

2003

Road traffic crashes in Queensland



Queensland Government
Queensland Transport

2003 Road traffic crashes in Queensland

A report on the road toll

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Introduction

This report presents an overview of reported road traffic crashes in Queensland for the year ended 31 December 2003 in the context of the previous five years, based on data contained in the Queensland Road Crash Information System maintained by Queensland Transport's Land Transport and Safety Division.

Chapter 1 analyses 2003 crash outcomes in terms of past trends, other states of Australia, and the increase in population and vehicles. The key road safety initiatives and future directions of the *Queensland Road Safety Action Plan* are also outlined. 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.

Background

Queensland Transport 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 \$2500 to property other than vehicles or at least one vehicle was towed away.

Amendments in 2000 to the *Motor Accident Insurance Act (MAIA) 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 MAIA 1994, 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 MAIA 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 may take 12 months or longer for validation, crash data for prior years will contain a percentage of changed data as late reports continue to be entered.

Figures presented in this report are based on the crashes validated in the Queensland Road Crash Information System at 23 June 2004.

Main features of road traffic crashes in Queensland 2003

- The Queensland road toll for 2003 was 310 fatalities. This is 12 (3.7 per cent) less than in 2002 (n=322) and 1 (0.4 per cent) less than the average for the previous five years (n=311).
- Australian road toll for 2003 was 1,633, a decrease of 5 per cent (n=82) on 2002. Queensland's fatality rate, of 8.2 per 100,000 population, or 1.2 per 10,000 registered vehicles, is equal to the national average.
- Road users aged between 17 and 24 years accounted for 27 per cent of the road toll, however they represented 12 per cent of Queensland's population. In 2003, the road fatality rate for 17 – 20 year-olds was two-and-a-half times the fatality rate for the entire Queensland population. The road fatality rate for 21 – 24 year olds was more than double the fatality rate for the entire Queensland population.
- In 2003, 45 per cent (n=141) of road fatalities in Queensland were drivers. Passengers accounted for a further 23 per cent (n=70). Drivers made up 51 per cent (n=2,938) of hospitalisations. Passengers made up 25 per cent (n=1,429) of hospitalisations. This is consistent with longer term trends.
- There were 42 motorcycle rider and pillion fatalities in 2003, a decrease of 21 per cent on 2002 (n=53) but 17 per cent above the average for the previous five years (n=36). There was also a 6 per cent increase in motorcycle rider and pillion hospitalised in 2003 compared with 2002.
- In 2003, there were 50 pedestrian fatalities. The pedestrian was considered most at fault in 63 per cent (n=29) of the 46 fatal crashes involving a pedestrian.
- Pedestrians were considered most at fault in 10 per cent (n=29) of all fatal crashes in 2003.
- Of the 22,083 reported crashes in Queensland in 2003, 60 per cent (n=13,602) were multi-vehicle and 33 per cent (n=7,301) were single-vehicle type crashes.
- Of all fatal single vehicle crashes, vehicles hitting objects accounted for 66 per cent (n=90), consistent with the average for the previous five years.
- More severe crashes were more likely to occur on Friday, Saturday or Sunday, with 52 per cent (n=148) of fatal crashes and 44 per cent (n=2,011) of hospitalisation crashes occurring on these days. Fewest fatal crashes occurred on Mondays (10 per cent) and fewest crashes overall occurred on Sundays (11 per cent).
- While there were more crashes in urban areas in 2003, there were more fatal crashes outside urban areas. 44 per cent (n=124) of fatal crashes occurred outside urban areas, compared with 22 per cent (n=4,847) of all crashes. While 28 per cent (n=6,260) of all crashes occurred in Brisbane City in 2003, only 15 per cent (n=40) of fatal crashes occurred in Brisbane City.
- Based on police assessment, alcohol or drug use contributed in 38 per cent (n=107) of fatal crashes and 11 per cent (n=2,503) of all crashes.
- Failure to obey traffic rules contributed in 29 per cent (n=83) of fatal crashes and 41 per cent (n=8,945) of all crashes.
- Inattention contributed in 26 per cent (n=74) of fatal crashes and 29 per cent (n=6,397) of all crashes.
- Speed contributed in 16 per cent (n=45) and fatigue contributed in 13 per cent (n=37) of fatal crashes. Speed and fatigue each contributed in 5 per cent (n=1,108 and n=1,148 respectively) of all crashes.

- **Road Crash Database**

The Road Crash Database plays a major role in road safety action planning 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 Main Roads uses core data from the road crash data system operated by Queensland Transport and adds further site information to enable better planning for road safety engineering. Queensland Transport 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 2003 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 2003 was 310 fatalities. This is 12 (3.7 per cent) less than in 2002 (n=322) and 1 (0.4 per cent) less than 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 1973-2003**

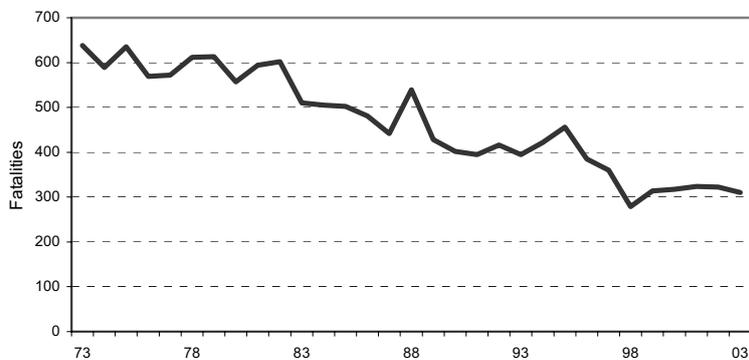


Figure 1.2 shows trends in the road toll against trends in vehicle registrations since 1972. While fatalities were 44 per cent lower by 2003, vehicle registrations were 216 per cent higher.

**Fig. 1.2: Road toll and motor vehicle registration trends
Queensland 1973-2003**

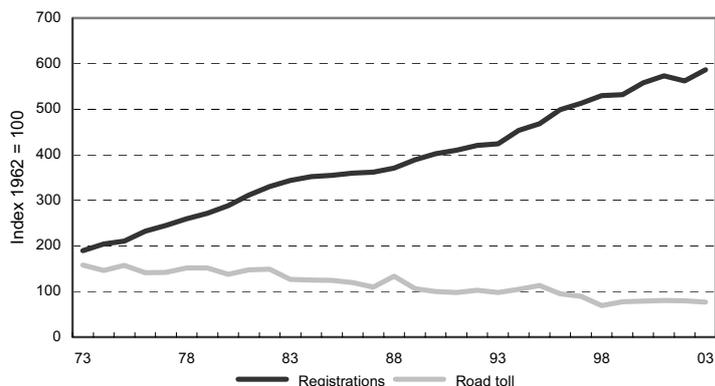


Table 1.1 shows fatality rates per capita and per vehicles registered in Queensland since 1973. A fatality rate of 32.2 per 100,000 population was experienced in 1973, compared with 8.2 per 100,000 population in 2003, a decrease of over 74 per cent. A fatality rate of 7.7 per 10,000 Queensland-registered vehicles was experienced in 1973, compared with 0.9 per 10,000 Queensland-registered vehicles in 2003, a decrease of over 84 per cent.

**Table 1.1: Fatality rates per 100,000 population and per 10,000 vehicles registered
Queensland 1973-2003**

Year	Road Toll	Population* (‘000)	Fatality rate per 100,000 population	Vehicles on register ** (‘000)	Fatality rate per 10,000 vehicles
1973	638	1981.6	32.2	827	7.7
1978	612	2191.6	27.9	1129.6	5.4
1983	510	2503.3	20.4	1496.1	3.4
1988	539	2780.7	19.4	1616.2	3.3
1993	395	3112.6	12.7	1847.2	2.1
1998	279	3447.7	8.1	2307.5	1.2
2003	310	3796.8	8.2	2552.1	1.2

* ABS Cat. No. 3201.0

** ABS Cat. No. 9309.0

1.2 Road casualty trends

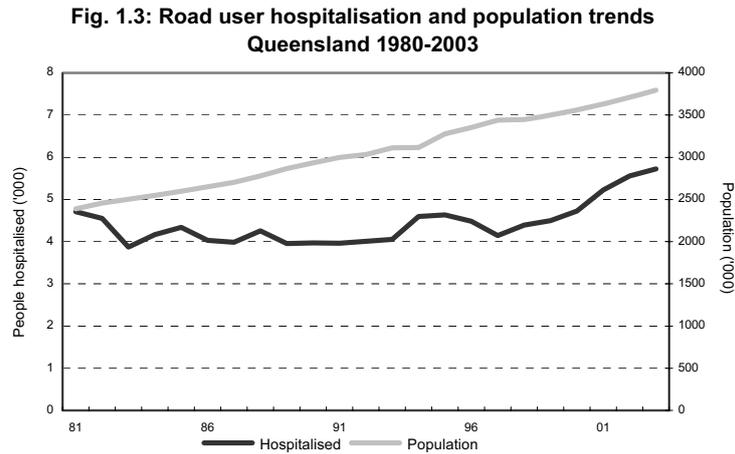
There were 17,858 casualties from crashes on Queensland roads in 2003, a decrease of 3 per cent (n=521) on 2002. Casualties as a result of road crashes are categorised by level of severity. These are, in order of severity, fatal, hospitalised, medical treatment, and other injury (not requiring medical treatment).

Table 1.2 shows that the proportion of casualties in each severity category has remained relatively constant over a five-year period. In 2003, over a third (34 per cent, n=6,032) of casualties were fatal or required hospitalisation.

**Table 1.2: Severity of road crash casualties
Queensland 1998-2003**

Severity	1998		1999		2000		2001		2002		2003	
	No.	%										
Fatal	279	2%	314	2%	317	2%	324	2%	322	2%	310	2%
Hospitalised	4397	29%	4504	30%	4792	31%	5317	29%	5597	30%	5722	32%
Medically treated	6325	42%	6251	42%	6447	42%	7893	43%	7677	42%	7214	40%
Other injury	4007	27%	3840	26%	3934	25%	4838	26%	4783	26%	4612	26%
Total	15008	100%	14909	100%	15490	100%	18372	100%	18379	100%	17858	100%

Figure 1.3 shows hospitalisations as a result of road crashes in the context of Queensland’s population since 1980. 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 2002, at a faster rate than the population increased.



1.3 Trends in total reported crashes

There were 22,083 reported road traffic crashes on Queensland roads in 2003, a decrease of 0.9 per cent (n=208) on 2002.

Table 1.3 shows severity of crashes in Queensland 1998 to 2003. There were 284 fatal crashes in 2003, an increase of 0.3 per cent (n=1) on 2002 and an increase of 2.6 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 1.31 in 1998 to 1.29 in 2003.

**Table 1.3: Severity of road crashes
Queensland 1998-2003**

Severity	1998		1999		2000		2001		2002		2003	
	No.	%										
Fatal	257	1%	273	1%	275	1%	296	1%	283	1%	284	1%
Hospitalisation	3518	18%	3568	18%	3824	19%	4233	19%	4472	20%	4522	20%
Medical treatment	4613	24%	4571	23%	4791	24%	5928	27%	5715	26%	5353	24%
Other injury	2756	14%	2626	13%	2738	14%	3419	16%	3333	15%	3248	15%
Property damage only	8417	43%	8503	44%	8311	42%	8157	37%	8488	38%	8676	39%
Total	19561	100%	19541	100%	19939	100%	22033	100%	22291	100%	22083	100%

Table 1.4 shows the extent of vehicle damage in crashes 1998 to 2003. The proportion of vehicles in each damage category has remained relatively constant over the period. In 81 per cent of reported 2003 crashes, damage was extensive enough for at least one vehicle to be towed away.

Table 1.4: Extent of vehicle damage in road crashes*
Queensland 1998-2003

Overall damage	1998		1999		2000		2001		2002		2003	
	No.	%										
Vehicle towed away	15957	82%	16082	82%	16381	82%	17413	79%	17867	80%	17881	81%
Minor damage	2606	13%	2553	13%	2596	13%	3480	16%	3349	15%	3274	15%
No damage	671	3%	626	3%	663	3%	737	3%	734	3%	682	3%
Unit not a vehicle	255	1%	229	1%	240	1%	307	1%	262	1%	185	1%
Not stated	72	0%	51	0%	59	0%	96	0%	79	0%	61	0%
Total	19561	100%	19541	100%	19939	100%	22033	100%	22291	100%	22083	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 2003 is shown in Table 1.5.

Table 1.5: Extent of vehicle property damage in road crashes*
Queensland 2003

	No.	%
Extensive, unrepairable	2981	13%
Major - towed away	6479	29%
Moderate - towed away	8421	38%
Moderate - vehicle driveable	1484	7%
Minor damage	1790	8%
No damage	682	3%
Unit not a vehicle	185	1%
Not stated	61	0%
Total	22083	100%

* Based on the most severe vehicle damage in each crash

1.4 Queensland in relation to Australia

The Australian road toll for 2003 was 1,633, a decrease of 5 per cent (n=82) on 2002. Queensland's fatality rate, of 8.2 per 100,000 population, is equal to the national average.

Table 1.6 shows road tolls in Australian states and territories for 2002 and 2003. Queensland experienced the third highest road toll in 2003, and was the third lowest per capita and second lowest per 10,000 vehicles on register. The Australian Capital Territory experienced the lowest per capita road toll (3.4 per 100,000 population) and the Northern Territory, the highest (26.2 per 100,000 population).

Table 1.6: Road toll in 2003 compared with 2002
States and territories of Australia

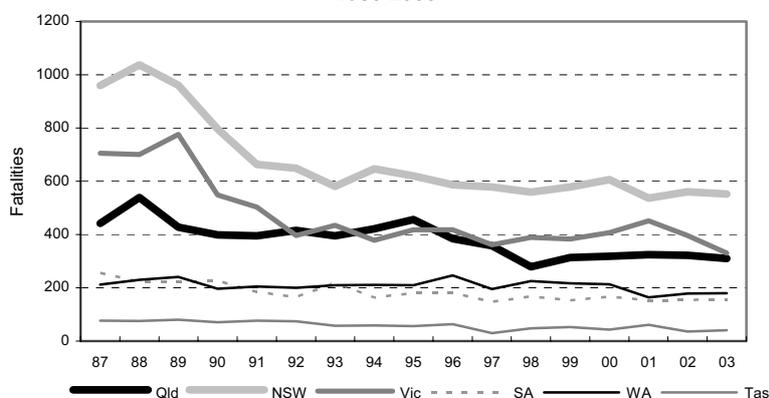
	Fatalities				Fatality rate	
	2003 No.	2002 No.	Variation No.	Variation per cent	per 100,000 population*	per 10,000 vehicles on register**
New South Wales	552	561	-9	-2%	8.3	1.4
Queensland	310	322	-12	-4%	8.2	0.9
Victoria	330	397	-67	-17%	6.7	1.3
Western Australia	180	179	1	1%	9.2	1.7
South Australia	157	154	3	2%	10.3	1.1
Tasmania	41	37	4	11%	8.6	1.2
Northern Territory	52	55	-3	-5%	26.2	5.0
Australian Capital Territory	11	10	1	10%	3.4	0.5
Australia	1633	1715	-82	-5%	8.2	1.2

* ABS Cat. No. 3201.0

** ABS Cat. No. 9309.0

Figure 1.4 shows annual road fatalities by State for the period 1987 to 2003. 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.

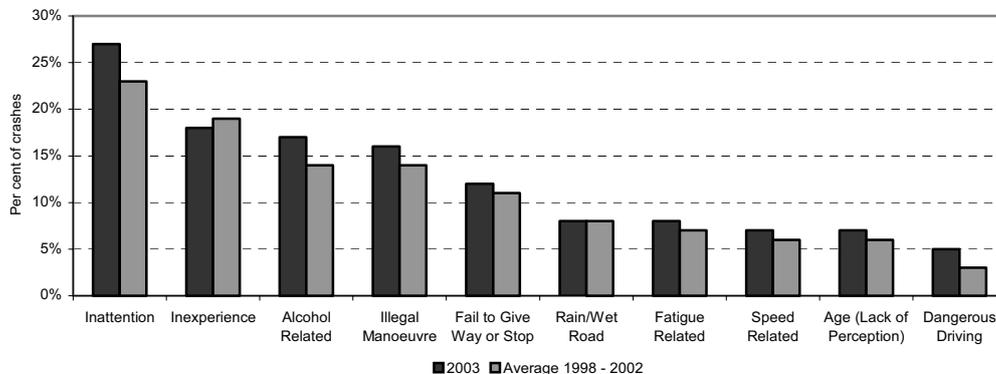
**Fig. 1.4: Annual road fatalities by state
1986-2003**



1.5 The major contributors to fatal and hospitalisation crashes in 2003

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 2003.

**Fig. 1.5: Top ten contributing factors in fatal and hospitalisation crashes
Queensland 2003**



In 2003:

- Inattention contributed in 27 per cent (n=1,274) of fatal and hospitalisation crashes, compared with the average for the previous five years of 23 per cent (n=1091).
- Inexperience contributed in 18 per cent (n=883) of fatal and hospitalisation crashes, compared with the average for the previous five years of 19 per cent (n=907).
- Alcohol contributed in 17 per cent (n=840) of fatal and hospitalisation crashes, compared with the average for the previous five years of 14 per cent (n=665).

1.6 Proposed next steps

Road trauma ranks as one of Queensland's most significant public health problems. The *Queensland Road Safety Strategy 2004-2011* encourages community participation in achieving a safer road environment and delivering ongoing reductions in the level of road trauma. The strategy will deliver new road safety initiatives over the next seven years through two-yearly road safety action plans.

The previous strategy and action plans have delivered significant road safety benefits. The *Queensland Road Safety Action Plan 2004-2005* enhances proven measures, on-going initiatives and introduces further effective programs.

Examples of key on-going initiatives:

- random deterrence oriented programs (e.g. RBT, speed cameras)
- Blackspot program
- public education campaigns
- general road improvements
- graduated licensing system.

Examples of new priorities in the *Queensland Road Safety Action Plan 2004-2005* include:

- further increase the level and coverage of key enforcement programs
- 'Safer Roads Sooner' package which includes the targeted road safety initiative to improve sites or road sections with poor crash records
- intelligence based enforcement systems
- further develop and implement the speed limit guidelines
- review penalties and sanctions for non-restraint use
- enhanced traffic management and despatch systems for emergency response vehicles
- review of Speed Management Strategy
- work with local government to further develop safer local roads
- investigate new speed enforcement technology
- enhanced targeting of roads with poor crash performance
- review drink-driving legislation
- launch new fatigue public education campaign
- improve the role of technology in identifying fatigued road users
- investigate of alternative and non-license sanctions for offenders.

The *Queensland Road Safety Action Plan 2004-2005* prioritises actions in terms of:

- the extent to which they target the total road toll
- their ability to reduce crashes
- their value for money.

Once implemented, it is expected that these initiatives will make significant further inroads into the state road toll.

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 2003 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 and breath alcohol levels, time of day and day of week of crashes are provided. For mature adult road user fatalities, details of blood and breath 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 1994 to 2003.

**Table 2.1: Annual trends in fatalities by age group and gender
Queensland 1994-2003**

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
All fatalities										
0-11 years*	22	25	20	21	17	18	12	14	18	16
12-16 years	18	21	20	17	14	19	16	13	10	14
17-24 years	103	121	107	113	79	77	61	84	97	83
25-59 years	194	208	172	155	121	143	166	147	150	143
60 years+	85	81	66	54	48	57	62	66	47	54
Total	422	456	385	360	279	314	317	324	322	310
Female fatalities										
0-11 years**	8	12	8	5	4	8	4	6	7	6
12-16 years	6	8	5	3	6	7	4	3	4	7
17-24 years	29	29	19	39	18	17	13	13	30	17
25-59 years	46	63	55	41	36	36	37	45	34	32
60 years+	38	32	30	21	17	20	26	20	19	19
Total	127	144	117	109	81	88	84	87	94	81
Male fatalities										
0-11 years**	14	13	12	16	12	8	8	7	10	10
12-16 years	12	13	15	14	8	12	12	10	6	7
17-24 years	74	92	88	74	61	60	48	71	67	66
25-59 years	148	145	117	114	85	107	129	102	116	111
60 years+	47	49	36	33	31	37	36	46	28	35
Total	295	312	268	251	197	224	233	236	227	229

* Includes fatalities of unknown age and/or gender

** Includes fatalities of unknown age

Male fatalities accounted for 74 per cent (n=229) of Queensland's 2003 road toll, an increase of 1 per cent (n=2) on 2002. Female fatalities accounted for 26 per cent (n=81) of the 2003 road toll, a decrease of 14 per cent (n=13) on 2002¹. 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 7 per cent (n=6) higher among females by 2001.

¹ There was one fatality where the gender was not recorded.

Table 2.2 shows fatalities within gender and age groupings as a proportion of the total 2003 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 2003 road users aged between 17 and 24 years accounted for 27 per cent of the road toll, however they represented 12 per cent of Queensland's population. In 2003, the road fatality rate for 17 – 20 year-olds was two-and-a-half times the fatality rate for the entire Queensland population. The road fatality rate for 21 – 24 year olds was more than 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 2003**

Age group	Male	Female	Total	Proportion of road toll	Proportion of population	Fatalities per 100,000 persons*
0-4 years**	4	4	8	3%	7%	3.2
5-11 years	6	2	8	3%	10%	2.1
12-16 years	7	7	14	5%	7%	5.2
17-20 years	34	12	46	15%	6%	21.0
21-24 years	32	5	37	12%	6%	17.5
25-29 years	13	2	15	5%	7%	5.8
30-39 years	50	14	64	21%	15%	11.4
40-49 years	26	10	36	12%	15%	6.5
50-59 years	22	6	28	9%	13%	5.9
60-69 years	18	7	25	8%	8%	8.3
70-79 years	12	8	20	6%	5%	9.8
80 years and over	5	4	9	3%	3%	7.9
Total	229	81	310	100%	100%	8.2

* ABS Cat. No. 3201.0

** Includes fatalities of unknown gender

Table 2.3 compares fatalities within gender and age groupings for 2003 with those in 2002. In 2003, the largest percentage decrease in fatalities was in the 25 to 29 year-old age group (41 to 15 fatalities, a decrease of 63 per cent). For males, the largest decrease was 25 to 29 year-old age group (33 to 13 fatalities, a decrease of 61 per cent) and for females, 15 to 29 year-olds (8 to 2 fatalities, a decrease of 75 per cent).

In 2003, the largest percentage increase in fatalities was the 70 to 79 year-old age group (14 to 20 fatalities, an increase of 43 per cent). For males, the largest percentage increase was the 70 to 79 year-old age group (8 to 12 fatalities, an increase of 50 per cent). For females, the largest increase was the 12 to 14 year-olds and the 60 to 69 year-olds (both 4 to 7 fatalities, an increase of 75 per cent).

**Table 2.3: Age and gender of fatalities
Queensland 2003 compared to 2002**

Age group	Male			Female		
	2003	2002	Variation	2003	2002	Variation
0-4 years*	4	4	0%	4	3	33%
5-11 years	6	6	0%	2	4	-50%
12-16 years	7	6	17%	7	4	75%
17-20 years	34	35	-3%	12	20	-40%
21-24 years	32	32	0%	5	10	-50%
25-29 years	13	33	-61%	2	8	-75%
30-39 years	50	43	16%	14	11	27%
40-49 years	26	23	13%	10	9	11%
50-59 years	22	17	29%	6	6	0%
60-69 years	18	14	29%	7	4	75%
70-79 years	12	8	50%	8	6	33%
80 years and over	5	6	-17%	4	9	-56%
Total	229	227	1%	81	94	-14%

* Includes fatalities of unknown age and/or gender

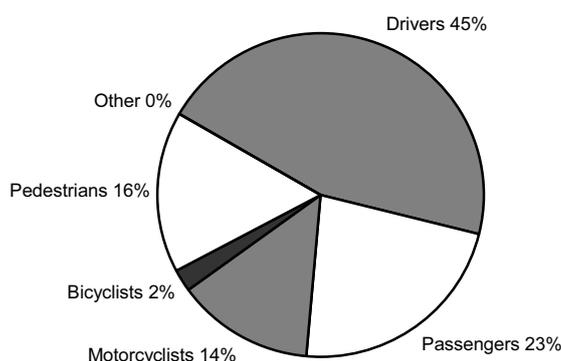
2.3 Types of road users

In 2003, 45 per cent (n=141) of road fatalities in Queensland were drivers. Passengers accounted for a further 23 per cent (n=70). Drivers made up 51 per cent (n=2,938) of hospitalisations. Passengers made up 25 per cent (n=1,429) of hospitalisations. This is consistent with longer term trends.

There were 42 motorcycle rider and pillion fatalities in 2003, a decrease of 21 per cent on 2002 (n=53) and 17 per cent above the average for the previous five years (n=36). There was also a 6 per cent increase in motorcyclists hospitalised in 2003 compared with 2002.

Figure 2.1 shows all fatalities by type of road user.

**Fig. 2.1: Road toll by road user type
Queensland 2003**



Tables 2.4 and 2.5 show fatalities and hospitalisations² respectively by type of road user for 1997 to 2003.

**Table 2.4: Fatalities by road user type
Queensland 1998-2003**

Road user type	1998		1999		2000		2001		2002		2003	
	No.	%										
Drivers	121	43%	128	41%	157	50%	150	46%	135	42%	141	45%
Passengers	75	27%	87	28%	82	26%	78	24%	92	29%	70	23%
Motorcyclists	25	9%	41	13%	33	10%	29	9%	53	16%	42	14%
Bicyclists	9	3%	9	3%	6	2%	15	5%	5	2%	7	2%
Pedestrians	48	17%	49	16%	39	12%	51	16%	37	11%	50	16%
Other	1	0%	0	0%	0	0%	1	0%	0	0%	0	0%
Total	279	100%	314	100%	317	100%	324	100%	322	100%	310	100%

**Table 2.5: Hospitalised casualties by road user type
Queensland 1998-2003**

Road user type	1998		1999		2000		2001		2002		2003	
	No.	%										
Drivers	1998	45%	2146	48%	2260	47%	2608	49%	2660	48%	2938	51%
Passengers	1173	27%	1199	27%	1294	27%	1412	27%	1490	27%	1429	25%
Motorcyclists	590	13%	532	12%	528	11%	593	11%	737	13%	692	12%
Bicyclists	240	5%	241	5%	277	6%	276	5%	291	5%	242	4%
Pedestrians	393	9%	385	9%	426	9%	424	8%	418	7%	418	7%
Other	3	0%	1	0%	6	0%	4	0%	1	0%	3	0%
Total	4397	100%	4504	100%	4791	100%	5317	100%	5597	100%	5722	100%

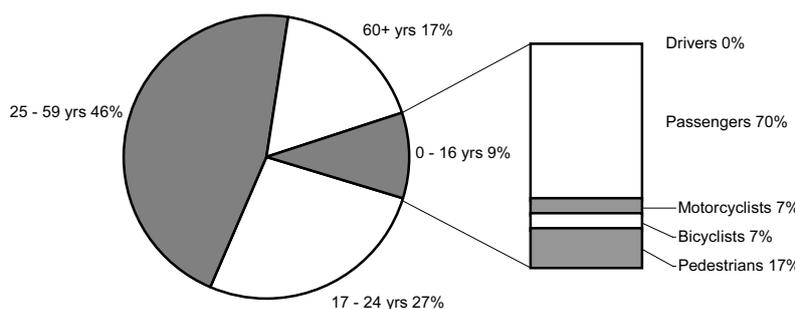
² In terms of level of severity in casualty outcomes, hospitalised is the category that follows fatality.

2.4 Child road users

A total of 30 child road users were killed in 2003, a decrease of 11 per cent (n=3) on 2002. Fatalities among children, who comprised 24 per cent of Queensland's population in 2003, accounted for 10 per cent of all 2003 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 2003.

**Fig. 2.2: Child fatalities by road user type
Queensland 2003**



**Table 2.6: Child fatalities by road user type and age group
Queensland 2003**

Age group	Drivers	Passengers	Motorcyclists	Bicyclists	Pedestrians	Total
0-4 years	0	8	0	0	0	8
5-11 years	0	4	1	1	2	8
12-16 years	0	9	1	1	3	14
Total	0	21	2	2	5	30

In 2003, 70 per cent (n=21) of child road user fatalities were passengers, compared with 71 per cent in 2002 (n=20). All 0-4 year-old fatalities in 2003 (n=8) were passengers.

In 2003, 17 per cent (n=5) of child road user fatalities were pedestrians, compared with 18 per cent in 2002 (n=5). Of the 5 children pedestrian fatalities in 2003, 40 per cent (n=2) were of primary school age, compared with 80 per cent (n=4) in 2002.

Table 2.7 shows that in cases where seatbelt use is known, 27 per cent (4 of 15) of the child vehicle occupant fatalities in 2003 were not wearing seatbelts. This compares with 28 per cent (45 of 158) among all vehicle occupant fatalities for 2003. In 2002, 27 per cent (3 of 11) of child vehicle occupant fatalities and 30 per cent of all vehicle occupant fatalities (46 of 155) were not wearing seatbelts.

**Table 2.7: Non-seatbelt wearing of child vehicle occupant fatalities
Queensland 2003**

Age group	Seatbelt not worn	Total vehicle occupants killed *	Proportion of occupants unrestrained
0-4 years	2	6	33%
5-11 years	1	2	50%
12-16 years	1	7	14%
Total children	4	15	27%
All vehicle occupants	45	158	28%

* Where restraint use could be determined

Table 2.8 shows that 53 per cent (n=15) of child road user fatalities in 2003 were involved in crashes that occurred between 8 am and 4 pm. A further 33 per cent (n=10) were involved in crashes that occurred after dark, with 23 per cent (n=7) involved in crashes that occurred between 6 pm and 12 midnight.

**Table 2.8: Child road user fatalities by time of day
Queensland 2003**

Age group	12am-6am	6am-8am	8am-2pm	2pm-4pm	4pm-6pm	6pm-12am	Total
0-4 years	0	3	3	2	0	0	8
5-11 years	0	1	2	3	0	2	8
12-16 years	3	0	5	0	1	5	14
Total	3	4	10	5	1	7	30

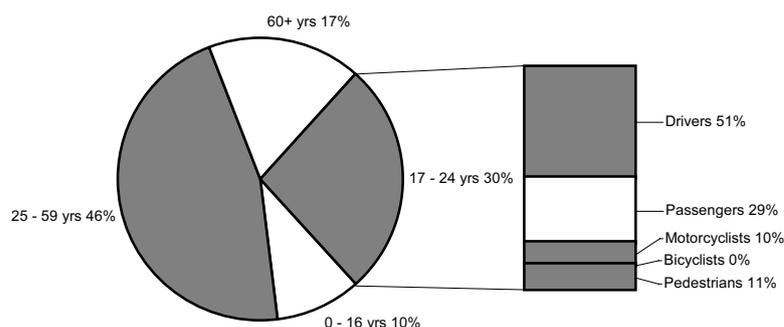
Most fatalities among child road users in 2003 were caused by crashes that occurred from Monday to Friday (65 per cent), in daylight hours (65 per cent) and at mid-block locations (77 per cent). Most (69 per cent) of the units involved were cars. Compared with all road crash fatalities in 2003, fatalities among child road users were 61 per cent more likely to involve inexperience and 59 per cent more likely to involve disobeying road rules. (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 83 young adult road user fatalities as a result of road crashes in Queensland 2003, a decrease of 16 per cent (n=16) on 2002. Young adult fatalities accounted for 27 per cent of the 2003 road toll, however young adults represented 11 per cent of Queensland's population. In 2003, 55 per cent (n=46) of young adult road user fatalities were 17-20 years-old, compared with 57 per cent (n=55) during 2002.

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 2003.

**Fig. 2.3: Young adult fatalities by road user type
Queensland 2003**



**Table 2.9: Young adult fatalities by road user type and age group
Queensland 2003**

Age group	Drivers	Passengers	Motorcyclists	Bicyclists	Pedestrians	Total
17-20 years	22	17	4	0	3	46
21-24 years	20	7	4	0	6	37
Total	42	24	8	0	9	83

Most (80 per cent, n=66) of the young adult road user fatalities in 2003 were vehicle occupants and just over half (51 per cent, n=42) of these were drivers. Among 21 – 24 year-olds, 54 per cent (n=20) of vehicle occupant fatalities were drivers.

Pedestrian fatalities made up for 11 per cent (n=9) of young adult road user fatalities in 2003, compared with 6 per cent (n=6) in 2002.

Table 2.10 shows that, in cases where seatbelt use is known, 31 per cent (15 of 49) of the young adult vehicle occupant fatalities in 2003 were not wearing seatbelts. This compares with 28 per cent (45 of 158) among all vehicle occupant fatalities for 2003. In 2002, 31 per cent (18 of 58) of the young adult road user vehicle occupant fatalities and 30 per cent (46 of 155) of all vehicle occupant fatalities were not wearing seatbelts.

**Table 2.10: Non-seatbelt wearing by young adult vehicle occupant fatalities
Queensland 2003**

Age group	Seatbelt not worn	Total vehicle occupants killed *	Proportion of occupants unrestrained
17-20 years	9	30	30%
21-24 years	6	19	32%
Total young adults	15	49	31%
All vehicle occupants	45	158	28%

* Where restraint use could be determined

Table 2.11 shows that in 2003, 44 per cent (n=20) of the 45 alcohol-tested young adult driver and motorcycle rider fatalities had blood and breath alcohol levels of 0.05 per cent or greater, compared with 33 per cent (n=53) for all tested driver and rider fatalities. In 2002, 28 per cent (n=13) of tested young adult driver and rider fatalities had blood and breath alcohol levels of 0.05 per cent or greater.

**Table 2.11: Alcohol involvement of young adult driver and rider fatalities
Queensland 2003**

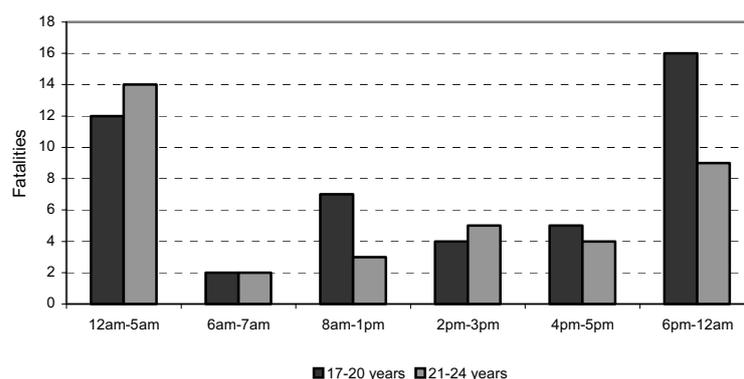
Age group	Tested	B/BrAC 0.05% or greater	Proportion
17-20 years	23	10	43%
21-24 years	22	10	45%
Total young adults	45	20	44%
All drivers and riders	159	53	33%

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 2003, 59 per cent (n=49) of the young adult road user fatalities were involved in crashes that occurred on a Friday, Saturday or Sunday, compared with 62 per cent (n=52) in 2002. Thirty per cent (n=25) were killed in crashes that occurred between 6pm and midnight, and a further 31 per cent (n=26) were killed in crashes that occurred between midnight and 6am.

**Table 2.12: Young adult road user fatalities by day of week
Queensland 2003**

Age group	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
17-20 years	10	5	5	6	4	8	8	46
21-24 years	8	4	3	5	2	6	9	37
Total	18	9	8	11	6	14	17	83

**Fig. 2.4: Young adult road user fatalities by time of day
Queensland 2003**



Most fatalities among young adult road users in 2003 were 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 (70 per cent) of the units involved were cars, and just over half (55 per cent) of the crashes involved a single vehicle.

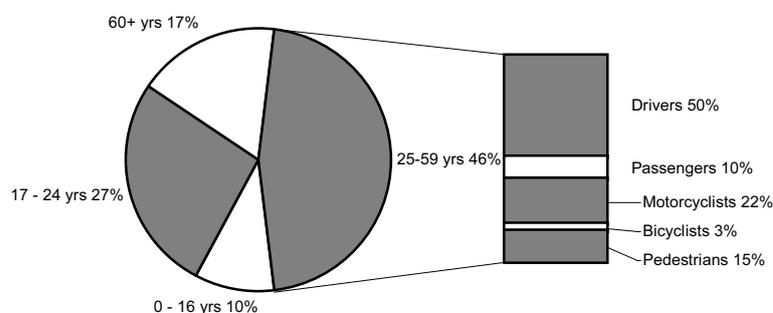
Compared with all road crash fatalities in 2003, fatalities among young adult road users were 87 per cent more likely to involve inexperience, 35 per cent more likely to involve speed, 47 per cent more likely to involve alcohol and 50 per cent more likely to occur after dark. Chapters 4 and 5 provide details about crashes and the factors that contribute to them.

2.6 Mature adult road users

There was a total of 143 mature adult road user fatalities as a result of road crashes in Queensland 2003, a decrease of 5 per cent (n=7) on 2002. Mature adult fatalities accounted for 46 per cent of the 2003 road toll, however mature adults represented 49 per cent of Queensland's population. 30 – 39 year-olds, who represented 15 per cent of the population in 2003, accounted for 21 per cent of the 2003 road toll whereas 40 – 59 year-olds, who represented 27 per cent of the population, accounted for 21 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 2003.

**Fig. 2.5: Mature adult fatalities by road user type
Queensland 2003**



**Table 2.13: Mature adult road user fatalities by type and age group
Queensland 2003**

Age group	Drivers	Passengers	Motorcyclists	Bicyclists	Pedestrians	Total
25-29 years	8	1	4	1	1	15
30-39 years	25	7	20	4	8	64
40-49 years	23	4	4	0	5	36
50-59 years	15	3	3	0	7	28
Total	71	15	31	5	21	143

Most (60 per cent, n=86) mature adult road user fatalities in 2003 were vehicle occupants and 83 per cent (n=71) of those were drivers.

Motorcyclist fatalities among mature adult road users showed an 18 per cent decrease in 2003 (n=31) when compared with 2002 (n=38).

Table 2.14 shows that in cases where seatbelt use is known, 30 per cent (19 of 64) of the mature adult vehicle occupant fatalities in 2003 were not wearing seatbelts. This compares with 28 per cent (45 of 158) among all vehicle occupant fatalities for 2003. In 2003, failure to wear a seatbelt was most common among 30 – 39 year-old vehicle occupant fatalities (with 40 per cent not wearing seatbelts). In 2002, 38 per cent (23 of 61) of mature adult vehicle occupant fatalities and 47 per cent (9 of 19) of 30 – 39 year-olds vehicle occupant fatalities were not wearing seatbelts, compared with 30 per cent (46 of 155) of all vehicle occupant fatalities who were not wearing seatbelts.

**Table 2.14: Non-seatbelt wearing of mature adult vehicle occupant fatalities
Queensland 2003**

Age group	Seatbelt not worn	Total vehicle occupants killed *	Proportion of occupants unrestrained
25-29 years	2	6	33%
30-39 years	10	25	40%
40-49 years	5	22	23%
50-59 years	2	11	18%
Total mature age	19	64	30%
All vehicle occupants	45	158	28%

* Where restraint use could be determined

Table 2.15 shows that 35 per cent (n=32) of the 92 alcohol-tested mature adult driver and motorcycle rider fatalities in 2003 had blood and breath alcohol levels of 0.05 per cent or greater, compared with 33 per cent (n=53) of all driver and motorcycle rider fatalities who were tested. Among 25 – 29 year olds, 33 per cent (n=3) of tested driver and motorcycle rider fatalities had a blood and breath alcohol level of 0.05 per cent or greater. In 2002, 28 per cent (n=22) of tested mature adult driver and motorcycle rider fatalities and 39 per cent (n=9) of tested 25 – 29 year-old driver and motorcycle rider fatalities found to have had blood and breath alcohol levels of 0.05 per cent or greater, compared with 28 per cent (27 of 95) of all those killed and who were tested.

**Table 2.15: Alcohol involvement of mature adult driver and rider fatalities
Queensland 2003**

Age group	Tested	B/BrAC 0.05% or greater	Proportion
25-29 years	9	3	33%
30-39 years	40	18	45%
40-49 years	25	8	32%
50-59 years	18	3	17%
Total mature age	92	32	35%
All drivers and riders	159	53	33%

Table 2.16 shows that fatalities among mature adult road users in 2003 tended to be spread throughout days of the week.

Table 2.16: Mature adult road users fatalities by day of week
Queensland 2003

Age group	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
25-29 years	4	0	1	3	1	4	2	15
30-39 years	13	6	5	6	9	7	18	64
40-49 years	4	8	5	3	6	2	8	36
50-59 years	5	3	3	5	3	3	6	28
Total	26	17	14	17	19	16	34	143

Most mature adult road user fatalities in 2003 were involved in crashes that occurred from Monday to Friday (58 per cent), in daylight hours (61 per cent) and at mid-block locations (79 per cent). Just over half (59 per cent) of the units involved were cars. Compared with all fatalities in 2003, fatalities among mature adult road users were 63 per cent more likely to involve inattention, 52 per cent more likely to involve motorcycles, and 14 per cent more likely to involve alcohol.

2.7 Senior adult road users

There was a total of 54 senior adult road user fatalities as a result of road crashes in Queensland 2003, an increase of 7 per cent (n=47) on 2002. Senior adult fatalities accounted for 15 per cent of the 2003 road toll, however senior adults represented 17 per cent of Queensland's population. Most (54 per cent, n=29) senior adult fatalities during 2003 were aged 70 years or older.

Table 2.17 shows fatalities among senior adults by type of road user. Figure 2.6 shows fatalities among senior adults by type of road user and age sub-groupings for 2003.

Fig. 2.6: Senior adult fatalities by road user type
Queensland 2003

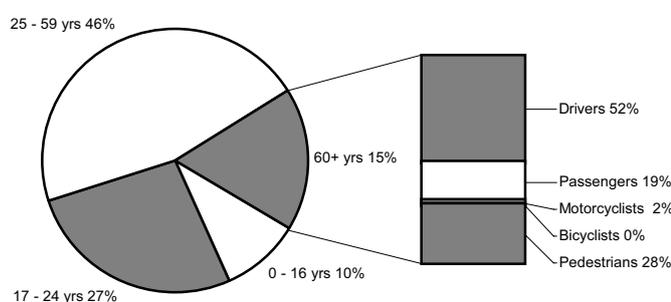


Table 2.17: Senior adult road user fatalities by type and age group
Queensland 2003

Age group	Drivers	Passengers	Motorcyclists	Bicylists	Pedestrians	Total
60-69 years	14	6	1	0	4	25
70-79 years	10	2	0	0	8	20
80 years and over	4	2	0	0	3	9
Total	28	10	1	0	15	54

Most (70 per cent, n=38) senior adult road user fatalities in 2003 were vehicle occupants and 52 per cent (n=28) of those were drivers. There were 10 passenger fatalities among senior adult road users in 2003, a 42 per cent increase on 2002 (n=7).

There were 15 fatalities among senior adult pedestrians in 2003, a 36 per cent decrease on 2002 (n=11).

Table 2.18 shows that in cases where seatbelt use is known, 23 per cent (n=7) of the senior vehicle occupant fatalities in 2003 were not wearing seatbelts. This compares with 28 per cent (45 of 158) among all vehicle occupant fatalities for 2003. In 2002, 8 per cent (2 of 25) of senior adult vehicle occupant fatalities were not wearing seatbelts, compared with 30 per cent (46 of 155) of all vehicle occupant fatalities who were not wearing seatbelts.

**Table 2.18: Non-seatbelt wearing of senior adult vehicle occupant fatalities
Queensland 2003**

Age group	Seatbelt not worn	Total vehicle occupants killed *	Proportion of occupants unrestrained
60-69 years	3	13	23%
70-79 years	4	12	33%
80 years +	0	5	0%
Total older occupants	7	30	23%
All vehicle occupants	45	158	28%

* 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
Queensland 2003**

Age group	Drivers			Pedestrians		
	Responsible	Total	%	Responsible	Total	%
60-69 years	14	28	50%	3	4	75%
70-79 years	17	24	71%	5	8	63%
80 years and over	5	6	83%	2	3	67%
Total older age group	36	58	62%	10	15	67%
All age groups	217	373	58%	29	51	57%

Senior adult drivers were assessed most responsible in 62 per cent (n=36) of the fatal crashes in which they were involved during 2003, compared with 58 per cent (n=217) for all drivers. Drivers aged 80 years and over were assessed most responsible for 83 per cent (n=5) of the fatal crashes in which they were involved.

Senior adult pedestrians were assessed most responsible in 67 per cent (n=10) of the fatal crashes in which they were involved in 2003, compared with 57 per cent (n=29) for all pedestrians.

Table 2.20 shows senior adult road user fatalities by time of day. Most (81 per cent, n=44) occurred between 8 am and 6 pm.

**Table 2.20: Senior adult road user fatalities by time of day
Queensland 2003**

Age group	6am-8am	8am-10am	10am-12pm	12pm-2pm	2pm-4pm	4pm-6pm	6pm-6am	Total
60-69 years	2	1	5	4	2	7	4	25
70-79 years	0	6	2	3	2	4	3	20
80 years and over	0	3	2	1	0	2	1	9
Total	2	10	9	8	4	13	8	54

Most senior adult road user fatalities in 2003 were involved in crashes that occurred from Monday to Friday (81 per cent), in daylight hours (85 per cent), and at mid-block locations (67 per cent). Compared with all fatalities in 2003, senior adult road user fatalities were 95 per cent more likely to disobey road rules and 43 per cent more likely to involve pedestrians, and 43 per cent more likely to occur at intersections.

3 Units in crashes

3.1 Introduction

This chapter looks at the various units involved in road crashes in Queensland in 2003, including vehicles and pedestrians. It compares 2003 with past trends.

There were 40,782 units involved in the 22,083 reported road traffic crashes on Queensland roads during 2003, a crash rate of 1.85 units per crash. For more severe crashes, the number of units per crash was lower (fatal 1.69 units per crash; hospitalisation 1.77 units per crash).

Table 3.1 shows the involvement of different types of units in crashes at various crash severity levels in 2003.

**Table 3.1: Units involved in crashes by severity of crash
Queensland 2003**

Unit type	Fatal		Hospitalisation		All crashes	
	No.	%	No.	%	No.	%
Car	200	42%	4779	59%	27985	69%
Utility/van	50	10%	863	11%	4447	11%
4-wheel drive	52	11%	511	6%	2734	7%
Rigid truck	25	5%	206	3%	959	2%
Articulated truck	23	5%	135	2%	565	1%
Road train/B-double	8	2%	23	0%	125	0%
Bus	4	1%	68	1%	338	1%
Motorcycle	43	9%	688	9%	1428	4%
Tractor	11	2%	35	0%	185	0%
Towed device	0	0%	4	0%	21	0%
Bicycle	7	1%	256	3%	792	2%
Pedestrian	51	11%	422	5%	887	2%
Animal - ridden	0	0%	0	0%	2	0%
Animal - stock	1	0%	23	0%	158	0%
Animal - other	1	0%	16	0%	82	0%
Railway stock	2	0%	6	0%	28	0%
Other	1	0%	1	0%	46	0%
Total	479	100%	8036	100%	40782	100%

In 2003:

- Cars made up 42 per cent (n=200) of the units involved in fatal crashes and 69 per cent (n=27985) of the units involved in all crashes.
- Unprotected road users (motorcyclists, bicyclists and pedestrians) made up 21 per cent (n=101) of the units involved in fatal crashes and 8 per cent (n=3,107) of the units involved in all crashes.
- Heavy freight vehicles made up 12 per cent (n=56) of the units involved in fatal crashes and 4 per cent (n=1,649) of the units involved in all crashes.

Table 3.2 shows the involvement of different types of units in fatal crashes from 1998 to 2003.

**Table 3.2: Units involved in fatal crashes by year
Queensland 1998-2003**

Type of vehicle	1998	1999	2000	2001	2002	2003
Car	209	232	210	243	205	200
Utility/van	75	73	56	59	36	50
4-wheel drive*	n/a	n/a	37	33	49	52
Rigid truck	17	17	31	17	24	25
Articulated truck	29	31	22	26	17	23
Road train/B-double**	n/a	n/a	8	6	7	8
Bus	7	12	5	4	6	4
Motorcycle	25	44	34	29	57	43
Tractor	3	5	3	4	11	11
Towed device	1	1	0	0	1	0
Bicycle	10	10	6	16	7	7
Pedestrian	48	52	43	65	41	51
Animal - ridden	2	0	0	1	0	0
Animal - stock	3	1	0	2	2	1
Animal - other	2	0	0	2	2	1
Railway stock	4	0	2	1	2	2
Other	2	5	0	2	0	1
Total	437	483	457	510	467	479

* 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 2003.

**Fig. 3.1: Unit involvement in fatal crashes
Queensland 2003**

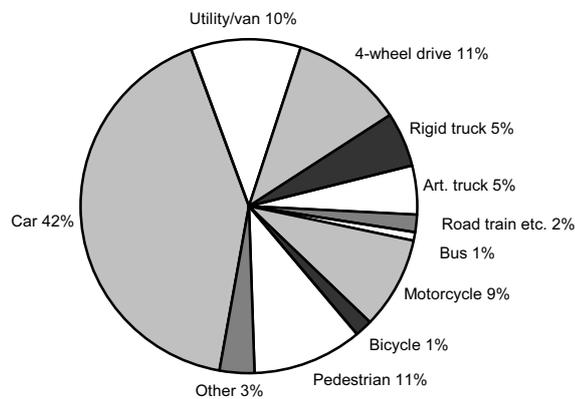
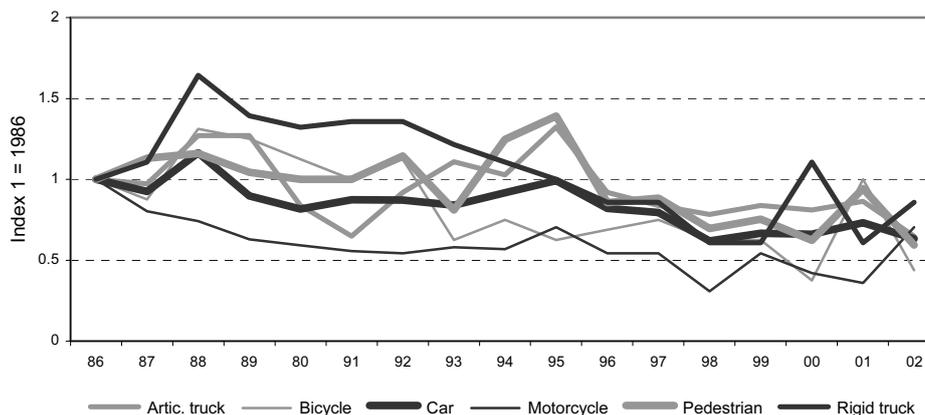


Figure 3.2 shows the involvement of major unit types in fatal crashes since 1986.

**Fig. 3.2: Unit involvement trend for fatal crashes
Queensland 1986-2003**



In 2003:

- The number of utilities and vans involved in fatal crashes was 39 per cent (n=14) higher than in 2002 and 16 per cent (n=10) lower than the average for the previous five years.
- The number of motorcycles involved in fatal crashes was 25 per cent (n=14) lower than in 2002 and 14 per cent (n=5) higher than the average for the previous five years.
- The number of pedestrians involved in fatal crashes was 24 per cent (n=10) lower than in 2002 and 2 per cent (n=1) lower than the average for the previous five years.
- The number of 4-wheel drives involved in fatal crashes was 6 per cent (n=3) higher than in 2002 and 31 per cent (n=12) higher than the average for the previous five years.
- The number of rigid trucks involved in fatal crashes was 4 per cent (n=1) higher than in 2002 and 18 per cent (n=4) 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 1994 to 2003.

Table 3.3: Annual trends in fatal crash involvement of cars and variants
Queensland 1994-2003

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Car	335	347	292	286	209	232	210	243	205	200
Utility/van	85	107	84	78	75	73	56	59	36	50
4-wheel drive*	n/a	n/a	n/a	n/a	n/a	n/a	37	33	49	52

* Was included in 'Car' prior to 2000

In 2003, 302 cars were involved in fatal crashes, 14 per cent (n=12) more than in 2002 and 11 per cent (n=31) less than the average for the previous nine years. The car driver was considered most at fault by police assessment in 80 per cent (n=192) of the 239 fatal crashes involving a car, and 58 per cent (n=111) of these fatal crashes were single vehicle crashes.

Car drivers were considered most at fault in 68 per cent (n=192) of all fatal crashes in 2003.

Most fatal crashes involving cars in 2003 occurred at mid-block locations (78 per cent), from Monday to Friday (61 per cent) and in daylight hours (58 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 2003.

Table 3.4: Comparison of fatal crash involvement for cars and variants
Queensland 2003

Vehicle type	% of units in fatal crashes	% of total vehicle registrations	Fatal crash rate/10,000 vehicles
Car/4-wheel drive	53%	75%	1.3
Utility/van	10%	17%	1.1
Total cars	63%	92%	1.3

3.2.2 Heavy Freight Vehicles

Table 3.5 shows the number of heavy freight vehicles involved in fatal crashes from 1994 to 2003.

Table 3.5: Annual trends in fatal crash involvement of heavy vehicles

Queensland 1994-2003										
	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Rigid truck	31	28	24	24	17	17	31	17	24	25
Articulated truck	38	49	34	31	29	31	22	26	17	23
Road train/B-double*	n/a	n/a	n/a	n/a	n/a	n/a	8	6	7	8

* Was included in 'Articulated truck' prior to 2000

In 2003, 56 heavy freight vehicles were involved in fatal crashes, 16 per cent (n=8) more than in 2002 and 2 per cent (n=1) less than the average for the previous nine years. The heavy freight vehicle driver was considered most at fault by police in 41 per cent (n=20) of the 49 fatal crashes involving a heavy freight vehicle, and 30 per cent (n=6) of these fatal crashes were single vehicle crashes.

Heavy freight vehicle drivers were considered most at fault in 7 per cent (n=20) of all fatal crashes in 2003.

Most fatal crashes involving heavy freight vehicles in 2003 occurred from Monday to Friday (78 per cent), at mid-block locations (71 per cent) and during daylight hours (71 per cent).

Compared with all fatal crashes in 2003, fatal crashes involving heavy vehicles were 53 per cent more likely to be as a result of traffic rules being disobeyed.

Table 3.6 shows that heavy freight vehicles had a fatal crash rate of 14 times that of cars in 2003.

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

Queensland 2003			
Vehicle type	% of units in fatal crashes	% of total vehicle registrations	Fatal crash rate/10,000 vehicles
Total cars	63%	92%	1.3
Rigid trucks	5%	3%	3.5
Articulated trucks/Road trains/B-doubles	6%	1%	22.5

3.2.3 Buses

Table 3.7 shows the number of buses involved in fatal crashes from 1994 to 2003.

Table 3.7: Annual trends in fatal crash involvement of buses

Queensland 1994-2003										
	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Bus	7	6	6	2	7	12	5	4	6	4

In 2003, 4 buses were involved in fatal crashes, 33 per cent (n=2) less than in 2002 and 35 per cent (n=2) less than the average for the previous nine years. The bus driver was considered most at fault by police in 25 per cent (n=1) of the 4 fatal crashes involving a bus, and none of these fatal crashes were a single vehicle crash.

All fatal crashes involving buses in 2003 occurred from Monday to Friday, and during daylight hours.

Table 3.8 shows that buses had a fatal crash rate of two times that of cars in 2003.

**Table 3.8: Comparison of fatal crash involvement for cars and buses
Queensland 2003**

Vehicle type	% of units in fatal crashes	% of total vehicle registrations	Fatal crash rate/10,000 vehicles
Total cars	63%	92%	1.3
Buses	1%	1%	2.6

3.2.4 Motorcycles

Table 3.9 shows the number of motorcycles involved in fatal crashes from 1994 to 2003.

**Table 3.9: Annual trends in fatal crash involvement of motorcycles
Queensland 1994-2003**

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Motorcycle	46	57	44	44	25	44	34	29	57	43

In 2003, 43 motorcycles were involved in fatal crashes, 25 per cent (n=14) less than in 2002 and 2 per cent (n=1) more than the average for the previous nine years. In 2003, 40 motorcycle riders and 2 pillion passengers were killed in crashes. The motorcycle rider was considered most at fault by investigating police in 78 per cent (n=32) of the 41 fatal crashes involving a motorcycle, and 39 per cent (n=16) of these fatal crashes were single vehicle crashes.

Motorcycle riders were considered most at fault in 11 per cent (n=32) of all fatal crashes in 2003.

Most fatal motorcycle crashes in 2003 occurred during daylight hours (71 per cent), from Monday to Friday (56 per cent). Compared with all fatal crashes in 2003, fatal crashes involving motorcycles were 168 per cent more likely to occur at roundabouts, 55 per cent more likely to involve speed and 29 per cent more likely to be a result of disobeying traffic rules.

Table 3.10 shows that motorcycles had a fatal crash rate of more than 4 times that of cars in 2003.

**Table 3.10: Comparison of fatal crash involvement for cars and motorcycles
Queensland 2003**

Vehicle type	% of units in fatal crashes	% of total vehicle registrations	Fatal crash rate/10,000 vehicles
Total cars	63%	92%	1.3
Motorcycle	9%	3%	5.1

3.2.5 Bicycles

Table 3.11 shows the number of bicycles involved in fatal crashes from 1994 to 2003.

**Table 3.11: Annual trends in fatal crash involvement of bicycles
Queensland 1994-2003**

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Bicycle	12	10	11	12	10	10	6	16	7	7

In 2003, 7 bicycles were involved in fatal crashes, equal to 2002 and 33 per cent (n=3) less than the average for the previous nine years. In 2003, 7 pedal cyclists were killed in crashes. The bicycle rider was considered most at fault by investigating police in 71 per cent (n=5) of the 7 fatal crashes involving a bicycle.

Bicycle riders were considered most at fault in 2 per cent (n=5) of all fatal crashes in 2003.

Most fatal bicycle crashes in 2003 occurred, during daylight hours (86 per cent), from Monday to Friday (71 per cent) and at intersections (57 per cent).

3.2.6 Pedestrians

Table 3.12 shows the number of pedestrians involved in fatal crashes from 1994 to 2003.

**Table 3.12: Annual trends in fatal crash involvement of pedestrians
Queensland 1994-2003**

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Pedestrian	86	96	59	61	48	52	43	65	41	51

In 2003, 51 pedestrians were involved in fatal crashes, 37 per cent (n=10) more than in 2002 and 17 per cent (n=10) less than average for the previous nine years.

In 2003, there were 50 pedestrian fatalities. The pedestrian was considered most at fault in 63 per cent (n=29) of the 46 fatal crashes involving a pedestrian.

Pedestrians were considered most at fault in 10 per cent (n=29) of all fatal crashes in 2003.

Table 3.13 shows that 46 per cent (n=23) of the pedestrian fatalities occurred while attempting to cross a road. Of these, 83 per cent (n=19) occurred on roads with no traffic controls, and 9 per cent (n=2) occurred at traffic lights.

**Table 3.13: Attempted action of pedestrians killed in fatal crashes
Queensland 2003**

Attempted action	No. of fatalities	% involvement in fatal pedestrian crashes
Crossing carriageway - traffic lights	2	4%
Crossing carriageway - pedestrian crossing	1	2%
Crossing carriageway - no traffic control	19	38%
Crossing carriageway - other	1	2%
Remain stationary	17	34%
Walk against traffic	2	4%
Walk with traffic	7	14%
Work on vehicle	1	2%
Total	50	100%

Most fatal crashes involving pedestrians in 2003 occurred at mid-block locations (82 per cent), from Monday to Friday (69 per cent) and during daylight hours (54 per cent).

4 Characteristics of crashes

4.1 Introduction

This chapter analyses crash outcomes for 2003 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 2003 with past trends.

4.2 Overall trends

Of the 22,083 reported crashes in Queensland in 2003, 60 per cent (n=13,602) were multi-vehicle and 33 per cent (n=7,301) were single-vehicle type crashes.

Table 4.1 shows trends in fatal crashes from 1994 to 2003 in terms of the crash nature. Compared with the average for the previous nine years, in 2003 there were 43 per cent (n=23) fewer head-on crashes, 25 per cent (n=14) fewer hit pedestrian type crashes, 17 per cent (n=7) fewer overturned vehicles and 60 per cent (n=8) more side-swipe crashes that resulted in fatalities. There were 46 per cent less head-on fatal crashes in 2003 (n=28) than in 2002 (n=52).

**Table 4.1: Annual trends in the nature of fatal crashes
Queensland 1994-2003**

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Hit object	93	105	93	95	80	65	79	89	86	90
Hit pedestrian	73	88	55	55	46	47	37	47	34	40
Head-on	62	70	46	48	23	47	47	44	52	28
Angle	60	50	60	54	44	36	34	37	43	47
Overturned	35	47	45	25	24	27	40	38	32	28
Rear-end	11	16	10	8	8	12	6	10	5	9
Fall from vehicle*	10	11	13	11	8	12	12	8	10	12
Sideswipe	10	10	9	16	11	19	13	17	13	21
Hit parked vehicle	6	7	4	3	6	5	6	0	3	6
Hit animal	4	3	3	5	6	1	0	4	3	2
Other	4	1	0	1	1	2	1	2	2	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 2003.

**Fig. 4.1: Type of road crashes
Queensland 2003**

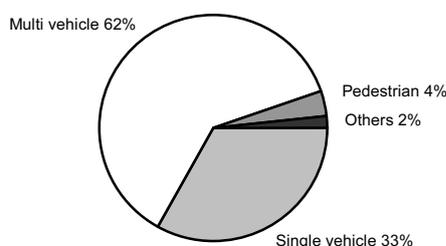


Figure 4.2 compares the severity of crash outcome for single-vehicle and multi-vehicle crashes. Of the 284 fatal crashes in 2003, 48 per cent (n=136) were single-vehicle and 33 per cent (n=105) were multi-vehicle type crashes.

**Fig. 4.2: Type of road crash by severity
Queensland 2003**

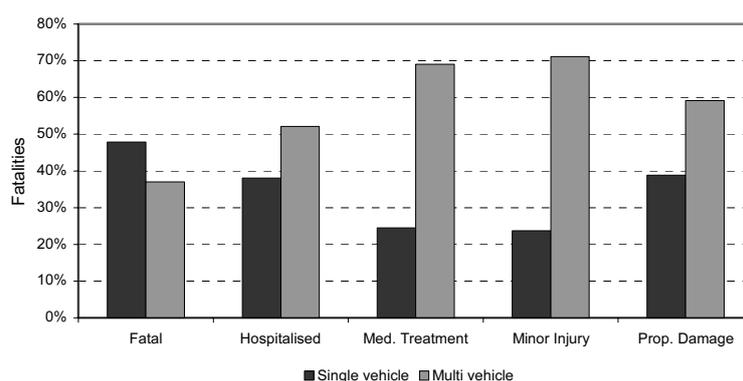


Table 4.2 provides a more detailed analysis of the nature of crashes in Queensland in 2003 grouped by the severity of crash.

**Table 4.2: Crashes by nature of crash and severity
Queensland 2003**

Nature of crash	Fatal		Hospitalisation		All crashes	
	No.	%	No.	%	No.	%
Hit object	90	32%	1110	25%	4799	22%
Angle	47	17%	1368	30%	6953	31%
Hit pedestrian	40	14%	389	9%	811	4%
Head-on	28	10%	182	4%	419	2%
Overturned	28	10%	343	8%	1343	6%
Sideswipe	21	7%	189	4%	1053	5%
Fall from vehicle *	12	4%	171	4%	363	2%
Rear-end	9	3%	619	14%	5177	23%
Hit parked vehicle	6	2%	96	2%	796	4%
Hit animal	2	1%	39	1%	240	1%
Other	1	0%	16	0%	129	1%
Total	284	100%	4522	100%	22083	100%

* Vehicle includes motor or pedal cycle

In 2003:

- Vehicles hitting objects accounted for 32 per cent (n=90) of fatal crashes and 22 per cent (n=4,799) of all crashes.
- Angle crashes accounted for 17 per cent (n=47) of fatal crashes and 31 per cent (n=6,953) of all crashes.
- Vehicles hitting pedestrians accounted for 14 per cent (n=40) of fatal crashes and 4 per cent (n=811) of all crashes.
- 55 per cent (n=2,478) of crashes with hospitalisation outcomes were angle crashes or vehicles hitting objects.
- 55 per cent (n=12,130) of all crashes were angle or rear-end crashes.

4.3 Multi-vehicle crashes

Table 4.3 shows fatal multi-vehicle crashes from 1998 to 2003 by the nature of the crash. There were 105 fatal multi-vehicle crashes in 2003, 7 per cent (n=8) more than in 2002 and equal to the average for the previous five years.

**Table 4.3: Multi-vehicle fatal crashes by nature of crash
Queensland 1998-2003**

Nature of crash	1998		1999		2000		2001		2002		2003	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Angle	44	51%	36	32%	34	34%	37	34%	43	38%	47	45%
Head-on	23	27%	47	41%	47	47%	44	41%	52	46%	28	27%
Rear-end	8	9%	12	11%	6	6%	10	9%	5	4%	9	9%
Sideswipe	11	13%	19	17%	13	13%	17	16%	13	12%	21	20%
Total	86	100%	114	100%	100	100%	108	100%	113	100%	105	100%

Of all fatal multi-vehicle crashes in 2003:

- Angle crashes accounted for 45 per cent (n=47), compared with the average for the previous five years of 39 per cent (n=39).
- Head-on crashes accounted for 27 per cent (n=28), compared with the average for the previous five years of 41 per cent (n=43).
- Sideswipe crashes accounted for 20 per cent (n=21), compared with the average for the previous five years of 14 per cent (n=15).

Most fatal multi-vehicle crashes in 2003 occurred during daylight hours (73 per cent), from Monday to Friday (72 per cent) at mid-block locations (60 per cent).

Compared with all fatal crashes in 2003, fatal multi-vehicle crashes were 131 per cent more likely to occur at intersections controlled by Give Way/Stop signs and 102 per cent more likely to be a result of disobeying traffic rules. Fatal multi-vehicle crashes were 64 per cent less likely to involve fatigue and 44 per cent less likely to involve speed than all fatal crashes.

Table 4.4 shows hospitalisation multi-vehicle crashes by the nature of the crash from 1998 to 2003. In 2003, there were 2,358 hospitalisation multi-vehicle crashes, 5 per cent more than in 2002 (n=2,250) and 24 per cent more than the average for the previous five years (n=1,903).

**Table 4.4: Multi-vehicle crashes involving hospitalisation by nature of crash
Queensland 1998-2003**

Nature of crash	1998		1999		2000		2001		2002		2003	
	No.	%										
Angle	999	61%	1039	60%	1125	62%	1241	59%	1334	59%	1368	58%
Head-on	178	11%	167	10%	141	8%	140	7%	182	8%	182	8%
Rear-end	325	20%	368	21%	381	21%	525	25%	539	24%	619	26%
Sideswipe	145	9%	147	9%	165	9%	180	9%	195	9%	189	8%
Total	1647	100%	1721	100%	1812	100%	2086	100%	2250	100%	2358	100%

Of all multi-vehicle crashes that led to hospitalisations but not fatalities in 2003:

- Angle crashes accounted for 58 per cent (n=1,368), compared with the average for the previous five years of 60 per cent (n=1,148).
- Head-on crashes accounted for 8 per cent (n=182), compared with the average for the previous five years of 8 per cent (n=162).
- Rear-end crashes accounted for 26 per cent (n=619), compared with the average for the previous five years of 22 per cent (n=428).
- Sideswipe crashes accounted for 8 per cent (n=189), compared with the average for the previous five years of 9 per cent (n=166).

4.4 Single vehicle crashes

Table 4.5 shows fatal single-vehicle crashes by the nature of the crash from 1998 to 2003. There were 136 fatal single-vehicle crashes in 2003, 4 per cent more than in 2002 (n=131) and 8 per cent more than the average for the previous five years (n=126).

**Table 4.5: Single-vehicle fatal crashes by nature of crash
Queensland 1998-2003**

Nature of crash	1998		1999		2000		2001		2002		2003	
	No.	%										
Hit object	80	68%	65	60%	79	58%	89	66%	86	66%	90	66%
Overtaken	24	20%	27	25%	40	29%	38	28%	32	24%	28	21%
Hit parked vehicle	6	5%	5	5%	6	4%	0	0%	3	2%	6	4%
Fall from vehicle *	8	7%	12	11%	12	9%	8	6%	10	8%	12	9%
Total	118	100%	109	100%	137	100%	135	100%	131	100%	136	100%

* Vehicle includes motor or pedal cycle

Of all fatal single-vehicle crashes in 2003:

- Vehicles hitting objects accounted for 66 per cent (n=90), compared with the average for the previous five years of 63 per cent (n=80)
- Vehicles overturning accounted for 21 per cent (n=28), compared with the average for the previous five years of 26 per cent (n=32).

Most fatal single-vehicle crashes in 2003 occurred at mid-block locations (89 per cent), from Monday to Friday (52 per cent) and involved inattention (58 per cent). Cars comprised 75 per cent of the units involved.

Compared with all fatal crashes in 2003, fatal single-vehicle crashes were 74 per cent more likely to involve alcohol, 59 per cent more likely to involve speed and 57 per cent more likely to involve unrestrained vehicle occupants.

Table 4.6 shows hospitalisation single-vehicle crashes from 1998 to 2003 by the nature of the crash. There were 1,727 hospitalisation single-vehicle crashes in 2003, 1 per cent (n=17) less than in 2002 and 10 per cent more than the average for the previous five years (n=1,569).

**Table 4.6: Single-vehicle crashes involving hospitalisation by nature of crash
Queensland 1998-2003**

Nature of crash	1998		1999		2000		2001		2002		2003	
	No.	%										
Hit object	902	62%	907	64%	916	59%	1069	64%	1073	62%	1112	64%
Overtaken	327	22%	292	21%	386	25%	377	22%	364	21%	345	20%
Hit parked vehicle	87	6%	86	6%	96	6%	71	4%	100	6%	96	6%
Fall from vehicle *	142	10%	133	9%	146	9%	162	10%	207	12%	174	10%
Total	1458	100%	1418	100%	1544	100%	1679	100%	1744	100%	1727	100%

* Vehicle includes motor or pedal cycle

Of the hospitalisation single-vehicle crashes in 2003:

- Vehicles hitting objects accounted for 64 per cent (n=1,112), compared with the average for the previous five years of 62 per cent (n=973).
- Vehicles overturning accounted for 20 per cent (n=345), compared with the average for the previous five years of 22 per cent (n=349).
- Motorcycle riders and pillion passengers, bicyclists or other vehicle occupants falling from vehicles accounted for 10 per cent (n=174), compared with the average for the previous five years of 10 per cent (n=158).

4.5 Crashes by time of day

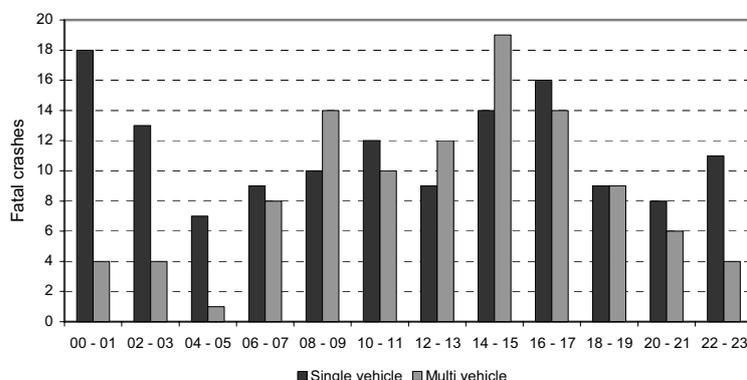
Table 4.7 shows fatal crashes after dark compared with all fatal crashes 1994 to 2003.

**Table 4.7: Annual trends in the nature of fatal crashes occurring after dark
Queensland 1994-2003**

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Fatal crashes after dark	154	171	142	152	102	124	111	118	119	116
All fatal crashes	368	408	338	321	257	273	275	296	283	284
% after dark	42%	42%	42%	47%	40%	45%	40%	40%	42%	41%

Figure 4.3 shows fatal multi-vehicle and single-vehicle crashes by time of day in 2003. 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 2003**



In 2003:

- 34 per cent (n=36) of fatal multi-vehicle crashes occurred during morning and afternoon commuting periods (6 to 10 am and 4 to 6 pm) compared with 26 per cent (n=35) of single-vehicle fatal crashes.
- 39 per cent (n=41) of fatal multi-vehicle crashes occurred from 10 am to 4 pm, compared with 26 per cent (n=35) of fatal single-vehicle crashes.
- 27 per cent (n=28) of fatal multi-vehicle crashes occurred after dark (between 6 pm and 6 am), compared with 49 per cent (n=66) of fatal single-vehicle crashes.

Table 4.8 shows crashes by time of day and severity of outcome for 2003.

**Table 4.8: Crashes by time of day by severity
Queensland 2003**

Time period	Fatal		Hospitalisation		All crashes	
	No.	%	No.	%	No.	%
Midnight - 6 am	56	20%	452	10%	1881	9%
6 am - 10 am	49	17%	817	18%	4132	19%
10 am - 4 pm	82	29%	1562	35%	8114	37%
4 pm - 6 pm	37	13%	723	16%	3649	17%
6 pm - midnight	60	21%	968	21%	4307	20%
Total	284	100%	4522	100%	22083	100%

A higher proportion of fatal crashes occur after dark, with 41 per cent (n=116) of fatal crashes occurring after dark (6 pm to 6 am), compared with 29 per cent (n=6,188) of all crashes. Between midnight and 6 am the proportion of fatal crashes (20 per cent) was more than double that of all crashes (9 per cent). In the

middle of the day, the reverse was the case, with 29 per cent (n=82) of fatal crashes occurring between 10 am and 4 pm, compared with 37 per cent (n=8,114) of all crashes.

4.6 Crashes by day of week

Table 4.9 shows fatal crashes by day of week from 1994 to 2003. Table 4.10 shows fatal crashes by day of the week and severity of outcome for 2003.

**Table 4.9: Annual trends in fatal crashes by day of week
Queensland 1994-2003**

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Monday	42	45	36	30	31	33	31	30	29	32
Tuesday	43	43	48	44	25	24	36	39	33	32
Wednesday	54	58	34	45	32	29	35	36	32	37
Thursday	50	52	46	42	36	35	41	42	39	35
Friday	65	74	53	56	39	57	46	46	53	42
Saturday	59	67	60	64	55	50	49	61	51	55
Sunday	55	69	61	40	39	45	37	42	46	51

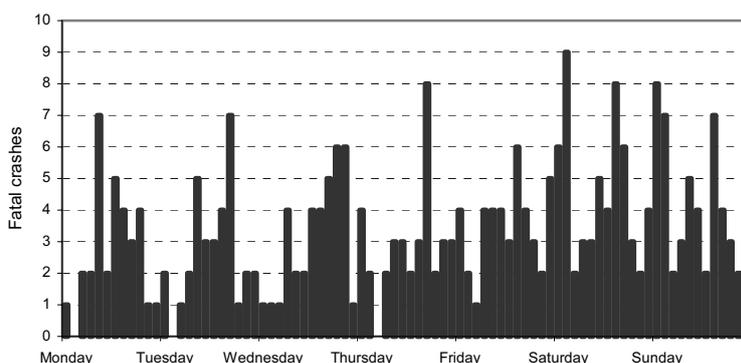
**Table 4.10: Crashes by day of week by severity
Queensland 2003**

Day of week	Fatal		Hospitalisation		All crashes	
	No.	%	No.	%	No.	%
Monday	32	11%	598	13%	2972	13%
Tuesday	32	11%	625	14%	3057	14%
Wednesday	37	13%	633	14%	3254	15%
Thursday	35	12%	655	14%	3327	15%
Friday	42	15%	761	17%	3725	17%
Saturday	55	19%	643	14%	3260	15%
Sunday	51	18%	607	13%	2488	11%
Total	284	100%	4522	100%	22083	100%

More severe crashes were more likely to occur on Fridays, Saturdays or Sundays, with 52 per cent (n=148) of fatal crashes and 44 per cent (n=2,011) of hospitalisation crashes occurring on these days. Fewest fatal crashes occurred on Mondays (11 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 2003. Crashes generally peaked in the late afternoon hours in 2003.

**Fig. 4.4: Fatal crashes by time of day & day of week
Queensland 2003**



4.7 Spatial location of crashes

Table 4.11 shows location and severity of crashes for 2003. Most crashes occurred in cities. Crashes in the greater Brisbane urban area accounted for 47 per cent (n=10,283) of all reported crashes, and crashes in provincial cities accounted for a further 31 per cent (n=6,953).

**Table 4.11: Location of crashes by severity
Queensland 2003**

Location	Fatal		Hospitalisation		All crashes	
	No.	%	No.	%	No.	%
Brisbane City	42	15%	1131	25%	6260	28%
Rest of BSD*	45	16%	788	17%	4023	18%
Provincial cities	73	26%	1432	32%	6953	31%
Rest of state	124	44%	1171	26%	4847	22%
Total	284	100%	4522	100%	22083	100%

* Brisbane Statistical Division

While there were more crashes in urban areas in 2003, there were more fatal crashes outside urban areas; 44 per cent (n=124) of fatal crashes occurred outside urban areas, compared with 22 per cent (n=4,847) of all crashes. While 28 per cent (n=6,260) of all crashes occurred in Brisbane City in 2003, only 15 per cent (n=40) of fatal crashes occurred in Brisbane City.

Table 4.12 shows fatal crashes by location 1998 to 2003.

**Table 4.12: Location of fatal crashes
Queensland 1998-2003**

Location	1998		1999		2000		2001		2002		2003	
	No.	%										
Brisbane City	34	13%	39	14%	35	13%	39	13%	36	13%	42	15%
Rest of BSD*	29	11%	40	15%	38	14%	41	14%	42	15%	45	16%
Provincial cities	78	30%	69	25%	72	26%	76	26%	72	25%	73	26%
Rest of state	116	45%	125	46%	130	47%	140	47%	133	47%	124	44%
Total	257	100%	273	100%	275	100%	296	100%	283	100%	284	100%

* Brisbane Statistical Division

Of all fatal crashes in 2003:

- 15 per cent (n=42) occurred in Brisbane City, compared with the average for the previous five years of 13 per cent (n=37).
- 16 per cent (n=45) occurred in the remainder of the greater Brisbane urban area, compared with the average for the previous five years of 14 per cent (n=38).

Table 4.13 shows location and severity of crashes by district.

**Table 4.13: Location of crashes by severity
Queensland 2003**

Main Roads District location	Fatal		Hospitalisation		All crashes	
	No.	%	No.	%	No.	%
Barcaldine	0	0%	19	0%	73	0%
Bundaberg	26	9%	221	5%	1055	5%
Cairns	17	6%	270	6%	1335	6%
Cloncurry	10	4%	54	1%	215	1%
Emerald	5	2%	49	1%	211	1%
Gympie	50	18%	463	10%	2573	12%
Mackay	14	5%	143	3%	673	3%
Metropolitan Brisbane	76	27%	1723	38%	9377	42%
Nerang	32	11%	698	15%	2863	13%
Rockhampton	16	6%	175	4%	867	4%
Roma	2	1%	32	1%	120	1%
Toowoomba	15	5%	316	7%	1370	6%
Townsville	8	3%	275	6%	1091	5%
Warwick	13	5%	84	2%	260	1%
Total	284	100%	4522	100%	22083	100%

Metropolitan Brisbane, Nerang and Gympie districts accounted for 67 per cent (n=14,813) of reported crashes and 56 per cent (n=158) of fatal crashes in 2003. 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 2003 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 2003

	Fatal crashes		All reported crashes	
	No.	Proportion of fatal crashes	No.	Proportion of all reported crashes
Alcohol/drugs	107	38%	2503	11%
Disobeyed traffic rules**	83	29%	8945	41%
Inattention	74	26%	6397	29%
Inexperience	48	17%	4452	20%
Speed	45	16%	1108	5%
Fatigue ****	37	13%	1148	5%
Age	31	11%	1163	5%
Other	31	11%	2996	14%
Rain/wet road	16	6%	1916	9%
Road conditions	12	4%	1077	5%
Negligence	12	4%	444	2%
Other driver conditions***	10	4%	1426	6%
Vehicle defects	4	1%	632	3%
No street lighting	4	1%	77	0%
Total crashes	284	100%	22083	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

**** Includes fatigue by definition crashes

Based on police assessments, in 2003:

- Alcohol or drug use contributed in 38 per cent (n=107) of fatal crashes and 11 per cent (n=2,503) of all crashes.
- Failure to obey traffic rules contributed in 29 per cent (n=83) of fatal crashes and 41 per cent (n=8,945) of all crashes.
- Inattention contributed in 26 per cent (n=74) of fatal crashes and 29 per cent (n=6,397) of all crashes.
- Speed contributed in 16 per cent (n=45) and fatigue contributed in 13 per cent (n=37) of fatal crashes. Speed and fatigue each contributed in 5 per cent (n=1,108 and n=1,148 respectively) of all crashes.

- Other factors (such as a medical condition, some atmospheric and lighting conditions) contributed in 11 per cent (n=31) of fatal crashes and 14 per cent (n=2,996) 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 1994 to 2003.

Table 5.2: Annual trends in contributing circumstances in fatal crashes*
Queensland 1994-2003**

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Disobeyed traffic rules*	125	128	115	110	73	97	95	83	96	83
Alcohol/drugs	103	132	101	101	86	85	94	83	82	107
Inexperience	82	102	91	95	62	52	41	72	54	48
Speed	51	46	48	51	30	40	50	50	48	45
Other driver conditions**	42	50	32	26	31	24	27	25	17	10
Age	36	41	30	28	25	28	33	24	22	31
Rain/wet road	35	41	22	16	29	10	14	13	10	16
Negligence	31	25	14	17	19	18	18	18	13	12
Inattention	24	41	26	26	28	47	38	48	71	74
Road conditions	23	29	26	9	14	15	13	10	6	12
Other	23	41	31	36	22	33	35	41	26	31
Vehicle defects	11	17	13	7	13	14	11	7	5	4
Fatigue	34	48	54	45	30	26	28	40	42	37
No street lighting	6	7	5	9	9	1	4	3	3	4

* Disobeyed traffic rules does not include alcohol/drugs, inexperience, speed and inattention

** Other 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 in 29 per cent (n=83) of fatal crashes in 2003, compared with 34 per cent (n=96) in 2002, and the average for the previous nine years of 33 per cent (n=102).

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 1998 to 2003, and the blood and breath alcohol concentration (B/BrAC) of those tested.

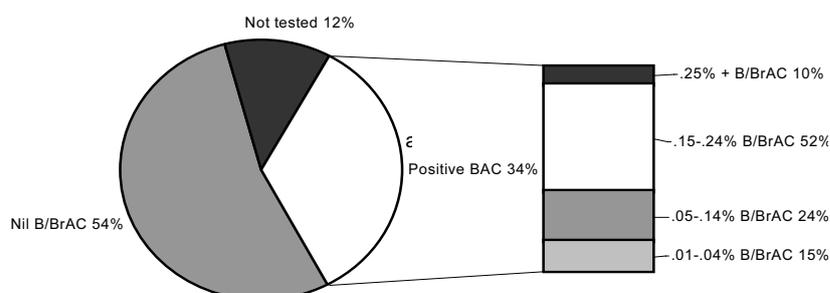
Table 5.3: Blood and breath alcohol content of driver and motorcycle rider fatalities*
Queensland 1998-2003

	1998		1999		2000		2001		2002		2003	
	No.	%										
Untested	15	10%	39	23%	19	10%	21	12%	19	10%	22	12%
Tested	129	90%	128	77%	179	90%	157	88%	167	90%	159	88%
Total fatalities	144	100%	167	100%	198	100%	178	100%	186	100%	181	100%
B/BrAC results for those tested												
Nil	87	67%	90	70%	120	67%	113	72%	120	72%	97	61%
0.01 - 0.04	8	6%	6	5%	13	7%	5	3%	6	4%	9	6%
0.05 - 0.14	15	12%	15	12%	13	7%	14	9%	15	9%	15	9%
0.15 - 0.24	14	11%	8	6%	23	13%	23	15%	23	14%	32	20%
0.25 and over	5	4%	9	7%	10	6%	2	1%	3	2%	6	4%
B/BrAC 0.05% or more	34	26%	32	25%	46	26%	39	25%	41	25%	53	33%
B/BrAC 0.15% or more	19	15%	17	13%	33	18%	25	16%	26	16%	38	24%

* Based on post-mortem tests

Figure 5.1 shows blood and breath alcohol testing results for all drivers and motorcycle rider fatalities in crashes in 2003.

Fig. 5.1: Blood alcohol level for driver & motorcycle rider fatalities, Queensland 2003



Of 181 driver and motorcycle rider fatalities in 2003:

- 88 per cent (n=159) were given a post-mortem blood and breath test.
- 33 per cent (n=53) of those tested had a B/BrAC of 0.05 per cent or greater.
- 24 per cent (n=38) of those tested had a B/BrAC 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 B/BrAC of 0.05 per cent or greater for the period 1998 to 2003.

Table 5.4: Age of drivers and motorcycle rider fatalities with a B/BrAC of 0.05% or greater*
Queensland 1998-2003

Age group	1998		1999		2000		2001		2002		2003	
	No.	%										
0 - 16 years	0	0%	2	6%	0	0%	1	3%	0	0%	0	0%
17 - 24 years	11	32%	7	22%	8	17%	13	33%	13	32%	20	38%
25 - 59 years	22	65%	21	66%	37	80%	25	64%	27	66%	32	60%
60 years and over	1	3%	2	6%	1	2%	0	0%	1	2%	1	2%
Total	34	100%	32	100%	46	100%	39	100%	41	100%	53	100%

* Based on post-mortem tests

17 – 24 year-old drivers and motorcycle riders represented 38 per cent (n=20) of fatalities with a B/BrAC of 0.05 per cent or greater in 2003, compared with the average for the previous five years of 27 per cent

(n=10). 25 to 59 year-olds represented 60 per cent (n=32), compared with the average for the previous five years of 69 per cent (n=26).

Table 5.5 shows fatalities for the main controller road user types (drivers, motorcycle riders, bicyclists and pedestrians) who had a B/BrAC of 0.05 per cent or greater from 1998 to 2003.

**Table 5.5: Road user fatalities with B/BrAC of 0.05% or greater*
Queensland 1998-2003**

Road user type	1998		1999		2000		2001		2002		2003	
	No.	%										
Bicycle rider	0	0%	0	0%	0	0%	1	2%	0	0%	0	0%
Driver	29	53%	26	54%	36	62%	34	62%	30	56%	43	60%
Motorcycle rider	5	9%	6	13%	10	17%	5	9%	11	20%	10	14%
Pedestrian	21	38%	16	33%	12	21%	15	27%	13	24%	19	26%
Total	55	100%	48	100%	58	100%	55	100%	54	100%	72	100%

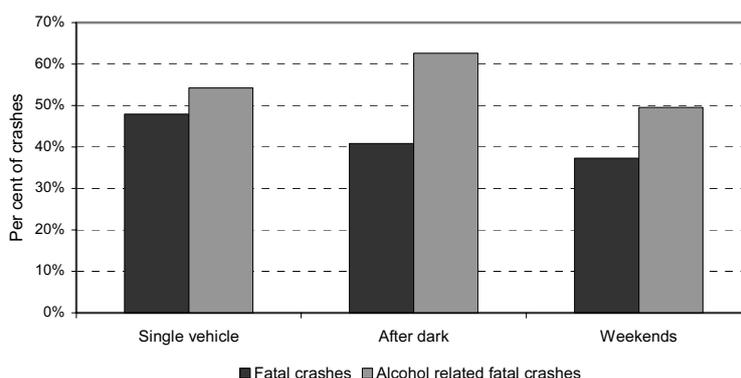
* Based on post-mortem tests

In 2003:

- Drivers represented 60 per cent (n=43) of fatalities tested who had a B/BrAC of 0.05 per cent or greater, compared with the average for the previous five years of 57 per cent (n=31).
- Pedestrians represented 26 per cent (n=19) of fatalities tested who had a B/BrAC of 0.05 per cent or greater, compared with the average for the previous five years of 29 per cent (n=15).
- Motorcycle riders represented 14 per cent (n=10) of fatalities tested who had a B/BrAC of 0.05 per cent or greater, compared with 20 per cent (n=9) in 2002 and the average for the previous five years of 14 per cent (n=7).

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 2003.

**Fig. 5.2: Crashes involving alcohol by selected variables
Queensland 2003**



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 1998 to 2003.

**Table 5.6: Severity of crashes to which speed was a contributing factor
Queensland 1998-2003**

Severity	1998		1999		2000		2001		2002		2003	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Fatal	30	4%	40	5%	50	5%	50	5%	48	4%	45	4%
Hospitalisation	215	25%	211	25%	240	25%	282	26%	298	26%	278	25%
Other injury	233	27%	210	25%	259	27%	310	28%	291	25%	306	28%
Property damage	378	44%	393	46%	401	42%	449	41%	531	45%	479	43%
Total	856	100%	854	100%	950	100%	1091	100%	1168	100%	1108	100%

In 2003, speed was a contributing factor in 16 per cent (n=45) of fatal crashes, compared with the average for the previous five years of 16 per cent (n=44). Speed ranked fifth highest contributing factor to fatal crashes overall during 2003 (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 1998 to 2003.

**Table 5.7: Age of fatalities in crashes to which speed was a contributing factor
Queensland 1998-2003**

Age group	1998		1999		2000		2001		2002		2003	
	No.	%										
0 - 16 years	4	12%	5	11%	2	4%	2	4%	0	0%	3	6%
17 - 24 years	19	56%	13	30%	19	33%	22	41%	25	46%	22	46%
25 - 59 years	11	32%	24	55%	36	63%	30	56%	28	52%	23	48%
60 years and over	0	0%	2	5%	0	0%	0	0%	1	2%	0	0%
Total	34	100%	44	100%	57	100%	54	100%	54	100%	48	100%

In 2003, 46 per cent (n=22) of speed-related fatalities were 17 – 24 year-olds, compared with 46 per cent (n=25) in 2002, and the average for the previous five years of 40 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 1998 to 2003. 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 1998-2003**

Severity	1998		1999		2000		2001		2002		2003	
	No.	%										
Fatal	30	3%	26	2%	28	2%	40	3%	42	4%	37	3%
Hospitalisation	316	28%	289	26%	295	26%	349	30%	335	29%	336	29%
Other injury	300	27%	351	31%	347	30%	334	29%	340	30%	327	28%
Property damage	474	42%	461	41%	479	42%	423	37%	434	38%	448	39%
Total	1120	100%	1127	100%	1149	100%	1146	100%	1151	100%	1148	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 37 fatigue-related fatal crashes in 2003, 12 per cent less (n=5) than in 2002 and 11 per cent (n=4) more than the average for the previous five years.

Table 5.9 shows fatigue-related fatalities by age 1998 to 2003.

**Table 5.9: Fatalities by age group: fatigue related crashes*
Queensland 1998-2003**

Age group	1998		1999		2000		2001		2002		2003	
	No.	%										
0 - 16 years	2	6%	6	18%	1	3%	6	13%	5	10%	0	0%
17 - 24 years	18	50%	7	21%	14	36%	10	22%	12	24%	16	39%
25 - 59 years	15	42%	19	58%	18	46%	21	46%	27	55%	22	54%
60 years and over	1	3%	1	3%	6	15%	9	20%	5	10%	3	7%
Total	36	100%	33	100%	39	100%	46	100%	49	100%	41	100%

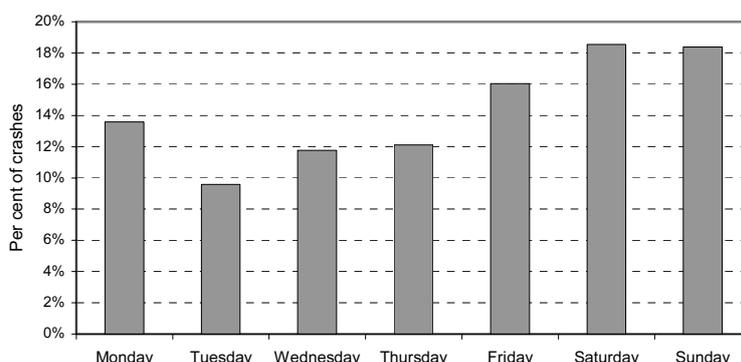
* Single vehicle-type crashes in 100km/h zones during typical fatigue times (2-4pm, 10pm-6am) or where police considered fatigue was a contributing factor

In 2003:

- 54 per cent (n=22) of fatigue-related fatalities were 25 – 59 year-olds, compared with the average for the previous five years of 49 per cent (n=20).
- 39 per cent (n=16) of fatigue-related fatalities were 17 – 24 year-olds, compared with 24 per cent (n=12) in 2002 and the average for the previous five years of 30 per cent (n=12).

Figure 5.3 shows all fatigue-related crashes by day of week for 2003.

**Fig. 5.3: Fatigue-related crashes by day of week
Queensland 2003**

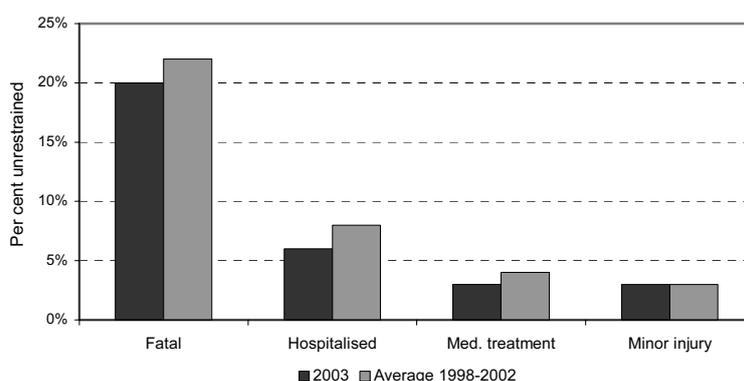


Fatigue-related crashes were most likely to occur on Fridays, Saturdays and Sundays in 2003.

5.6 Seatbelt usage

Figure 5.4 shows seatbelt usage of vehicle occupant casualties in terms of crash severity for 2003. The greater the severity of a crash, the higher the proportion of unrestrained casualties.

Fig. 5.4: Proportion of unrestrained vehicle occupant casualties, Queensland 2003



In 2003:

- 20 per cent (n=63) of all vehicle occupant casualties in fatal crashes were not wearing seatbelts, compared with the average for the previous five years of 22 per cent (n=63).
- 6 per cent (n=276) of all vehicle occupant casualties in hospitalisation crashes were not wearing seatbelts, compared with the average for the previous five years of 8 per cent (n=293).
- Table 5.10 shows seatbelt usage for vehicle occupant fatalities from 1998 to 2003.

**Table 5.10: Fatalities by seat belt usage
Queensland 1998-2003**

	1998		1999		2000		2001		2002		2003	
	No.	%										
Occupants:												
Not determined	62	32%	66	31%	63	27%	65	29%	65	30%	49	24%
Total determined	131	68%	145	69%	172	73%	161	71%	155	70%	157	76%
Total vehicle occupants	193	100%	211	100%	235	100%	226	100%	220	100%	206	100%
Of those occupants where restraint use could be determined:												
Restrained	97	74%	98	68%	115	67%	114	71%	109	70%	112	71%
Unrestrained	34	26%	47	32%	57	33%	47	29%	46	30%	45	29%
Drivers:												
Not determined	37	31%	36	29%	39	25%	45	30%	38	29%	33	24%
Total determined	83	69%	89	71%	116	75%	105	70%	93	71%	103	76%
Total drivers	120	100%	125	100%	155	100%	150	100%	131	100%	136	100%
Of those drivers where restraint use could be determined:												
Restrained	63	76%	65	73%	77	66%	80	76%	65	70%	75	73%
Unrestrained	20	24%	24	27%	39	34%	25	24%	28	30%	28	27%
Passengers:												
Not determined	25	34%	30	35%	24	30%	20	26%	27	30%	16	23%
Total determined	48	66%	56	65%	56	70%	56	74%	62	70%	54	77%
Total vehicle passengers	73	100%	86	100%	80	100%	76	100%	89	100%	70	100%
Of those passengers where restraint use could be determined:												
Restrained	34	71%	33	59%	38	68%	34	61%	44	71%	37	69%
Unrestrained	14	29%	23	41%	18	32%	22	39%	18	29%	17	31%

In 2003:

- Seatbelt use could not be determined for 24 per cent (n=49) of the driver and passenger fatalities.
- When restraint use was determined, 29 per cent (n=45) of the driver and passenger fatalities were not wearing seatbelts, consistent with the average for the previous five years.

Table 5.11 shows vehicle occupant fatalities who weren't wearing seatbelts, compared with all vehicle occupant fatalities, by age from 1998 to 2003.

**Table 5.11: Unrestrained vehicle occupant fatalities by age group
Queensland 2003 compared with average (1998-2002)***

Age group	2003			Average 1998-2002		
	Unrestrained	Total	%	Unrestrained	Total	%
0 - 16 years**	4	15	27%	5	12	42%
17 - 24 years	15	49	31%	13	42	31%
25 - 39 years	12	31	39%	15	37	41%
40 - 59 years	7	32	22%	8	32	25%
60 years and over	7	30	23%	5	29	17%
Total	45	157	29%	46	152	30%

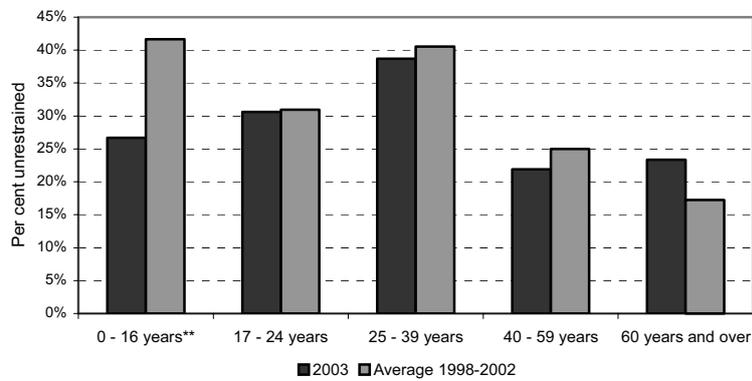
* Where restraint use could be determined

In 2003:

- 39 per cent (n=12) of the 25 – 39 year-old vehicle occupant fatalities were not wearing a seatbelt.
- 22 per cent (n=7) of the 40 – 59 year-old vehicle occupant fatalities were not wearing a seatbelt.
- 27 per cent (n=4) of the under 17 year-old vehicle occupant fatalities were not wearing a seatbelt, compared with the average for the previous five years of 42 per cent (n=5).
- 23 per cent (n=7) of the over 59 year-old vehicle occupant fatalities 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 2003 with the proportional average of the previous five years by age group.

Fig. 5.5: Proportion of unrestrained vehicle occupant fatalities by age, Queensland 2003



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 and breath alcohol concentration (B/BrAC)* 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 2003 are presented as a series of more detailed cross-tabulations from the Queensland Road Crash System maintained by Queensland Transport's Land Transport and Safety Division. A list of summary tables contained in this section is presented below.

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**Table 1: Road traffic casualties by road user type
Queensland 1998-2003**

Year	Car, truck, bus						Motorcycle					
	Driver			Passenger			Rider			Pillion		
	K	H	M	K	H	M	K	H	M	K	H	M
1999	125	2136	3315	87	1195	1841	39	490	395	2	42	23
2000	155	2252	3476	82	1289	1862	30	490	357	3	38	28
2001	150	2593	4347	77	1407	2306	28	544	464	1	49	40
2002	131	2652	4349	90	1488	2128	51	686	446	2	51	24
2003	137	2927	4108	70	1425	2010	40	652	433	2	40	33

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	4504	6251
2000	39	426	350	6	277	356	2	19	18	317	4791	6447
2001	51	424	343	15	276	372	2	24	21	324	5317	7893
2002	37	418	340	5	291	360	6	11	30	322	5597	7677
2003	50	418	280	7	242	329	4	18	21	310	5722	7214

Legend:

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

**Table 2A: Road traffic casualties by road user type and age group
Queensland 2003**

Road user type	Males killed by age group										Total
	0-4 years	5-16 years	17-20 years	21-25 years	26-29 years	30-39 years	40-49 years	50-59 years	60 & years	Not stated	
Drivers	0	0	18	21	5	20	16	11	19	0	110
%	0.0%	0.0%	16.4%	19.1%	4.5%	18.2%	14.5%	10.0%	17.3%	0.0%	100.0%
Passengers	4	8	10	4	0	3	4	2	5	0	40
%	10.0%	20.0%	25.0%	10.0%	0.0%	7.5%	10.0%	5.0%	12.5%	0.0%	100.0%
Pedestrians	0	1	2	6	1	5	4	6	10	0	35
%	0.0%	2.9%	5.7%	17.1%	2.9%	14.3%	11.4%	17.1%	28.6%	0.0%	100.0%
Motorcycle riders	0	1	4	4	3	18	2	3	1	0	36
%	0.0%	2.8%	11.1%	11.1%	8.3%	50.0%	5.6%	8.3%	2.8%	0.0%	100.0%
Motorcycle pillion	0	1	0	0	0	0	0	0	0	0	1
%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Bicycle riders	0	2	0	0	1	4	0	0	0	0	7
%	0.0%	28.6%	0.0%	0.0%	14.3%	57.1%	0.0%	0.0%	0.0%	0.0%	100.0%
Bicycle pillion	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	13	34	35	10	50	26	22	35	0	229
% of total	1.7%	5.7%	14.8%	15.3%	4.4%	21.8%	11.4%	9.6%	15.3%	0.0%	100.0%

**Table 2B: Road traffic casualties by road user type and age group
Queensland 2003**

Road user type	Females killed by age group										Total
	0-4 years	5-16 years	17-20 years	21-25 years	26-29 years	30-39 years	40-49 years	50-59 years	60 & years	Not stated	
Drivers	0	0	4	2	0	5	7	4	9	0	31
%	0.0%	0.0%	12.9%	6.5%	0.0%	16.1%	22.6%	12.9%	29.0%	0.0%	100.0%
Passengers	4	5	7	3	1	4	0	1	5	0	30
%	13.3%	16.7%	23.3%	10.0%	3.3%	13.3%	0.0%	3.3%	16.7%	0.0%	100.0%
Pedestrians	0	4	1	0	0	3	1	1	5	0	15
%	0.0%	26.7%	6.7%	0.0%	0.0%	20.0%	6.7%	6.7%	33.3%	0.0%	100.0%
Motorcycle riders	0	0	0	0	0	2	2	0	0	0	4
%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	50.0%	0.0%	0.0%	0.0%	100.0%
Motorcycle pillion	0	0	0	0	1	0	0	0	0	0	1
%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Bicycle 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%
Bicycle pillion	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	9	12	5	2	14	10	6	19	0	81
% of total	4.9%	11.1%	14.8%	6.2%	2.5%	17.3%	12.3%	7.4%	23.5%	0.0%	100.0%

Table 2C: Road traffic casualties by road user type and age group*
Queensland 2003

Road user type	Persons killed by age group										Total
	0-4 years	5-16 years	17-20 years	21-25 years	26-29 years	30-39 years	40-49 years	50-59 years	60 & years	Not stated	
Drivers	0	0	22	23	5	25	23	15	28	0	141
%	0.0%	0.0%	15.6%	16.3%	3.5%	17.7%	16.3%	10.6%	19.9%	0.0%	100.0%
Passengers	8	13	17	7	1	7	4	3	10	0	70
%	11.4%	18.6%	24.3%	10.0%	1.4%	10.0%	5.7%	4.3%	14.3%	0.0%	100.0%
Pedestrians	0	5	3	6	1	8	5	7	15	0	50
%	0.0%	10.0%	6.0%	12.0%	2.0%	16.0%	10.0%	14.0%	30.0%	0.0%	100.0%
Motorcycle riders	0	1	4	4	3	20	4	3	1	0	40
%	0.0%	2.5%	10.0%	10.0%	7.5%	50.0%	10.0%	7.5%	2.5%	0.0%	100.0%
Motorcycle pillion	0	1	0	0	1	0	0	0	0	0	2
%	0.0%	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Bicycle riders	0	2	0	0	1	4	0	0	0	0	7
%	0.0%	28.6%	0.0%	0.0%	14.3%	57.1%	0.0%	0.0%	0.0%	0.0%	100.0%
Bicycle pillion	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	22	46	40	12	64	36	28	54	0	310
% of total	2.6%	7.1%	14.8%	12.9%	3.9%	20.6%	11.6%	9.0%	17.4%	0.0%	100.0%

* Includes fatalities of unknown gender

Table 2D: Road traffic casualties by road user type and age group
Queensland 2003

Road user type	Males injured by age group										Total
	0-4 years	5-16 years	17-20 years	21-25 years	26-29 years	30-39 years	40-49 years	50-59 years	60 & years	Not stated	
Drivers	0	45	823	756	471	970	803	533	614	12	5027
%	0.0%	0.9%	16.4%	15.0%	9.4%	19.3%	16.0%	10.6%	12.2%	0.2%	100.0%
Passengers	113	431	352	277	120	172	119	84	96	25	1789
%	6.3%	24.1%	19.7%	15.5%	6.7%	9.6%	6.7%	4.7%	5.4%	1.4%	100.0%
Pedestrians	13	112	53	52	35	66	43	48	53	15	490
%	2.7%	22.9%	10.8%	10.6%	7.1%	13.5%	8.8%	9.8%	10.8%	3.1%	100.0%
Motorcycle riders	0	14	127	238	139	318	221	101	32	7	1197
%	0.0%	1.2%	10.6%	19.9%	11.6%	26.6%	18.5%	8.4%	2.7%	0.6%	100.0%
Motorcycle pillion	0	6	4	2	3	5	3	1	0	0	24
%	0.0%	25.0%	16.7%	8.3%	12.5%	20.8%	12.5%	4.2%	0.0%	0.0%	100.0%
Bicycle riders	0	228	53	60	56	92	72	36	37	12	646
%	0.0%	35.3%	8.2%	9.3%	8.7%	14.2%	11.1%	5.6%	5.7%	1.9%	100.0%
Bicycle pillion	0	3	1	0	0	1	0	0	0	0	5
%	0.0%	60.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Total injured	126	839	1413	1385	824	1624	1261	803	832	71	9178
% of total	1.4%	9.1%	15.4%	15.1%	9.0%	17.7%	13.7%	8.7%	9.1%	0.8%	100.0%

**Table 2E: Road traffic casualties by road user type and age group
Queensland 2003**

Road user type	Females injured by age group										Total
	0-4 years	5-16 years	17-20 years	21-25 years	26-29 years	30-39 years	40-49 years	50-59 years	60 & years	Not stated	
Drivers	0	17	783	767	476	1064	834	527	466	5	4939
%	0.0%	0.3%	15.9%	15.5%	9.6%	21.5%	16.9%	10.7%	9.4%	0.1%	100.0%
Passengers	100	546	446	283	169	292	263	224	355	33	2711
%	3.7%	20.1%	16.5%	10.4%	6.2%	10.8%	9.7%	8.3%	13.1%	1.2%	100.0%
Pedestrians	6	82	41	38	19	33	28	28	68	3	346
%	1.7%	23.7%	11.8%	11.0%	5.5%	9.5%	8.1%	8.1%	19.7%	0.9%	100.0%
Motorcycle riders	0	1	7	23	16	23	28	25	4	0	127
%	0.0%	0.8%	5.5%	18.1%	12.6%	18.1%	22.0%	19.7%	3.1%	0.0%	100.0%
Motorcycle pillion	0	3	10	8	7	13	17	3	0	2	63
%	0.0%	4.8%	15.9%	12.7%	11.1%	20.6%	27.0%	4.8%	0.0%	3.2%	100.0%
Bicycle riders	1	32	10	21	9	22	16	7	3	2	123
%	0.8%	26.0%	8.1%	17.1%	7.3%	17.9%	13.0%	5.7%	2.4%	1.6%	100.0%
Bicycle pillion	1	1	0	0	0	0	0	0	0	0	2
%	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Total injured	108	682	1297	1140	696	1447	1186	814	896	45	8311
% of total	1.3%	8.2%	15.6%	13.7%	8.4%	17.4%	14.3%	9.8%	10.8%	0.5%	100.0%

**Table 2F: Road traffic casualties by road user type and age group*
Queensland 2003**

Road user type	Persons injured by age group										Total
	0-4 years	5-16 years	17-20 years	21-25 years	26-29 years	30-39 years	40-49 years	50-59 years	60 & years	Not stated	
Drivers	0	62	1606	1523	947	2034	1637	1060	1080	25	9974
%	0.0%	0.6%	16.1%	15.3%	9.5%	20.4%	16.4%	10.6%	10.8%	0.3%	100.0%
Passengers	213	977	798	561	289	464	382	308	451	103	4546
%	4.7%	21.5%	17.6%	12.3%	6.4%	10.2%	8.4%	6.8%	9.9%	2.3%	100.0%
Pedestrians	19	194	94	90	54	99	71	76	121	19	837
%	2.3%	23.2%	11.2%	10.8%	6.5%	11.8%	8.5%	9.1%	14.5%	2.3%	100.0%
Motorcycle riders	0	15	134	261	155	341	249	126	36	9	1326
%	0.0%	1.1%	10.1%	19.7%	11.7%	25.7%	18.8%	9.5%	2.7%	0.7%	100.0%
Motorcycle pillion	0	9	14	10	10	18	20	4	0	3	88
%	0.0%	10.2%	15.9%	11.4%	11.4%	20.5%	22.7%	4.5%	0.0%	3.4%	100.0%
Bicycle riders	1	260	63	81	65	114	88	43	40	14	769
%	0.1%	33.8%	8.2%	10.5%	8.5%	14.8%	11.4%	5.6%	5.2%	1.8%	100.0%
Bicycle pillion	1	4	1	0	0	1	0	0	0	0	7
%	14.3%	57.1%	14.3%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	100.0%
Total injured	234	1521	2710	2526	1520	3071	2447	1617	1728	173	17547
% of total	1.3%	8.7%	15.4%	14.4%	8.7%	17.5%	13.9%	9.2%	9.8%	1.0%	100.0%

* Includes casualties of unknown gender

**Table 3A: Road traffic casualties by road user type, age group and sex: persons killed
Queensland 2003**

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	0	0	2	0	0	2	0	0
17-20 years	18	4	0	4	0	0	0	0	0
21-25 years	21	2	0	4	0	0	0	0	0
26-29 years	5	0	0	3	1	0	1	0	0
30-34 years	14	2	0	8	2	0	3	0	0
35-39 years	6	3	0	10	0	0	1	0	0
40-49 years	16	7	0	2	2	0	0	0	0
50-59 years	11	4	0	3	0	0	0	0	0
60 years and over	19	9	0	1	0	0	0	0	0
Not stated	0	0	0	0	0	0	0	0	0
Total killed	110	31	0	37	5	0	7	0	0

Age group	Pedestrians			Passengers			Total		
	Male	Female	Not stated	Male	Female	Not stated	Male	Female	Not stated
0-4 years	0	0	0	4	4	0	4	4	0
5-16 years	1	4	0	8	5	0	13	9	0
17-20 years	2	1	0	10	7	0	34	12	0
21-25 years	6	0	0	4	3	0	35	5	0
26-29 years	1	0	0	0	1	0	10	2	0
30-34 years	2	0	0	1	1	0	28	5	0
35-39 years	3	3	0	2	3	0	22	9	0
40-49 years	4	1	0	4	0	0	26	10	0
50-59 years	6	1	0	2	1	0	22	6	0
60 years and over	10	5	0	5	5	0	35	19	0
Not stated	0	0	0	0	0	0	0	0	0
Total killed	35	15	0	40	30	0	229	81	0

**Table 3B: Road traffic casualties by road user type, age group and sex: persons injured
Queensland 2003**

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	2	0
5-16 years	45	17	0	20	4	0	231	33	0
17-20 years	823	783	0	131	17	0	54	10	0
21-25 years	756	767	0	240	31	0	60	21	0
26-29 years	471	476	0	142	23	0	56	9	0
30-34 years	545	576	0	186	18	0	55	13	0
35-39 years	425	488	0	137	18	0	38	9	0
40-49 years	803	834	0	224	45	0	72	16	0
50-59 years	533	527	0	102	28	0	36	7	0
60 years and over	614	466	0	32	4	0	37	3	0
Not stated	12	5	8	7	2	3	12	2	0
Total injured	5027	4939	8	1221	190	3	651	125	0

Age group	Pedestrians			Passengers			Total		
	Male	Female	Not stated	Male	Female	Not stated	Male	Female	Not stated
0-4 years	13	6	0	113	100	0	126	108	0
5-16 years	112	82	0	431	546	0	839	682	0
17-20 years	53	41	0	352	446	0	1413	1297	0
21-25 years	52	38	0	277	283	1	1385	1140	1
26-29 years	35	19	0	120	169	0	824	696	0
30-34 years	35	19	0	94	167	0	915	793	0
35-39 years	31	14	0	78	125	0	709	654	0
40-49 years	43	28	0	119	263	0	1261	1186	0
50-59 years	48	28	0	84	224	0	803	814	0
60 years and over	53	68	0	96	355	0	832	896	0
Not stated	15	3	1	25	33	45	71	45	57
Total injured	490	346	1	1789	2711	46	9178	8311	58

**Table 4A: Road traffic casualties:
Restraint details by age group: persons killed
Queensland 2003**

Restraint details	0 - 4 years	5 - 16 years	17 - 20 years	21 - 25 years	26 - 29 years	30 - 39 years	40 - 49 years	50 - 59 years	60 years & over	Not stated	Total
Fitted:											
Worn	4	7	21	15	2	15	17	9	23	0	113
Not worn	2	1	7	6	1	10	4	2	5	0	38
Unknown if worn	0	1	5	5	2	2	1	4	4	0	24
Not fitted	0	1	2	1	0	0	1	0	2	0	7
Unknown	2	3	4	3	1	5	3	2	2	0	25
Not applicable	0	9	7	10	6	32	10	11	18	0	103
Total killed	8	22	46	40	12	64	36	28	54	0	310

**Table 4B: Road traffic casualties:
Restraint details by age group: persons injured
Queensland 2003**

Restraint details	0 - 4 years	5 - 16 years	17 - 20 years	21 - 25 years	26 - 29 years	30 - 39 years	40 - 49 years	50 - 59 years	60 years & over	Not stated	Total
Fitted:											
Worn	188	855	1971	1644	1004	2095	1683	1139	1304	25	11908
Not worn	5	44	73	71	31	74	36	37	26	1	398
Unknown if worn	7	50	152	151	91	144	114	78	89	33	909
Not fitted	2	48	18	21	9	11	16	14	16	3	158
Unknown	11	41	188	194	97	164	157	96	86	66	1100
Not applicable	21	483	308	445	288	583	441	253	207	45	3074
Total injured	234	1521	2710	2526	1520	3071	2447	1617	1728	173	17547

**Table 5A: Road traffic casualties:
Seatbelt usage by age group: persons killed
Queensland 2003**

Age group	Total killed*	Unknown seatbelt usage	Unrestrained	Restrained
0-4	8	2	2	4
5-11	8	2	1	1
12-16	14	2	1	6
17-20	46	9	9	21
21-24	37	8	6	13
25-29	15	3	2	4
30-34	33	4	7	7
35-39	31	3	3	8
40-49	36	4	5	17
50-59	28	6	2	9
60-69	25	5	3	10
70-79	20	0	4	8
80+	9	1	0	5
Not stated	0	0	0	0
Total	310	49	45	113

* Does not include occupants of buses or tractors

**Table 5B: Road traffic casualties:
Seatbelt usage by age group: persons injured
Queensland 2003**

Age group	Total seriously injured*	Unknown seatbelt usage	Unrestrained	Restrained
0-4	173	13	7	135
5-11	492	25	22	287
12-16	651	39	49	348
17-20	1969	226	74	1426
21-24	1521	197	59	982
25-29	1443	168	51	924
30-34	1254	103	42	842
35-39	985	98	31	651
40-49	1787	170	39	1202
50-59	1204	106	34	853
60-69	649	60	16	490
70-79	502	47	12	375
80+	225	18	10	165
Not stated	81	54	1	16
Total	12936	1324	447	8696

* Does not include occupants of buses or tractors

**Table 6: Road traffic casualties:
Seatbelt and helmet wearing details by injury severity
Queensland 2003**

Road user type/safety device used	Killed	Seriously injured	Other injury	Total
Driver:				
Restraint worn	76	5941	2327	8344
Fitted but not worn	27	189	41	257
No restraint fitted	1	16	1	18
Not stated	33	888	542	1463
Sub total driver	137	7034	2911	10082
Passenger:				
Restraint worn	37	2755	886	3678
Fitted but not worn	11	143	25	179
No restraint fitted	6	99	42	147
Not stated	16	436	143	595
Sub total passenger	70	3433	1096	4599
Total vehicle occupants	207	10467	4007	14681
Pedal cycle rider & pillion:				
Helmet worn	5	444	116	565
No helmet worn	1	80	25	106
Not stated	1	47	64	112
Total pedal cycle rider & pillion	7	571	205	783
Motorbike rider & pillion:				
Helmet worn	39	1081	151	1271
No helmet worn	2	31	2	35
Not stated	1	46	103	150
Total motorbike rider & pillion	42	1158	256	1456

**Table 7: Road traffic casualties by road user type and most severe injury sustained: persons killed
Queensland 2003**

Nature of injury	Drivers*	Motorcycle riders	Bicycle riders	Other	Pedestrians	Passengers**	Total
Fractures							
Skull & face	1	0	0	0	1	2	4
Spine & trunk	8	1	0	0	1	3	13
Upper limbs	0	0	0	0	0	0	0
Lower limbs & mult	0	1	0	0	0	0	1
Sub-total	9	2	0	0	2	5	18
Lacerations							
Head & face	0	0	0	0	0	0	0
Neck & trunk	0	1	0	0	0	0	1
Upper limbs	0	0	0	0	0	0	0
Lower limbs	1	0	0	0	0	0	1
Sub-total	1	1	0	0	0	0	2
Other							
Intracranial	30	8	2	0	14	21	75
Concussion	0	0	0	0	0	0	0
Internal	95	28	5	0	34	43	205
Nerve/spinal cord injury	0	0	0	0	0	0	0
Crush injury	0	0	0	0	0	0	0
Blood vessel injury	3	1	0	0	0	0	4
Foreign matter in orifice	0	0	0	0	0	0	0
Burn	3	0	0	0	0	2	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	0	0	0	0	0	1	1
Sub-total	131	37	7	0	48	67	290
Total fatalities	141	40	7	0	50	72	310

* Includes horse riders

** Includes pillion passengers

**Table 8A: Road traffic crashes:
Involved controllers by road user type and age group: males only
Queensland 2003**

Age group	Driver		Motorcycle rider		Bicycle rider	
	Inv	Resp	Inv	Resp	Inv	Resp
0-4	2	1	0	0	0	0
5-7	1	1	0	0	15	14
8-12	2	2	2	2	79	64
13-15	39	35	11	9	107	76
16-19	3037	2203	79	53	75	47
20-24	3520	2170	266	155	69	32
25-29	2501	1362	196	115	66	18
30-34	2366	1133	205	119	57	13
35-39	1853	823	147	81	39	8
40-49	3392	1471	228	141	73	26
50-59	2560	1073	112	66	36	7
60-69	1422	695	25	14	21	7
70+	1099	705	10	7	17	6
Not stated	279	198	9	7	13	11
Total	22073	11872	1290	769	667	329

Age group	Pedestrian		Other road user		Total	
	Inv	Resp	Inv	Resp	Inv	Resp
0-4	13	11	0	0	15	12
5-7	16	14	0	0	32	29
8-12	54	35	0	0	137	103
13-15	31	22	0	0	188	145
16-19	55	26	2	0	3248	2449
20-24	62	40	12	10	3929	2552
25-29	44	26	16	10	2823	1646
30-34	37	19	17	10	2682	1440
35-39	34	15	26	9	2099	1051
40-49	47	27	43	24	3783	1876
50-59	54	25	31	19	2793	1322
60-69	25	10	9	6	1502	821
70+	38	18	4	3	1168	785
Not stated	15	15	2	1	318	259
Total	525	303	162	92	24717	14490

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 8B: Road traffic crashes:
Involved controllers by road user type and age group: females only
Queensland 2003**

Age group	Driver		Motorcycle rider		Bicycle rider	
	Inv	Resp	Inv	Resp	Inv	Resp
0-4	1	0	0	0	1	1
5-7	1	1	0	0	2	2
8-12	0	0	0	0	17	16
13-15	15	10	0	0	12	11
16-19	1697	1090	5	4	8	5
20-24	2186	1060	18	13	17	3
25-29	1576	718	25	10	16	5
30-34	1504	579	13	8	13	3
35-39	1316	466	12	2	9	0
40-49	2402	952	30	23	16	3
50-59	1534	665	25	16	7	4
60-69	666	333	4	1	2	0
70+	509	373	0	0	1	0
Not stated	69	53	0	0	2	1
Total	13476	6300	132	77	123	54

Age group	Pedestrian		Other road user		Total	
	Inv	Resp	Inv	Resp	Inv	Resp
0-4	6	4	0	0	8	5
5-7	22	17	0	0	25	20
8-12	24	19	0	0	41	35
13-15	34	27	0	0	61	50
16-19	35	19	0	0	1745	1151
20-24	46	21	1	0	2268	1148
25-29	24	9	1	1	1642	799
30-34	19	4	0	0	1549	658
35-39	17	12	0	0	1354	548
40-49	29	14	4	1	2481	1105
50-59	29	7	2	2	1597	756
60-69	24	15	0	0	696	376
70+	49	16	1	1	560	397
Not stated	3	1	0	0	74	56
Total	361	185	9	5	14101	7104

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 8C: Road traffic crashes:
Involved controllers by road user type and age group: all persons
Queensland 2003**

Age group	Driver		Motorcycle rider		Bicycle rider	
	Inv	Resp	Inv	Resp	Inv	Resp
0-4	3	1	0	0	1	1
5-7	2	2	0	0	17	16
8-12	2	2	2	2	96	80
13-15	54	45	11	9	119	87
16-19	4734	3293	84	57	83	52
20-24	5706	3230	284	168	86	35
25-29	4077	2080	221	125	82	23
30-34	3870	1712	218	127	70	16
35-39	3169	1289	159	83	48	8
40-49	5795	2423	258	164	89	29
50-59	4094	1738	137	82	43	11
60-69	2088	1028	29	15	23	7
70+	1608	1078	10	7	18	6
Not stated	835	596	13	10	17	14
Total	36037	18517	1426	849	792	385

Age group	Pedestrian		Other road user		Total	
	Inv	Resp	Inv	Resp	Inv	Resp
0-4	19	15	0	0	23	17
5-7	38	31	0	0	57	49
8-12	78	54	0	0	178	138
13-15	65	49	0	0	249	195
16-19	90	45	2	0	4993	3600
20-24	108	61	13	10	6197	3700
25-29	68	35	17	11	4465	2445
30-34	56	23	17	10	4231	2098
35-39	51	27	26	9	3453	1599
40-49	76	41	47	25	6265	2981
50-59	83	32	33	21	4390	2078
60-69	49	25	9	6	2198	1197
70+	87	34	5	4	1728	1182
Not stated	19	16	5	3	889	697
Total	887	488	174	99	39316	21976

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 and breath alcohol analysis:
Controllers* killed in road traffic crashes
Queensland 2003**

Blood and breath alcohol analysis	Drivers	Motorcycle riders	Bicycle riders	Pedestrians	Other	Total
No blood analysis	17	5	4	9	0	35
Negative	76	21	3	22	0	122
Positive						
.01 - .04	5	4	0	0	0	9
.05 - .07	1	2	0	1	0	4
.08 - .14	9	3	0	5	0	17
.15 - .19	12	2	0	4	0	18
.20 - .24	17	1	0	5	0	23
.25 & over	3	2	0	4	0	9
Total positive	47	14	0	19	0	80
Total controllers	140	40	7	50	0	237
Total tested	123	35	3	41	0	202
% positive	38.2%	40.0%	0.0%	46.3%	0.0%	39.6%

* Controller - see definitions, Appendix 1

**Table 9B: Blood and breath alcohol analysis:
Controllers* injured in road traffic crashes
Queensland 2003**

Blood and breath alcohol analysis	Drivers	Motorcycle riders	Bicycle riders	Pedestrians	Other	Total
No test required	4975	702	655	789	2	7123
Refused test	26	3	1	1	0	31
Negative	4528	551	104	41	3	5227
Positive						
.01 - .04	57	8	1	0	0	66
.05 - .07	54	8	0	1	0	63
.08 - .14	195	16	3	1	0	215
.15 - .19	185	15	0	1	0	201
.20 - .24	91	7	3	1	0	102
.25 & over	125	16	2	2	0	145
Total positive	707	70	9	6	0	792
Total controllers	10236	1326	769	837	5	13173
Total tested	5235	621	113	47	3	6019
% positive	13.5%	11.3%	8.0%	12.8%	0.0%	13.2%

* Controller - see definitions, Appendix 1

**Table 10A: Blood or breath alcohol analysis by age group:
Controllers* killed in road traffic crashes
Queensland 2003**

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	0	0	0	0	0	0	0	0
Negative	4	13	15	4	25	18	43	122
Positive								
.01 - .04	0	1	2	0	3	2	1	9
.05 - .07	0	0	1	0	2	1	0	4
.08 - .14	0	2	4	1	4	1	5	17
.15 - .19	0	6	3	0	4	1	4	18
.20 - .24	0	1	5	2	10	4	1	23
.25 & over	0	3	1	0	2	3	1	10
Total positive	0	13	16	3	25	12	12	81
Total tested	4	26	31	7	50	30	55	203
% positive	0.0%	50.0%	51.6%	42.9%	50.0%	40.0%	21.8%	39.9%

* Controller - see definitions, Appendix 1

**Table 10B: Blood or breath alcohol analysis by age group:
Controllers* not killed but may have been injured in road traffic crashes
Queensland 2003**

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	1	6	9	10	26	14	11	77
Negative	142	3622	2920	1653	3936	3234	4403	19910
Positive								
.01 - .04	2	49	46	32	34	30	35	228
.05 - .07	6	57	42	16	30	9	22	182
.08 - .14	9	148	169	70	96	37	37	566
.15 - .19	1	78	94	62	94	64	36	429
.20 - .24	0	18	52	38	41	35	22	206
.25 & over	0	42	69	74	121	112	118	536
Total positive	18	392	472	292	416	287	270	2147
Total tested	160	4014	3392	1945	4352	3521	4673	22057
% positive	11.3%	9.8%	13.9%	15.0%	9.6%	8.2%	5.8%	9.7%

* Controller - see definitions, Appendix 1

**Table 11A: Road traffic crashes:
Time of day and day of week: Total crashes
Queensland 2003**

Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
Midnight - 2am	60	36	61	82	98	193	201	731
2am - 4am	40	41	55	42	76	194	127	575
4am - 6am	76	52	57	84	84	101	121	575
6am - 8am	270	265	252	250	224	165	114	1540
8am - 10am	389	425	401	451	417	295	214	2592
10am - noon	325	348	336	335	349	434	301	2428
Noon - 2pm	352	328	342	342	359	401	293	2417
2pm - 4pm	492	472	512	486	576	389	342	3269
4pm - 6pm	513	556	629	603	617	393	338	3649
6pm - 8pm	219	272	312	330	420	258	184	1995
8pm - 10pm	135	169	188	178	253	208	148	1279
10pm - Midnight	101	93	109	144	252	229	105	1033
Total	2972	3057	3254	3327	3725	3260	2488	22083

**Table 11B: Road traffic crashes:
Time of day and day of week: Casualty crashes
Queensland 2003**

Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
Midnight - 2am	29	15	33	45	49	101	101	373
2am - 4am	15	20	22	24	40	104	74	299
4am - 6am	41	30	33	47	54	48	72	325
6am - 8am	186	176	166	167	133	94	68	990
8am - 10am	260	277	251	286	252	175	124	1625
10am - noon	201	201	197	213	206	261	187	1466
Noon - 2pm	201	195	237	220	220	232	182	1487
2pm - 4pm	324	307	322	291	342	257	224	2067
4pm - 6pm	336	367	404	388	353	249	196	2293
6pm - 8pm	112	168	190	188	248	173	112	1191
8pm - 10pm	85	94	111	101	142	107	86	726
10pm - Midnight	56	44	60	73	148	130	54	565
Total	1846	1894	2026	2043	2187	1931	1480	13407

**Table 11C: Road traffic crashes:
Time of day and day of week: Persons killed
Queensland 2003**

Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
Midnight - 2am	1	2	1	4	4	6	9	27
2am - 4am	0	0	1	4	2	10	7	24
4am - 6am	2	1	1	0	1	2	2	9
6am - 8am	2	2	7	2	4	3	3	23
8am - 10am	7	6	2	3	5	4	5	32
10am - noon	2	3	2	4	4	5	4	24
Noon - 2pm	6	3	4	2	4	6	2	27
2pm - 4pm	4	5	4	3	6	9	7	38
4pm - 6pm	3	7	5	9	4	7	5	40
6pm - 8pm	4	1	8	2	4	3	4	26
8pm - 10pm	1	2	6	3	2	2	2	18
10pm - Midnight	1	3	1	4	5	4	4	22
Total	33	35	42	40	45	61	54	310

**Table 11D: Road traffic crashes:
Time of day and day of week: Persons injured
Queensland 2003**

Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
Midnight - 2am	33	24	40	49	58	129	123	456
2am - 4am	22	21	25	28	46	141	87	370
4am - 6am	51	33	35	54	66	61	103	403
6am - 8am	228	217	218	201	165	115	87	1231
8am - 10am	347	360	332	375	327	228	166	2135
10am - noon	255	258	267	262	248	345	246	1881
Noon - 2pm	263	243	313	283	275	326	273	1976
2pm - 4pm	427	398	426	382	450	346	333	2762
4pm - 6pm	412	463	498	500	454	351	294	2972
6pm - 8pm	134	218	256	260	336	239	163	1606
8pm - 10pm	121	125	151	135	204	157	110	1003
10pm - Midnight	75	59	79	87	202	186	61	749
Total	2368	2419	2640	2616	2831	2624	2046	17544

**Table 12: Road traffic casualties:
Road users by vehicle type and injury severity
Queensland 2003**

Road user type	Killed	Admitted to hospital	Medical treatment	Other injury	Total casualties
Driver:					
Car, station wagon	85	2286	3386	2323	8080
Utility, panel van	23	328	379	329	1059
4-wheel drive	21	192	243	180	636
Rigid truck	6	55	42	35	138
Articulated truck	0	43	42	26	111
Road train/Bdouble/triple	1	12	4	8	25
Bus	1	11	12	10	34
Other motor vehicle	4	11	16	2	33
Sub-total	141	2938	4124	2913	10116
Motorcycle rider	40	652	433	241	1366
Pedal cycle rider	7	241	326	202	776
Other/not stated	0	2	2	1	5
Sub-total	47	895	761	444	2147
Passenger:					
Car, station wagon	51	1075	1623	874	3623
Utility, panel van	11	153	149	80	393
4-wheel drive	6	131	148	82	367
Rigid truck	1	14	10	11	36
Articulated truck	1	4	5	0	10
Road train/Bdouble/triple	0	1	0	0	1
Bus	0	47	75	49	171
Other motor vehicle	0	4	2	2	8
Sub-total	70	1429	2012	1098	4609
Motorcycle pillion	2	40	33	15	90
Pedal cycle pillion	0	1	3	3	7
Other/not stated	0	1	1	0	2
Sub-total	2	42	37	18	99
Pedestrian sub-total	50	418	280	139	887
Total casualties	310	5722	7214	4612	17858

**Table 13: Road traffic casualties:
Type of unit most responsible by crash severity
Queensland 2003**

Type of unit	Crash severity								All crashes	%
	F	%	H	%	M	%	O	%		
Car/station wagon	123	43.3	2700	59.7	3613	67.5	2149	66.2	15070	68.3
Utility, panel van	32	11.3	473	10.5	535	10.0	359	11.1	2401	10.9
Rigid truck	9	3.2	97	2.1	128	2.4	82	2.5	548	2.5
Articulated vehicle	7	2.5	76	1.7	82	1.5	56	1.7	385	1.7
Omnibus	1	0.4	22	0.5	61	1.1	33	1.0	168	0.8
Motorcycle	32	11.3	442	9.8	254	4.7	116	3.6	848	3.8
Tractor	4	1.4	17	0.4	19	0.4	12	0.4	102	0.5
Towed device (Caravan)	0	0.0	1	0.0	1	0.0	1	0.0	9	0.0
Bicycle	5	1.8	135	3.0	144	2.7	100	3.1	385	1.7
Pedestrian	29	10.2	252	5.6	137	2.6	70	2.2	488	2.2
Animal - ridden	0	0.0	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	37	13.0	290	6.4	367	6.9	257	7.9	1561	7.1
Road train/Bdouble/triple	4	1.4	14	0.3	8	0.1	9	0.3	81	0.4
Other	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Not stated	1	0.4	0	0.0	4	0.1	3	0.1	31	0.1
Total	284	100.0	4519	100.0	5353	100.0	3247	100.0	22079	100.0

Type of unit	Injury severity								Total casualties	%
	K	%	HI	%	MI	%	Mm	%		
Car/station wagon	140	45.2	3558	62.2	5023	69.6	3181	69.0	11902	66.7
Utility, panel van	34	11.0	615	10.8	711	9.9	481	10.4	1841	10.3
Rigid truck	9	2.9	114	2.0	164	2.3	123	2.7	410	2.3
Articulated vehicle	7	2.3	89	1.6	106	1.5	71	1.5	273	1.5
Omnibus	1	0.3	37	0.6	81	1.1	48	1.0	167	0.9
Motorcycle	33	10.6	476	8.3	278	3.9	136	2.9	923	5.2
Tractor	4	1.3	22	0.4	22	0.3	19	0.4	67	0.4
Towed device (Caravan)	0	0.0	1	0.0	2	0.0	1	0.0	4	0.0
Bicycle	5	1.6	139	2.4	151	2.1	106	2.3	401	2.2
Pedestrian	30	9.7	258	4.5	147	2.0	76	1.6	511	2.9
Animal - ridden	0	0.0	0	0.0	0	0.0	0	0.0	0	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	0	0.0
4-wheel drive	41	13.2	393	6.9	513	7.1	355	7.7	1302	7.3
Road train/Bdouble/triple	5	1.6	17	0.3	12	0.2	10	0.2	44	0.2
Other	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Not stated	1	0.3	0	0.0	4	0.1	4	0.1	9	0.1
Total	310	100.0	5719	100.0	7214	100.0	4611	100.0	17854	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 2003**

Vehicle type	Fatal crashes	Serious injury	Other injury	Property damage only	Total crashes
Car/station wagon	67	1822	484	2488	4861
Utility/panel van	19	331	94	407	851
Truck	3	61	17	86	167
Articulated vehicle	2	73	24	72	171
Omnibus	0	15	6	7	28
Motorcycle	16	416	66	4	502
Bicycle	2	34	5	0	41
4-wheel drive	25	253	64	228	570
Road train/Bdouble/triple	1	13	7	32	53
Other vehicle	1	10	2	25	38
Total	136	3028	769	3349	7282

**Table 15: Road traffic crashes and casualties by roadway feature and traffic control
Queensland 2003**

	Road feature/traffic control	Total crashes	Casualty crashes	Persons killed	Persons injured
Intersection					
Cross-roads controlled by:	- person	4	4	0	4
	- traffic lights	1934	1175	4	1579
	- stop/give way signs	1186	679	11	979
	- pedestrian crossing	7	6	1	7
	- uncontrolled/other	648	378	3	519
T-junction controlled by:	- person	2	0	0	0
	- traffic lights	1032	625	2	835
	- stop/give way signs	1040	643	8	853
	- pedestrian crossing	23	18	0	22
	- uncontrolled/other	2596	1595	37	1973
Y-junction controlled by:	- person	0	0	0	0
	- traffic lights	12	8	0	8
	- stop/give way signs	5	0	0	0
	- pedestrian crossing	0	0	0	0
	- uncontrolled/other	11	6	0	6
Other intersections controlled by:	- person	3	1	0	1
	- traffic lights	166	97	0	138
	- stop/give way signs	909	558	3	666
	- pedestrian crossing	0	0	0	0
	- uncontrolled/other	487	273	1	330
Railway level crossing controlled by:	- lights	37	22	1	31
	- signs	12	8	1	12
	- uncontrolled/other	4	2	0	2
Other roadway features:					
	Bridge-culvert-causeway	338	193	4	277
	Forestry/National Park Road	22	13	1	17
	Bikeway	4	3	0	3
	Median opening	84	47	0	63
	Merge lane	42	26	1	29
Straight road controlled by:	- person	20	14	0	17
	- traffic lights	83	59	0	66
	- stop/give way signs	42	22	0	36
	- pedestrian crossing	83	69	0	75
	- uncontrolled/other	8225	5032	130	6529
Curved road controlled by:	- view open	2087	1264	69	1694
	- view obscured	935	567	33	777
Total crashes		22083	13407	310	17548

**Table 16A: Road traffic crashes:
Roadway features by crash severity
Queensland 2003**

Road way feature	Crash severity					Total
	Fatal	Admitted to hospital	Received medical treatment	Other injury	Non-injury	
Cross	18	738	921	565	1537	3779
T-junction	43	906	1201	731	1812	4693
Y-junction	0	6	4	4	14	28
Multiple road	0	9	14	10	21	54
Interchange	1	100	162	78	247	588
Roundabout	3	126	247	179	368	923
Bridge, causeway	4	65	71	53	145	338
Railway crossing	2	11	9	10	21	53
Median opening	0	14	21	12	37	84
Merge lane	1	10	10	5	16	42
Bikeway	0	2	0	1	1	4
Forestry/National park road	1	4	5	3	9	22
No special features	211	2531	2688	1597	4448	11475
Total crashes	284	4522	5353	3248	8676	22083

**Table 16B: Road traffic crashes:
Roadway features by crash severity
Brisbane Statistical Division 2003**

Road way feature	Crash severity					Total
	Fatal	Admitted to hospital	Received medical treatment	Other injury	Non-injury	
Cross	6	342	467	306	639	1760
T-junction	20	453	735	448	966	2622
Y-junction	0	4	4	2	10	20
Multiple road	0	3	8	7	13	31
Interchange	1	71	118	67	195	452
Roundabout	1	50	108	71	130	360
Bridge, causeway	0	14	25	19	44	102
Railway crossing	1	0	2	5	1	9
Median opening	0	5	11	6	19	41
Merge lane	1	5	7	2	9	24
Bikeway	0	1	0	1	0	2
Forestry/National park road	0	0	2	0	0	2
No special features	57	971	1277	764	1789	4858
Total crashes	87	1919	2764	1698	3815	10283

**Table 17: Road traffic crashes and casualties by region, crash severity and gender
Queensland 2003**

Crashes and casualties	Brisbane City	Rest of BSD*	Provincial cities	Rest of Qld	Total Qld
Crashes					
Fatal crashes	42	45	73	124	284
Serious injury crashes	1131	788	1432	1171	4522
Other injury crashes	2872	1590	2543	1596	8601
Total casualty crashes	4045	2423	4048	2891	13407
Property damage only crashes	2215	1600	2905	1956	8676
Total crashes	6260	4023	6953	4847	22083
Casualties					
Fatalities					
Males	36	33	59	101	229
Females	6	15	21	39	81
Not stated	0	0	0	0	0
Total fatalities	42	48	80	140	310
Seriously injured					
Males	1808	1184	1863	1317	6172
Females	2	5	8	5	20
Not stated	0	0	0	0	0
Total seriously injured	1810	1189	1871	1322	6192
Other injured					
Males	757	425	601	356	2139
Females	15	6	7	10	38
Not stated	0	0	0	0	0
Total other injured	772	431	608	366	2177
Total casualties					
Males	2571	1624	2485	1712	8392
Females	17	11	15	15	58
Not stated	0	0	0	0	0
Total casualties	2588	1635	2500	1727	8450

* Brisbane Statistical Division

**Table 18: Road traffic crashes and casualties by Local Government Area
Queensland 2003**

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
Aramac Shire Council	8	7	0	6	0	0	0	1	0	0	0	0
Atherton Shire Council	57	28	0	36	0	0	0	4	0	1	0	0
Aurukun Shire Council	1	0	0	0	0	0	0	0	0	0	0	0
Balonne Shire Council	14	11	0	18	0	0	0	0	0	0	0	0
Banana Shire Council	64	42	2	62	0	2	0	3	0	0	0	0
Barcaldine Shire Council	6	2	0	4	0	0	0	0	0	0	0	0
Barcoo Shire Council	7	4	0	5	0	0	0	0	0	0	0	0
Bauhinia Shire Council	24	12	1	12	1	0	0	1	0	0	0	0
Beaudesert Shire Council	269	178	6	221	0	4	0	33	0	1	0	0
Belyando Shire Council	43	28	0	36	0	0	0	0	0	1	0	0
Bendemere Shire Council	6	4	0	5	0	0	0	0	0	0	0	0
Biggenden Shire Council	6	2	0	2	0	0	0	0	0	0	0	0
Blackall Shire Council	9	2	0	3	0	0	0	0	0	0	0	0
Boonah Shire Council	62	32	2	37	0	0	1	3	0	0	0	0
Booringa Shire Council	9	7	0	10	0	0	0	0	0	0	0	0
Boulia Shire Council	5	3	0	3	0	0	0	1	0	0	0	0
Bowen Shire Council	58	31	0	45	0	1	0	2	0	1	0	0
Brisbane City Council	6260	4045	24	4309	10	310	6	375	2	199	0	0
Broadsound Shire Council	46	32	1	46	0	0	1	4	0	0	0	0
Bulloo Shire Council	3	2	0	3	0	0	0	0	0	0	0	0
Bundaberg City Council	273	159	1	143	0	9	2	26	0	22	0	0
Bungil Shire Council	16	12	0	13	0	0	0	1	0	0	0	0
Burdekin Shire Council	78	52	1	62	2	4	0	6	0	1	0	0
Burke Shire Council	15	11	0	17	0	1	0	0	0	0	0	0
Burnett Shire Council	104	75	6	80	0	3	1	11	1	0	0	0
Caboolture Shire Council	682	398	7	446	1	15	2	47	0	17	0	0
Cairns City Council	811	430	6	372	1	37	1	54	0	63	0	0
Calliope Shire Council	73	49	4	58	0	1	2	4	0	0	0	0
Caloundra City Council	487	263	6	298	1	11	2	27	1	19	0	0
Cambooya Shire Council	18	12	0	13	0	0	0	4	0	0	0	0
Cardwell Shire Council	53	34	2	39	0	0	0	4	0	1	0	0
Carpentaria Shire Council	19	14	2	17	0	3	0	0	0	0	0	0
Charters Towers City Council	33	14	0	19	0	2	0	0	0	1	0	0
Chinchilla Shire Council	26	14	0	15	0	0	0	3	0	0	0	0
Clifton Shire Council	10	6	1	5	0	0	0	1	0	0	0	0
Cloncurry Shire Council	39	27	3	35	0	0	1	1	0	0	0	0
Cook Shire Council	63	43	2	59	0	4	0	2	0	1	0	0
Cooloolo Shire Council	229	127	8	162	2	6	1	11	0	4	0	0
Crows Nest Shire Council	48	21	0	35	0	1	0	1	0	1	0	0
Croydon Shire Council	5	4	1	4	0	0	0	0	0	0	0	0
Dalby Town Council	39	31	0	28	0	3	0	2	0	5	0	0
Dalrymple Shire Council	48	35	1	51	0	0	0	8	0	0	0	0
Diamantina Shire Council	4	2	0	2	0	2	0	0	0	0	0	0
Douglas Shire Council	76	44	1	39	1	3	0	14	0	3	0	0
Duaringa Shire Council	39	20	1	24	0	1	0	3	0	0	0	0

Legend:

K = killed, I = injured

Table 18: Road traffic crashes and casualties by Local Government Area (cont'd)
Queensland 2003

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	
Eacham Shire Council	38	21	1	17	0	1	0	8	0	0	0	0	0
Eidsvold Shire Council	10	6	0	9	0	0	0	1	0	0	0	0	0
Emerald Shire Council	64	32	2	37	0	1	0	3	0	0	0	0	0
Esk Shire Council	131	90	3	96	0	3	1	16	0	0	0	0	0
Etheridge Shire Council	18	10	1	15	0	0	0	1	0	0	0	0	0
Fitzroy Shire Council	57	40	1	51	0	0	1	4	0	3	0	0	0
Flinders Shire Council	20	8	1	15	0	0	0	0	0	0	0	0	0
Gatton Shire Council	110	65	4	84	0	2	0	5	0	3	0	0	0
Gaydah Shire Council	14	10	0	13	0	0	0	0	0	1	0	0	0
Gladstone City Council	144	84	1	76	0	8	1	14	0	6	0	0	0
Gold Coast City Council	2532	1700	11	1790	7	125	5	174	2	105	0	0	0
Goondiwindi Town Council	18	11	0	14	0	2	0	0	0	0	0	0	0
Herberton Shire Council	28	19	0	20	0	0	0	3	0	0	0	0	0
Hervey Bay City Council	229	144	9	167	0	11	0	17	0	12	0	0	0
Hinchinbrook Shire Council	63	45	0	55	0	2	0	3	0	1	0	0	0
Ilfracombe Shire Council	2	1	0	1	0	0	0	0	0	0	0	0	0
Inglewood Shire Council	23	15	0	19	0	1	0	1	0	0	0	0	0
Ipswich City Council	911	467	8	509	1	27	1	38	0	26	0	0	0
Isis Shire Council	86	50	0	64	1	1	0	5	0	1	0	0	0
Isisford Shire Council	1	1	0	1	0	0	0	0	0	0	0	0	0
Jericho Shire Council	10	5	1	6	0	0	0	0	0	0	0	0	0
Johnstone Shire Council	112	63	1	64	0	3	0	10	0	2	0	0	0
Jondaryan Shire Council	61	33	0	41	0	2	0	2	0	0	0	0	0
Kilcoy Shire Council	39	29	0	38	1	0	0	2	0	0	0	0	0
Kilkivan Shire Council	36	18	3	13	0	1	0	3	0	0	0	0	0
Kingaroy Shire Council	58	33	1	35	0	0	0	4	0	3	0	0	0
Kolan Shire Council	53	29	1	38	0	0	0	1	0	0	0	0	0
Laidley Shire Council	71	44	1	48	0	3	0	5	0	1	0	0	0
Livingstone Shire Council	126	79	4	96	1	4	0	4	0	1	0	0	0
Logan City Council	1017	648	4	759	2	32	2	70	0	25	0	0	0
Longreach Shire Council	19	6	0	5	0	0	0	1	0	1	0	0	0
Mackay City Council	472	254	3	260	3	16	0	37	0	17	0	0	0
Mareeba Shire Council	110	63	0	65	0	3	0	9	0	3	0	0	0
Maroochy Shire Council	905	479	7	509	6	27	1	53	1	35	0	0	0
Maryborough City Council	160	97	3	95	0	7	0	11	0	15	0	0	0
Mckinlay Shire Council	19	11	2	21	0	0	0	1	0	0	0	0	0
Millmerran Shire Council	22	15	0	18	0	1	0	1	0	0	0	0	0
Mirani Shire Council	24	15	1	12	1	0	1	5	0	0	0	0	0
Miriam Vale Shire Council	36	16	0	18	0	0	0	2	0	0	0	0	0
Monto Shire Council	12	7	2	10	0	0	0	0	0	0	0	0	0
Mornington Shire Council	6	6	0	12	0	0	0	0	0	0	0	0	0
Mount Isa City Council	92	41	0	34	1	8	0	3	0	5	0	0	0
Mount Morgan Shire Council	12	8	1	7	0	1	0	0	0	1	0	0	0
Mundubbera Shire Council	12	4	0	4	0	0	0	1	0	0	0	0	0
Murgon Shire Council	23	15	1	16	0	1	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 2003**

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	
Murilla Shire Council	21	12	0	22	0	0	0	0	0	0	0	0	0
Murweh Shire Council	25	13	3	18	0	0	0	3	0	0	0	0	0
Nanango Shire Council	60	42	1	54	0	0	0	2	0	0	0	0	0
Nebo Shire Council	19	14	0	19	0	0	0	0	0	0	0	0	0
Noosa Shire Council	231	132	4	133	2	12	1	18	0	8	0	0	0
Paroo Shire Council	5	3	0	2	0	0	0	0	0	1	0	0	0
Peak Downs Shire Council	31	20	0	23	0	0	0	2	0	0	0	0	0
Perry Shire Council	11	4	0	5	0	0	0	0	0	0	0	0	0
Pine Rivers Shire Council	503	321	5	363	1	18	3	35	0	13	0	0	0
Pittsworth Shire Council	16	9	1	10	0	0	0	0	0	0	0	0	0
Quilpie Shire Council	9	8	0	8	0	0	0	0	0	0	0	0	0
Redcliffe City Council	250	139	2	156	0	11	0	11	0	10	0	0	0
Redland Shire Council	436	295	5	301	2	15	1	26	0	33	0	0	0
Richmond Shire Council	5	4	0	8	0	0	0	0	0	0	0	0	0
Rockhampton City Council	355	172	0	173	0	10	0	13	0	19	0	0	0
Roma Town Council	13	5	0	3	0	1	0	1	0	0	0	0	0
Rosalie Shire Council	37	24	1	25	0	0	0	1	0	1	0	0	0
Sarina Shire Council	53	26	2	26	0	1	1	4	0	0	0	0	0
Stanthorpe Shire Council	38	23	3	30	0	1	0	1	0	0	0	0	0
Tambo Shire Council	2	2	0	2	0	0	0	0	0	0	0	0	0
Tara Shire Council	22	16	2	21	0	1	0	0	0	0	0	0	0
Taroom Shire Council	9	1	0	1	0	0	0	0	0	0	0	0	0
Thuringowa City Council	147	88	0	89	1	4	0	10	0	10	0	0	0
Tiaro Shire Council	35	24	0	32	0	0	1	4	0	0	0	0	0
Toowoomba City Council	603	266	1	278	1	14	0	26	0	20	0	0	0
Torres Shire Council	16	10	1	7	0	3	0	1	0	1	0	0	0
Townsville City Council	611	359	2	323	0	23	1	70	0	50	0	0	0
Waggamba Shire Council	26	19	2	24	0	0	0	0	0	0	0	0	0
Wambo Shire Council	29	22	1	23	0	1	0	1	0	0	0	0	0
Warroo Shire Council	4	3	0	6	0	0	0	0	0	0	0	0	0
Warwick Shire Council	109	62	7	79	0	2	0	2	0	2	0	0	0
Whitsunday Shire Council	59	35	1	38	0	4	1	5	0	0	0	0	0
Winton Shire Council	10	6	0	14	0	0	0	0	0	0	0	0	0
Wondai Shire Council	18	13	0	19	0	0	0	1	0	0	0	0	0
Woochoo Shire Council	14	9	0	10	0	0	0	2	0	0	0	0	0
Total for Queensland	22083	13407	211	14521	50	837	42	1414	7	776	0	0	0

Legend:

K = killed, I = injured

**Table 19: Annual road toll, population and vehicles on register
Queensland 1953-2003**

Year	Persons killed						Population ('000)	Motor vehicles ('000)
	Driver*	Motor cyclist	Pedal cyclist	Pedestrian	Passenger	Total killed		
1954	46	60	18	64	85	273	1322.8	284.2
1955	55	52	17	76	77	277	1350.7	307.7
1956	68	43	15	89	108	323	1378.9	326.6
1957	80	47	30	62	104	323	1420.5	345.1
1958	92	41	29	89	102	353	1449.3	365.2
1959	106	32	23	92	100	353	1477.2	383.8
1960	103	31	17	78	117	346	1502.3	406.7
1961	102	28	18	91	98	337	1540.3	321.7
1962	131	32	21	100	119	403	1562.8	453.3
1963	139	20	32	96	111	398	1595.4	459.0
1964	164	25	12	115	145	461	1626.5	497.4
1965	183	18	19	101	146	467	1659.4	536.1
1966	181	20	20	102	143	466	1687.1	563.4
1967	201	13	20	110	158	502	1715.8	588.5
1968	197	16	9	82	173	477	1747.7	620.9
1969	226	19	18	109	184	556	1779.7	649.9
1970	223	22	13	111	158	527	1812.8	686.1
1971	255	44	24	78	193	594	1874.9	726.5
1972	217	55	18	98	184	572	1924.7	774.0
1973	219	71	19	121	208	638	1981.6	827.0
1974	215	83	10	107	174	589	2033.0	889.7
1975	225	72	22	107	209	635	2072.3	917.0
1976	196	83	16	89	185	569	2110.4	1012.2
1977	215	97	27	92	141	572	2151.0	1067.2
1978	237	70	15	92	198	612	2191.6	1129.6
1979	242	94	13	95	172	616	2239.7	1183.4
1980	211	87	14	87	158	557	2301.7	1256.9
1981	237	92	16	66	183	594	2387.9	1355.6
1982	255	94	18	71	164	602	2456.5	1439.5
1983	178	92	19	61	160	510	2503.3	1496.1
1984	192	74	16	66	157	505	2547.1	1533.5
1985	201	77	20	72	132	502	2597.1	1546.1
1986	186	75**	15**	65	140***	481	2648.5	1567.4
1987	165	55	14	73	135	442	2703.4	1575.3
1988	225	53	21	78	162	539	2780.7	1616.2
1989	173	47	19	68	121	428	2864.6	1693.4
1990	153	50	18	65	113	399	2932.2	1751.9
1991	163	41	16	66	109	395	2999.9	1787.0
1992	167	43	18	75	113	416	3030.5	1832.8
1993	189	47	10	49	101	396	3112.6	1847.2
1994	177	45	13	79	108	422	3116.0	1975.5
1995	180	54	10	92	120	456	3277.3	2038.9
1996	174	41	10	55	105	385	3354.7	2171.9
1997	159	43	12	59	87	360	3440.2	2232.9
1998	121	25	9	48	75	279	3447.7	2307.5
1999	128	41	9	49	87	314	3501.4	2315.6
2000	157	30	6	40	85	317	3561.5	2428.6
2001	150	29	15	51	78	324	3628.9	2495.6
2002	135	53	5	37	92	322	3711.0	2445.5
2003	141	42	7	50	70	310	3796.8	2552.1

* Includes horse riders

** Includes pillions from 1986

*** Includes pillions prior to 1986

**Table 20: Annual trend data
Queensland 1994-2003**

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Casualties by severity										
Fatalities	422	456	385	360	279	314	317	324	322	310
Hospitalised	4600	4636	4481	4146	4397	4504	4792	5317	5597	5722
Medical treatment	6207	6692	6836	6483	6325	6251	6447	7893	7677	7214
Minor injury	3587	3932	4131	3928	4007	3840	3934	4838	4783	4612
Total	14816	15716	15833	14917	15008	14909	15490	18372	18379	17858
Fatalities by age group										
0-11 years*	22	25	20	21	17	18	12	14	18	16
12-16 years	18	21	20	17	14	19	16	13	10	14
17-24 years	103	121	107	113	79	77	61	84	97	83
25-59 years	194	208	172	155	121	143	166	147	150	143
60 years and over	85	81	66	54	48	57	62	66	47	54
Total	422	456	385	360	279	314	317	324	322	310
Fatalities by age group: female										
0-11 years**	8	12	8	5	4	8	4	6	7	6
12-16 years	6	8	5	3	6	7	4	3	4	7
17-24 years	29	29	19	39	18	17	13	13	30	17
25-59 years	46	63	55	41	36	36	37	45	34	32
60 years and over	38	32	30	21	17	20	26	20	19	19
Total	127	144	117	109	81	88	84	87	94	81
Fatalities by age group: male										
0-11 years**	14	13	12	16	12	8	8	7	10	10
12-16 years	12	13	15	14	8	12	12	10	6	7
17-24 years	74	92	88	74	61	60	48	71	67	66
25-59 years	148	145	117	114	85	107	129	102	116	111
60 years and over	47	49	36	33	31	37	36	46	28	35
Total	295	312	268	251	197	224	233	236	227	229
Fatalities by road user										
Drivers	177	181	174	158	122	128	157	151	135	141
Passengers	108	119	105	88	75	87	82	78	92	70
Motorcyclists	45	54	41	43	25	41	33	29	53	42
Bicyclists	13	10	10	12	9	9	6	15	5	7
Pedestrians	79	92	55	59	48	49	39	51	37	50
Total	422	456	385	360	279	314	317	324	322	310
Fatalities by driver/rider blood and breath alcohol content										
Tested	164	194	170	171	128	127	163	154	167	157
Untested	53	36	41	26	15	39	22	21	19	22
Total	217	230	211	197	143	166	185	175	186	179
Nil	103	112	105	112	86	89	104	110	120	95
0.01 - 0.04	10	18	5	13	8	6	13	5	6	9
0.05 - 0.14	20	20	19	21	15	15	13	14	15	15
0.15 - 0.24	23	31	31	15	14	8	23	23	23	32
0.25 and over	8	13	10	10	5	9	10	2	3	6
Total	164	194	170	171	128	127	163	154	167	157

* Includes fatalities of unknown age and/or gender

** Includes fatalities of unknown age

Table 20: Annual trend data (cont'd)
Queensland 1994-2003

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Fatalities by seatbelt usage										
Not determined	89	105	89	88	62	66	64	65	66	49
Restrained	139	141	137	110	97	98	115	114	109	113
Unrestrained	40	46	45	45	34	47	58	48	46	45
Total	268	292	271	243	193	211	237	227	221	207
Fatalities by helmet usage										
Not determined	2	3	5	2	7	3	4	0	3	2
Worn	51	52	35	44	23	38	33	39	52	44
Not worn	5	9	11	9	4	9	2	5	3	3
Total	58	64	51	55	34	50	39	44	58	49
Injuries by age group										
0-11 years*	850	930	935	887	858	874	852	892	892	882
12-16 years	899	1035	979	927	954	870	846	926	901	873
17-24 years	4633	4611	4572	4145	4201	4063	4177	4889	4826	4780
25-59 years	6583	7178	7379	7089	7167	7293	7770	9492	9463	9111
60 years and over	1384	1443	1525	1437	1471	1400	1420	1701	1792	1728
Unstated	45	63	58	72	78	95	108	148	183	173
Total	14394	15260	15448	14557	14729	14595	15173	18048	18057	17547
Injuries by age group: female										
0-11 years**	373	434	381	367	372	392	369	392	397	401
12-16 years	371	439	437	397	408	369	396	442	399	389
17-24 years	1938	1959	1963	1767	1863	1802	1917	2224	2233	2218
25-59 years	2905	3228	3351	3281	3377	3333	3644	4566	4516	4362
60 years and over	747	725	792	777	757	722	762	853	924	896
Unstated	20	21	24	16	21	30	36	47	68	45
Total	6354	6806	6948	6605	6798	6648	7124	8524	8537	8311
Injuries by age group: male										
0-11 years**	477	496	553	520	486	482	483	500	494	481
12-16 years	528	596	542	530	546	501	450	484	502	484
17-24 years	2695	2652	2609	2378	2338	2259	2259	2665	2593	2561
25-59 years	3678	3950	4028	3806	3789	3959	4126	4926	4947	4749
60 years and over	637	718	733	660	714	678	658	848	868	832
Unstated	14	27	26	38	34	46	41	66	85	71
Total	8029	8439	8491	7932	7907	7925	8017	9489	9489	9178
Injuries by road user type										
Drivers	7057	7677	7725	7458	7634	7743	8179	9989	9942	9980
Passengers	4250	4402	4434	4090	4113	4093	4215	4929	4833	4541
Motorcyclists	1374	1357	1396	1204	1221	1118	1085	1324	1464	1414
Bicyclists	795	828	928	920	882	772	792	871	893	776
Pedestrians	918	994	963	884	877	869	900	934	923	837
Other	0	1	0	0	0	0	1	1	2	0
Total	14394	15259	15446	14556	14727	14595	15172	18048	18057	17548

* Includes injuries of unknown age and/or gender

** Includes injuries of unknown age

Table 20: Annual trend data (cont'd)
Queensland 1994-2003

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Injuries by blood and breath alcohol content of driver/rider										
Tested	2048	2180	2346	2443	2931	3378	4067	4839	5185	5751
Untested	6274	6731	6662	6115	5818	5405	5102	6231	5846	5441
Total	8322	8911	9008	8558	8749	8783	9169	11070	11031	11192
Nil	1514	1609	1735	1933	2444	2880	3548	4240	4555	5079
0.01 - 0.04	32	42	31	34	43	34	46	51	52	65
0.05 - 0.14	208	233	235	226	224	195	228	256	261	273
0.15 - 0.24	256	255	307	223	195	234	225	263	282	298
0.25 and over	38	41	38	27	25	35	20	29	35	36
Total	2048	2180	2346	2443	2931	3378	4067	4839	5185	5751
Injuries by seat belt usage										
Not determined	1529	1703	1794	1874	1852	1747	1729	2075	2062	2009
Restrained	9103	9686	9684	9047	9229	9496	10003	12038	12005	11909
Unrestrained	508	535	517	483	478	452	604	746	655	556
Total	11140	11924	11995	11404	11559	11695	12336	14859	14722	14474
Injuries by helmet usage										
Not determined	100	108	129	136	154	133	142	195	257	260
Worn	1876	1889	1939	1779	1766	1586	1579	1846	1957	1792
Not worn	193	188	256	209	183	171	156	154	143	138
Total	2169	2185	2324	2124	2103	1890	1877	2195	2357	2190
Crashes by severity										
Fatal	368	408	338	321	257	273	275	296	283	284
Hospitalisation	3612	3654	3559	3328	3518	3568	3824	4233	4472	4522
Medical treatment	4471	4800	4936	4762	4613	4571	4791	5928	5715	5353
Minor injury	2469	2800	2872	2697	2756	2626	2738	3419	3333	3248
Property damage	9910	9601	9211	8235	8417	8503	8311	8157	8488	8676
Total	20830	21263	20916	19343	19561	19541	19939	22033	22291	22083
Fatal crashes - crash nature										
Hit object	93	105	93	95	80	65	79	89	86	90
Hit pedestrian	73	88	55	55	46	47	37	47	34	40
Head-on	62	70	46	48	23	47	47	44	52	28
Angle	60	50	60	54	44	36	34	37	43	47
Overtuned	35	47	45	25	24	27	40	38	32	28
Rear-end	11	16	10	8	8	12	6	10	5	9
Fall from vehicle*	10	11	13	11	8	12	12	8	10	12
Sideswipe	10	10	9	16	11	19	13	17	13	21
Hit parked vehicle	6	7	4	3	6	5	6	0	3	6
Hit animal	4	3	3	5	6	1	0	4	3	2
Other	4	1	0	1	1	2	1	2	2	1
Total	368	408	338	321	257	273	275	296	283	284

* Vehicle includes motor or pedal cycle

Table 20: Annual trend data (cont'd)
Queensland 1994-2003

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Fatal crashes - traffic control										
Police	1	0	0	0	0	0	0	0	0	0
Road/Rail worker	0	0	0	0	0	2	0	0	0	0
Operating traffic lights	26	24	23	10	12	13	20	17	8	6
Railway-lights only	2	1	0	1	0	0	1	0	1	0
Railway-lights & boom gate	2	1	0	1	2	0	1	0	0	2
Stop sign	5	9	10	16	9	8	4	6	7	8
Give way sign	14	17	14	10	12	14	11	14	13	12
Railway crossing sign	0	1	4	0	2	0	0	1	0	1
Pedestrian crossing sign	3	5	3	3	1	2	1	2	2	1
Miscellaneous	0	0	0	0	0	0	0	0	0	0
No traffic control	315	350	284	280	219	234	237	256	252	254
Fatal crashes - speed limit										
0-50 km/h	5	3	7	1	6	10	15	16	9	21
60 km/h	148	152	142	115	75	84	77	88	74	75
70-90 km/h	49	46	39	42	46	62	52	51	60	70
100km/h and over	166	207	150	163	130	117	131	141	140	118
Fatal crashes after dark										
Total	154	171	142	152	102	124	111	118	119	116
Fatal crashes - roadway feature										
Wet road	0	0	11	31	48	42	45	39	31	43
Crossroad	36	44	47	27	25	31	30	23	19	18
Roundabout	2	2	3	1	2	0	3	2	1	3
Other intersection	54	59	55	48	31	35	29	45	35	44
Bridge/causeway	12	16	7	12	11	3	8	6	3	4
Fatal crashes - day of week										
Monday	42	45	36	30	31	33	31	30	29	32
Tuesday	43	43	48	44	25	24	36	39	33	32
Wednesday	54	58	34	45	32	29	35	36	32	37
Thursday	50	52	46	42	36	35	41	42	39	35
Friday	65	74	53	56	39	57	46	46	53	42
Saturday	59	67	60	64	55	50	49	61	51	55
Sunday	55	69	61	40	39	45	37	42	46	51
Fatal crashes - location										
Brisbane City	53	58	50	39	34	39	35	39	36	42
Rest of BSD*	60	43	42	49	29	40	38	41	42	45
Provincial cities	109	124	120	87	78	69	72	76	72	73
Rest of state	146	183	126	146	116	125	130	140	133	124
Total	368	408	338	321	257	273	275	296	283	284

* Brisbane Statistical Division

Table 20: Annual trend data (cont'd)
Queensland 1994-2003

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Fatal crashes - contributing factors										
Disobeyed traffic rules*	125	128	115	110	73	97	95	83	96	83
Alcohol/drugs	103	132	101	101	86	85	94	83	82	107
Inexperience	82	102	91	95	62	52	41	72	54	48
Speed	51	46	48	51	30	40	50	50	48	45
Other driver conditions**	42	50	32	26	31	24	27	25	17	10
Age	36	41	30	28	25	28	33	24	22	31
Rain/wet road	35	41	22	16	29	10	14	13	10	16
Negligence	31	25	14	17	19	18	18	18	13	12
Inattention	24	41	26	26	28	47	38	48	71	74
Road conditions	23	29	26	9	14	15	13	10	6	12
Other	23	41	31	36	22	33	35	41	26	31
Vehicle defects	11	17	13	7	13	14	11	7	5	4
Fatigue	34	48	54	45	30	26	28	40	42	37
No street lighting	6	7	5	9	9	1	4	3	3	4
Fatal crashes - units involved										
Car	335	347	292	286	209	232	210	243	205	200
Utility/van	85	107	84	78	75	73	56	59	36	50
4-wheel drive	n/a	n/a	n/a	n/a	n/a	n/a	37	33	49	52
Rigid truck	31	28	24	24	17	17	31	17	24	25
Articulated truck	38	49	34	31	29	31	22	26	17	23
Road train/Bdouble/triple	n/a	n/a	n/a	n/a	n/a	n/a	8	6	7	8
Bus	7	6	6	2	7	12	5	4	6	4
Motorcycle	46	57	44	44	25	44	34	29	57	43
Tractor	5	7	7	6	3	5	3	4	11	11
Bicycle	12	10	11	12	10	10	6	16	7	7
Towed device	0	0	1	0	1	1	0	0	1	0
Pedestrian	86	96	59	61	48	52	43	65	41	51
Animal - ridden	0	0	0	0	2	0	0	1	0	0
Animal - stock	4	2	2	5	3	1	0	2	2	1
Animal - other	0	1	1	0	2	0	0	2	2	1
Railway stock	4	4	4	3	4	0	2	1	2	2
Other	0	2	0	3	2	5	0	2	0	1
Total	653	716	569	555	437	483	457	510	467	479
Fatal crashes - units towing										
Total	17	25	32	39	37	36	46	42	32	41
Fatal crashes - driver involvement by licence type										
Open	398	408	344	325	251	284	288	272	285	314
Provisional	79	91	64	74	46	57	50	70	52	47
Learner	9	16	14	14	14	14	10	15	17	13
Not licensed	55	69	57	50	43	49	47	52	49	33
Inappropriate/restricted	1	7	7	4	3	4	3	8	5	3
Total	542	591	486	467	357	408	398	417	408	410

* Disobeyed traffic rules does not include alcohol/drugs, inexperience, speed and inattention

** Other driver conditions do not include inattention, negligence, inexperience, fatigue or age

Table 20: Annual trend data (cont'd)
Queensland 1994-2003

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Injury crashes - crash nature										
Hit object	1877	1951	2037	2064	2013	2057	2063	2338	2340	2376
Hit pedestrian	835	903	886	827	796	782	824	836	838	771
Head-on	392	473	452	299	321	317	262	269	302	287
Angle	3521	3723	3661	3570	3535	3445	3554	4131	4123	4090
Overtaken	885	978	869	764	741	687	815	847	803	812
Rear-end	1844	1972	2119	2053	2187	2208	2571	3687	3528	3399
Fall from vehicle	292	252	323	271	282	268	291	351	384	350
Sideswipe	506	561	567	516	583	532	528	650	672	588
Hit parked vehicle	271	293	296	259	277	291	276	228	291	261
Hit animal	104	120	120	124	87	122	86	120	135	110
Other	25	28	37	40	65	56	83	123	104	79
Injury crashes - traffic control										
Police	14	16	9	2	9	5	11	5	10	8
Road/Rail worked	18	12	26	24	24	21	13	19	21	17
Supervised school crossing	6	5	3	2	1	2	2	3	3	1
Operating traffic lights	1348	1479	1497	1502	1521	1586	1740	2170	2059	1933
Flashing amber lights	1	9	1	1	2	2	3	3	1	4
Railway-lights only	21	10	12	18	13	11	7	9	11	13
Railway-lights & boom gate	4	9	9	5	3	1	3	9	3	9
Stop sign	468	558	491	472	441	439	451	510	516	478
Give way sign	999	1139	1154	1058	1089	1020	1169	1464	1464	1419
Railway crossing sign	12	7	11	5	3	3	3	6	5	4
Pedestrian crossing sign	118	117	127	95	110	96	100	109	107	96
School crossing - flags	1	0	2	1	0	0	0	2	3	2
Miscellaneous	1	0	0	0	0	1	0	1	0	0
No traffic control	7541	7893	8025	7602	7671	7578	7851	9270	9317	9139
Injury crashes - speed limit										
0-50 km/h	133	162	164	174	205	877	1164	1347	1347	1751
60 km/h	7024	7644	7686	7335	7319	6249	6424	7920	7832	7039
70-90 km/h	1023	1015	1094	1019	1236	1434	1630	1932	1995	1988
100km/h and over	2372	2433	2423	2259	2127	2205	2135	2381	2346	2345
Injury crashes after dark										
Total	2909	3205	3228	2873	2886	2932	3009	3445	3374	3363
Injury crashes - roadway feature										
Wet road	0	1	489	1554	1787	1967	1885	1770	1533	2066
Crossroad	2201	2291	2228	2068	1997	2008	2078	2416	2309	2224
Roundabout	256	308	319	335	354	363	415	513	563	552
Other intersection	2520	2784	2853	2710	2722	2532	2753	3459	3325	3225
Bridge/causeway	166	207	200	120	170	156	167	223	191	189
Injury crashes - day of week										
Monday	1434	1529	1505	1405	1501	1478	1534	1823	1814	1814
Tuesday	1420	1486	1595	1513	1451	1438	1560	1948	1918	1862
Wednesday	1449	1590	1625	1665	1638	1528	1644	2011	1979	1989
Thursday	1588	1668	1701	1655	1696	1623	1774	2030	2044	2008
Friday	1794	1897	1906	1721	1847	1905	1842	2383	2318	2145
Saturday	1681	1675	1728	1590	1447	1572	1618	1896	1938	1876
Sunday	1186	1409	1307	1238	1307	1221	1381	1489	1509	1429

Table 20: Annual trend data (cont'd)
Queensland 1994-2003

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Injury crashes - location										
Brisbane City	3005	3198	3146	2987	3028	2946	3230	4270	4097	4003
Rest of BSD*	1768	1929	1943	1821	1960	1806	2010	2384	2384	2378
Provincial cities	3200	3459	3529	3387	3327	3245	3465	4127	4163	3975
Rest of state	2572	2666	2749	2591	2572	2767	2647	2799	2876	2767
Injury crashes - contributing factors										
Disobeyed traffic rules**	4350	4578	4604	4316	4394	4268	4291	5028	5205	5233
Alcohol/drugs	934	1045	1035	979	938	880	966	1326	1603	1383
Inexperience	2437	2726	2823	2818	2601	2301	2453	2685	2711	2459
Speed	438	451	436	405	448	421	499	592	589	584
Other driver conditions***	869	889	1023	912	844	638	758	788	855	883
Age	456	522	580	611	670	535	546	755	754	709
Rain/wet road	1163	1317	1146	781	1011	939	759	874	836	1022
Negligence	242	209	177	214	297	391	337	383	449	416
Inattention	2812	2657	2701	2850	3340	3561	3629	4682	4388	3946
Road conditions	709	909	857	586	594	567	506	590	579	583
Other	923	1136	1400	1565	1435	1365	1491	1856	1789	1693
Vehicle defects	460	450	425	418	421	372	318	354	358	344
Fatigue	683	681	704	678	616	640	642	683	675	663
No street lighting	77	83	69	42	63	54	55	52	45	37
Injury crashes - units involved										
Car	13103	14091	14130	13566	13827	13746	13925	17170	16832	16346
Utility/van	2447	2672	2659	2450	2474	2471	2263	2677	2645	2567
4-wheel drive	n/a	n/a	n/a	n/a	n/a	n/a	1106	1380	1522	1618
Rigid truck	546	559	490	474	454	480	508	510	524	550
Articulated truck	370	369	377	344	377	392	291	326	298	332
Road train/Bdouble/triple	n/a	n/a	n/a	n/a	n/a	n/a	57	84	75	59
Bus	122	150	169	177	159	182	201	263	243	223
Motorcycle	1361	1347	1383	1194	1191	1122	1072	1311	1473	1413
Tractor	73	63	77	91	94	100	93	129	132	102
Bicycle	811	840	944	945	899	797	807	901	905	791
Towed device	17	10	5	3	9	11	8	12	9	9
Pedestrian	998	1090	1022	945	929	923	942	987	964	887
Animal - ridden	4	2	6	4	4	1	6	4	4	1
Animal - stock	65	84	79	91	64	89	44	66	88	67
Animal - other	42	39	39	38	27	34	41	57	48	45
Railway stock	30	22	25	19	18	20	8	13	14	16
Other	39	34	55	33	34	42	27	37	39	16
Total	20028	21372	21460	20374	20560	20410	21399	25927	25815	25042
Injury crashes - units towing										
Total	330	376	470	530	554	554	559	668	653	710
Injury crashes - driver involvement by licence type										
Open	12721	13472	13818	13186	13322	13256	14037	17296	17271	17216
Provisional	2914	3079	2829	2546	2663	2589	2852	3488	3435	3225
Learner	287	321	357	375	431	433	459	587	624	486
Not licensed	1202	1356	1377	1357	1431	1430	1369	1679	1582	1478
Inappropriate/restricted	54	83	65	48	47	40	53	66	66	56
Total	17178	18311	18446	17512	17894	17748	18770	23116	22978	22461

* Brisbane Statistical Division

** Disobeyed traffic rules does not include alcohol/drugs, inexperience, speed and inattention

** Other driver conditions do not include inattention, negligence, inexperience, fatigue or age



Queensland Transport's annual road traffic crash report contains an analysis of all major crashes that occurred on Queensland roads during 2003. The statistics contained in this report are based on information gathered by the Queensland Police Service at the time of the crash.



This report provides a comprehensive analysis of characteristics surrounding crashes, with locational summaries and demographic profiles of people involved. It is an ideal reference for use by persons interested in road safety and road crash trends in Queensland.



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