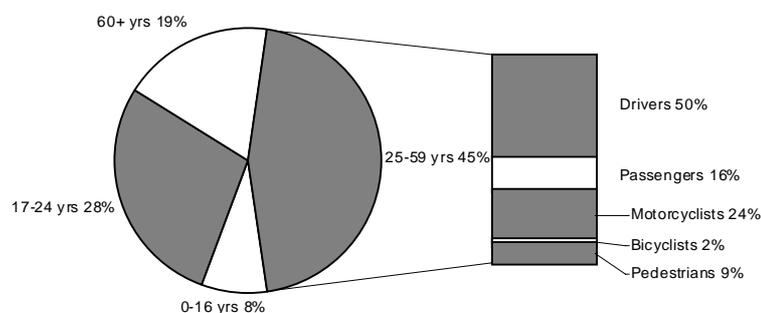
Compared with all road crash fatalities in 2004, fatalities among young adult road users were 165 per cent more likely to involve inexperience, 67 per cent more likely to involve speed, 35 per cent more likely to involve alcohol and 50 per cent more likely to occur after dark. Chapters 4 and 5 provide details about crashes and the factors that contribute to them.

2.6 Mature adult road users

There was a total of 140 mature adult road user fatalities as a result of road crashes in Queensland during 2004, a decrease of two per cent (n=3) on 2003. Mature adult fatalities accounted for 45 per cent of the 2004 road toll, however mature adults represented 49 per cent of Queensland's population. 30 to 39 year-olds, who represented 15 per cent of the population in 2004, accounted for 15 per cent of the 2004 road toll whereas 40 to 59 year-olds, who represented 27 per cent of the population, accounted for 22 per cent of the road toll.

Figure 2.5 shows mature adult fatalities by type of road user. Table 2.13 shows mature adult fatalities by type of road user and age sub-groupings for 2004.

**Fig. 2.5: Mature adult fatalities by road user type
Queensland 2004**



**Table 2.13: Mature adult road user fatalities by type and age group
Queensland 2004**

Age group	Drivers	Passengers	Motorcyclists	Bicyclists	Pedestrians	Total
25-29 years	13	3	7	0	2	25
30-39 years	24	8	12	0	2	46
40-49 years	19	5	11	0	4	39
50-59 years	14	6	3	3	4	30
Total	70	22	33	3	12	140

Most (66 per cent, n=92) mature adult road user fatalities in 2004 were vehicle occupants and 76 per cent (n=70) of those were drivers.

Motorcyclist fatalities among mature adult road users showed a six per cent increase in 2004 (n=33) when compared with 2003 (n=31).

Table 2.14 shows that in cases where seatbelt use is known, 27 per cent (18 of 67) of the mature adult vehicle occupant fatalities in 2004 were not wearing seatbelts. This compares with 25 per cent (40 of 159) among all vehicle occupant fatalities for 2004. In 2004, failure to wear a seatbelt was most common among 40 to 49 year-old vehicle occupant fatalities (with 39 per cent not wearing seatbelts). In 2003, 30 per cent (19 of 64) of mature adult vehicle occupant fatalities and 40 per cent (10 of 25) of 30 to 39 year-olds vehicle occupant fatalities were not wearing seatbelts, compared with 28 per cent (45 of 158) of all vehicle occupant fatalities who were not wearing seatbelts.

Table 2.14: Unrestrained mature adult vehicle occupant fatalities

Queensland 2004			
Age group	Seatbelt not worn	Total vehicle occupants killed*	Proportion of occupants unrestrained
25-29 years	2	9	22%
30-39 years	4	22	18%
40-49 years	7	18	39%
50-59 years	5	18	28%
Total mature age	18	67	27%
All vehicle occupants	40	159	25%

* Where restraint use could be determined

Table 2.15 shows that 28 per cent (n=26) of the 93 alcohol-tested mature adult driver and motorcycle rider fatalities in 2004 had blood alcohol levels of 0.05 per cent or greater, compared with 25 per cent (n=43) of all driver and motorcycle rider fatalities who were tested. Among 25 to 29 year-olds, 35 per cent (n=7) of tested driver and motorcycle rider fatalities had a blood alcohol level of 0.05 per cent or greater. In 2003, 35 per cent (n=32) of tested mature adult driver and motorcycle rider fatalities and 33 per cent (n=3) of tested 25 to 29 year-old driver and motorcycle rider fatalities had blood alcohol levels of 0.05 per cent or greater, compared with 28 per cent (26 of 93) of all those killed and who were tested.

Table 2.15: Alcohol involvement of mature adult driver and rider fatalities

Queensland 2004			
Age group	Tested	BAC 0.05% or greater	Proportion
25-29 years	20	7	35%
30-39 years	33	10	30%
40-49 years	25	6	24%
50-59 years	15	3	20%
Total mature age	93	26	28%
All drivers and riders	175	43	25%

Table 2.16 shows that fatalities among mature adult road users in 2004 tended to be spread throughout days of the week.

Table 2.16: Mature adult road users fatalities by day of week

Queensland 2004								
Age group	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
25-29 years	4	2	3	4	2	5	5	25
30-39 years	9	6	2	1	7	7	14	46
40-49 years	7	2	3	9	3	4	11	39
50-59 years	6	4	4	3	10	1	2	30
Total	26	14	12	17	22	17	32	140

Most mature adult road user fatalities in 2004 were involved in crashes that occurred from Monday to Friday (59 per cent), in daylight hours (59 per cent) and at mid-block locations (73 per cent). Just over half (54 per cent) of the units involved were cars. Compared with

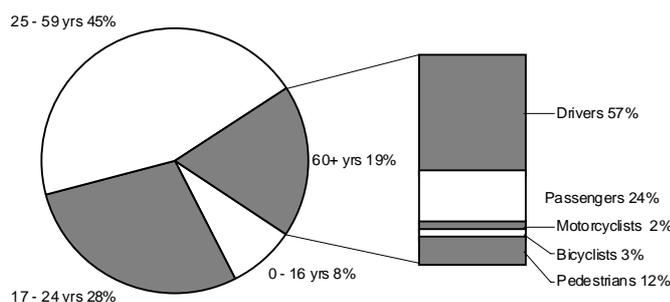
all fatalities in 2004, fatalities among mature adult road users were 19 per cent more likely to involve inattention, and 53 per cent more likely to be a motorcyclist.

2.7 Senior adult road users

There was a total of 58 senior adult road user fatalities as a result of road crashes in Queensland 2004, an increase of 7 per cent (n=54) on 2003. Senior adult fatalities accounted for 19 per cent of the 2004 road toll, however senior adults represented 17 per cent of Queensland's population. Most (66 per cent, n=38) senior adult fatalities during 2004 were aged 70 years or older.

Figure 2.6 shows fatalities among senior adults by type of road user and age sub-groupings for 2004. Table 2.17 shows fatalities among senior adults by type of road user.

**Fig. 2.6: Senior adult fatalities by road user type
Queensland 2004**



**Table 2.17: Senior adult road user fatalities by type and age group
Queensland 2004**

Age group	Drivers	Passengers	Motorcyclists	Bicyclists	Pedestrians	Total
60-69 years	12	4	2	1	1	20
70-79 years	10	4	0	0	2	16
80 years and over	11	6	0	1	4	22
Total	33	14	2	2	7	58

Most (81 per cent, n=47) senior adult road user fatalities in 2004 were vehicle occupants and 70 per cent (n=33) of those were drivers. There were 14 passenger fatalities among senior adult road users in 2004, a 40 per cent increase on 2003 (n=10).

There were seven fatalities among senior adult pedestrians in 2004, a 53 per cent decrease on 2003 (n=15).

Table 2.18 shows that in cases where seatbelt use is known, 15 per cent (n=6) of the senior vehicle occupant fatalities in 2004 were not wearing seatbelts. This compares with 25 per cent (40 of 159) among all vehicle occupant fatalities for 2004. In 2003, 23 per cent (7 of 30) of senior adult vehicle occupant fatalities were not wearing seatbelts, compared with 28 per cent (45 of 158) of all vehicle occupant fatalities who were not wearing seatbelts.

Table 2.18: Unrestrained senior adult vehicle occupant fatalities

Queensland 2004			
Age group	Seat belt not worn	Total vehicle occupants killed *	Proportion of occupants unrestrained
60-69 years	4	14	29%
70-79 years	0	12	0%
80 years and over	2	13	15%
Total older occupants	6	39	15%
All vehicle occupants	40	159	25%

* Where restraint use could be determined

Table 2.19 shows responsibility for fatal crashes involving senior adult drivers and pedestrians, compared with responsibility for fatal crashes among all drivers and pedestrians. For each crash, responsibility is indicated by the reporting police officer who makes an informed assessment as to the circumstances at the time of the crash investigation.

Table 2.19: Responsibility for fatal crashes involving senior adult drivers or pedestrians

Age group	Drivers			Pedestrians		
	Responsible	Total	%	Responsible	Total	%
60-69 years	12	19	63%	1	1	100%
70-79 years	14	20	70%	2	2	100%
80 years and over	14	14	100%	3	4	75%
Total older age group	40	53	75%	6	7	86%
All age groups	219	376	58%	27	36	75%

Senior adult drivers were assessed most responsible in 75 per cent (n=40) of the fatal crashes in which they were involved during 2004, compared with 58 per cent (n=219) for all drivers. Drivers aged 80 years and over were assessed most responsible for 100 per cent (n=14) of the fatal crashes in which they were involved.

Senior adult pedestrians were assessed most responsible in 86 per cent (n=6) of the fatal crashes in which they were involved in 2004, compared with 75 per cent (n=27) for all pedestrians.

Table 2.20 shows senior adult road user fatalities by time of day. Most (79 per cent, n=46) occurred between 8am and 6pm.

**Table 2.20: Senior adult road user fatalities by time of day
Queensland 2004**

Age group	6am-8am	8am-10am	10am-12pm	12pm-2pm	2pm-4pm	4pm-6pm	6pm-6am	Total
60-69 years	0	1	2	3	5	3	6	20
70-79 years	0	4	0	5	2	4	1	16
80 years and over	2	6	3	2	4	2	3	22
Total	2	11	5	10	11	9	10	58

Most senior adult road user fatalities in 2004 were involved in crashes that occurred from Monday to Friday (62 per cent), in daylight hours (83 per cent), and at mid-block locations (62 per cent). Compared with all fatalities in 2004, senior adult road user fatalities were 40 per cent more likely to involve an illegal manoeuvre, 57 per cent more likely to be as a result of multi vehicle crashes.

3 Units in crashes

3.1 Introduction

This chapter looks at the various units involved in road crashes in Queensland in 2004, including vehicles and pedestrians. It compares 2004 with past trends.

There were 43,326 units involved in the 23,439 reported road traffic crashes on Queensland roads during 2004, a crash rate of 1.85 units per crash. For more severe crashes, the number of units per crash was lower (fatal 1.64 units per crash; hospitalisation 1.78 units per crash).

Table 3.1 shows the involvement of different types of units in crashes at various crash severity levels in 2004.

**Table 3.1: Units involved in crashes by severity of crash
Queensland 2004**

Unit type	Fatal		Hospitalisation		All crashes	
	No.	%	No.	%	No.	%
Car	214	45%	5,260	59%	29,267	68%
Utility/van	56	12%	885	10%	4,799	11%
4-wheel drive	49	10%	621	7%	3,133	7%
Rigid truck	25	5%	238	3%	1,106	3%
Articulated truck	11	2%	123	1%	615	1%
Road Train/B-double	5	1%	34	0%	166	0%
Bus	6	1%	92	1%	373	1%
Motorcycle	48	10%	765	9%	1,586	4%
Tractor	10	2%	39	0%	186	0%
Towed device	0	0%	7	0%	43	0%
Bicycle	9	2%	320	4%	877	2%
Pedestrian	36	8%	418	5%	857	2%
Animal - ridden	1	0%	0	0%	2	0%
Animal - stock	1	0%	26	0%	161	0%
Animal - other	1	0%	21	0%	69	0%
Railway stock	2	0%	7	0%	21	0%
Other	1	0%	8	0%	65	0%
Total	475	100%	8,864	100%	43,326	100%

In 2004:

- Cars made up 67 per cent (n=319) of the units involved in fatal crashes and 86 per cent (n=37,207) of the units involved in all crashes.
- Unprotected road users (motorcyclists, bicyclists and pedestrians) made up 20 per cent (n=93) of the units involved in fatal crashes and eight per cent (n=3,320) of the units involved in all crashes.
- Heavy freight vehicles made up nine per cent (n=41) of the units involved in fatal crashes and four per cent (n=1,887) of the units involved in all crashes.

Table 3.2 shows the involvement of different types of units in fatal crashes from 1999 to 2004.

**Table 3.2: Units involved in fatal crashes by year
Queensland 1999-2004**

Severity	1999	2000	2001	2002	2003	2004
Car	232	210	243	206	200	214
Utility/van	73	56	59	35	50	56
4-wheel drive*	n/a	37	33	49	52	49
Rigid truck	17	31	17	24	25	25
Articulated truck	31	22	26	17	23	11
Road train/B-double**	n/a	8	6	7	8	5
Bus	12	5	4	6	4	6
Motorcycle	44	34	29	57	43	48
Tractor	5	3	4	11	11	10
Towed device	1	0	0	1	0	0
Bicycle	10	6	16	7	7	9
Pedestrian	52	43	66	41	51	37
Animal - stock	1	0	2	2	1	1
Animal - other	0	0	2	2	1	1
Railway stock	0	2	1	2	2	2
Other	5	0	2	0	1	1
Total	483	457	510	467	479	475

* Was included in 'Car' prior to 2000

** Was included in 'Articulated truck' prior to 2000

Figure 3.1 illustrates the relative involvement of unit types in fatal crashes, Queensland 2004.

**Fig. 3.1: Unit involvement in fatal crashes
Queensland 2004**

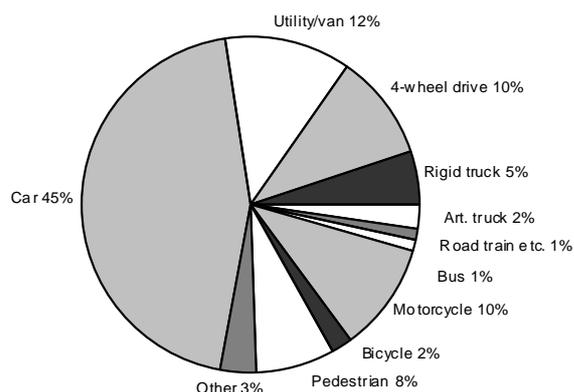
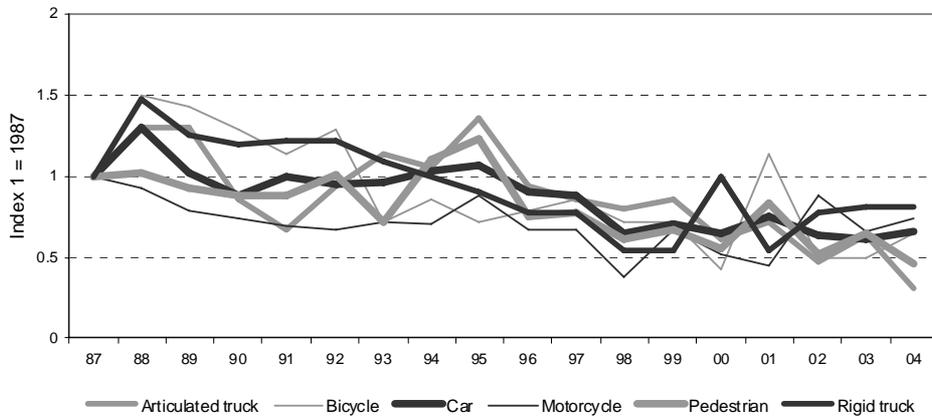


Figure 3.2 shows the involvement of major unit types in fatal crashes since 1987.

**Fig. 3.2: Unit involvement trend for fatal crashes
Queensland 1987-2004**



In 2004:

- The number of utilities and vans involved in fatal crashes was 12 per cent (n=6) higher than in 2003 and three per cent (n=1) lower than the average for the previous five years.
- The number of motorcycles involved in fatal crashes was 12 per cent (n=5) higher than in 2003 and 16 per cent (n=7) higher than the average for the previous five years.
- The number of pedestrians involved in fatal crashes was 27 per cent (n=14) lower than in 2003 and 27 per cent (n=14) lower than the average for the previous five years.
- The number of 4-wheel drives involved in fatal crashes was six per cent (n=3) lower than in 2003 and 27 per cent (n=14) higher than the average for the previous five years.
- The number of rigid trucks involved in fatal crashes was the same as in 2003 and 10 per cent (n=2) higher than the average for the previous five years.

3.2 Fatal crash involvement by unit type

3.2.1 Cars

Table 3.3 shows the number of cars involved in fatal crashes from 1995 to 2004.

**Table 3.3: Annual trends in fatal crash involvement of cars and variants
Queensland 1995-2004**

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Car	347	292	286	209	229	210	243	206	200	214
Utility/van	107	84	78	75	73	56	59	35	50	56
4-wheel drive*	0	0	0	0	3	37	33	49	52	49

* Was included in 'Car' prior to 2000

In 2004, 319 cars were involved in fatal crashes, six per cent (n=17) more than in 2003 and five per cent (n=16) less than the average for the previous nine years. The car driver was considered most at fault by police assessment in 81 per cent (n=196) of the 242 fatal

crashes involving cars, and 48 per cent (n=117) of these fatal crashes were single vehicle crashes.

Car drivers were considered most at fault in 68 per cent (n=196) of all fatal crashes in 2004.

Most fatal crashes involving cars in 2004 occurred at mid-block locations (78 per cent), from Monday to Friday (58 per cent) and in daylight hours (55 per cent).

Table 3.4 shows that utilities and vans had a lower fatal crash involvement rate than 4-wheel drives and other cars in 2004.

**Table 3.4: Comparison of fatal crash involvement for cars and variants
Queensland 2004**

Vehicle type	% of units in fatal crashes	% of total vehicle registrations	Fatal crash rate/10,000 vehicles
Car/4-wheel drive	55%	73%	1.3
Utility/van	12%	18%	1.1
Total cars	67%	91%	1.3

3.2.2 Heavy freight vehicles

Table 3.5 shows the number of heavy freight vehicles involved in fatal crashes from 1995 to 2004.

**Table 3.5: Annual trends in fatal crash involvement of heavy vehicles
Queensland 1995-2004**

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Rigid truck	28	24	24	17	17	31	17	24	25	25
Articulated truck	49	34	31	29	31	22	26	17	23	11
Road train/B-double*	0	0	0	0	0	8	6	7	8	5

* Was included in 'Articulated truck' prior to 2000

In 2004, 44 heavy freight vehicles were involved in fatal crashes, 27 per cent (n=15) less than in 2003 and 26 per cent (n=14) less than the average for the previous nine years. Heavy freight vehicle drivers were considered most at fault by police in 41 per cent (n=14) of the 34 fatal crashes involving a heavy freight vehicle, and 29 per cent (n=10) of these fatal crashes were single vehicle crashes.

Heavy freight vehicle drivers were considered most at fault in 5 per cent (n=14) of all fatal crashes in 2004.

Most fatal crashes involving heavy freight vehicles in 2004 occurred from Monday to Friday (91 per cent), at mid-block locations (71 per cent) and during daylight hours (71 per cent).

Compared with all fatal crashes in 2004, fatal crashes involving heavy vehicles were 53 per cent more likely to be as a result of disobeying traffic rules.

Table 3.6 shows that heavy freight vehicles had a fatal crash rate of over eight times that of cars in 2004.

Table 3.6: Comparison of fatal crash involvement for cars and heavy freight vehicles

Queensland 2004			
Vehicle type	% of units in fatal crashes	% of total vehicle registrations	Fatal crash rate/10,000 vehicles
Total cars	67%	91%	1.3
Rigid trucks	5%	2%	4.4
Articulated trucks/Road trains/B-doubles	3%	1%	10.8

3.2.3 Buses

Table 3.7 shows the number of buses involved in fatal crashes from 1995 to 2004.

Table 3.7: Annual trends in fatal crash involvement of buses

Queensland 1995-2004										
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Bus	6	6	2	7	12	5	4	6	4	6

In 2004, six buses were involved in fatal crashes, 50 per cent (n=2) more than in 2003 and four per cent (n=0) less than the average for the previous nine years. Bus drivers were considered most at fault by police in 50 per cent (n=3) of the six fatal crashes involving a bus, and 17 per cent (n=1) of these fatal crashes were single vehicle crashes.

Most fatal crashes involving buses in 2004 occurred from Monday to Friday, and (67 per cent) were during daylight hours.

Table 3.8 shows that buses had a fatal crash rate of two times that of cars in 2004.

Table 3.8: Comparison of fatal crash involvement for cars and buses

Queensland 2004			
Vehicle type	% of units in fatal crashes	% of total vehicle registrations	Fatal crash rate/10,000 vehicles
Total cars	67%	73%	1.6
Buses	1%	1%	3.6

3.2.4 Motorcycles

Table 3.9 shows the number of motorcycles involved in fatal crashes from 1995 to 2004.

Table 3.9: Annual trends in fatal crash involvement of motorcycles

Queensland 1995-2004										
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Motorcycle	57	44	44	25	44	34	29	57	43	48

In 2004, 48 motorcycles were involved in fatal crashes, 12 per cent (n=5) less than in 2003 and 15 per cent (n=6) more than the average for the previous nine years. In 2004, 44 motorcycle riders and four pillion passengers were killed in crashes. The motorcycle rider was considered most at fault by investigating police in 76 per cent (n=35) of the 46 fatal

crashes involving motorcycles, and 59 per cent (n=27) of these fatal crashes were single vehicle crashes.

Motorcycle riders were considered most at fault in 12 per cent (n=35) of all fatal crashes in 2004.

Most fatal motorcycle crashes in 2004 occurred during daylight hours (67 per cent), from Monday to Friday (52 per cent). Compared with all fatal crashes in 2004, fatal crashes involving motorcycles were 148 per cent more likely to occur at T-Junction intersections, 57 per cent more likely to involve speed and 43 per cent more likely to involve an illegal manoeuvre.

Table 3.10 shows that motorcycles had a fatal crash rate of more than four times that of cars in 2004.

**Table 3.10: Comparison of fatal crash involvement for cars and motorcycles
Queensland 2004**

Vehicle type	% of units in fatal crashes	% of total vehicle registrations	Fatal crash rate/10,000 vehicles
Total cars	67%	73%	1.6
Motorcycle	10%	3%	5.2

3.2.5 Bicycles

Table 3.11 shows the number of bicycles involved in fatal crashes from 1995 to 2004.

**Table 3.11: Annual trends in fatal crash involvement of bicycles
Queensland 1995-2004**

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Bicycle	10	11	12	10	10	6	16	7	7	9

In 2004, nine bicycles were involved in fatal crashes, 29 per cent (n=2) more than 2003 and nine per cent (n=1) less than the average for the previous nine years. In 2004, nine pedal cyclists were killed in crashes. The bicycle rider was considered most at fault by investigating police in 78 per cent (n=7) of the nine fatal crashes involving bicycles.

Bicycle riders were considered most at fault in two per cent (n=7) of all fatal crashes in 2004.

Most fatal bicycle crashes in 2004 occurred during daylight hours (56 per cent), from Monday to Friday (78 per cent) and at intersections (56 per cent).

3.2.6 Pedestrians

Table 3.12 shows the number of pedestrians involved in fatal crashes from 1995 to 2004.

Table 3.12: Annual trends in fatal crash involvement of pedestrians

Queensland 1995-2004										
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Pedestrian	96	59	61	48	52	43	65	41	51	36

In 2004, 36 pedestrians were involved in fatal crashes, 29 per cent (n=15) less than in 2003 and 37 per cent (n=21) less than average for the previous nine years.

In 2004, there were 34 pedestrian fatalities. The pedestrian was considered most at fault in 82 per cent (n=27) of the 33 fatal crashes involving a pedestrian.

Pedestrians were considered most at fault in nine per cent (n=27) of all fatal crashes in 2004.

Table 3.13 shows that 50 per cent (n=17) of the pedestrian fatalities occurred while attempting to cross a road. Of these, 82 per cent (n=14) occurred on roads with no traffic controls, and 18 per cent (n=3) occurred at traffic lights.

Table 3.13: Attempted action of pedestrians killed in fatal crashes
Queensland 1999-2004

Attempted action	No. of fatalities	% involvement in fatal pedestrian crashes
Crossing carriageway - Traffic lights	3	9%
Crossing carriageway - No traffic control	12	35%
Crossing carriageway - Other	2	6%
Remain stationary	12	35%
Walk against traffic	2	6%
Walk with traffic	3	9%
Total	34	100%

Most fatal crashes involving pedestrians in 2004 occurred at mid-block locations (79 per cent), from Monday to Friday (67 per cent) and during daylight hours (33 per cent).

4 Characteristics of crashes

4.1 Introduction

This chapter analyses crash outcomes for 2004 in terms of the crash nature, single or multi-vehicle crash types, the time of day, and day of the week crashes occurred. It compares 2004 with past trends.

4.2 Overall trends

Of the 23,438 reported crashes in Queensland in 2004, 62 per cent (n=14,435) were multi-vehicle and 34 per cent (n=7,875) were single-vehicle type crashes.

Table 4.1 shows trends in fatal crashes from 1995 to 2004 in terms of the crash nature.

Compared with the average for the previous nine years, in 2004 there were 34 per cent (n=17) fewer hit pedestrian type crashes, 27 per cent (n=12) fewer head-on type crashes, 30 per cent (n=4) fewer side-swipe crashes and 13 per cent (n=11) more hit-object crashes that resulted in fatalities. There were 52 per cent less side-swipe fatal crashes in 2004 (n=10) than in 2003 (n=21).

**Table 4.1: Annual trends in the nature of fatal crashes
Queensland 1995-2004**

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Hit object	105	93	95	80	65	79	89	86	90	98
Hit pedestrian	88	55	55	46	47	37	47	34	40	33
Head-on	70	46	48	23	47	47	44	52	28	33
Angle	50	60	54	44	36	34	37	43	47	45
Overturned	47	45	25	24	27	40	38	32	28	33
Rear-end	16	10	8	8	12	6	10	5	9	14
Fall from vehicle *	11	13	11	8	12	12	8	10	12	15
Sidesw ipe	10	9	16	11	19	13	17	13	21	10
Hit parked vehicle	7	4	3	6	5	6	0	3	6	5
Hit animal	3	3	5	6	1	0	4	3	2	2
Other	1	0	1	1	2	1	2	2	1	1

* Vehicle includes motor or pedal cycle

Figure 4.1 shows crashes in terms of overall types – single or multi-vehicle, pedestrian or others for 2004.

**Fig. 4.1: Type of road crashes
Queensland 2004**

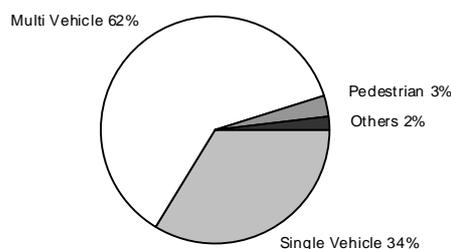


Figure 4.2 compares the severity of crash outcome for single-vehicle and multi-vehicle crashes. Of the 289 fatal crashes in 2004, 52 per cent (n=151) were single-vehicle and 35 per cent (n=102) were multi-vehicle type crashes.

**Fig. 4.2: Type of road crash by severity
Queensland 2004**

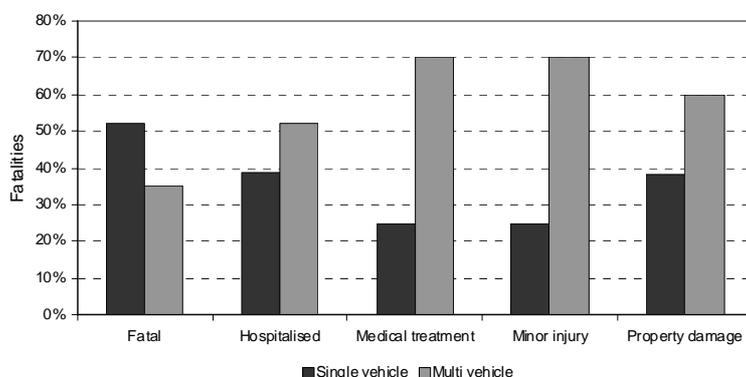


Table 4.2 provides a more detailed analysis of the nature of crashes in Queensland in 2004 grouped by the severity of crash.

**Table 4.2: Crashes by nature of crash and severity
Queensland 2004**

Unit type	Fatal		Hospitalisation		All crashes	
	No.	%	No.	%	No.	%
Hit object	98	34%	1,217	24%	5,251	22%
Angle	45	16%	1,476	30%	7,203	31%
Head-on	33	11%	184	4%	482	2%
Overtumed	33	11%	387	8%	1,369	6%
Hit pedestrian	33	11%	377	8%	769	3%
Fall from vehicle *	15	5%	221	4%	431	2%
Rear-end	14	5%	685	14%	5,465	23%
Sideswipe	10	3%	246	5%	1,285	5%
Hit parked vehicle	5	2%	116	2%	824	4%
Hit animal	2	1%	47	1%	228	1%
Other	1	0%	30	1%	131	1%
Total	289	100%	4,986	100%	23,438	100%

* Vehicle includes motor or pedal cycle

In 2004:

- Vehicles hitting objects accounted for 34 per cent (n=98) of fatal crashes and 22 per cent (n=5,251) of all crashes.
- Angle crashes accounted for 16 per cent (n=45) of fatal crashes and 31 per cent (n=7,203) of all crashes.
- Vehicles hitting pedestrians accounted for 11 per cent (n=33) of fatal crashes and three per cent (n=769) of all crashes.
- 54 per cent (n=2,693) of crashes with hospitalisation outcomes were angle crashes or vehicles hitting objects.
- 54 per cent (n=12,668) of all crashes were angle or rear-end crashes.

4.3 Multi-vehicle crashes

Table 4.3 shows fatal multi-vehicle crashes from 1999 to 2004 by the nature of the crash. There were 102 fatal multi-vehicle crashes in 2004, three per cent (n=3) less than in 2003 and six per cent (n=6) fewer than the average for the previous five years.

**Table 4.3: Multi-vehicle fatal crashes by nature of crash
Queensland 1999-2004**

Nature of crash	1999		2000		2001		2002		2003		2004	
	No	%										
Angle	36	32%	34	34%	37	34%	43	38%	47	45%	45	44%
Head-on	47	41%	47	47%	44	41%	52	46%	28	27%	33	32%
Rear-end	12	11%	6	6%	10	9%	5	4%	9	9%	14	14%
Sideswipe	19	17%	13	13%	17	16%	13	12%	21	20%	10	10%
Total	114	100%	100	100%	108	100%	113	100%	105	100%	102	100%

Of all fatal multi-vehicle crashes in 2004:

- Angle crashes accounted for 44 per cent (n=45), compared with the average for the previous five years of 36 per cent (n=39).
- Head-on crashes accounted for 32 per cent (n=33), compared with the average for the previous five years of 40 per cent (n=44).
- Rear-end crashes accounted for 14 per cent (n=14), compared with the average for the previous five years of 8 per cent (n=8).

Most fatal multi-vehicle crashes in 2004 occurred during daylight hours (75 per cent), from Monday to Friday (63 per cent) at mid-block locations (59 per cent).

Compared with all fatal crashes in 2004, fatal multi-vehicle crashes were 170 per cent more likely to involve an illegal manoeuvre and 33 per cent more likely to occur during day light. Fatal multi-vehicle crashes were 51 per cent less likely to involve speed, and 30 per cent less likely to involve drink driving than all fatal crashes.

Table 4.4 shows hospitalisation multi-vehicle crashes by the nature of the crash from 1999 to 2004. In 2004, there were 2,591 hospitalisation multi-vehicle crashes, eight per cent more than in 2003 (n=2,393) and 26 per cent more than the average for the previous five years (n=2,052).

**Table 4.4: Multi-vehicle crashes involving hospitalisation by nature of crash
Queensland 1999-2004**

Nature of crash	1999		2000		2001		2002		2003		2004	
	No	%										
Angle	1,039	60%	1,125	62%	1,241	60%	1,335	59%	1,385	58%	1,476	57%
Head-on	167	10%	141	8%	139	7%	182	8%	185	8%	184	7%
Rear-end	368	21%	381	21%	525	25%	539	24%	629	26%	685	26%
Sideswipe	147	9%	165	9%	180	9%	195	9%	194	8%	246	9%
Total	1,721	100%	1,812	100%	2,085	100%	2,251	100%	2,393	100%	2,591	100%

Of all multi-vehicle crashes that led to hospitalisations but not fatalities in 2004:

- Angle crashes accounted for 57 per cent (n=1,476), compared with the average for the previous five years of 60 per cent (n=1,225).
- Head-on crashes accounted for seven per cent (n=184), compared with the average for the previous five years of eight per cent (n=163).
- Rear-end crashes accounted for 26 per cent (n=685), compared with the average for the previous five years of 24 per cent (n=488).
- Sideswipe crashes accounted for nine per cent (n=246), compared with the average for the previous five years of nine per cent (n=176).

4.4 Single vehicle crashes

Table 4.5 shows fatal single-vehicle crashes by the nature of the crash from 1999 to 2004. There were 151 fatal single-vehicle crashes in 2004, 11 per cent more than in 2003 (n=136) and 17 per cent more than the average for the previous five years (n=130).

**Table 4.5: Single-vehicle fatal crashes by nature of crash
Queensland 1999-2004**

Nature of crash	1999		2000		2001		2002		2003		2004	
	No	%										
Fall from vehicle *	12	11%	12	9%	8	6%	10	8%	12	9%	15	10%
Hit object	65	60%	79	58%	89	66%	86	66%	90	66%	98	65%
Hit parked vehicle	5	5%	6	4%	0	0%	3	2%	6	4%	5	3%
Overtaken	27	25%	40	29%	38	28%	32	24%	28	21%	33	22%
Total	109	100%	137	100%	135	100%	131	100%	136	100%	151	100%

* Vehicle includes motor or pedal cycle

Of all fatal single-vehicle crashes in 2004:

- Vehicles hitting objects accounted for 65 per cent (n=98), compared with the average for the previous five years of 63 per cent (n=82)
- Vehicles overturning accounted for 22 per cent (n=33), compared with the average for the previous five years of 25 per cent (n=33).

Most fatal single-vehicle crashes in 2004 occurred at mid-block locations (89 per cent), from Monday to Friday (55 per cent) and involved inattention (39 per cent). Cars comprised 73 per cent of the units involved.

Compared with all fatal crashes in 2004, fatal single-vehicle crashes were 41 per cent more likely to involve drink driving, 55 per cent more likely to involve speed and 60 per cent more likely to involve motorcycles and vehicle occupant fatalities were 33 per cent more likely to be unrestrained.

Table 4.6 shows hospitalisation single-vehicle crashes from 1999 to 2004 by the nature of the crash. There were 1,941 hospitalisation single-vehicle crashes in 2004, 11 per cent (n=193) more than in 2003 and 19 per cent more than the average for the previous five

years (n=1,627).

**Table 4.6: Single-vehicle crashes involving hospitalisation by nature of crash
Queensland 1999-2004**

Nature of crash	1999		2000		2001		2002		2003		2004	
	No	%										
Fall from vehicle *	133	9%	146	9%	160	10%	207	12%	173	10%	221	11%
Hit object	907	64%	916	59%	1,071	64%	1,076	62%	1,129	65%	1,217	63%
Hit parked vehicle	86	6%	96	6%	71	4%	100	6%	99	6%	116	6%
Overtumed	292	21%	386	25%	377	22%	364	21%	347	20%	387	20%
Total	1,418	100%	1,544	100%	1,679	100%	1,747	100%	1,748	100%	1,941	100%

* Vehicle includes motor or pedal cycle

Of the hospitalisation single-vehicle crashes in 2004:

- Vehicles hitting objects accounted for 63 per cent (n=1,217), compared with the average for the previous five years of 63 per cent (n=1020).
- Vehicles overturning accounted for 20 per cent (n=387), compared with the average for the previous five years of 22 per cent (n=353).
- Motorcycle riders and pillion passengers, bicyclists or other vehicle occupants falling from vehicles accounted for 11 per cent (n=221), compared with the average for the previous five years of 10 per cent (n=164).

4.5 Crashes by time of day

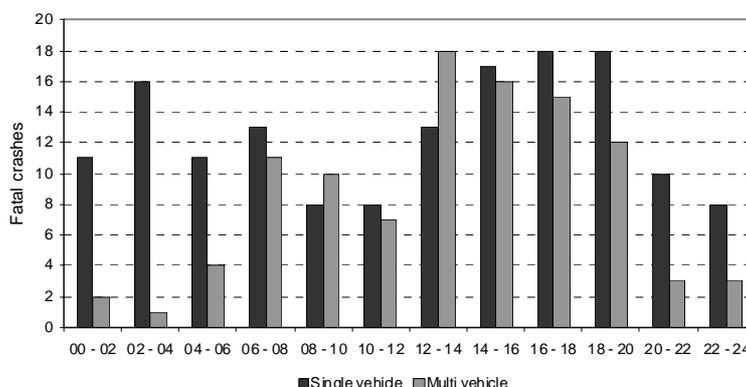
Table 4.7 shows fatal crashes after dark compared with all fatal crashes 1995 to 2004.

**Table 4.7: Annual trends in the nature of fatal crashes occurring after dark
Queensland 1995-2004**

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Fatal crashes after dark	171	142	152	102	124	111	118	119	116	123
All fatal crashes	408	338	321	257	273	275	296	283	284	289
% After Dark	42%	42%	47%	40%	45%	40%	40%	42%	41%	43%

Figure 4.3 shows fatal multi-vehicle and single-vehicle crashes by time of day in 2004. Fatal multi-vehicle crashes occurred most frequently during day-time periods, while fatal single-vehicle crashes occurred more often after dark.

**Fig. 4.3: Fatal crashes by time of day
Queensland 2004**



In 2004:

- 47 per cent (n=48) of fatal multi-vehicle crashes occurred during morning and afternoon commuting periods (6am to 10am and 4pm to 6pm) compared with 38 per cent (n=57) of single-vehicle fatal crashes.
- 40 per cent (n=41) of fatal multi-vehicle crashes occurred between 10am and 4pm, compared with 25 per cent (n=38) of fatal single-vehicle crashes.
- 25 per cent (n=25) of fatal multi-vehicle crashes occurred after dark (between 6pm and 6am), compared with 49 per cent (n=74) of fatal single-vehicle crashes.

Table 4.8 shows crashes by time of day and severity of outcome for 2004.

**Table 4.8: Crashes by time of day by severity
Queensland 2004**

Time period	Fatal		Hospitalisation		All crashes	
	No.	%	No.	%	No.	%
Midnight - 6 am	50	17%	464	9%	1,979	8%
6 am - 10 am	44	15%	887	18%	4,428	19%
10 am - 4 pm	84	29%	1,768	35%	8,515	36%
4 pm - 6 pm	38	13%	791	16%	3,790	16%
6 pm - midnight	73	25%	1,076	22%	4,726	20%
Total	289	100%	4,986	100%	23,438	100%

A higher proportion of fatal crashes occur after dark, with 43 per cent (n=123) of fatal crashes occurring after dark (6pm to 6am), compared with 29 per cent (n=6,705) of all crashes. Between midnight and 6am the proportion of fatal crashes (17 per cent) was more than double that of all crashes (8 per cent). In the middle of the day, the reverse was the case, with 29 per cent (n=84) of fatal crashes occurring between 10 am and 4 pm, compared with 36 per cent (n=8,515) of all crashes.

4.6 Crashes by day of week

Table 4.9 shows fatal crashes by day of week from 1995 to 2004. Table 4.10 shows fatal

crashes by day of the week and severity of outcome for 2004.

Table 4.9: Annual trends in fatal crashes by day of week

Queensland 1995-2004										
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Monday	45	36	30	31	33	31	30	29	32	23
Tuesday	43	48	44	25	24	36	39	33	32	27
Wednesday	58	34	45	32	29	35	36	32	37	36
Thursday	52	46	42	36	35	41	42	39	35	47
Friday	74	53	56	39	57	46	46	53	42	37
Saturday	67	60	64	55	50	49	61	51	55	61
Sunday	69	61	40	39	45	37	42	46	51	58

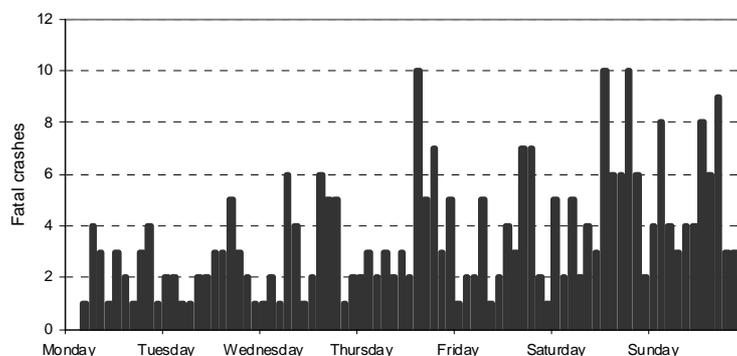
Table 4.10: Crashes by day of week by severity

Day of week	Fatal		Hospitalisation		All crashes	
	No.	%	No.	%	No.	%
Monday	23	8%	640	13%	3,024	13%
Tuesday	27	9%	684	14%	3,331	14%
Wednesday	36	12%	706	14%	3,344	14%
Thursday	47	16%	766	15%	3,609	15%
Friday	37	13%	845	17%	4,097	17%
Saturday	61	21%	734	15%	3,397	14%
Sunday	58	20%	611	12%	2,636	11%
Total	289	100%	4,986	100%	23,438	100%

More severe crashes were more likely to occur on Fridays, Saturdays or Sundays, with 54 per cent (n=156) of fatal crashes and 44 per cent (n=2,190) of hospitalisation crashes occurring on these days. Fewest fatal crashes occurred on Mondays (8 per cent) and fewest crashes overall occurred on Sundays (11 per cent).

Figure 4.4 shows fatal crashes by time of day and day of week for 2004. Crashes generally peaked in the late afternoon hours in 2004.

Fig. 4.4: Fatal crashes by time of day & day of week
Queensland 2004



4.7 Spatial location of crashes

Table 4.11 shows location and severity of crashes for 2004. Most crashes occurred in cities. Crashes in the greater Brisbane urban area accounted for 46 per cent (n=10,694) of all reported crashes, and crashes in provincial cities accounted for a further 37 per cent (n=8,702).

**Table 4.11: Location of crashes by severity
Queensland 2004**

Location	Fatal		Hospitalisation		All crashes	
	No.	%	No.	%	No.	%
Brisbane City	46	16%	1,247	25%	6,592	28%
Rest of BSD*	44	15%	879	18%	4,102	18%
Provincial cities	94	33%	1,775	36%	8,702	37%
Rest of State	105	36%	1,085	22%	4,042	17%
Total	289	100%	4,986	100%	23,438	100%

* Brisbane Statistical Division

While there were more crashes in urban areas in 2004, there were more fatal crashes outside urban areas; 36 per cent (n=105) of fatal crashes occurred outside urban areas, compared with 17 per cent (n=4,042) of all crashes. While 28 per cent (n=6,592) of all crashes occurred in Brisbane City in 2004, only 16 per cent (n=46) of fatal crashes occurred in Brisbane City.

Table 4.12 shows fatal crashes by location 1999 to 2004.

**Table 4.12: Location of fatal crashes
Queensland 1999-2004**

Location	1999		2000		2001		2002		2003		2004	
	No.	%										
Brisbane City	40	15%	36	13%	39	13%	36	13%	42	15%	46	16%
Rest of BSD*	39	14%	37	13%	41	14%	42	15%	45	16%	44	15%
Provincial cities	83	30%	87	32%	96	32%	90	32%	94	33%	94	33%
Rest of State	111	41%	115	42%	120	41%	115	41%	103	36%	105	36%
Total	273	100%	275	100%	296	100%	283	100%	284	100%	289	100%

* Brisbane Statistical Division

Of all fatal crashes in 2004:

- 16 per cent (n=46) occurred in Brisbane City, compared with the average for the previous five years of 14 per cent (n=39).
- 15 per cent (n=44) occurred in the remainder of the greater Brisbane urban area, compared with the average for the previous five years of 14 per cent (n=41).

Table 4.13 shows location and severity of crashes by district.

**Table 4.13: Location of crashes by severity
Queensland 2004**

Main Roads District location	Fatal		Hospitalisation		All crashes	
	No.	%	No.	%	No.	%
Barcaldine	1	0%	24	0%	77	0%
Bundaberg	26	9%	252	5%	1,149	5%
Cairns	9	3%	341	7%	1,439	6%
Cloncurry	8	3%	60	1%	202	1%
Emerald	5	2%	57	1%	209	1%
Gympie	41	14%	577	12%	2,762	12%
Mackay	18	6%	161	3%	739	3%
Metropolitan Brisbane	77	27%	1,885	38%	9,713	41%
Nerang	35	12%	703	14%	2,905	12%
Rockhampton	11	4%	211	4%	996	4%
Roma	3	1%	35	1%	141	1%
Toowoomba	31	11%	314	6%	1,564	7%
Townsville	13	4%	278	6%	1,231	5%
Warwick	11	4%	88	2%	311	1%
Total	289	100%	4,986	100%	23,438	100%

Metropolitan Brisbane, Nerang and Gympie districts accounted for 65 per cent (n=15,380) of reported crashes and 53 per cent (n=153) of fatal crashes in 2004. Metropolitan Brisbane experienced more crashes than any other district and more fatal crashes than any other district. In numbers of fatal crashes, Brisbane was followed by Gympie and then Nerang.

5 Factors contributing to crashes

5.1 Introduction

This chapter explores the factors that contribute to crashes and their severity, including alcohol, speed, fatigue and failure to wear seatbelts.

A crash is a complex combination of contributing and causal factors. This means that a factor is one of many that have occurred and have contributed to a crash event. A road crash event has one or more units involved, and each unit involved may be assigned contributing factors.

Table 5.1 provides an indicative ranking of factors contributing to crashes in 2004 as assessed by police. Police assessments are normally collected within 24 hours of a crash and later more comprehensive investigations can lead to a modified assessment. Nevertheless, the table provides an indicative ranking list of the major causal factors.

Table 5.1: Assessed contributing factors to crashes*
Queensland 2004

	Fatal crashes		All reported crashes	
	No.	Proportion of fatal crashes	No.	Proportion of all reported crashes
Alcohol/drugs	97	34%	2,256	10%
Inattention	80	28%	7,532	32%
Disobeyed traffic rules**	79	27%	9,528	41%
Speed	52	18%	1,212	5%
Other	51	18%	3,574	15%
Inexperience	48	17%	4,521	19%
Age	36	12%	1,275	5%
Negligence	16	6%	484	2%
Rain/wet road	15	5%	1,914	8%
Fatigue	15	5%	491	2%
Other driver conditions***	14	5%	1,525	7%
Road conditions	11	4%	1,247	5%
Vehicle defects	6	2%	674	3%
No street lighting	6	2%	94	0%
Total crashes	289	100%	23,438	100%

* More than one contributing factor could be attributed to a crash and therefore this table may not reflect crash totals

** Disobeyed traffic rules does not include Alcohol/Drugs, Inexperience, Speed and Inattention

*** Driver conditions do not include Inattention, Negligence, Inexperience, Fatigue or Age

Based on police assessments, in 2004:

- Alcohol or drug use contributed to 34 per cent (n=97) of fatal crashes and 10 per cent (n=2,256) of all crashes.
- Inattention contributed to 28 per cent (n=80) of fatal crashes and 32 per cent (n=7,532) of all crashes.
- Failure to obey traffic rules contributed to 27 per cent (n=79) of fatal crashes and 41 per cent (n=9,528) of all crashes.
- Speed contributed to 18 per cent (n=52) and fatigue contributed to five per cent (n=15) of fatal crashes. Speed contributed to five per cent (n=1,212) and fatigue contributed to two per cent (n=491) of all crashes.
- Other factors (such as a medical condition, some atmospheric and lighting conditions) contributed in five per cent (n=14) of fatal crashes and seven per cent (n=1,525) of all crashes.

Fatigue and negligence are difficult to assess and may be under or over-stated in the data.

5.2 Trends

Table 5.2 shows factors contributing to fatal crashes as assessed by police from 1995 to 2004.

Table 5.2: Annual trends in contributing circumstances in fatal crashes***

Queensland 1995-2004										
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Disobeyed traffic rules*	128	115	110	73	97	95	83	96	83	79
Alcohol/drugs	132	101	101	86	85	94	83	82	106	97
Inexperience	102	91	95	62	52	41	72	54	48	48
Speed	46	48	51	30	40	50	50	48	45	52
Other driver conditions**	50	32	26	31	24	27	25	17	10	14
Age	41	30	28	25	28	33	24	22	31	36
Rain/wet road	41	22	16	29	10	14	13	10	16	15
Negligence	25	14	17	19	18	18	18	13	12	16
Inattention	41	26	26	28	47	38	48	71	74	80
Road conditions	29	26	9	14	15	13	10	6	12	11
Other	73	63	64	39	49	46	60	46	47	51
Vehicle defects	17	13	7	13	14	11	7	5	4	6
Fatigue	48	54	45	30	26	28	40	42	37	39
No street lighting	7	5	9	9	1	4	3	3	4	6

* Disobeyed traffic rules does not include Alcohol/Drugs, Inexperience, Speed and Inattention

** Driver conditions do not include Inattention, Negligence, Inexperience, Fatigue or Age

*** More than one contributing factor could be attributed to a crash and therefore this table may not reflect crash totals

Failure to obey traffic rules contributed to 27 per cent (n=79) of fatal crashes in 2004, compared with 29 per cent (n=83) in 2003, and the average for the previous nine years of 32 per cent (n=98).

5.3 Alcohol and road fatalities

Alcohol use is considered to be a substantial contributor to more severe crashes, especially those involving a fatality (see Table 5.1). Drivers, motorcycle and bicycle riders and pedestrians affected by alcohol play a major role in road crashes.

Table 5.3 shows the extent of post-mortem testing of driver and motorcycle rider fatalities from 1999 to 2004, and the blood alcohol concentration (BAC) of those tested.

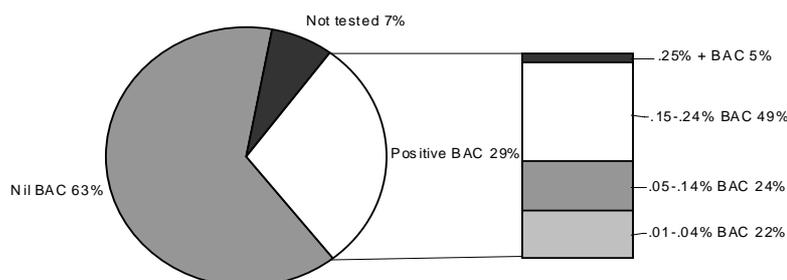
Table 5.3: Blood alcohol content of driver and motorcycle rider fatalities*

Queensland 1999-2004												
	1999		2000		2001		2002		2003		2004	
	No.	%										
Untested	39	23%	22	12%	21	12%	19	10%	20	11%	14	7%
Tested	128	77%	165	88%	157	88%	167	90%	161	89%	175	93%
Total fatalities	167	100%	187	100%	178	100%	186	100%	181	100%	189	100%
BAC results for those tested												
Nil	90	70%	106	64%	113	72%	120	72%	99	61%	120	69%
0.01 - 0.04	6	5%	13	8%	5	3%	6	4%	9	6%	12	7%
0.05 - 0.14	15	12%	13	8%	14	9%	15	9%	15	9%	13	7%
0.15 - 0.24	8	6%	23	14%	23	15%	23	14%	32	20%	27	15%
0.25 and over	9	7%	10	6%	2	1%	3	2%	6	4%	3	2%
BAC 0.05% or more	32	25%	46	28%	39	25%	41	25%	53	33%	43	25%
BAC 0.15% or more	17	13%	33	20%	25	16%	26	16%	38	24%	30	17%

* Based on post-mortem tests

Figure 5.1 shows blood alcohol testing results for all drivers and motorcycle rider fatalities in crashes in 2004.

Fig. 5.1: Blood alcohol level for driver & motorcycle rider fatalities, Queensland 2004



Of 189 driver and motorcycle rider fatalities in 2004:

- 93 per cent (n=175) were given a post-mortem blood test.
- 25 per cent (n=43) of those tested had a BAC of 0.05 per cent or greater.
- 17 per cent (n=30) of those tested had a BAC of 0.15 per cent or greater (three times the legal limit for most open license holders).

Table 5.4 shows the age group of drivers and motorcycle rider fatalities in crashes by year and age group who were tested and who had a BAC of 0.05 per cent or greater for the period 1999 to 2004.

Table 5.4: Age of drivers and motorcycle rider fatalities with a BAC of 0.05% or greater* Queensland 1999-2004

Age Group	1999		2000		2001		2002		2003		2004	
	No.	%										
0 - 16 years	2	6%	0	0%	1	3%	0	0%	0	0%	0	0%
17 - 24 years	7	22%	8	17%	13	33%	13	32%	20	38%	16	37%
25 - 59 years	21	66%	37	80%	25	64%	27	66%	32	60%	26	60%
60 years and over	2	6%	1	2%	0	0%	1	2%	1	2%	1	2%
Total	32	100%	46	100%	39	100%	41	100%	53	100%	43	100%

* Based on post-mortem tests

17 to 24 year-old drivers and motorcycle riders represented 37 per cent (n=16) of fatalities with a BAC of 0.05 per cent or greater in 2004, compared with the average for the previous five years of 29 per cent (n=12). 25 to 59 year-olds represented 60 per cent (n=26), compared with the average for the previous five years of 67 per cent (n=28).

Table 5.5 shows fatalities for the main controller road user types (drivers, motorcycle riders, bicyclists and pedestrians) who had a BAC of 0.05 per cent or greater from 1999 to

2004.

Table 5.5: Road user fatalities with BAC of 0.05% or greater*
Queensland 1999-2004

Road user type	1999		2000		2001		2002		2003		2004	
	No.	%										
Bicycle rider	0	0%	0	0%	1	2%	0	0%	0	0%	2	3%
Driver	26	54%	36	62%	34	62%	30	56%	43	60%	36	60%
Motorcycle rider	6	13%	10	17%	5	9%	11	20%	10	14%	7	12%
Other	0	0%	0	0%	0	0%	0	0%	0	0%	1	2%
Pedestrian	16	33%	12	21%	15	27%	13	24%	19	26%	14	23%
Total	48	100%	58	100%	55	100%	54	100%	72	100%	60	100%

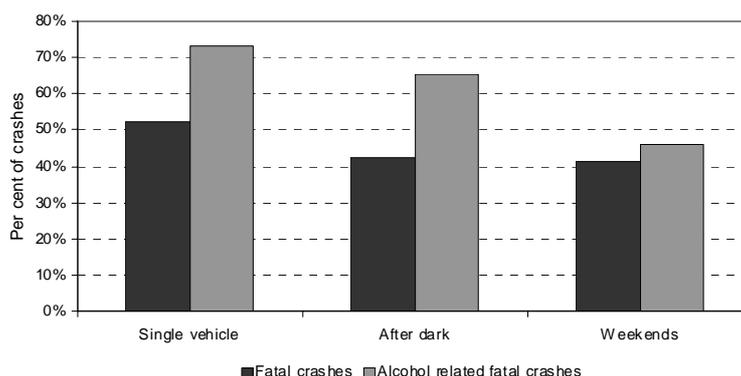
* Based on post-mortem tests

In 2004:

- Drivers represented 60 per cent (n=36) of fatalities tested who had a BAC of 0.05 per cent or greater, compared with the average for the previous five years of 59 per cent (n=34).
- Pedestrians represented 23 per cent (n=14) of fatalities tested who had a BAC of 0.05 per cent or greater, compared with the average for the previous five years of 26 per cent (n=15).
- Motorcycle riders represented 12 per cent (n=7) of fatalities tested who had a BAC of 0.05 per cent or greater, compared with 14 per cent (n=10) in 2003 and the average for the previous five years of 15 per cent (n=8).

Figure 5.2 shows that single vehicle crashes, crashes after dark and crashes on weekends were more likely to be alcohol-related than other crashes in 2004.

Fig. 5.2: Crashes involving alcohol by selected variables
Queensland 2004



5.4 Speed as a contributing factor

Table 5.6 shows the number of crashes in which speed was assessed as a contributing factor in terms of crash severity from 1999 to 2004.

Table 5.6: Severity of crashes to which speed was a contributing factor
Queensland 1999-2004

Severity	1999		2000		2001		2002		2003		2004	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Fatal	40	5%	50	5%	50	5%	48	4%	45	4%	52	4%
Hospitalisation	211	25%	240	25%	282	26%	298	25%	282	25%	318	26%
Other injury	210	25%	259	27%	310	28%	291	25%	310	28%	297	25%
Property damage	393	46%	401	42%	449	41%	532	46%	479	43%	545	45%
Total	854	100%	950	100%	1,091	100%	1,169	100%	1,116	100%	1,212	100%

In 2004, speed was a contributing factor in 18 per cent (n=52) of fatal crashes, compared with the average for the previous five years of 16 per cent (n=47). Speed ranked as the fourth highest contributing factor to fatal crashes overall during 2004 (see Table 5.1).

Table 5.7 shows the number of fatalities by age group for which speed was a contributing factor for the period 1999 to 2004.

Table 5.7: Age of fatalities in crashes to which speed was a contributing factor
Queensland 1999-2004

Age Group	1999		2000		2001		2002		2003		2004	
	No.	%										
0 - 16 years	5	11%	2	4%	2	4%	0	0%	3	6%	1	2%
17 - 24 years	13	30%	19	33%	22	41%	25	46%	22	46%	26	47%
25 - 59 years	24	55%	36	63%	30	56%	28	52%	23	48%	26	47%
60 years and over	2	5%	0	0%	0	0%	1	2%	0	0%	2	4%
Total	44	100%	57	100%	54	100%	54	100%	48	100%	55	100%

In 2004, 47 per cent (n=26) of speed-related fatalities were 17 to 24 year-olds, compared with 46 per cent (n=22) in 2003, and the average for the previous five years of 39 per cent (n=20).

5.5 Fatigue as a contributing factor

Table 5.8 shows fatal crashes which were considered to be fatigue-related from 1999 to 2004. Because fatigue is difficult to determine, particularly in more severe crashes, for the purpose of this report, the numbers based on police assessment have been augmented to include single-vehicle crashes (such as roll-overs or hit objects), on open roads, during high-risk times for fatigue (that is 2 pm to 4 pm and 10 pm to 6 am). While this approach may still understate the contribution of fatigue (it ignores crashes at other times of day, crashes in urban areas and multi-vehicle crashes such as head-on crashes unless positively identified as fatigue-related by police), it does isolate the common factors of fatigue-related crashes and will allow for consistent analysis over time.

Table 5.8: Severity of fatigue related crashes*

Queensland 1999-2004

Severity	1999		2000		2001		2002		2003		2004	
	No.	%										
Fatal	26	2%	28	2%	38	3%	40	4%	36	3%	39	3%
Hospitalisation	289	26%	293	26%	349	31%	334	29%	340	29%	343	28%
Other injury	351	31%	347	30%	335	29%	340	30%	335	29%	331	27%
Property damage	460	41%	479	42%	421	37%	427	37%	454	39%	533	43%
Total	1,126	100%	1,147	100%	1,143	100%	1,141	100%	1,165	100%	1,246	100%

* Single vehicle-type crashes in 100km/h zones during typical fatigue times (2-4pm, 10pm-6am) or where police considered fatigue was a contributing factor

There were 39 fatigue-related fatal crashes in 2004, 8 per cent (n=3) more than in 2003 and 16 per cent (n=5) more than the average for the previous five years.

Table 5.9 shows fatigue-related fatalities by age 1999 to 2004.

Table 5.9: Fatalities by age group: fatigue related crashes*

Queensland 1999-2004

Age Group	1999		2000		2001		2002		2003		2004	
	No.	%										
0 - 16 years	6	18%	1	3%	5	11%	5	11%	0	0%	4	9%
17 - 24 years	7	21%	14	36%	10	23%	12	26%	16	40%	13	28%
25 - 59 years	19	58%	18	46%	21	48%	25	53%	21	53%	23	50%
60 years and over	1	3%	6	15%	8	18%	5	11%	3	8%	6	13%
Total	33	100%	39	100%	44	100%	47	100%	40	100%	46	100%

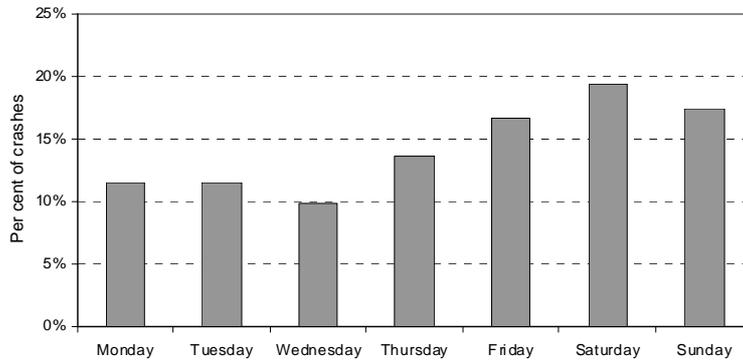
* Single vehicle-type crashes in 100km/h zones during typical fatigue times (2-4pm, 10pm-6am) or where police considered fatigue was a contributing factor

In 2004:

- 50 per cent (n=23) of fatigue-related fatalities were 25 to 59 year-olds, compared with the average for the previous five years of 51 per cent (n=21).
- 28 per cent (n=13) of fatigue-related fatalities were 17 to 24 year-olds, compared with 40 per cent (n=16) in 2003 and the average for the previous five years of 29 per cent (n=12).

Figure 5.3 shows all fatigue-related crashes by day of week for 2004.

**Fig. 5.3: Fatigue-related crashes by day of week
Queensland 2004**

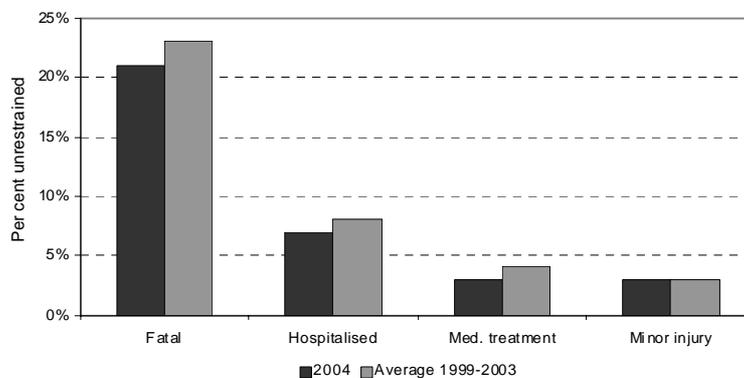


Fatigue-related crashes were most likely to occur on Fridays, Saturdays and Sundays in 2004.

5.6 Seatbelt usage

Figure 5.4 shows seatbelt usage of vehicle occupant casualties in terms of crash severity for 2004. The greater the severity of a crash, the higher the proportion of unrestrained casualties.

Fig. 5.4: Proportion of unrestrained vehicle occupant casualties, Queensland 2004



In 2004:

- 21 per cent (n=61) of all vehicle occupant casualties in fatal crashes were not wearing seatbelts, compared with the average for the previous five years of 23 per cent (n=67).
- Seven per cent (n=331) of all vehicle occupant casualties in hospitalisation crashes were not wearing seatbelts, compared with the average for the previous five years of eight per cent (n=311).

Table 5.10 shows seatbelt usage for vehicle occupant fatalities from 1999 to 2004.

**Table 5.10: Fatalities by seat belt usage
Queensland 1999-2004**

	1999		2000		2001		2002		2003		2004	
	No.	%										
Occupants:												
Not determined	66	31%	64	27%	65	29%	65	29%	49	24%	56	26%
Total determined	145	69%	173	73%	162	71%	156	71%	158	76%	159	74%
Total vehicle occupants	211	100%	237	100%	227	100%	221	100%	207	100%	215	100%
Of those occupants where restraint use could be determined:												
Restrained	98	68%	115	66%	114	70%	110	71%	113	72%	119	75%
Unrestrained	47	32%	58	34%	48	30%	46	29%	45	28%	40	25%
Drivers:												
Not determined	36	29%	39	25%	45	30%	38	29%	33	24%	38	27%
Total determined	89	71%	116	75%	105	70%	93	71%	104	76%	104	73%
Total drivers	125	100%	155	100%	150	100%	131	100%	137	100%	142	100%
Of those drivers where restraint use could be determined:												
Restrained	65	73%	77	66%	80	76%	65	70%	76	73%	77	74%
Unrestrained	24	27%	39	34%	25	24%	28	30%	28	27%	27	26%
Passengers:												
Not determined	30	35%	25	30%	20	26%	27	30%	16	23%	18	25%
Total determined	56	65%	57	70%	57	74%	63	70%	54	77%	55	75%
Total vehicle passengers	86	100%	82	100%	77	100%	90	100%	70	100%	73	100%
Of those passengers where restraint use could be determined:												
Restrained	33	59%	38	67%	34	60%	45	71%	37	69%	42	76%
Unrestrained	23	41%	19	33%	23	40%	18	29%	17	31%	13	24%

In 2004:

- Seatbelt use could not be determined for 26 per cent (n=56) of the driver and passenger fatalities.
- When restraint use was determined, 25 per cent (n=40) of the driver and passenger fatalities were not wearing seatbelts, compared with the average for the previous five years of 31 per cent (n=49).

Table 5.11 shows vehicle occupant fatalities who were not wearing seatbelts, compared with all vehicle occupant fatalities, by age from 1999 to 2004.

**Table 5.11: Unrestrained vehicle occupant fatalities by age group
Queensland 2004 compared with average (1999-2003)***

Age group	2004			Average 1999-2003		
	Unrestrained	Total	%	Unrestrained	Total	%
0 - 16 years**	2	9	22%	5	14	36%
17 - 24 years	14	44	32%	14	44	32%
25 - 39 years	6	31	19%	15	38	39%
40 - 59 years	12	36	33%	8	33	24%
60 years and over	6	39	15%	5	30	17%
Total	40	159	25%	47	159	30%

* Where restraint use could be determined

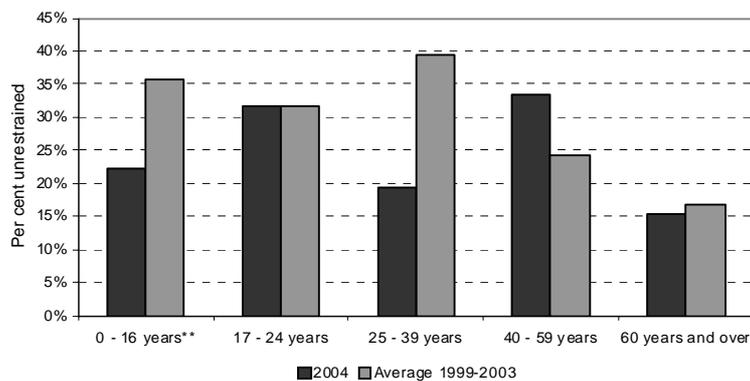
** Includes casualties of unknown age

In 2004:

- 33 per cent (n=12) of the 40 to 59 year-old vehicle occupant fatalities were not wearing a seatbelt.
- 32 per cent (n=14) of the 17 to 24 year-old vehicle occupant fatalities were not wearing a seatbelt.
- 22 per cent (n=2) of the under 17 year-old vehicle occupant fatalities were not wearing a seatbelt, compared with the average for the previous five years of 36 per cent (n=5).
- 19 per cent (n=6) of the 25 to 39 year-old vehicle occupant fatalities were not wearing a seatbelt.
- 15 per cent (n=6) of vehicle occupant fatalities aged 60 years and over were not wearing a seatbelt, compared with the average of the previous five years of 17 per cent (n=5).

Figure 5.5 compares the proportion of unrestrained vehicle occupant fatalities in 2004 with the proportional average of the previous five years by age group.

Fig. 5.5: Proportion of unrestrained vehicle occupant fatalities by age, Queensland 2004



Appendix 1: Glossary

Road users are defined as:

- drivers of motor vehicles
- motorcycle riders
- bicycle riders
- horse riders
- passengers of the above
- pedestrians

A *vehicle* is a device upon which any person or property may be transported or drawn upon a road.

A *unit* is the classification into which all road conveyances are categorised, e.g. car, bus, truck, pedestrian, animal etc.

A *road traffic crash* is an incident reported to police which resulted from the movement of at least one road vehicle on a road and involving death or injury to any person, or property damage.

A *property damage only* crash is a crash where at least one vehicle is towed away or the damage cost is greater than \$2,500 (or \$1,000 prior to 1 December 1991).

An *angle* crash is a crash in which vehicles collide at any angle other than side swipe, rear-end or head-on.

The *road toll* is the number of fatalities (excluding injuries) resulting from road traffic crashes.

A *fatality* is recorded when any person dies within 30 days as a result of injuries sustained in a road traffic crash.

An *injury* is recorded when any person involved in a road traffic crash requires hospitalisation, medical treatment, or receives a minor injury (i.e. first aid treatment only).

A *serious injury* is any person involved in a road traffic crash requiring hospitalisation (i.e. is admitted to hospital), or requiring medical treatment.

A *casualty* is a fatality or injury.

A serious *casualty* is a fatality or hospitalised casualty.

A *single vehicle* crash is an incident in which only one moving vehicle is involved in the initial event, either in a collision (for example with a roadside pole) or a non-collision (for example a roll over). A collision with a parked car is considered a single vehicle crash because the characteristics of this type of crash are similar to crashes where a vehicle collides with a roadside object.

A *multi-vehicle* crash is an incident which involves an initial collision between any two (or more) moving vehicles.

A *blood alcohol concentration* (BAC) reading is a measure of the proportion of alcohol in a person's blood. This reading is typically obtained using a breathalyser or by conducting a blood test. Where a breathalyser has been used the results have been recorded as a proportion of alcohol in a person's blood. Where possible, a post-mortem blood analysis is carried out on a fatally injured road user.

A *controller* is a road user who exercises control over their movements at the time of a crash (i.e. driver, rider or pedestrian). Passengers are not regarded as controllers.

A *child* is a person aged 0 to 16 years.

A *young adult* is a person aged from 17 to 24 years.

A *mature adult* is a person aged from 25 to 59 years.

A *senior adult* is a person aged 60 years or older.

Cars include 4-wheel drives, utilities and vans.

Heavy freight vehicle is a rigid truck, articulated truck or a road train/dbouble/triple.

A *vehicle occupant* is a person travelling in a car, bus, truck or tractor at the time of a crash.

A *driver* is any person in control of a car, truck, bus or tractor at the time of a crash. (Includes motorised wheel chair, excludes controllers of motorcycles, mopeds or bicycles)

A *passenger* is a person other than the driver travelling in or on a car, truck, bus or tractor.

A *rider* is any person in control of a motorcycle, moped, or bicycle.

A *motorcyclist* is either the rider or pillion passenger of a motorcycle.

A *pedal cyclist* is either the rider or pillion passenger of a bicycle.

A *pedestrian* is either an ordinary pedestrian or a person on skates, rollerblades or a skateboard.

A *peak commuter* period refers to that time of day when most commuters are either travelling to or returning from work. For this report it is considered to cover the periods from 6am to 10am and 4pm to 6pm, Monday to Friday.

The *provincial cities* are: Bundaberg, Cairns, Caloundra, Charters Towers, Cooloola, Gladstone, Gold Coast, Hervey Bay, Mackay, Maryborough, Mount Isa, Rockhampton, Thuringowa, Toowoomba and Townsville.

Appendix 2: Key summary tables

In this section, major characteristics of road traffic crashes in Queensland during 2004 are presented as a series of more detailed cross-tabulations from the Queensland Road Crash System maintained by the Department of Transport and Main Roads' Land Transport and Safety Division. A list of summary tables contained in this section is presented below.

Table No.	Details	Page No.
1	Casualties by road user type, 1999 to 2004	2
2A	Casualties by road user type and age group: males killed 2004	3
2B	Casualties by road user type and age group: females killed 2004	3
2C	Casualties by road user type and age group: persons killed 2004	4
2D	Casualties by road user type and age group: males injured 2004	4
2E	Casualties by road user type and age group: females injured 2004	5
2F	Casualties by road user type and age group: persons injured 2004	5
3A	Casualties by road user type, age group and sex : persons killed 2004	6
3B	Casualties by road user type, age group and sex : persons injured 2004	7
4A	Restraint details by age group: persons killed 2004	8
4B	Restraint details by age group: persons injured 2004	8
5A	Seatbelt usage by age group: persons killed 2004	9
5B	Seatbelt usage by age group: persons seriously injured 2004	9
6	Seatbelt and helmet wearing details by injury severity 2004	10
7	Casualties by road user type and most severe injury sustained: persons killed 2004	11
8A	Controller most responsible for a crash by road user type and age group: males only 2004	12
8B	Controller most responsible for a crash by road user type and age group: females only 2004	13
8C	Controller most responsible for a crash by road user type and age group: all persons 2004	14
9A	Blood alcohol analysis of controllers killed in crashes: 2004	15
9B	Blood alcohol analysis of controllers injured in crashes: 2004	15
10A	Blood alcohol analysis of controllers killed in crashes by age group: 2004	16
10B	Blood alcohol analysis of controllers not killed but may have been injured in crashes by age group: 2004	16
11A	Crashes by time of day and day of week: total crashes 2004	17
11B	Crashes by time of day and day of week: casualty crashes 2004	17
11C	Crashes by time of day and day of week: persons killed 2004	18
11D	Crashes by time of day and day of week: persons injured 2004	18
12	Casualties by road user, vehicle type and severity: 2004	19
13	Crashes by type of unit most responsible and crash severity: 2004	20
14	Single vehicle crashes by vehicle type and crash severity: 2004	21
15	Crashes and casualties by roadway feature and traffic control: 2004	21
16A	Crashes by roadway feature and crash severity: Queensland 2004	22
16B	Crashes by roadway feature and crash severity: Brisbane Statistical Division 2004	22
17	Crashes and casualties by location, crash severity and sex: 2004	23
18	Crashes and casualties by Local Government Area: 2004	24 to 26
19	Annual road toll, population and motor vehicles on register: Queensland 1953 to 2004	27
20	Annual trend data: Queensland 1995-2004	28 to 34

**Table 1: Road traffic casualties by road user type
Queensland 1999-2004**

Year	Car, truck, bus						Motorcycle					
	Driver			Passenger			Rider			Pillion		
	K	H	M	K	H	M	K	H	M	K	H	M
1999	125	2,136	3,315	87	1,195	1,841	39	490	395	2	42	23
2000	155	2,252	3,478	82	1,289	1,863	30	490	357	3	38	28
2001	150	2,591	4,351	77	1,407	2,306	28	544	464	1	49	40
2002	131	2,652	4,358	90	1,490	2,134	51	686	448	2	51	24
2003	137	2,976	4,197	70	1,440	2,056	40	663	445	2	40	34
2004	142	3,251	4,313	73	1,473	1,946	44	725	467	4	49	22

Year	Pedestrian			Pedal cyclist			Other	All road users				
	K	H	M	K	H	M	K	H	M	K	H	M
1999	49	385	319	9	241	336	3	15	22	314	4,504	6,251
2000	39	426	350	6	277	357	2	19	18	317	4,791	6,451
2001	51	424	343	15	276	372	2	24	21	324	5,315	7,897
2002	37	418	342	5	292	361	6	11	30	322	5,600	7,697
2003	50	424	283	7	242	336	4	19	22	310	5,804	7,373
2004	34	406	263	9	307	327	5	18	15	311	6,229	7,353

Legend:

K = killed, H = admitted to hospital, M = received medical treatment

**Table 2A: Road traffic casualties by road user type and age group
Queensland 2004**

Road user type	Males killed by age group										Total
	0-4 years	5-16 years	17-20 years	21-24 years	25-29 years	30-39 years	40-49 years	50-59 years	60 & years	Not stated	
Drivers	0	0	16	15	11	21	15	5	24	0	107
%	0.0%	0.0%	15.0%	14.0%	10.3%	19.6%	14.0%	4.7%	22.4%	0.0%	100.0%
Passengers	3	7	13	3	1	5	3	3	5	0	43
%	7.0%	16.3%	30.2%	7.0%	2.3%	11.6%	7.0%	7.0%	11.6%	0.0%	100.0%
Pedestrians	1	2	3	5	1	2	0	4	6	0	24
%	4.2%	8.3%	12.5%	20.8%	4.2%	8.3%	0.0%	16.7%	25.0%	0.0%	100.0%
Motorcycle riders	0	0	7	5	7	12	8	3	2	0	44
%	0.0%	0.0%	15.9%	11.4%	15.9%	27.3%	18.2%	6.8%	4.5%	0.0%	100.0%
Motorcycle pillions	0	0	0	0	0	0	0	0	0	0	0
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Bicycle riders	0	3	1	0	0	0	0	2	2	0	8
%	0.0%	37.5%	12.5%	0.0%	0.0%	0.0%	0.0%	25.0%	25.0%	0.0%	100.0%
Bicycle pillions	0	0	0	0	0	0	0	0	0	0	0
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Total killed	4	12	40	28	20	40	26	17	39	0	226
% of total	1.8%	5.3%	17.7%	12.4%	8.8%	17.7%	11.5%	7.5%	17.3%	0.0%	100.0%

**Table 2B: Road traffic casualties by road user type and age group
Queensland 2004**

Road user type	Females killed by age group										Total
	0-4 years	5-16 years	17-20 years	21-24 years	25-29 years	30-39 years	40-49 years	50-59 years	60 & years	Not stated	
Drivers	0	1	9	2	2	3	4	8	9	0	38
%	0.0%	2.6%	23.7%	5.3%	5.3%	7.9%	10.5%	21.1%	23.7%	0.0%	100.0%
Passengers	3	2	6	1	2	3	2	3	9	0	31
%	9.7%	6.5%	19.4%	3.2%	6.5%	9.7%	6.5%	9.7%	29.0%	0.0%	100.0%
Pedestrians	1	1	1	1	1	0	4	0	1	0	10
%	10.0%	10.0%	10.0%	10.0%	10.0%	0.0%	40.0%	0.0%	10.0%	0.0%	100.0%
Motorcycle riders	0	0	0	0	0	0	0	0	0	0	0
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Motorcycle pillions	0	1	0	0	0	0	3	0	0	0	4
%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	75.0%	0.0%	0.0%	0.0%	100.0%
Bicycle riders	0	0	0	0	0	0	0	1	0	0	1
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	100.0%
Bicycle pillions	0	0	0	0	0	0	0	0	0	0	0
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Total killed	4	5	16	4	5	6	13	12	19	0	84
% of total	4.8%	6.0%	19.0%	4.8%	6.0%	7.1%	15.5%	14.3%	22.6%	0.0%	100.0%

Table 2C: Road traffic casualties by road user type and age group*
Queensland 2004

Road user type	Persons killed by age group										Total
	0-4 years	5-16 years	17-20 years	21-24 years	25-29 years	30-39 years	40-49 years	50-59 years	60 & years	Not stated	
Drivers	0	1	25	17	13	24	19	13	33	0	145
%	0.0%	0.7%	17.2%	11.7%	9.0%	16.6%	13.1%	9.0%	22.8%	0.0%	100.0%
Passengers	6	9	19	4	3	8	5	6	14	0	74
%	8.1%	12.2%	25.7%	5.4%	4.1%	10.8%	6.8%	8.1%	18.9%	0.0%	100.0%
Pedestrians	2	3	4	6	2	2	4	4	7	0	34
%	5.9%	8.8%	11.8%	17.6%	5.9%	5.9%	11.8%	11.8%	20.6%	0.0%	100.0%
Motorcycle riders	0	0	7	5	7	12	8	3	2	0	44
%	0.0%	0.0%	15.9%	11.4%	15.9%	27.3%	18.2%	6.8%	4.5%	0.0%	100.0%
Motorcycle pillions	0	1	0	0	0	0	3	0	0	0	4
%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	75.0%	0.0%	0.0%	0.0%	100.0%
Bicycle riders	0	3	1	0	0	0	0	3	2	0	9
%	0.0%	33.3%	11.1%	0.0%	0.0%	0.0%	0.0%	33.3%	22.2%	0.0%	100.0%
Bicycle pillions	0	0	0	0	0	0	0	0	0	0	0
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Total killed	8	17	56	32	25	46	39	29	58	0	310
% of total	2.6%	5.5%	18.1%	10.3%	8.1%	14.8%	12.6%	9.4%	18.7%	0.0%	100.0%

* Includes fatalities of unknown gender

Table 2D: Road traffic casualties by road user type and age group
Queensland 2004

Road user type	Males injured by age group										Total
	0-4 years	5-16 years	17-20 years	21-24 years	25-29 years	30-39 years	40-49 years	50-59 years	60 & years	Not stated	
Drivers	0	43	832	689	583	1,040	781	568	640	10	5,186
%	0.0%	0.8%	16.0%	13.3%	11.2%	20.1%	15.1%	11.0%	12.3%	0.2%	100.0%
Passengers	100	399	374	243	162	175	117	88	112	89	1,859
%	5.4%	21.5%	20.1%	13.1%	8.7%	9.4%	6.3%	4.7%	6.0%	4.8%	100.0%
Pedestrians	24	97	42	47	49	60	57	39	63	18	496
%	4.8%	19.6%	8.5%	9.5%	9.9%	12.1%	11.5%	7.9%	12.7%	3.6%	100.0%
Motorcycle riders	0	20	138	198	202	345	253	122	37	3	1,318
%	0.0%	1.5%	10.5%	15.0%	15.3%	26.2%	19.2%	9.3%	2.8%	0.2%	100.0%
Motorcycle pillions	1	8	6	4	7	2	0	0	0	2	30
%	3.3%	26.7%	20.0%	13.3%	23.3%	6.7%	0.0%	0.0%	0.0%	6.7%	100.0%
Bicycle riders	0	221	69	52	46	116	89	59	36	14	702
%	0.0%	31.5%	9.8%	7.4%	6.6%	16.5%	12.7%	8.4%	5.1%	2.0%	100.0%
Bicycle pillions	0	2	1	0	0	0	0	0	0	0	3
%	0.0%	66.7%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Total injured	125	790	1,462	1,233	1,049	1,738	1,297	876	888	136	9,594
% of total	1.3%	8.2%	15.2%	12.9%	10.9%	18.1%	13.5%	9.1%	9.3%	1.4%	100.0%

**Table 2E: Road traffic casualties by road user type and age group
Queensland 2004**

Road user type	Females injured by age group										Total
	0-4 years	5-16 years	17-20 years	21-24 years	25-29 years	30-39 years	40-49 years	50-59 years	60 & years	Not stated	
Drivers	0	16	876	682	581	1,067	960	574	491	3	5,250
%	0.0%	0.3%	16.7%	13.0%	11.1%	20.3%	18.3%	10.9%	9.4%	0.1%	100.0%
Passengers	95	527	460	243	181	264	251	225	355	67	2,668
%	3.6%	19.8%	17.2%	9.1%	6.8%	9.9%	9.4%	8.4%	13.3%	2.5%	100.0%
Pedestrians	15	52	51	32	28	35	35	20	50	8	326
%	4.6%	16.0%	15.6%	9.8%	8.6%	10.7%	10.7%	6.1%	15.3%	2.5%	100.0%
Motorcycle riders	0	2	9	21	20	31	30	13	4	0	130
%	0.0%	1.5%	6.9%	16.2%	15.4%	23.8%	23.1%	10.0%	3.1%	0.0%	100.0%
Motorcycle pillions	0	2	7	10	5	11	10	4	0	3	52
%	0.0%	3.8%	13.5%	19.2%	9.6%	21.2%	19.2%	7.7%	0.0%	5.8%	100.0%
Bicycle riders	0	34	11	25	21	24	12	13	5	1	146
%	0.0%	23.3%	7.5%	17.1%	14.4%	16.4%	8.2%	8.9%	3.4%	0.7%	100.0%
Bicycle pillions											0
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Total injured	110	633	1,414	1,013	836	1,432	1,298	849	905	82	8,572
% of total	1.3%	7.4%	16.5%	11.8%	9.8%	16.7%	15.1%	9.9%	10.6%	1.0%	100.0%

**Table 2F: Road traffic casualties by road user type and age group*
Queensland 2004**

Road user type	Persons injured by age group										Total
	0-4 years	5-16 years	17-20 years	21-24 years	25-29 years	30-39 years	40-49 years	50-59 years	60 & years	Not stated	
Drivers	0	59	1,708	1,371	1,164	2,107	1,741	1,142	1,131	13	10,436
%	0.0%	0.6%	16.4%	13.1%	11.2%	20.2%	16.7%	10.9%	10.8%	0.1%	100.0%
Passengers	195	926	834	486	343	439	368	313	467	156	4,527
%	4.3%	20.5%	18.4%	10.7%	7.6%	9.7%	8.1%	6.9%	10.3%	3.4%	100.0%
Pedestrians	39	149	93	79	77	95	92	59	113	26	822
%	4.7%	18.1%	11.3%	9.6%	9.4%	11.6%	11.2%	7.2%	13.7%	3.2%	100.0%
Motorcycle riders	0	22	147	219	222	376	283	135	41	3	1,448
%	0.0%	1.5%	10.2%	15.1%	15.3%	26.0%	19.5%	9.3%	2.8%	0.2%	100.0%
Motorcycle pillions	1	10	13	14	12	13	10	4	0	5	82
%	1.2%	12.2%	15.9%	17.1%	14.6%	15.9%	12.2%	4.9%	0.0%	6.1%	100.0%
Bicycle riders	0	255	80	77	67	140	101	72	41	15	848
%	0.0%	30.1%	9.4%	9.1%	7.9%	16.5%	11.9%	8.5%	4.8%	1.8%	100.0%
Bicycle pillions	0	2	1	0	0	0	0	0	0	0	3
%	0.0%	66.7%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Total injured	235	1,423	2,876	2,246	1,885	3,170	2,595	1,725	1,793	218	18,166
% of total	1.3%	7.8%	15.8%	12.4%	10.4%	17.5%	14.3%	9.5%	9.9%	1.2%	100.0%

* Includes casualties of unknown gender

**Table 3A: Road traffic casualties by road user type, age group and sex: persons killed
Queensland 2004**

Age group	Drivers			Motorcyclists			Pedal cyclists		
	Male	Female	Not stated	Male	Female	Not stated	Male	Female	Not stated
0-4 years	0	0	0	0	0	0	0	0	0
5-16 years	0	1	0	0	1	0	3	0	0
17-20 years	16	9	0	7	0	0	1	0	0
21-24 years	15	2	0	5	0	0	0	0	0
25-29 years	11	2	0	7	0	0	0	0	0
30-34 years	14	1	0	5	0	0	0	0	0
35-39 years	7	2	0	7	0	0	0	0	0
40-49 years	15	4	0	8	3	0	0	0	0
50-59 years	5	8	0	3	0	0	2	1	0
60 years and over	24	9	0	2	0	0	2	0	0
Not stated	0	0	0	0	0	0	0	0	0
Total killed	107	38	0	44	4	0	8	1	0

Age group	Pedestrians			Passengers			Total		
	Male	Female	Not stated	Male	Female	Not stated	Male	Female	Not stated
0-4 years	1	1	0	3	3	0	4	4	0
5-16 years	2	1	0	7	2	0	12	5	0
17-20 years	3	1	0	13	6	0	40	16	0
21-24 years	5	1	0	3	1	0	28	4	0
25-29 years	1	1	0	1	2	0	20	5	0
30-34 years	2	0	0	2	0	0	23	1	0
35-39 years	0	0	0	3	3	0	17	5	0
40-49 years	0	4	0	3	2	0	26	13	0
50-59 years	4	0	0	3	3	0	17	13	0
60 years and over	6	1	0	5	9	0	39	19	0
Not stated	0	0	0	0	0	0	0	0	0
Total killed	24	10	0	43	31	0	226	85	0

**Table 3B: Road traffic casualties by road user type, age group and sex: persons injured
Queensland 2004**

Age group	Drivers			Motorcyclists			Pedal cyclists		
	Male	Female	Not stated	Male	Female	Not stated	Male	Female	Not stated
0-4 years	0	0	0	1	0	0	0	0	0
5-16 years	43	16	0	28	4	0	221	34	0
17-20 years	832	876	0	144	16	0	69	11	0
21-24 years	689	682	0	202	31	0	52	25	0
25-29 years	583	581	0	209	25	0	46	21	0
30-34 years	603	571	0	202	24	0	69	11	0
35-39 years	437	496	0	145	18	0	47	13	0
40-49 years	781	960	0	253	40	0	89	12	0
50-59 years	568	574	0	122	17	0	59	13	0
60 years and over	640	491	0	38	4	0	36	5	0
Not stated	5	3	5	3	3	0	11	1	0
Total injured	5,181	5,250	5	1,347	182	0	699	146	0

Age group	Pedestrians			Passengers			Total		
	Male	Female	Not stated	Male	Female	Not stated	Male	Female	Not stated
0-4 years	24	15	0	99	95	1	124	110	1
5-16 years	97	52	0	399	527	0	790	633	0
17-20 years	42	51	0	374	460	0	1,462	1,414	0
21-24 years	47	32	0	243	243	0	1,233	1,013	0
25-29 years	49	28	0	162	181	0	1,049	836	0
30-34 years	37	25	0	92	159	0	1,003	790	0
35-39 years	23	10	0	83	105	0	736	642	0
40-49 years	57	35	0	117	251	0	1,298	1,298	0
50-59 years	39	20	0	88	225	0	876	849	0
60 years and over	63	50	0	112	355	0	889	905	0
Not stated	15	8	3	36	67	53	70	82	66
Total injured	493	326	3	1,805	2,668	54	9,530	8,572	67

**Table 4A: Road traffic casualties:
Restraint details by age group: persons killed
Queensland 2004**

Restraint details	0 - 4 years	5 - 16 years	17 - 20 years	21 - 24 years	25 - 29 years	30 - 39 years	40 - 49 years	50 - 59 years	60 years & over	Not stated	Total
Fitted:											
Worn	3	4	22	8	7	18	11	13	33	0	119
Not worn	2	0	8	5	2	3	7	5	5	0	37
Unknown if worn	1	5	10	4	3	4	2	0	4	0	33
Not fitted	0	0	1	0	0	1	0	0	1	0	3
Unknown	0	1	3	4	4	4	4	0	3	0	23
Not applicable	2	7	12	11	9	16	15	12	12	0	96
Total killed	8	17	56	32	25	46	39	30	58	0	311

**Table 4B: Road traffic casualties:
Restraint details by age group: persons injured
Queensland 2004**

Restraint details	0 - 4 years	5 - 16 years	17 - 20 years	21 - 24 years	25 - 29 years	30 - 39 years	40 - 49 years	50 - 59 years	60 years & over	Not stated	Total
Fitted:											
Worn	172	808	2,037	1,470	1,220	2,072	1,759	1,209	1,376	45	12,168
Not worn	5	42	90	44	38	85	54	36	31	2	427
Unknown if worn	5	41	147	126	109	147	105	72	67	33	852
Not fitted	4	39	20	20	10	13	12	14	16	4	152
Unknown	9	54	247	194	128	219	170	114	96	85	1,316
Not applicable	40	439	335	392	380	635	496	280	207	49	3,253
Total injured	235	1,423	2,876	2,246	1,885	3,171	2,596	1,725	1,793	218	18,168

**Table 5A: Road traffic casualties:
Seat belt usage by age group: persons killed
Queensland 2004**

Age group	Total killed*	Unknown seatbelt usage	Unrestrained	Restrained
0-4	8	1	2	3
5-11	6	2	0	2
12-16	11	4	0	2
17-20	56	13	9	22
21-24	32	8	5	8
25-29	25	7	2	7
30-34	24	4	1	11
35-39	22	4	3	7
40-49	39	6	7	11
50-59	30	0	5	13
60-69	20	2	4	10
70-79	16	1	0	12
80+	22	4	2	11
Not stated	0	0	0	0
Total	311	56	40	119

* Does not include occupants of buses or tractors

**Table 5B: Road traffic casualties:
Seat belt usage by age group: persons injured
Queensland 2004**

Age group	Total seriously injured*	Unknown seatbelt usage	Unrestrained	Restrained
0-4	235	14	9	172
5-11	597	34	19	364
12-16	826	61	62	444
17-20	2,876	394	110	2,037
21-24	2,246	320	64	1,470
25-29	1,885	237	48	1,220
30-34	1,793	214	51	1,153
35-39	1,378	152	47	919
40-49	2,596	275	66	1,759
50-59	1,725	186	50	1,209
60-69	941	90	31	720
70-79	598	50	10	466
80+	255	23	6	190
Not stated	218	118	6	45
Total	18,169	2,168	579	12,168

* Does not include occupants of buses or tractors

**Table 6: Road traffic casualties:
Seat belt and helmet wearing details by injury severity
Queensland 2004**

Road user type/safety device used	Killed	Seriously injured	Other injury	Total
Driver:				
Restraint worn	77	6,364	2,195	8,636
Fitted but not worn	27	219	53	299
No restraint fitted	4	27	11	42
Not stated	38	981	587	1,606
Sub total driver	146	7,591	2,846	10,583
Passenger:				
Restraint worn	42	2,720	889	3,651
Fitted but not worn	13	255	52	320
No restraint fitted	1	8	4	13
Not stated	18	442	158	618
Sub total passenger	74	3,425	1,103	4,602
Total vehicle occupants	220	11,016	3,949	15,185
Pedal cycle rider & pillion:				
Helmet worn	3	485	128	616
No helmet worn	3	114	25	142
Not stated	3	35	64	102
Total pedal cycle rider & pillion	9	634	217	860
Motorbike rider & pillion:				
Helmet worn	45	1,193	170	1,408
No helmet worn	3	18	2	23
Not stated	0	52	96	148
Total motorbike rider & pillion	48	1,263	268	1,579

**Table 7: Road traffic casualties by road user type and most severe injury sustained: persons killed
Queensland 2004**

Nature of injury	Drivers*	Motorcycle riders	Bicycle riders	Other	Pedestrians	Passengers**	Total
Fractures							
Skull & face	3	1	1	0	0	1	6
Spine & trunk	5	1	1	0	1	2	10
Upper limbs	0	0	0	0	0	0	0
Lower limbs & mult	0	0	0	0	1	0	1
Sub-total	8	2	2	0	2	3	17
Lacerations							
Head & face	0	0	0	0	0	0	0
Neck & trunk	0	0	0	0	0	0	0
Upper limbs	0	0	0	0	0	0	0
Lower limbs	0	0	0	0	0	0	0
Sub-total	0	0	0	0	0	0	0
Other							
Intracranial	23	6	2	0	10	22	63
Concussion	0	0	0	0	0	0	0
Internal	111	36	5	0	21	48	221
Nerve/spinal cord injury	0	0	0	0	0	0	0
Crush injury	1	0	0	0	1	0	2
Blood vessel injury	0	0	0	0	0	0	0
Foreign matter in orifice	0	0	0	0	0	0	0
Burn	2	0	0	0	0	3	5
Dislocation	0	0	0	0	0	0	0
Sprain/strain	0	0	0	0	0	0	0
Abrasions	0	0	0	0	0	0	0
Contusion	0	0	0	0	0	0	0
Shock	0	0	0	0	0	0	0
Other	1	0	0	0	0	2	3
Sub-total	138	42	7	0	32	75	294
Total fatalities	146	44	9	0	34	78	311

* Includes horse riders

** Includes pillion passengers

**Table 8A: Road traffic crashes:
Involved controllers by road user type and age group: males only
Queensland 2004**

Age group	Driver		Motorcycle rider		Bicycle rider	
	Inv	Resp	Inv	Resp	Inv	Resp
0-4	0	0	0	0	0	0
5-11	1	0	2	2	79	73
12-16	129	116	21	19	149	120
17-20	3,920	2,922	150	97	72	43
21-24	2,917	1,883	219	127	53	18
25-29	2,585	1,537	217	119	46	19
30-34	2,515	1,343	220	129	71	15
35-39	2,100	1,066	156	97	47	11
40-49	3,608	1,813	278	152	91	26
50-59	2,758	1,350	133	67	61	23
60-69	1,500	807	28	18	24	8
70+	1,157	796	12	8	14	5
Not stated	272	227	6	5	14	12
Total	23,462	13,860	1,442	840	721	373

Age group	Pedestrian		Other road user		Total	
	Inv	Resp	Inv	Resp	Inv	Resp
0-4	25	20	0	0	25	20
5-11	58	43	0	0	140	118
12-16	41	32	0	0	340	287
17-20	45	23	0	0	4,187	3,085
21-24	52	25	0	0	3,241	2,053
25-29	50	23	2	0	2,900	1,698
30-34	39	21	1	0	2,846	1,508
35-39	23	8	5	1	2,331	1,183
40-49	57	27	9	1	4,043	2,019
50-59	43	22	3	0	2,998	1,462
60-69	27	13	1	0	1,580	846
70+	42	24	0	0	1,225	833
Not stated	14	10	0	0	306	254
Total	516	291	21	2	26,162	15,366

Legend:

Inv = number of controllers* involved in a crash

Resp = the controller considered most responsible for the crash by police

* Controller - see definitions, Appendix 1

* Controller - see definitions, Appendix 1

**Table 8B: Road traffic crashes:
Involved controllers by road user type and age group: females only
Queensland 2004**

Age group	Driver		Motorcycle rider		Bicycle rider	
	Inv	Resp	Inv	Resp	Inv	Resp
0-4	1	0	0	0	0	0
5-11	0	0	1	1	16	14
12-16	59	48	1	1	18	11
17-20	2,312	1,459	10	7	11	5
21-24	1,772	952	22	13	25	9
25-29	1,613	739	21	12	22	4
30-34	1,584	723	16	9	12	1
35-39	1,422	622	15	7	14	1
40-49	2,569	1,047	31	23	12	3
50-59	1,618	731	14	8	14	3
60-69	779	404	4	3	3	1
70+	545	395	0	0	2	1
Not stated	76	50	0	0	2	2
Total	14,350	7,170	135	84	151	55

Age group	Pedestrian		Other road user		Total	
	Inv	Resp	Inv	Resp	Inv	Resp
0-4	16	10	0	0	17	10
5-11	23	20	0	0	40	35
12-16	30	16	1	0	109	76
17-20	52	21	0	0	2,385	1,492
21-24	33	18	0	0	1,852	992
25-29	29	13	0	0	1,685	768
30-34	25	5	0	0	1,637	738
35-39	10	3	0	0	1,461	633
40-49	39	14	1	0	2,652	1,087
50-59	20	5	1	1	1,667	748
60-69	13	2	0	0	799	410
70+	38	17	0	0	585	413
Not stated	7	3	0	0	85	55
Total	335	147	3	1	14,974	7,457

Legend:

Inv = number of controllers* involved in a crash

Resp = the controller considered most responsible for the crash by police

* Controller - see definitions, Appendix 1

* Controller - see definitions, Appendix 1

**Table 8C: Road traffic crashes:
Involved controllers by road user type and age group: all persons
Queensland 2004**

Age group	Driver		Motorcycle rider		Bicycle rider	
	Inv	Resp	Inv	Resp	Inv	Resp
0-4	1	0	0	0	0	0
5-11	1	0	3	3	95	87
12-16	188	164	22	20	167	131
17-20	6,232	4,381	160	104	83	48
21-24	4,689	2,835	241	140	78	27
25-29	4,199	2,277	238	131	68	23
30-34	4,099	2,066	236	138	83	16
35-39	3,522	1,688	171	104	61	12
40-49	6,177	2,860	309	175	103	29
50-59	4,376	2,081	147	75	75	26
60-69	2,279	1,211	32	21	27	9
70+	1,702	1,191	12	8	16	6
Not stated	2,223	850	15	8	21	16
Total	39,688	21,604	1,586	927	877	430

Age group	Pedestrian		Other road user		Total	
	Inv	Resp	Inv	Resp	Inv	Resp
0-4	41	30	0	0	42	30
5-11	81	63	0	0	180	153
12-16	71	48	1	0	449	363
17-20	97	44	0	0	6,572	4,577
21-24	85	43	0	0	5,093	3,045
25-29	79	36	2	0	4,586	2,467
30-34	64	26	1	0	4,483	2,246
35-39	33	11	5	1	3,792	1,816
40-49	96	41	10	1	6,695	3,106
50-59	63	27	4	1	4,665	2,210
60-69	40	15	1	0	2,379	1,256
70+	80	41	0	0	1,810	1,246
Not stated	27	15	294	34	2,580	923
Total	857	440	318	37	43,326	23,438

Legend:

Inv = number of controllers* involved in a crash

Resp = the controller considered most responsible for the crash by police

* Controller - see definitions, Appendix 1

**Table 9A: Blood alcohol analysis:
Controllers* killed in road traffic crashes
Queensland 2004**

Blood and breath alcohol analysis	Drivers	Motorcycle riders	Bicycle riders	Pedestrians	Other	Total
No blood analysis	10	4	2	7	0	23
Negative	91	29	4	12	0	136
Positive						
.01 - .04	8	4	1	1	0	14
.05 - .07	3	1	0	0	0	4
.08 - .14	6	3	0	2	0	11
.15 - .19	15	3	2	5	0	25
.20 - .24	10	0	0	4	1	15
.25 & over	3	0	0	3	0	6
Total positive	45	11	3	15	1	75
Total controllers	146	44	9	34	1	234
Total tested	136	40	7	27	1	211
% positive	33.1%	27.5%	42.9%	55.6%	100.0%	35.5%

* Controller - see definitions, Appendix 1

**Table 9B: Blood alcohol analysis:
Controllers* injured in road traffic crashes
Queensland 2004**

Blood and breath alcohol analysis	Drivers	Motorcycle riders	Bicycle riders	Pedestrians	Other	Total
No test required	4,297	667	710	756	0	6,430
Refused test	24	5	0	1	0	30
Negative	5,490	719	134	57	1	6,401
Positive						
.01 - .04	56	7	2	1	0	66
.05 - .07	57	5	0	0	0	62
.08 - .14	232	22	0	1	0	255
.15 - .19	153	15	0	0	0	168
.20 - .24	81	7	1	3	0	92
.25 & over	46	2	1	3	0	52
Total positive	625	58	4	8	0	695
Total controllers	10,436	1,449	848	822	1	13,556
Total tested	6,115	777	138	65	1	7,096
% positive	10.2%	7.5%	2.9%	12.3%	0.0%	9.8%

* Controller - see definitions, Appendix 1

Table 10A: Blood alcohol analysis by age group:

Controllers* killed in road traffic crashes

Queensland 2004

Blood or breath alcohol analysis	Under 17 years	17 - 20 years	21 - 24 years	25 - 29 years	30 - 39 years	40 - 49 years	50 years & over	Total
No blood analysis	2	2	3	0	3	2	11	23
Negative	5	19	16	12	20	20	44	136
Positive								
.01 - .04	1	0	2	1	3	1	6	14
.05 - .07	0	1	0	1	0	1	1	4
.08 - .14	1	4	1	1	4	0	0	11
.15 - .19	0	7	4	6	2	4	2	25
.20 - .24	0	4	0	0	6	1	3	14
.25 & over	0	0	2	1	0	2	1	6
Total positive	2	16	9	10	15	9	13	74
Total tested	7	35	25	22	35	29	57	210
% positive	28.6%	45.7%	36.0%	45.5%	42.9%	31.0%	22.8%	35.2%

* Controller - see definitions, Appendix 1

Table 10B: Blood alcohol analysis by age group:

Controllers* not killed but may have been injured in road traffic crashes

Queensland 2004

Blood or breath alcohol analysis	Under 17 years	17 - 20 years	21 - 24 years	25 - 29 years	30 - 39 years	40 - 49 years	50 years & over	Total
Failure to supply	2	7	9	10	19	5	5	57
Negative	151	4,148	2,896	2,512	4,677	3,858	5,212	23,454
Positive								
.01 - .04	4	51	45	37	62	30	36	265
.05 - .07	2	36	39	29	36	18	9	169
.08 - .14	8	174	167	119	116	44	37	665
.15 - .19	0	71	79	93	92	56	34	425
.20 - .24	1	24	22	24	63	50	26	210
.25 & over	0	4	10	15	26	24	15	94
Total positive	15	360	362	317	395	222	157	1,828
Total tested	166	4,508	3,258	2,829	5,072	4,080	5,369	25,282
% positive	9.0%	8.0%	11.1%	11.2%	7.8%	5.4%	2.9%	7.2%

* Controller - see definitions, Appendix 1

**Table 11A: Road traffic crashes:
Time of day and day of week: Total crashes
Queensland 2004**

Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
Midnight - 2am	56	54	66	68	104	213	186	747
2am - 4am	43	46	36	48	62	166	153	554
4am - 6am	72	89	68	78	97	148	126	678
6am - 8am	228	305	303	305	285	178	145	1,749
8am - 10am	391	460	451	475	428	268	206	2,679
10am - noon	360	362	347	330	385	467	316	2,567
Noon - 2pm	323	330	359	374	417	420	297	2,520
2pm - 4pm	473	555	514	535	643	388	320	3,428
4pm - 6pm	543	573	621	647	677	385	344	3,790
6pm - 8pm	276	299	298	352	440	300	235	2,200
8pm - 10pm	159	170	158	236	295	210	176	1,404
10pm - Midnight	100	88	123	161	264	254	132	1,122
Total	3,024	3,331	3,344	3,609	4,097	3,397	2,636	23,438

**Table 11B: Road traffic crashes:
Time of day and day of week: Casualty crashes
Queensland 2004**

Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
Midnight - 2am	28	28	27	40	61	101	92	377
2am - 4am	21	20	15	24	37	76	70	263
4am - 6am	42	56	38	46	54	76	70	382
6am - 8am	140	195	213	191	161	103	74	1,077
8am - 10am	240	288	287	290	256	170	128	1,659
10am - noon	216	216	199	195	222	274	206	1,528
Noon - 2pm	204	186	199	227	258	268	185	1,527
2pm - 4pm	304	344	298	323	387	229	203	2,088
4pm - 6pm	322	355	392	415	413	231	216	2,344
6pm - 8pm	173	196	168	230	269	166	130	1,332
8pm - 10pm	93	98	96	129	159	113	93	781
10pm - Midnight	48	42	67	89	141	132	77	596
Total	1,831	2,024	1,999	2,199	2,418	1,939	1,544	13,954

**Table 11C: Road traffic crashes:
Time of day and day of week: Persons killed
Queensland 2004**

Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
Midnight - 2am	0	2	1	2	1	6	4	16
2am - 4am	0	2	2	3	2	3	9	21
4am - 6am	1	1	1	4	5	6	4	22
6am - 8am	5	1	6	3	5	2	3	25
8am - 10am	3	2	4	2	1	6	4	22
10am - noon	1	2	1	3	2	3	4	16
Noon - 2pm	3	3	2	2	4	10	9	33
2pm - 4pm	2	3	6	11	3	7	6	38
4pm - 6pm	1	5	6	6	7	6	9	40
6pm - 8pm	3	3	5	7	7	13	3	41
8pm - 10pm	4	3	1	3	2	7	3	23
10pm - Midnight	1	1	2	5	1	2	2	14
Total	24	28	37	51	40	71	60	311

**Table 11D: Road traffic crashes:
Time of day and day of week: Persons injured
Queensland 2004**

Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
Midnight - 2am	39	35	35	56	78	134	123	500
2am - 4am	26	24	15	28	47	99	91	330
4am - 6am	45	71	44	60	81	91	93	485
6am - 8am	164	234	271	220	207	133	92	1,321
8am - 10am	289	385	382	394	318	241	181	2,190
10am - noon	267	254	259	244	311	384	292	2,011
Noon - 2pm	264	242	274	287	331	367	240	2,005
2pm - 4pm	390	434	427	440	477	312	273	2,753
4pm - 6pm	406	472	500	505	514	314	285	2,996
6pm - 8pm	232	262	203	278	362	225	177	1,739
8pm - 10pm	116	117	140	169	207	146	120	1,015
10pm - Midnight	64	58	83	118	208	191	102	824
Total	2,302	2,588	2,633	2,799	3,141	2,637	2,069	18,169

**Table 12: Road traffic casualties:
Road users by vehicle type and injury severity
Queensland 2004**

Road user type	Killed	Admitted to hospital	Medical treatment	Other injury	Total casualties
Driver:					
Car, station wagon	96	2,537	3,493	2,230	8,356
Utility, panel van	20	338	437	318	1,113
4-wheel drive	16	241	286	208	751
Rigid truck	4	63	43	43	153
Articulated truck	4	42	26	24	96
Road train/Bdouble/triple	2	16	13	5	36
Bus	0	14	15	8	37
Other motor vehicle	3	13	13	10	39
Sub-total	145	3,264	4,326	2,846	10,581
Motorcycle rider	44	725	467	257	1,493
Pedal cycle rider	9	305	326	217	857
Other/not stated	1	1	0	0	2
Sub-total	54	1,031	793	474	2,352
Passenger:					
Car, station wagon	49	1,125	1,520	850	3,544
Utility, panel van	6	142	156	87	391
4-wheel drive	15	138	169	108	430
Rigid truck	2	11	14	5	32
Articulated truck	0	1	3	2	6
Road train/Bdouble/triple	0	0	0	1	1
Bus	1	56	84	48	189
Other motor vehicle	1	3	2	2	8
Sub-total	74	1,476	1,948	1,103	4,601
Motorcycle pillion	4	49	22	11	86
Pedal cycle pillion	0	2	1	0	3
Other/not stated	0	1	0	0	1
Sub-total	4	52	23	11	90
Pedestrian sub-total	34	406	263	153	856
Total casualties	311	6,229	7,353	4,587	18,480

**Table 13: Road traffic casualties:
Type of unit most responsible by crash severity
Queensland 2004**

Type of unit	Crash severity								All crashes	%
	F	%	H	%	M	%	O	%		
Car/station wagon	141	48.8	2,951	59.2	3,612	66.2	2,093	65.0	15,743	67.2
Utility, panel van	29	10.0	501	10.0	592	10.8	372	11.6	2,629	11.2
Rigid truck	6	2.1	123	2.5	151	2.8	91	2.8	655	2.8
Articulated vehicle	5	1.7	79	1.6	82	1.5	50	1.6	416	1.8
Omnibus	3	1.0	51	1.0	54	1.0	34	1.1	199	0.8
Motorcycle	35	12.1	498	10.0	247	4.5	128	4.0	927	4.0
Tractor	6	2.1	19	0.4	26	0.5	17	0.5	105	0.4
Towed device (Caravan)	0	0.0	2	0.0	1	0.0	0	0.0	24	0.1
Bicycle	7	2.4	169	3.4	148	2.7	103	3.2	430	1.8
Pedestrian	27	9.3	235	4.7	124	2.3	54	1.7	440	1.9
Animal - ridden	1	0.3	0	0.0	0	0.0	0	0.0	1	0.0
Animal - stock	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Animal - other	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Railway rolling stock	0	0.0	0	0.0	0	0.0	0	0.0	1	0.0
4-wheel drive	26	9.0	332	6.7	399	7.3	263	8.2	1,715	7.3
Road train/Bdouble/triple	3	1.0	23	0.5	20	0.4	12	0.4	118	0.5
Other/Not Stated	0	0.0	3	0.1	4	0.1	3	0.1	35	0.1
Total	289	100.0	4,986	100.0	5,460	100.0	3,220	100.0	23,438	100.0

Type of unit	Injury severity								Total casualties	%
	K	%	HI	%	MI	%	Mm	%		
Car/station wagon	145	46.6	3,662	58.8	5,013	68.2	3,080	67.1	11,900	64.4
Utility, panel van	26	8.4	480	7.7	593	8.1	405	8.8	1,504	8.1
Rigid truck	6	1.9	74	1.2	57	0.8	48	1.0	185	1.0
Articulated vehicle	4	1.3	43	0.7	29	0.4	26	0.6	102	0.6
Omnibus	1	0.3	70	1.1	99	1.3	56	1.2	226	1.2
Motorcycle	48	15.4	774	12.4	489	6.7	268	5.8	1,579	8.5
Tractor	4	1.3	16	0.3	15	0.2	12	0.3	47	0.3
Towed device (Caravan)	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Bicycle	9	2.9	307	4.9	327	4.4	217	4.7	860	4.7
Pedestrian	34	10.9	406	6.5	263	3.6	153	3.3	856	4.6
Animal - ridden	1	0.3	0	0.0	0	0.0	0	0.0	1	0.0
Animal - stock	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Animal - other	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Railway rolling stock	0	0.0	2	0.0	0	0.0	0	0.0	2	0.0
4-wheel drive	31	10.0	379	6.1	455	6.2	316	6.9	1,181	6.4
Road train/Bdouble/triple	2	0.6	16	0.3	13	0.2	6	0.1	37	0.2
Other/Not Stated	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Total	311	100.0	6,229	100.0	7,353	100.0	4,587	100.0	18,480	100.0

Legend:

F = worst casualty fatal

H = worst casualty admitted to hospital

M = worst casualty required medical treatment

O = worst casualty minor injury (first-aid or no treatment)

K = killed

HI = admitted to hospital

MI = required medical treatment

Mm = minor injury (first-aid or no treatment)

**Table 14: Single vehicle crashes by vehicle type and crash severity
Queensland 2004**

Vehicle type	Fatal crashes	Serious injury	Other injury	Property damage only	Total crashes
Car/station wagon	75	1,972	484	5,189	7,720
Utility/panel van	17	350	93	894	1,354
Truck	2	72	15	203	292
Articulated vehicle	3	56	19	162	240
Omnibus	1	19	8	40	68
Motorcycle	26	464	78	575	1,143
Bicycle	2	46	12	60	120
4-wheel drive	20	263	77	598	958
Road train/Bdouble/triple	2	26	5	76	109
Other vehicle	2	15	5	38	60
Total	150	3,283	796	7,835	12,064

Table 15: Road traffic crashes and casualties by roadway feature and traffic control

Queensland 2004

	Road feature/traffic control	Total crashes	Casualty crashes	Persons killed	Persons injured
Intersection					
Cross-roads controlled by:	- person	6	4	0	9
	- traffic lights	2,028	1,182	9	1,609
	- stop/give way signs	1,226	686	7	979
	- pedestrian crossing	12	12	0	13
	- uncontrolled/other	616	353	8	482
T-junction controlled by:	- person	3	2	0	2
	- traffic lights	1,051	623	5	820
	- stop/give way signs	1,143	720	7	905
	- pedestrian crossing	26	20	0	22
	- uncontrolled/other	2,615	1,579	28	2,079
Y-junction controlled by:	- person	0	0	0	0
	- traffic lights	8	4	0	6
	- stop/give way signs	6	4	0	5
	- pedestrian crossing	0	0	0	0
	- uncontrolled/other	12	8	0	10
Other intersections controlled by:	- person	2	1	0	1
	- traffic lights	150	87	1	111
	- stop/give way signs	938	581	1	693
	- pedestrian crossing	0	0	0	0
	- uncontrolled/other	515	289	2	348
Railway level crossing controlled by:	- lights	31	21	1	28
	- signs	9	5	1	4
	- uncontrolled/other	3	2	1	2
Other roadway features:					
	Bridge-culvert-causeway	318	179	13	244
	Forestry/National Park Road	19	11	1	11
	Bikeway	3	2	0	3
	Median opening	124	71	0	84
	Merge lane	32	16	0	20
Straight road controlled by:	- person	24	17	0	26
	- traffic lights	80	59	1	72
	- stop/give way signs	38	21	0	27
	- pedestrian crossing	80	58	0	62
	- uncontrolled/other	9,119	5,419	132	7,033
Curved road controlled by:	- view open	2,173	1,291	64	1,665
	- view obscured	1,028	628	29	794
Total crashes		23,438	13,955	311	18,169

**Table 16A: Road traffic crashes:
Roadway features by crash severity
Queensland 2004**

Road way feature	Crash severity					Total
	Fatal	Admitted to hospital	Received medical treatment	Other injury	Non-injury	
Cross	24	800	896	517	1,651	3,888
T-junction	38	976	1,247	683	1,894	4,838
Y-junction	0	5	5	6	10	26
Multiple road	0	5	9	7	18	39
Interchange	2	103	153	99	240	597
Roundabout	2	163	259	156	389	969
Bridge, causeway	12	64	64	39	139	318
Railway crossing	3	12	8	5	15	43
Median opening	0	26	23	22	53	124
Merge lane	0	4	7	5	16	32
Bikeway	0	2	0	0	1	3
Forestry/National park road	1	4	5	1	8	19
No special features	207	2,822	2,784	1,680	5,049	12,542
Total crashes	289	4,986	5,460	3,220	9,483	23,438

**Table 16B: Road traffic crashes:
Roadway features by crash severity
Brisbane Statistical Division 2004**

Road way feature	Crash severity					Total
	Fatal	Admitted to hospital	Received medical treatment	Other injury	Non-injury	
Cross	8	363	440	255	713	1,779
T-junction	20	496	720	426	965	2,627
Y-junction	0	4	5	2	4	15
Multiple road	0	5	6	4	11	26
Interchange	1	83	124	72	188	468
Roundabout	2	62	118	66	135	383
Bridge, causeway	4	18	28	15	45	110
Railway crossing	1	1	3	3	3	11
Median opening	0	16	15	12	28	71
Merge lane	0	1	3	3	5	12
Bikeway	0	2	0	0	1	3
Forestry/National park road	0	0	0	0	1	0
No special features	54	1,075	1,313	738	2,009	5,189
Total crashes	90	2,126	2,775	1,596	4,108	10,694

**Table 17: Road traffic crashes and casualties by region, crash severity and gender
Queensland 2004**

Crashes and casualties	Brisbane City	Rest of BSD*	Provincial cities	Rest of Qld	Total Qld
Crashes					
Fatal crashes	46	44	81	118	289
Serious injury crashes	1,247	879	1,541	1,319	4,986
Other injury crashes	2,892	1,479	2,651	1,658	8,680
Total casualty crashes	4,185	2,402	4,273	3,095	13,955
Property damage only crashes	2,407	1,700	3,238	2,138	9,483
Total crashes	6,592	4,102	7,511	5,233	23,438
Casualties					
Fatalities					
Males	36	35	62	93	226
Females	11	11	25	38	85
Not stated	0	0	0	0	0
Total fatalities	47	46	87	131	311
Seriously injured					
Males	1,962	1,249	2,125	1,820	7,156
Females	1,874	1,142	1,954	1,419	6,389
Not stated	6	12	10	9	37
Total seriously injured	3,842	2,403	4,089	3,248	13,582
Other injured					
Males	744	396	716	518	2,374
Females	722	404	701	356	2,183
Not stated	10	3	10	7	30
Total other injured	1,476	803	1,427	881	4,587
Total casualties					
Males	2,742	1,680	2,903	2,431	9,756
Females	2,607	1,557	2,680	1,813	8,657
Not stated	16	15	20	16	67
Total casualties	5,365	3,252	5,603	4,260	18,480

* Brisbane Statistical Division

Table 18: Road traffic crashes and casualties by Local Government Area

Queensland 2004

Local Government Area	Crashes		Persons										
	Total reported	Involving casualties	Drivers and passengers		Pedestrians		Motor cyclists		Pedal cyclists		Others		
			K	I	K	I	K	I	K	I	K	I	
ALLORA SHIRE COUNCIL	0	0	0	0	0	0	0	0	0	0	0	0	0
ARAMAC SHIRE COUNCIL	9	7	0	7	0	0	0	0	0	0	0	0	0
ATHERTON SHIRE COUNCIL	53	32	0	37	0	1	0	5	0	1	0	0	0
AURUKUN SHIRE COUNCIL	0	0	0	0	0	0	0	0	0	0	0	0	0
BADU ISLAND COUNCIL	0	0	0	0	0	0	0	0	0	0	0	0	0
BALONNE SHIRE COUNCIL	24	16	0	20	0	1	0	0	0	0	0	0	0
BAMAGA ISLAND COUNCIL	4	3	0	2	0	1	0	0	0	0	0	0	0
BANANA SHIRE COUNCIL	64	40	0	57	0	1	0	5	0	1	0	0	0
BARCALDINE SHIRE COUNCIL	8	4	0	5	0	0	0	0	0	0	0	0	0
BARCOO SHIRE COUNCIL	4	4	0	12	0	0	0	0	0	0	0	0	0
BAUHINIA SHIRE COUNCIL	23	13	0	15	0	0	0	0	0	0	0	0	0
BEAUDESERT SHIRE COUNCIL	261	183	5	219	0	5	0	17	0	5	0	0	0
BELYANDO SHIRE COUNCIL	44	27	1	38	0	0	0	1	0	0	0	0	0
BENDEMERE SHIRE COUNCIL	12	9	1	11	0	0	0	0	0	0	0	0	0
BIGGENDEN SHIRE COUNCIL	15	8	2	4	0	0	0	3	0	0	0	0	0
BLACKALL SHIRE COUNCIL	6	3	0	2	0	0	0	0	0	1	0	0	0
BOIGU ISLAND COUNCIL	0	0	0	0	0	0	0	0	0	0	0	0	0
BOONAH SHIRE COUNCIL	82	44	3	57	0	1	0	6	0	0	0	0	0
BOORINGA SHIRE COUNCIL	13	7	0	12	0	0	0	0	0	0	0	0	0
BOULIA SHIRE COUNCIL	7	5	0	10	0	0	0	0	0	0	0	0	0
BOWEN SHIRE COUNCIL	85	53	4	68	1	2	0	4	0	1	0	0	0
BRISBANE CITY COUNCIL	6,592	4,185	26	4,354	9	304	9	424	3	236	0	0	0
BROADSOUND SHIRE COUNCIL	55	40	2	47	0	0	0	4	0	0	0	0	0
BULLOO SHIRE COUNCIL	4	4	0	4	0	0	0	0	0	0	0	0	0
BUNDABERG CITY COUNCIL	295	161	1	171	0	10	1	13	0	22	0	0	0
BUNGIL SHIRE COUNCIL	13	6	0	9	0	0	0	0	0	0	0	0	0
BURDEKIN SHIRE COUNCIL	73	43	1	56	0	3	0	1	0	2	0	0	0
BURKE SHIRE COUNCIL	15	14	1	24	0	0	0	0	0	0	0	0	0
BURNETT SHIRE COUNCIL	102	59	3	72	0	0	0	8	1	2	0	0	0
CABOOLTURE SHIRE COUNCIL	743	438	7	493	2	22	2	53	0	27	0	0	0
CAIRNS CITY COUNCIL	908	494	1	426	0	37	2	72	0	70	0	0	0
CALLIOPE SHIRE COUNCIL	110	63	2	82	0	0	0	3	0	1	0	0	0
CALOUNDRA CITY COUNCIL	532	304	9	302	1	20	1	43	0	25	0	0	0
CAMBOOYA SHIRE COUNCIL	20	13	0	10	0	0	0	4	0	0	0	0	0
CARDWELL SHIRE COUNCIL	67	43	0	44	0	3	1	7	0	1	0	0	0
CARPENTARIA SHIRE COUNCIL	12	7	4	11	0	0	0	0	0	2	0	0	0
CHARTERS TOWERS CITY COUNCIL	25	10	0	8	0	2	0	1	0	0	0	0	0
CHERBOURG COMMUNITY COUNCIL	0	0	0	0	0	0	0	0	0	0	0	0	0
CHINCHILLA SHIRE COUNCIL	22	9	0	14	0	0	0	1	0	0	0	0	0
CLIFTON SHIRE COUNCIL	6	3	0	3	0	0	0	0	0	0	0	0	0
CLONCURRY SHIRE COUNCIL	26	16	2	21	0	0	0	1	0	0	0	0	0
COCONUT ISLAND COUNCIL	0	0	0	0	0	0	0	0	0	0	0	0	0
COOK SHIRE COUNCIL	57	38	1	52	0	1	0	4	0	0	0	0	0
COOLOOLA SHIRE COUNCIL	253	131	5	154	0	6	2	10	0	3	0	0	0
COWAL CREEK COMMUNITY COUNCIL	3	3	0	2	0	0	0	1	0	0	0	0	0

Legend:

K = killed, I = injured

Table 18: Road traffic crashes and casualties by Local Government Area (cont'd)

Queensland 2004

Local Government Area	Crashes		Persons										
	Total reported	Involving casualties	Drivers and passengers		Pedestrians		Motor cyclists		Pedal cyclists		Others		
			K	I	K	I	K	I	K	I	K	I	
CROWS NEST SHIRE COUNCIL	51	23	1	33	0	0	0	3	0	0	0	0	0
CROYDON SHIRE COUNCIL	1	0	0	0	0	0	0	0	0	0	0	0	0
DALBY TOWN COUNCIL	41	23	0	23	0	3	0	1	0	4	0	0	0
DALRYMPLE SHIRE COUNCIL	50	30	0	33	0	1	0	0	0	0	0	0	0
DARNLEY ISLAND COUNCIL	0	0	0	0	0	0	0	0	0	0	0	0	0
DAVAN ISLAND COMMUNITY COUNCIL	0	0	0	0	0	0	0	0	0	0	0	0	0
DEFAULT LGA	0	0	0	0	0	0	0	0	0	0	0	0	0
DIAMANTINA SHIRE COUNCIL	8	3	0	5	0	0	0	0	0	0	0	0	0
DOOMADGEE ABORIGINAL COMMUN COUNCIL	1	1	0	2	0	0	0	0	0	0	0	0	0
DOUGLAS SHIRE COUNCIL	83	56	0	55	1	2	0	15	0	1	0	0	0
DUARINGA SHIRE COUNCIL	49	28	0	35	0	2	0	1	0	1	0	0	0
EACHAM SHIRE COUNCIL	58	34	3	30	0	0	0	7	0	0	0	0	0
EIDSVOLD SHIRE COUNCIL	15	7	1	8	0	0	0	0	0	0	0	0	0
EMERALD SHIRE COUNCIL	59	28	2	28	2	1	0	2	0	1	0	0	0
ESK SHIRE COUNCIL	131	85	3	91	0	3	2	22	0	0	0	0	0
ETHERIDGE SHIRE COUNCIL	15	8	0	11	0	0	1	1	0	0	0	0	0
FITZROY SHIRE COUNCIL	63	25	0	32	0	1	0	3	0	0	0	0	0
FLINDERS SHIRE COUNCIL	18	15	1	26	0	1	0	0	0	0	0	0	0
GATTON SHIRE COUNCIL	119	64	5	85	0	0	0	3	0	1	0	0	0
GAYNDAH SHIRE COUNCIL	23	14	0	25	0	0	0	1	0	1	0	0	0
GLADSTONE CITY COUNCIL	166	83	0	79	0	6	0	10	0	7	0	0	0
GLENGALLAN SHIRE COUNCIL	0	0	0	0	0	0	0	0	0	0	0	0	0
GOLD COAST CITY COUNCIL	2,562	1,640	17	1,686	6	109	6	186	0	122	0	0	0
GOLD COAST CITY COUNCIL	0	0	0	0	0	0	0	0	0	0	0	0	0
GOOBURRUM SHIRE COUNCIL	0	0	0	0	0	0	0	0	0	0	0	0	0
GOONDIWINDI TOWN COUNCIL	22	17	0	23	0	0	0	0	0	0	0	0	0
HAMMOND ISLAND COUNCIL	0	0	0	0	0	0	0	0	0	0	0	0	0
HERBERTON SHIRE COUNCIL	28	12	0	10	0	0	0	4	0	0	0	0	0
HERVEY BAY CITY COUNCIL	265	165	4	196	0	12	1	12	2	15	0	0	0
HINCHINBROOK SHIRE COUNCIL	58	38	1	38	0	1	0	3	0	2	0	0	0
HOPE VALE ABORIGINAL COUNCIL	3	3	0	8	0	0	0	0	0	0	0	0	0
ILFRACOMBE SHIRE COUNCIL	5	3	0	5	0	0	0	0	0	0	0	0	0
INGLEWOOD SHIRE COUNCIL	23	16	0	16	0	0	0	0	0	0	0	0	0
IPSWICH CITY COUNCIL	880	434	9	500	1	23	0	41	0	9	0	0	0
ISIS SHIRE COUNCIL	71	42	3	48	0	2	0	2	0	0	0	0	0
ISISFORD SHIRE COUNCIL	2	1	1	1	0	0	0	0	0	0	0	0	0
JERICO SHIRE COUNCIL	8	5	0	8	0	0	0	0	0	0	0	0	0
JOHNSTONE SHIRE COUNCIL	109	56	0	46	0	7	1	5	0	10	0	0	0
JONDARYAN SHIRE COUNCIL	89	54	1	66	0	1	0	3	0	1	0	0	0
KILCOY SHIRE COUNCIL	43	23	1	25	0	0	0	6	0	1	0	0	0
KILKIVAN SHIRE COUNCIL	36	19	0	22	0	1	0	5	0	0	0	0	0
KINGAROY SHIRE COUNCIL	75	52	5	51	0	3	0	6	0	4	0	0	0
KOLAN SHIRE COUNCIL	54	34	2	47	0	1	0	3	0	0	0	0	0
KOWANYAMA ABORIGINAL COMMUNITY CNCL	0	0	0	0	0	0	0	0	0	0	0	0	0
KUBIN COUNCIL	1	0	0	0	0	0	0	0	0	0	0	0	0

Legend:

K = killed, I = injured

Table 18: Road traffic crashes and casualties by Local Government Area (cont'd)

Local Government Area	Crashes		Persons									
	Total reported	Involving casualties	Drivers and passengers		Pedestrians		Motor cyclists		Pedal cyclists		Others	
			K	I	K	I	K	I	K	I	K	I
LADLEY SHIRE COUNCIL	89	47	1	53	0	1	0	2	0	1	0	0
LIVINGSTONE SHIRE COUNCIL	110	65	1	82	0	1	1	6	0	5	0	0
LOCKHART RIVER ABORIGINAL COUNCIL	2	0	0	0	0	0	0	0	0	0	0	0
LOGAN CITY COUNCIL	1,034	604	8	686	0	34	2	59	1	27	0	0
LONGREACH SHIRE COUNCIL	10	8	0	16	0	1	0	0	0	0	0	0
MABUIAG ISLAND COUNCIL	0	0	0	0	0	0	0	0	0	0	0	0
MACKAY CITY COUNCIL	501	305	6	366	1	20	0	38	0	15	0	0
MACKAY CITY COUNCIL	0	0	0	0	0	0	0	0	0	0	0	0
MAREEBA SHIRE COUNCIL	112	66	0	74	0	2	0	10	0	1	0	0
MAROOCHY SHIRE COUNCIL	939	536	8	574	1	20	0	73	0	28	0	0
MARYBOROUGH CITY COUNCIL	162	85	0	89	1	7	1	7	0	14	0	0
MCKINLAY SHIRE COUNCIL	19	9	0	17	0	0	0	0	0	0	0	0
MILLMERRAN SHIRE COUNCIL	19	8	0	10	0	1	0	0	0	0	0	0
MIRANI SHIRE COUNCIL	32	17	1	14	0	0	2	3	0	0	0	0
MIRIAM VALE SHIRE COUNCIL	49	42	1	51	0	2	0	0	0	1	0	0
MONTO SHIRE COUNCIL	18	11	0	9	0	1	0	2	0	0	0	0
MORNINGTON SHIRE COUNCIL	5	5	0	6	0	1	0	0	0	0	0	0
MOUNT ISA CITY COUNCIL	95	51	1	43	0	2	1	11	0	5	0	0
MOUNT MORGAN SHIRE COUNCIL	12	4	0	3	0	0	0	1	0	0	0	0
MUNDUBBERA SHIRE COUNCIL	23	15	2	12	0	0	0	2	0	0	0	0
MURGON SHIRE COUNCIL	13	6	0	6	0	1	0	0	0	0	0	0
MURILLA SHIRE COUNCIL	16	6	0	6	0	0	0	0	0	0	0	0
MURRAY ISLAND COUNCIL	0	0	0	0	0	0	0	0	0	0	0	0
MURWEH SHIRE COUNCIL	19	10	2	17	0	0	0	0	0	0	0	0
NANANGO SHIRE COUNCIL	62	35	0	46	0	2	0	3	0	1	0	0
NEBO SHIRE COUNCIL	31	24	2	33	0	0	0	0	0	0	0	0
NEW MAPOON ABORIGINAL COUNCIL	0	0	0	0	0	0	0	0	0	0	0	0
NOOSA SHIRE COUNCIL	252	159	4	168	0	10	0	19	0	16	0	0
PALM ISLAND ABORIGINAL COUNCIL	2	1	0	1	0	0	0	0	0	0	0	0
PAROO SHIRE COUNCIL	8	4	0	3	0	1	0	0	0	0	0	0
PEAK DOWNS SHIRE COUNCIL	25	18	0	20	0	0	1	1	0	0	0	0
PERRY SHIRE COUNCIL	4	3	0	2	0	0	0	1	0	0	0	0
PINE RIVERS SHIRE COUNCIL	526	340	0	361	0	19	1	52	0	20	0	0
PIONEER SHIRE COUNCIL	0	0	0	0	0	0	0	0	0	0	0	0
PITTSWORTH SHIRE COUNCIL	18	5	1	5	0	0	0	0	0	0	0	0
PORMPURAAW COMMUNITY COUNCIL	3	1	0	1	0	0	0	0	0	0	0	0
QUILPIE SHIRE COUNCIL	4	2	0	2	0	0	0	0	0	0	0	0
REDCLIFFE CITY COUNCIL	253	136	2	156	1	10	0	9	0	14	0	0
REDLAND SHIRE COUNCIL	428	283	5	308	2	12	0	19	1	21	0	0
RICHMOND SHIRE COUNCIL	8	7	0	9	0	0	0	0	0	0	0	0
ROCKHAMPTON CITY COUNCIL	422	198	1	194	3	15	2	21	0	13	0	0
ROMA TOWN COUNCIL	25	15	0	19	0	0	0	0	0	1	0	0
ROSALIE SHIRE COUNCIL	36	24	1	34	0	0	0	1	0	0	0	0
ROSENTHAL SHIRE COUNCIL	0	0	0	0	0	0	0	0	0	0	0	0
SAIBAI ISLAND COUNCIL	0	0	0	0	0	0	0	0	0	0	0	0

Legend:

K = killed, I = injured

Table 18: Road traffic crashes and casualties by Local Government Area (cont'd)

Queensland 2004												
Local Government Area	Crashes		Persons									
	Total reported	Involving casualties	Drivers and passengers		Pedestrians		Motor cyclists		Pedal cyclists		Others	
			K	I	K	I	K	I	K	I	K	I
SARINA SHIRE COUNCIL	45	29	0	28	0	0	0	4	0	1	0	0
SEISIA ABORIGINAL COUNCIL	0	0	0	0	0	0	0	0	0	0	0	0
ST PAULS COUNCIL	0	0	0	0	0	0	0	0	0	0	0	0
STANTHORPE SHIRE COUNCIL	40	20	2	19	0	0	0	2	0	0	0	0
STEPHEN ISLAND COUNCIL	0	0	0	0	0	0	0	0	0	0	0	0
SUE ISLAND COUNCIL	0	0	0	0	0	0	0	0	0	0	0	0
TAMBO SHIRE COUNCIL	2	2	0	3	0	0	0	0	0	0	0	0
TARA SHIRE COUNCIL	26	19	2	18	0	1	0	1	0	1	0	0
TAROOM SHIRE COUNCIL	21	15	1	14	0	0	0	3	0	0	0	0
THURINGOWA CITY COUNCIL	185	103	0	94	0	6	0	20	0	21	0	0
TIARO SHIRE COUNCIL	45	23	2	29	0	0	0	2	0	0	0	0
TOOWOOMBA CITY COUNCIL	723	325	3	349	2	22	5	27	1	19	0	0
TORRES SHIRE COUNCIL	1	1	0	0	0	1	0	0	0	0	0	0
TOWNSVILLE CITY COUNCIL	686	385	4	344	0	21	2	76	0	42	0	0
UMAGICO ABORIGINAL COUNCIL	0	0	0	0	0	0	0	0	0	0	0	0
WAGGAMBA SHIRE COUNCIL	31	20	2	32	0	0	0	1	0	0	0	0
WAMBO SHIRE COUNCIL	32	21	2	28	0	0	0	0	0	0	0	0
WARROO SHIRE COUNCIL	6	3	0	6	0	0	0	0	0	0	0	0
WARWICK CITY COUNCIL	0	0	0	0	0	0	0	0	0	0	0	0
WARWICK SHIRE COUNCIL	139	73	8	93	0	2	0	3	0	3	0	0
WEIPA NAPRANUM COUNCIL	1	1	0	0	0	1	0	0	0	0	0	0
WHITSUNDAY SHIRE COUNCIL	75	42	3	34	0	5	1	13	0	1	0	0
WINTON SHIRE COUNCIL	16	10	0	13	0	0	0	2	0	0	0	0
WONDAI SHIRE COUNCIL	24	14	1	17	0	0	0	1	0	0	0	0
WOOCOO SHIRE COUNCIL	21	11	2	16	0	0	0	0	0	0	0	0
WOONGARRA SHIRE COUNCIL	0	0	0	0	0	0	0	0	0	0	0	0
WOORABINDA COMMUNITY COUNCIL	1	0	0	0	0	0	0	0	0	0	0	0
WUJAL WUJAL COMMUNITY COUNCIL	0	0	0	0	0	0	0	0	0	0	0	0
YAM ISLAND COUNCIL	0	0	0	0	0	0	0	0	0	0	0	0
YARRABAH COMMUNITY COUNCIL	0	0	0	0	0	0	0	0	0	0	0	0
YORKE ISLAND COUNCIL	0	0	0	0	0	0	0	0	0	0	0	0
Total for Queensland	23,438	13,955	220	14,965	34	822	48	1,531	9	851	0	0

Legend:

K = killed, I = injured

Table 19: Annual road toll, population and vehicles on register

Queensland 1953-2004

Year	Persons killed						Population ('000)	Motor vehicles ('000)
	Driver*	Motor cyclist	Pedal cyclist	Pedestrian	Passenger	Total killed		
1954	46	60	18	64	85	273	1,322.8	284.2
1955	55	52	17	76	77	277	1,350.7	307.7
1956	68	43	15	89	108	323	1,378.9	326.6
1957	80	47	30	62	104	323	1,420.5	345.1
1958	92	41	29	89	102	353	1,449.3	365.2
1959	106	32	23	92	100	353	1,477.2	383.8
1960	103	31	17	78	117	346	1,502.3	406.7
1961	102	28	18	91	98	337	1,540.3	321.7
1962	131	32	21	100	119	403	1,562.8	435.3
1963	139	20	32	96	111	398	1,595.4	459.0
1964	164	25	12	115	145	461	1,626.5	497.4
1965	183	18	19	101	146	467	1,659.4	536.1
1966	181	20	20	102	143	466	1,687.1	563.4
1967	201	13	20	110	158	502	1,715.8	588.5
1968	197	16	9	82	173	477	1,747.7	620.9
1969	226	19	18	109	184	556	1,779.7	649.9
1970	223	22	13	111	158	527	1,812.8	686.1
1971	255	44	24	78	193	594	1,874.9	726.5
1972	217	55	18	98	184	572	1,924.7	774.0
1973	219	71	19	121	208	638	1,981.6	827.0
1974	215	83	10	107	174	589	2,033.0	889.7
1975	225	72	22	107	209	635	2,072.3	918.0
1976	196	83	16	89	185	569	2,110.4	1,012.2
1977	215	97	27	92	141	572	2,151.0	1,067.2
1978	237	70	15	92	198	612	2,191.6	1,129.6
1979	242	94	13	95	172	616	2,239.7	1,183.4
1980	211	87	14	87	158	557	2,301.7	1,256.9
1981	237	92	16	66	183	594	2,387.9	1,355.6
1982	255	94	18	71	164	602	2,456.5	1,439.5
1983	178	92	19	61	160	510	2,503.3	1,496.1
1984	192	74	16	66	157	505	2,547.1	1,533.5
1985	201	77	20	72	132	502	2,597.1	1,546.1
1986	187	82**	15**	65	132**	481	2,648.5	1,567.4
1987	166	65	14	73	124	442	2,703.4	1,575.3
1988	223	59	21	78	158	539	2,780.7	1,616.2
1989	173	52	19	68	116	428	2,864.6	1,693.4
1990	153	50	18	65	113	399	2,932.2	1,751.9
1991	162	45	16	66	106	395	2,999.9	1,787.0
1992	168	43	18	74	113	416	3,030.0	1,832.8
1993	189	47	10	49	101	396	3,109.8	1,847.2
1994	177	45	13	79	108	422	3,187.1	1,975.5
1995	181	54	10	92	119	456	3,265.1	2,038.9
1996	174	41	10	55	105	385	3,338.7	2,171.9
1997	158	43	12	59	88	360	3,397.2	2,232.9
1998	122	25	9	48	75	279	3,454.1	2,307.5
1999	128	41	9	49	87	314	3,508.6	2,343.0
2000	157	33	6	39	82	317	3,570.3	2,391.1
2001	151	29	15	51	78	324	3,635.1	2,453.3
2002	135	53	5	37	92	322	3,717.2	2,530.7
2003	141	42	7	50	70	310	3,814.2	2,631.9
2004	146	48	9	34	74	311	3,908.7	2,761.2

* Includes horse riders

Appendix 2: Key summary Tables

** Includes pillions from 1986

Page A2-30

**Table 20: Annual trend data
Queensland 1995-2004**

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Casualties by severity										
Fatalities	456	385	360	279	314	317	324	322	310	311
Hospitalised	4,636	4,481	4,146	4,397	4,504	4,792	5,315	5,600	5,804	6,229
Medical treatment	6,692	6,836	6,483	6,325	6,251	6,451	7,897	7,697	7,373	7,353
Minor injury	3,932	4,131	3,928	4,007	3,840	3,933	4,842	4,785	4,669	4,587
Total	15,716	15,833	14,917	15,008	14,909	15,493	18,378	18,404	18,156	18,480
Fatalities by age group										
0-11 years*	25	20	21	17	18	12	14	18	16	14
12-16 years	21	20	17	14	19	16	13	10	14	11
17-24 years	121	107	113	79	77	61	84	97	83	88
25-59 years	208	172	155	121	143	166	147	150	143	140
60 years and over	81	66	54	48	57	62	66	47	54	58
Total	456	385	360	279	314	317	324	322	310	311
Fatalities by age group: female										
0-11 years**	12	8	5	4	8	4	6	7	6	5
12-16 years	8	5	3	6	7	4	3	4	7	4
17-24 years	29	19	39	18	17	13	13	30	17	20
25-59 years	63	55	41	36	36	37	45	34	32	37
60 years and over	32	30	21	17	20	26	20	19	19	19
Total	144	117	109	81	88	84	87	94	81	85
Fatalities by age group: male										
0-11 years**	13	12	16	12	8	8	7	10	10	9
12-16 years	13	15	14	8	12	12	10	6	7	7
17-24 years	92	88	74	61	60	48	71	67	66	68
25-59 years	145	117	114	85	107	129	102	116	111	103
60 years and over	49	36	33	31	37	36	46	28	35	39
Total	312	268	251	197	224	233	236	227	229	226
Fatalities by road user										
Drivers	181	174	158	122	128	157	151	135	141	146
Passengers	119	105	88	75	87	82	78	92	70	74
Motorcyclists	54	41	43	25	41	33	29	53	42	48
Bicyclists	10	10	12	9	9	6	15	5	7	9
Pedestrians	92	55	59	48	49	39	51	37	50	34
Total	456	385	360	279	314	317	324	322	310	311
Fatalities by driver/rider blood alcohol concentration										
Tested	194	170	171	128	127	163	154	167	159	175
Untested	36	41	26	15	39	22	21	19	20	14
Total	230	211	197	143	166	185	175	186	179	189
Nil	112	105	112	86	89	104	110	120	97	120
0.01 - 0.04	18	5	13	8	6	13	5	6	9	12
0.05 - 0.14	20	19	21	15	15	13	14	15	15	13
0.15 - 0.24	31	31	15	14	8	23	23	23	32	27
0.25 and over	13	10	10	5	9	10	2	3	6	3
Total	194	170	171	128	127	163	154	167	159	175

* Includes fatalities of unknown age and/or gender

** Includes fatalities of unknown age

Table 20: Annual trend data (cont'd)
Queensland 1995-2004

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Fatalities by seatbelt usage										
Not determined	105	89	88	62	66	64	65	65	49	56
Restrained	141	137	110	97	98	115	114	110	113	119
Unrestrained	46	45	45	34	47	58	48	46	45	40
Total	292	271	243	193	211	237	227	221	207	215
Fatalities by helmet usage										
Not determined	3	5	2	7	3	4	0	3	2	3
Worn	52	35	44	23	38	33	39	52	44	48
Not worn	9	11	9	4	9	2	5	3	3	6
Total	64	51	55	34	50	39	44	58	49	57
Injuries by age group										
0-11 years*	930	935	887	858	873	852	893	892	890	832
12-16 years	1,035	979	927	954	871	847	926	903	882	826
17-24 years	4,611	4,572	4,145	4,201	4,063	4,178	4,889	4,828	4,859	5,122
25-59 years	7,178	7,379	7,089	7,167	7,293	7,771	9,497	9,481	9,277	9,377
60 years and over	1,443	1,525	1,437	1,471	1,400	1,420	1,701	1,795	1,760	1,794
Unstated	63	58	72	78	95	108	148	183	178	218
Total	15,260	15,448	14,557	14,729	14,595	15,176	18,054	18,082	17,846	18,169
Injuries by age group: female										
0-11 years**	434	381	367	372	392	369	392	397	405	379
12-16 years	439	437	397	408	369	396	442	401	394	364
17-24 years	1,959	1,963	1,767	1,863	1,802	1,918	2,224	2,235	2,258	2,427
25-59 years	3,228	3,351	3,281	3,377	3,333	3,646	4,569	4,522	4,444	4,415
60 years and over	725	792	777	757	722	762	853	925	914	905
Unstated	21	24	16	21	30	36	47	68	46	82
Total	6,806	6,948	6,605	6,798	6,648	7,127	8,527	8,548	8,461	8,572
Injuries by age group: male										
0-11 years**	496	553	520	486	481	483	501	494	485	452
12-16 years	596	542	530	546	502	451	484	502	488	462
17-24 years	2,652	2,609	2,378	2,338	2,259	2,259	2,665	2,593	2,600	2,695
25-59 years	3,950	4,028	3,806	3,789	3,959	4,125	4,928	4,959	4,833	4,962
60 years and over	718	733	660	714	678	658	848	870	846	889
Unstated	27	26	38	34	46	41	66	85	72	70
Total	8,439	8,491	7,932	7,907	7,925	8,017	9,492	9,503	9,324	9,530
Injuries by road user type										
Drivers	7,677	7,725	7,458	7,634	7,743	8,180	9,992	9,953	10,157	10,437
Passengers	4,402	4,434	4,090	4,113	4,093	4,216	4,929	4,842	4,615	4,528
Motorcyclists	1,357	1,396	1,204	1,221	1,118	1,085	1,324	1,465	1,438	1,531
Bicyclists	828	928	920	882	772	793	873	895	785	851
Pedestrians	994	963	884	877	869	900	935	925	851	822
Other	1	0	0	0	0	1	1	2	0	0
Total	15,259	15,446	14,556	14,727	14,595	15,175	18,054	18,082	17,846	18,169

* Includes injuries of unknown age and/or gender

** Includes injuries of unknown age

Table 20: Annual trend data (cont'd)
Queensland 1995-2004

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Injuries by blood alcohol concentration of driver/rider										
Tested	2,180	2,346	2,443	2,931	3,378	4,068	4,839	5,186	5,830	6,876
Untested	6,731	6,662	6,115	5,818	5,405	5,102	6,234	5,857	5,562	4,992
Total	8,911	9,008	8,558	8,749	8,783	9,170	11,073	11,043	11,392	11,868
Nil	1,609	1,735	1,933	2,444	2,880	3,549	4,240	4,556	5,140	6,193
0.01 - 0.04	42	31	34	43	34	46	51	52	66	63
0.05 - 0.14	233	235	226	224	195	228	256	261	277	316
0.15 - 0.24	255	307	223	195	234	225	263	282	309	256
0.25 and over	41	38	27	25	35	20	29	35	38	48
Total	2,180	2,346	2,443	2,931	3,378	4,068	4,839	5,186	5,830	6,876
Injuries by seat belt usage										
Not determined	1,703	1,794	1,874	1,852	1,747	1,731	2,075	2,067	2,044	2,168
Restrained	9,686	9,684	9,047	9,229	9,496	10,003	12,041	12,016	12,109	12,168
Unrestrained	535	517	483	478	452	604	746	659	571	579
Total	11,924	11,995	11,404	11,559	11,695	12,338	14,862	14,742	14,724	14,915
Injuries by helmet usage										
Not determined	108	129	136	154	133	142	197	259	262	247
Worn	1,889	1,939	1,779	1,766	1,586	1,580	1,846	1,958	1,819	1,976
Not worn	188	256	209	183	171	156	154	143	142	159
Total	2,185	2,324	2,124	2,103	1,890	1,878	2,197	2,360	2,223	2,382
Crashes by severity										
Fatal	408	338	321	257	273	275	296	283	284	289
Hospitalisation	3,654	3,559	3,328	3,518	3,568	3,824	4,232	4,475	4,592	4,986
Medical treatment	4,800	4,936	4,762	4,613	4,571	4,794	5,931	5,734	5,487	5,460
Minor injury	2,800	2,872	2,697	2,756	2,626	2,737	3,423	3,335	3,294	3,220
Property damage	9,601	9,211	8,235	8,417	8,504	8,311	8,158	8,492	8,741	9,483
Total	21,263	20,916	19,343	19,561	19,542	19,941	22,040	22,319	22,398	23,438
Fatal crashes - crash nature										
Hit object	105	93	95	80	65	79	89	86	90	98
Hit pedestrian	88	55	55	46	47	37	47	34	40	33
Head-on	70	46	48	23	47	47	44	52	28	33
Angle	50	60	54	44	36	34	37	43	47	45
Overtaken	47	45	25	24	27	40	38	32	28	33
Rear-end	16	10	8	8	12	6	10	5	9	14
Fall from vehicle*	11	13	11	8	12	12	8	10	12	15
Sideswipe	10	9	16	11	19	13	17	13	21	10
Hit parked vehicle	7	4	3	6	5	6	0	3	6	5
Hit animal	3	3	5	6	1	0	4	3	2	2
Other	1	0	1	1	2	1	2	2	1	1
Total	408	338	321	257	273	275	296	283	284	289

* Vehicle includes motor or pedal cycle

Table 20: Annual trend data (cont'd)
Queensland 1995-2004

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Fatal crashes - traffic control										
Police	0	0	0	0	0	0	0	0	0	0
Road/Rail worker	0	0	0	0	2	0	0	0	0	0
Operating traffic lights	24	23	10	12	13	20	17	8	6	16
Flashing amber lights	0	0	0	0	0	0	0	0	0	1
Railway-lights only	1	0	1	0	0	1	0	1	0	0
Railway-lights & boom gate	1	0	1	2	0	1	0	0	2	1
Stop sign	9	10	16	9	8	4	6	7	8	7
Give way sign	17	14	10	12	14	11	14	13	12	9
Railway crossing sign	1	4	0	2	0	0	1	0	1	0
Pedestrian crossing sign	5	3	3	1	2	1	2	2	1	0
Miscellaneous	0	0	0	0	0	0	0	0	0	0
No traffic control	350	284	280	219	234	237	256	252	254	255
Fatal crashes - speed limit										
0-50 km/h	3	7	1	6	10	15	16	9	21	27
60 km/h	152	142	115	75	84	77	88	74	75	90
70-90 km/h	46	39	42	46	62	52	51	60	70	51
100km/h and over	207	150	163	130	117	131	141	140	118	121
Fatal crashes after dark										
Total	171	142	152	102	124	111	118	119	116	123
Fatal crashes - roadway feature										
Wet road	0	11	31	48	42	45	39	31	43	35
Crossroad	44	47	27	25	31	30	23	19	18	24
Roundabout	2	3	1	2	0	3	2	1	3	2
Other intersection	59	55	48	31	35	29	45	35	44	40
Bridge/causeway	16	7	12	11	3	8	6	3	4	12
Fatal crashes - day of week										
Monday	45	36	30	31	33	31	30	29	32	23
Tuesday	43	48	44	25	24	36	39	33	32	27
Wednesday	58	34	45	32	29	35	36	32	37	36
Thursday	52	46	42	36	35	41	42	39	35	47
Friday	74	53	56	39	57	46	46	53	42	37
Saturday	67	60	64	55	50	49	61	51	55	61
Sunday	69	61	40	39	45	37	42	46	51	58
Fatal crashes - location										
Brisbane City	59	50	40	34	40	36	39	36	42	46
Rest of BSD*	42	42	48	29	39	37	41	42	45	44
Provincial cities	124	120	87	78	69	72	75	72	73	81
Rest of state	183	126	146	116	125	130	141	133	124	118
* Bris Total	408	338	321	257	273	275	296	283	284	289

Table 20: Annual trend data (cont'd)
Queensland 1995-2004

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Fatal crashes - contributing factors										
Disobeyed traffic rules*	128	115	110	73	97	95	83	96	83	79
Alcohol/drugs	132	101	101	86	85	94	83	82	106	97
Inexperience	102	91	95	62	52	41	72	54	48	48
Speed	46	48	51	30	40	50	50	48	45	52
Other driver conditions**	50	32	26	31	24	27	25	17	10	14
Age	41	30	28	25	28	33	24	22	31	36
Rain/wet road	41	22	16	29	10	14	13	10	16	15
Negligence	25	14	17	19	18	18	18	13	12	16
Inattention	41	26	26	28	47	38	48	71	74	80
Road conditions	29	26	9	14	15	13	10	6	12	11
Other	73	63	64	39	49	46	60	46	47	51
Vehicle defects	17	13	7	13	14	11	7	5	4	6
Fatigue	48	54	45	30	26	28	40	42	37	39
No street lighting	7	5	9	9	1	4	3	3	4	6
Fatal crashes - units involved										
Car	347	292	286	209	229	210	243	206	200	214
Utility/van	107	84	78	75	73	56	59	35	50	56
4-wheel drive	0	0	0	0	3	37	33	49	52	49
Rigid truck	28	24	24	17	17	31	17	24	25	25
Articulated truck	49	34	31	29	31	22	26	17	23	11
Road train/Bdouble/triple	0	0	0	0	0	8	6	7	8	5
Bus	6	6	2	7	12	5	4	6	4	6
Motorcycle	57	44	44	25	44	34	29	57	43	48
Tractor	7	7	6	3	5	3	4	11	11	10
Bicycle	10	11	12	10	10	6	16	7	7	9
Towed device	0	1	0	1	1	0	0	1	0	0
Pedestrian	96	59	61	48	52	43	65	41	51	36
Animal - ridden	0	0	0	2	0	0	1	0	0	1
Animal - stock	2	2	5	3	1	0	2	2	1	1
Animal - other	1	1	0	2	0	0	2	2	1	1
Railway stock	4	4	3	4	0	2	1	2	2	2
Other	2	0	3	2	5	0	2	0	1	1
Total	716	569	555	437	483	457	510	467	479	475
Fatal crashes - units towing										
Total										
Fatal crashes - driver involvement by licence type										
Open	408	344	325	251	284	288	272	285	314	291
Provisional	91	64	74	46	57	50	70	52	47	54
Learner	16	14	14	14	14	10	15	17	13	15
Not licensed	69	57	50	43	49	47	52	49	33	52
Inappropriate/restricted	7	7	4	3	4	3	8	5	3	2
Total	591	486	467	357	408	398	417	408	410	414

* Disobeyed traffic rules does not include Alcohol/Drugs, Inexperience, Speed and Inattention

** Driver conditions do not include Inattention, Negligence, Inexperience, Fatigue or Age

Table 20: Annual trend data (cont'd)
Queensland 1995-2004

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Injury crashes - crash nature										
Hit object	1,951	2,037	2,064	2,013	2,057	2,063	2,341	2,343	2,414	2,552
Hit pedestrian	903	886	827	796	782	824	836	839	783	737
Head-on	473	452	299	321	317	262	269	302	293	327
Angle	3,723	3,661	3,570	3,535	3,445	3,555	4,133	4,132	4,154	4,117
Overtumed	978	869	764	741	687	815	848	803	821	815
Rear-end	1,972	2,119	2,053	2,187	2,208	2,572	3,688	3,538	3,488	3,456
Fall from vehicle	252	323	271	282	268	291	349	383	357	413
Sideswipe	561	567	516	583	532	528	651	672	600	767
Hit parked vehicle	293	296	259	277	291	276	228	292	265	300
Hit animal	120	120	124	87	122	86	120	135	110	100
Other	28	37	40	65	56	83	123	105	88	83
Injury crashes - traffic control										
Police	16	9	2	9	5	11	5	10	8	7
Road/Rail worked	12	26	24	24	21	13	19	21	17	16
Supervised school crossing	5	3	2	1	2	2	3	3	1	5
Operating traffic lights	1,479	1,497	1,502	1,521	1,586	1,740	2,171	2,062	1,980	1,919
Flashing amber lights	9	1	1	2	2	3	3	1	4	1
Railway-lights only	10	12	18	13	11	7	9	11	13	13
Railway-lights & boom gate	9	9	5	3	1	3	9	4	9	12
Stop sign	558	491	473	441	439	451	511	516	485	459
Give way sign	1,139	1,154	1,058	1,089	1,020	1,169	1,467	1,468	1,441	1,557
Railway crossing sign	7	11	5	3	3	3	6	5	4	2
Pedestrian crossing sign	117	127	95	110	96	100	109	107	97	94
School crossing - flags	0	2	1	0	0	0	2	3	3	1
Miscellaneous	0	0	0	0	1	0	1	0	0	0
No traffic control	7,893	8,025	7,601	7,671	7,578	7,853	9,271	9,333	9,311	9,581
Injury crashes - speed limit										
0-50 km/h	162	164	174	205	877	1,164	1,348	1,348	1,782	1,923
60 km/h	7,644	7,686	7,335	7,319	6,249	6,425	7,924	7,853	7,178	7,145
70-90 km/h	1,015	1,094	1,019	1,236	1,434	1,632	1,934	1,997	2,031	2,140
100km/h and over	2,433	2,423	2,259	2,127	2,205	2,134	2,380	2,346	2,382	2,459
Injury crashes after dark										
Total	3,205	3,228	2,873	2,886	2,932	3,009	3,446	3,377	3,418	3,610
Injury crashes - roadway feature										
Wet road	1	489	1,554	1,787	1,967	1,885	1,771	1,533	2,097	1,818
Crossroad	2,291	2,228	2,068	1,997	2,008	2,078	2,418	2,313	2,268	2,214
Roundabout	308	319	335	354	363	415	514	565	561	578
Other intersection	2,784	2,853	2,710	2,722	2,532	2,753	3,462	3,331	3,290	3,298
Bridge/causeway	207	200	120	170	156	167	223	191	193	167
Injury crashes - day of week										
Monday	1,529	1,505	1,405	1,501	1,478	1,534	1,824	1,821	1,846	1,809
Tuesday	1,486	1,595	1,513	1,451	1,438	1,560	1,950	1,923	1,898	1,997
Wednesday	1,590	1,625	1,665	1,638	1,528	1,644	2,011	1,984	2,025	1,964
Thursday	1,668	1,701	1,655	1,696	1,623	1,774	2,031	2,048	2,050	2,152
Friday	1,897	1,906	1,721	1,847	1,905	1,843	2,384	2,320	2,189	2,381
Saturday	1,675	1,728	1,590	1,447	1,572	1,618	1,896	1,939	1,913	1,878
Sunday	1,409	1,307	1,238	1,307	1,221	1,382	1,490	1,509	1,452	1,486



Table 20: Annual trend data (cont'd)

Queensland 1995-2004

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Injury crashes - location										
Brisbane City	3,192	3,152	2,991	3,031	2,950	3,240	4,275	4,109	4,096	4,139
Rest of BSD*	1,934	1,939	1,817	1,959	1,802	1,999	2,380	2,385	2,420	2,358
Provincial cities	3,455	3,531	3,381	3,325	3,244	3,464	4,126	4,167	4,044	4,192
Rest of state	2,673	2,745	2,598	2,572	2,768	2,652	2,805	2,883	2,813	2,977
Injury crashes - contributing factors										
Disobeyed traffic rules**	4,578	4,604	4,316	4,394	4,268	4,292	5,030	5,217	5,322	5,478
Alcohol/drugs	1,045	1,035	979	938	880	966	1,326	1,605	1,412	1,236
Inexperience	2,726	2,823	2,818	2,601	2,301	2,453	2,687	2,711	2,493	2,461
Speed	451	436	405	448	421	499	592	589	592	615
Other driver conditions***	889	1,023	912	844	638	758	788	854	901	919
Age	522	580	611	670	535	546	755	757	719	728
Rain/wet road	1,317	1,146	781	1,011	939	759	874	836	1,032	995
Negligence	209	177	214	297	391	338	383	449	424	423
Inattention	2,657	2,701	2,850	3,340	3,561	3,629	4,683	4,396	4,038	4,464
Road conditions	909	857	586	594	567	506	591	579	597	707
Other	1,509	1,766	1,927	1,751	1,713	1,806	2,189	2,104	2,038	1,988
Vehicle defects	450	425	418	421	372	318	354	358	349	364
Fatigue	681	704	678	616	640	642	684	675	675	674
No street lighting	83	69	42	63	54	55	52	45	37	52
Injury crashes - units involved										
Car	14,091	14,130	13,566	13,827	13,634	13,928	17,177	16,866	16,677	16,710
Utility/van	2,672	2,659	2,450	2,474	2,471	2,263	2,678	2,646	2,610	2,719
4-wheel drive	0	0	0	0	112	1,106	1,381	1,527	1,649	1,837
Rigid truck	559	490	474	454	480	508	510	528	565	638
Articulated truck	369	377	344	377	388	292	326	298	337	318
Road train/Bdouble/triple	0	0	0	0	4	57	84	75	60	83
Bus	150	169	177	159	182	201	262	244	233	250
Motorcycle	1,347	1,383	1,194	1,191	1,122	1,072	1,311	1,474	1,439	1,541
Tractor	63	77	91	94	100	93	129	132	104	119
Bicycle	840	944	945	899	797	808	903	907	801	869
Towed device	10	5	3	9	11	8	12	9	9	9
Pedestrian	1,090	1,022	945	929	923	942	988	966	901	857
Animal - ridden	2	6	4	4	1	6	4	4	1	1
Animal - stock	84	79	91	64	89	44	66	88	67	70
Animal - other	39	39	38	27	34	41	57	48	45	34
Railway stock	22	25	19	18	20	8	13	14	16	12
Other	34	55	33	34	42	27	37	39	19	28
Total	21,372	21,460	20,374	20,560	20,410	21,404	25,938	25,865	25,533	26,095
Injury crashes - units towing										
Total	376	470	530	554	554	560	668	653	721	723
Injury crashes - driver involvement by licence type										
Open	13,472	13,818	13,186	13,322	13,257	14,041	17,300	17,311	17,571	17,836
Provisional	3,079	2,829	2,546	2,663	2,589	2,852	3,489	3,436	3,271	3,324
Learner	321	357	375	431	433	459	587	624	497	477
Not licensed	1,356	1,377	1,357	1,431	1,429	1,369	1,681	1,586	1,524	1,709
Inappropriate/restricted	83	65	48	47	40	53	66	66	56	47
Total	18,311	18,446	17,512	17,894	17,748	18,774	23,123	23,023	22,919	23,393

* Brisbane Statistical Division

** Disobeyed traffic rules does not include Alcohol/Drugs, Inexperience, Speed and Inattention

*** Driver conditions do not include Inattention, Negligence, Inexperience, Fatigue or Age