

Christmas/New Year

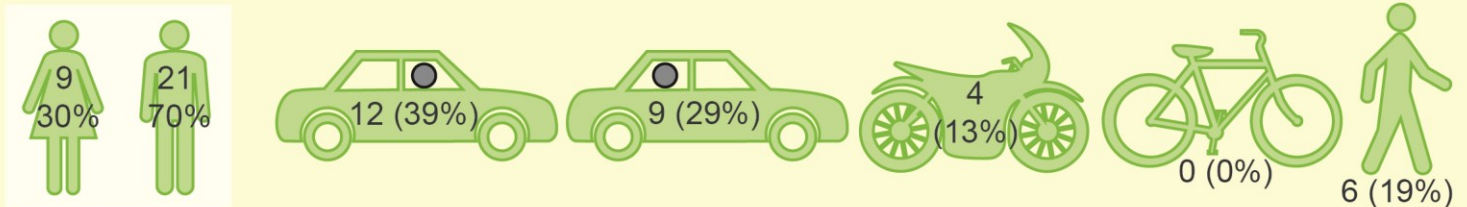
Department of Transport and Main Roads

Queensland road fatalities and hospitalised casualties

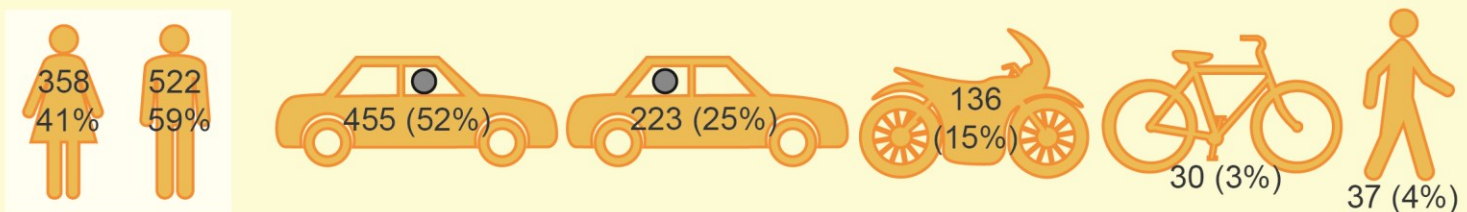
Christmas/New Year reporting period, 23 December to 3 January, 2013-14 to 2017-18

2013-14	2014-15	2015-16	2016-17	2017-18
(4, 192)	(4, 162)	(7, 148)	(6, 191)	(10, 188)

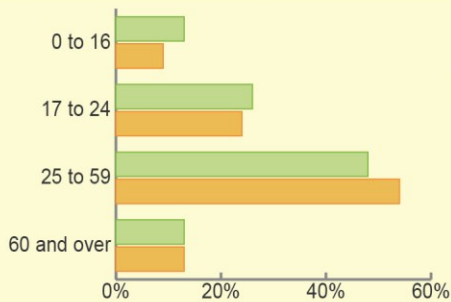
Fatalities: 31



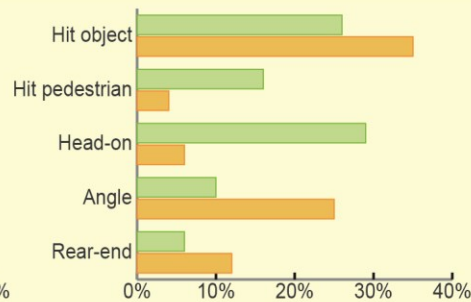
Hospitalised: 881



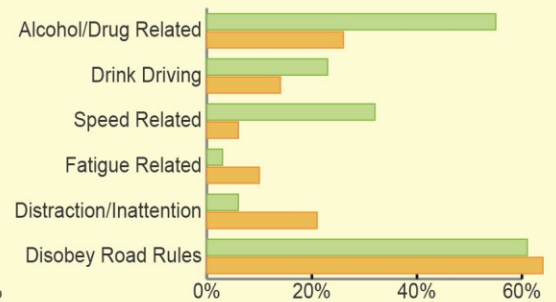
Age Group



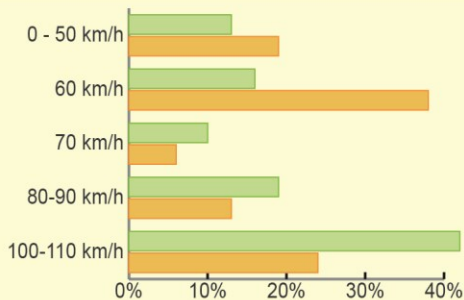
Crash Nature



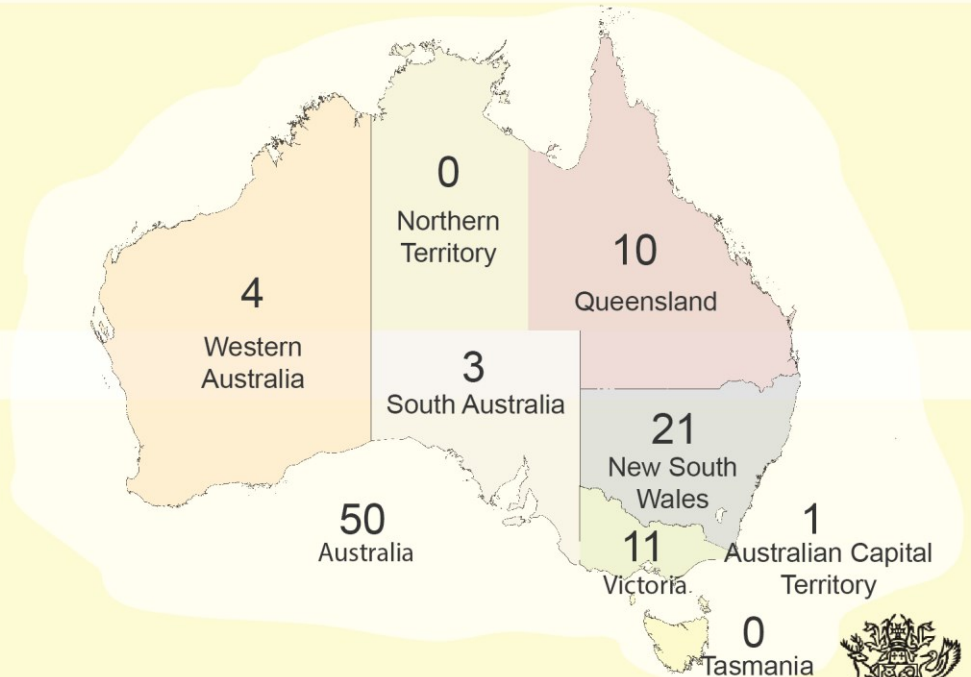
Contributing Factors



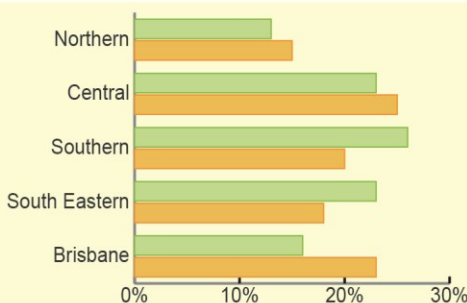
Speed Zone



Road fatalities within Australia, Christmas/New Year, 2017-18



Police Region



Christmas/New Year Detail

Data Extracted: 10/10/2018

National road fatalities

There were 50 Australian road fatalities during the 2017-18 Christmas/New Year reporting period (23 December 2017 to 3 January 2018) which is 11 (28.2%) greater than 2016-17.

Of the 50 Australian road fatalities during the Christmas/New Year reporting period 2017-18:

- 21 (42.0%) occurred within New South Wales
- 11 (22.0%) occurred within Victoria
- 10 (20.0%) occurred within Queensland
- four (8.0%) occurred within Western Australia
- three (6.0%) occurred within South Australia
- one (2.0%) occurred within the Australian Capital Territory

Table 1: National road fatalities, Christmas/New Year reporting period (23 December to 3 January), 2012-13 to 2017-18

State	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	% of 2017-18 Australian Total
New South Wales	16	8	7	12	12	21	42.0%
Victoria	10	4	5	8	8	11	22.0%
Queensland	6	4	4	7	6	10	20.0%
South Australia	7	1	8	2	4	3	6.0%
Western Australia	8	6	3	2	8	4	8.0%
Tasmania	3	2	2	4	0	0	0.0%
Northern Territory	2	1	0	1	1	0	0.0%
Australian Capital Territory	0	1	0	2	0	1	2.0%
Total	52	27	29	38	39	50	100.0%

Queensland road fatalities

There were 10 Queensland road fatalities during the 2017-18 Christmas/New Year reporting period (23 December 2017 to 3 January 2018) which is four (66.7%) greater than 2016-17 and five (85.2%) greater than the previous five-year average.

2017-18

Of the 10 Queensland fatalities during the Christmas/New Year reporting period, 2017-18:

- two (20.0%) occurred on each of 25 December, 27 December, 1 January and 2 January and one (10.0%) occurred on each of 28 December and 30 December
- four (40.0%) were drivers, four (40.0%) were passengers, one (10.0%) was a motorcyclist and one (10.0%) was a pedestrian
- six (60.0%) were male and four (40.0%) were female
- three (30.0%) were aged 17 to 24 years, two (20.0%) were aged 25 to 29 years, two (20.0%) were aged 40 to 49 years, two (20.0%) were aged 50 to 59 years and one (10%) was aged 16 years or under

- one vehicle occupant (12.5%) was unrestrained, where vehicle occupant restraint use was known (n=8)
- the motorcyclist wore a helmet
- four (40.0%) were as a result of hit object type crashes, three (30.0%) were as a result of head-on type crashes, one (10.0%) was as a result of a hit pedestrian type crash, one (10.0%) was a result of an angle type crash and one (10.0%) was as a result of an overturned type crash
- four (40.0%) occurred within 100-110 km/h speed zones, three (30.0%) occurred within 70 km/h speed zones, two (20.0%) occurred within 80-90 km/h speed zones and one (10.0%) occurred within 50 km/h speed zones
- six (60.0%) occurred along locally controlled roads and four (40.0%) occurred along State controlled roads
- four (40.0%) occurred within the Southern Police Region, two (20.0%) occurred within the Northern Police Region, two (20.0%) occurred within the Brisbane Police Region, one (10.0%) occurred within the Central Police Region and one (10.0%) occurred within the South Eastern Police Region
- four (40.0%) occurred within major cities, three (30.0%) occurred within outer regional areas, two (20.0%) occurred within inner regional areas and one (10.0%) occurred within remote/very remote areas
- eight (80.0%) were alcohol/drug related and seven (70.0%) were as a result of drivers/riders disobeying road rules.

2013-14 to 2017-18

Of the 31 Queensland fatalities during the Christmas/New Year reporting period, 2013-14 to 2017-18:

- six (19.4%) occurred on the 27 December, five (16.1%) occurred on 3 January and four (12.9%) occurred on 1 January
- 12 (38.7%) were drivers, nine (29.0%) were passengers, six (19.4%) were pedestrians and four (12.9%) were motorcyclists
- 21 (70.0%) were male and nine (30.0%) were female
- eight (25.8%) were aged 17 to 24 years, five (16.1%) were aged 25 to 29 years, five (16.1%) were aged 30 to 39 years and four (12.9%) were aged 16 years or younger
- two vehicle occupants (11.8%) were unrestrained, where vehicle occupant restraint use was known (n=17)
- all four motorcyclists wore helmets
- nine (29.0%) were as a result of head-on type crashes, eight (25.8%) were as a result of hit object type crashes and five (16.1%) were as a result of hit pedestrian type crashes
- 13 (41.9%) occurred within 100-110 km/h speed zones, six (19.4%) occurred within 80-90 km/h speed zones and five (16.1%) occurred within 60 km/h speed zones
- 16 (51.6%) occurred along State controlled roads and 15 (48.4%) occurred along locally controlled roads
- eight (25.8%) occurred within the Southern Police Region, seven (22.6%) occurred within the Central Police Region, seven (22.6%) occurred within the South Eastern Police Region, five (16.1%) occurred within the Brisbane Police Region and four (12.9%) occurred within the Northern Police Region
- 13 (41.9%) occurred within major cities, eight (25.8%) occurred within outer regional areas, seven (22.6%) occurred within inner regional areas and three (9.7%) occurred within remote/very remote areas
- 19 (61.3%) were as a result of drivers/riders disobeying road rules, 17 (54.8%) were alcohol/drug related, 10 (32.3%) were speed related and seven (22.6%) were as a result of drink driving.

Table 2: Fatality dates, Christmas/New Year reporting period (23 December to 3 January), 2012-13 to 2017-18

		2017-18	% 2017-18	2013-14 to 2017-18	% 2013-14 to 2017-18
All Road Fatalities		10	-	31	-
Date					
	23 December	0	0.0%	1	3.2%
	24 December	0	0.0%	2	6.5%
	25 December	2	20.0%	3	9.7%
	26 December	0	0.0%	3	9.7%
	27 December	2	20.0%	6	19.4%
	28 December	1	10.0%	1	3.2%
	29 December	0	0.0%	0	0.0%
	30 December	1	10.0%	2	6.5%
	31 December	0	0.0%	1	3.2%
	1 January	2	20.0%	4	12.9%
	2 January	2	20.0%	3	9.7%
	3 January	0	0.0%	5	16.1%

Table 3: Fatality characteristics, Christmas/New Year reporting period (23 December to 3 January), 2012-13 to 2017-18

		2017-18	% 2017-18	2013-14 to 2017-18	% 2013-14 to 2017-18
Road User Type					
	Driver	4	40.0%	12	38.7%
	Passenger	4	40.0%	9	29.0%
	Motorcycle/Moped Rider/Pillion	1	10.0%	4	12.9%
	Pedestrian	1	10.0%	6	19.4%
Gender					
	Female	4	40.0%	9	30.0%
	Male	6	60.0%	21	70.0%
Age Group					
	16 and under	1	10.0%	4	12.9%
	17 to 24	3	30.0%	8	25.8%
	25 to 29	2	20.0%	5	16.1%
	30 to 39	0	0.0%	5	16.1%
	40 to 49	2	20.0%	2	6.5%
	50 to 59	2	20.0%	3	9.7%
	60 to 74	0	0.0%	3	9.7%
	75 and over	0	0.0%	1	3.2%
Restraint Use (Vehicle Occupants)					
	Restrained	7	87.5%	15	88.2%
	Unrestrained	1	12.5%	2	11.8%
Helmet Use (Motorcyclists)					
	Worn	1	100.0%	4	100.0%
	Not Worn	0	0.0%	0	0.0%

Table 4: Fatality environment characteristics, Christmas/New Year reporting period (23 December to 3 January), 2012-13 to 2017-18

		2017-18	% 2017-18	2013-14 to 2017-18	% 2013-14 to 2017-18
Crash Nature					
	Hit object	4	40.0%	8	25.8%
	Hit pedestrian	1	10.0%	5	16.1%
	Head-on	3	30.0%	9	29.0%
	Angle	1	10.0%	3	9.7%
	Overtaken	1	10.0%	1	3.2%
	Rear-end	0	0.0%	2	6.5%
	Fall from vehicle	0	0.0%	1	3.2%
	Sideswipe	0	0.0%	1	3.2%
	Hit parked vehicle	0	0.0%	1	3.2%
Speed Zone					
	50 km/h	1	10.0%	4	12.9%
	60 km/h	0	0.0%	5	16.1%
	70 km/h	3	30.0%	3	9.7%
	80-90 km/h	2	20.0%	6	19.4%
	100-110 km/h	4	40.0%	13	41.9%

Table 5: Fatality location characteristics, Christmas/New Year reporting period (23 December to 3 January), 2012-13 to 2017-18

		2017-18	% 2017-18	2013-14 to 2017-18	% 2013-14 to 2017-18
Road Authority					
	State controlled	4	40.0%	16	51.6%
	Locally controlled	6	60.0%	15	48.4%
Police Region					
	Northern	2	20.0%	4	12.9%
	Central	1	10.0%	7	22.6%
	Southern	4	40.0%	8	25.8%
	South Eastern	1	10.0%	7	22.6%
	Brisbane	2	20.0%	5	16.1%
Remoteness Classification					
	Major cities	4	40.0%	13	41.9%
	Inner regional	2	20.0%	7	22.6%
	Outer regional	3	30.0%	8	25.8%
	Remote	1	10.0%	1	3.2%
	Very remote	0	0.0%	2	6.5%

Table 6: Fatality contributing factors, Christmas/New Year reporting period (23 December to 3 January), 2012-13 to 2017-18

		2017-18	% 2017-18	2013-14 to 2017-18	% 2013-14 to 2017-18
Contributing Factors					
	Alcohol/drug related	8	80.0%	17	54.8%
	Involving drink drivers/riders	1	10.0%	7	22.6%
	Involving speeding drivers/riders	2	20.0%	10	32.3%
	Fatigue related crashes involving motor vehicles	1	10.0%	1	3.2%
	Involving distracted/inattentive drivers/riders	0	0.0%	2	6.5%
	Involving drivers/riders who disobeyed road rules (all)	7	70.0%	19	61.3%

Queensland hospitalised road casualties

There were 188 Queensland hospitalised road casualties during the 2017-18 Christmas/New Year reporting period (23 December 2017 to 3 January 2018) which is three (1.6%) fewer than 2016-17 and 16 (9.4%) greater than the previous five-year average.

2017-18

Of the 188 Queensland hospitalised casualties during the Christmas/New Year reporting period, 2017-18:

- 30 (16.0%) occurred on 1 January and 19 (10.1%) occurred on both 25 December and 30 December
- 90 (47.9%) were drivers, 60 (31.9%) were passengers, 23 (12.2%) were motorcyclists, eight (4.3%) were bicyclists and seven (3.7%) were pedestrians
- 120 (63.8%) were male and 68 (36.2%) were female
- 49 (26.1%) were aged 17 to 24 years, 32 (17.0%) were aged 30 to 39 years, 26 (13.8%) were aged 50 to 59 years and 25 (13.3%) were aged 40 to 49 years
- six vehicle occupants (5.6%) were unrestrained, where vehicle occupant restraint use was known (n=108)
- all 23 motorcyclists wore helmets
- two (25.0%) of the bicyclists were not wearing a helmet, where helmet use was known (n=8)
- 62 (33.0%) were as a result of hit object type crashes and 48 (25.5%) were as a result of angle type crashes

- 71 (37.8%) occurred within 60 km/h speed zones, 39 (20.7%) occurred within 100-110 km/h speed zones and 34 (18.1%) occurred within 50 km/h speed zones
- 107 (56.9%) occurred along locally controlled roads and 81 (43.1%) occurred along State controlled roads
- 51 (27.1%) occurred within the Central Police Region, 40 (21.3%) occurred within the South Eastern Police Region, 40 (21.3%) occurred within the Brisbane Police Region, 29 (15.4%) occurred within the Southern Police Region and 28 (14.9%) occurred within the Northern Police Region
- 99 (52.7%) occurred within major cities, 47 (25.0%) occurred within inner regional areas, 31 (16.5%) occurred within outer regional areas and 11 (5.9%) occurred within remote/very remote areas
- 130 (69.1%) were as a result of drivers/riders disobeying road rules, 61 (32.4%) were alcohol/drug related, 44 (23.4%) were as a result of distracted/inattentive drivers/riders and 34 (18.1%) were as a result of drink driving.

2013-14 to 2017-18

Of the 881 Queensland hospitalised casualties during the Christmas/New Year reporting period, 2013-14 to 2017-18:

- 90 (10.2%) occurred on 25 December, 86 (9.8%) occurred on 23 December and 83 (9.4%) occurred on 1 January
- 455 (51.6%) were drivers, 223 (25.3%) were passengers, 136 (15.4%) were motorcyclists, 37 (4.2%) were pedestrians and 30 (3.4%) were bicyclists
- 522 (59.3%) were male and 358 (40.7%) were female, where gender was known
- 214 (24.4%) were aged 17 to 24 years, 144 (16.4%) were aged 30 to 39 years, 133 (15.2%) were aged 40 to 49 years and 101 (11.5%) were aged 50 to 59 years, where age was known
- 17 vehicle occupants (3.2%) were unrestrained, where vehicle occupant restraint use was known (n=533)
- 13 (9.8%) motorcyclists were not wearing helmets, where helmet use was known (n=132)
- five (17.2%) bicyclists were not wearing helmets, where helmet use was known (n=29)
- 307 (34.8%) were as a result of hit object type crashes, 218 (24.7%) were as a result of angle type crashes and 102 (11.6%) were as a result of rear-end type crashes
- 331 (37.6%) occurred within 60 km/h speed zones, 214 (24.3%) occurred within 100-110 km/h speed zones, 138 (15.7%) occurred within 50 km/h speed zones and 114 (12.9%) occurred within 80-90 km/h speed zones
- 453 (51.5%) occurred along locally controlled roads and 427 (48.5%) occurred along State controlled roads, where road authority was known
- 221 (25.1%) occurred within the Central Police Region, 200 (22.7%) occurred within the Brisbane Police Region, 173 (19.6%) occurred within the Southern Police Region, 159 (18.0%) occurred within the South Eastern Police Region and 128 (14.5%) occurred within the Northern Police Region
- 444 (50.4%) occurred within major cities, 207 (23.5%) occurred within inner regional areas, 176 (20.0%) occurred within outer regional areas and 54 (6.1%) occurred within remote/very remote areas
- 563 (63.9%) were as a result of drivers/riders disobeying road rules, 229 (26.0%) were alcohol/drug related and 185 (21.0%) were as a result of distracted/inattentive drivers/riders.

Table 7: Hospitalised casualty dates, Christmas/New Year reporting period (23 December to 3 January), 2012-13 to 2017-18

		2017-18	% 2017-18	2013-14 to 2017-18	% 2013-14 to 2017-18
All Road Fatalities		188	-	881	-
Date					
	23 December	16	8.5%	86	9.8%
	24 December	12	6.4%	78	8.9%
	25 December	19	10.1%	90	10.2%
	26 December	6	3.2%	68	7.7%
	27 December	14	7.4%	78	8.9%
	28 December	15	8.0%	64	7.3%
	29 December	17	9.0%	68	7.7%
	30 December	19	10.1%	78	8.9%
	31 December	12	6.4%	58	6.6%
	1 January	30	16.0%	83	9.4%
	2 January	14	7.4%	58	6.6%
	3 January	14	7.4%	72	8.2%

Table 8: Hospitalised casualty characteristics, Christmas/New Year reporting period (23 December to 3 January), 2012-13 to 2017-18

		2017-18	% 2017-18	2013-14 to 2017-18	% 2013-14 to 2017-18
Road User Type					
	Driver	90	47.9%	455	51.6%
	Passenger	60	31.9%	223	25.3%
	Motorcycle/Moped Rider/Pillion	23	12.2%	136	15.4%
	Bicycle Rider/Pillion	8	4.3%	30	3.4%
	Pedestrian	7	3.7%	37	4.2%
Gender					
	Female	68	36.2%	358	40.7%
	Male	120	63.8%	522	59.3%
Age Group					
	16 and under	18	9.6%	80	9.1%
	17 to 24	49	26.1%	214	24.4%
	25 to 29	17	9.0%	92	10.5%
	30 to 39	32	17.0%	144	16.4%
	40 to 49	25	13.3%	133	15.2%
	50 to 59	26	13.8%	101	11.5%
	60 to 74	12	6.4%	79	9.0%
	75 and over	9	4.8%	34	3.9%
Restraint Use (Vehicle Occupants)					
	Restrained	102	94.4%	516	96.8%
	Unrestrained	6	5.6%	17	3.2%
Helmet Use (Motorcyclists)					
	Worn	23	100.0%	119	90.2%
	Not worn	0	0.0%	13	9.8%
Helmet Use (Bicyclists)					
	Worn	6	75.0%	24	82.8%
	Not worn	2	25.0%	5	17.2%

Table 9: Hospitalised casualty environment characteristics, Christmas/New Year reporting period (23 December to 3 January), 2012-13 to 2017-18

		2017-18	% 2017-18	2013-14 to 2017-18	% 2013-14 to 2017-18
Crash Nature					
	Hit object	62	33.0%	307	34.8%
	Hit pedestrian	7	3.7%	36	4.1%
	Head-on	10	5.3%	52	5.9%
	Angle	48	25.5%	218	24.7%
	Overtuned	14	7.4%	65	7.4%
	Rear-end	21	11.2%	102	11.6%
	Fall from vehicle	6	3.2%	41	4.7%
	Sideswipe	9	4.8%	20	2.3%
	Hit parked vehicle	10	5.3%	35	4.0%
	Hit animal	1	0.5%	4	0.5%
	Other	0	0.0%	1	0.1%
Speed Zone					
	0 - 40 km/h	5	2.7%	28	3.2%
	50 km/h	34	18.1%	138	15.7%
	60 km/h	71	37.8%	331	37.6%
	70 km/h	15	8.0%	56	6.4%
	80-90 km/h	24	12.8%	114	12.9%
	100-110 km/h	39	20.7%	214	24.3%

Table 10: Hospitalised casualty location characteristics, Christmas/New Year reporting period (23 December to 3 January), 2012-13 to 2017-18

		2017-18	% 2017-18	2013-14 to 2017-18	% 2013-14 to 2017-18
Road Authority					
	State controlled	81	43.1%	427	48.5%
	Locally controlled	107	56.9%	453	51.5%
Police Region					
	Northern	28	14.9%	128	14.5%
	Central	51	27.1%	221	25.1%
	Southern	29	15.4%	173	19.6%
	South Eastern	40	21.3%	159	18.0%
	Brisbane	40	21.3%	200	22.7%
Remoteness Classification					
	Major cities	99	52.7%	444	50.4%
	Inner regional	47	25.0%	207	23.5%
	Outer regional	31	16.5%	176	20.0%
	Remote	8	4.3%	31	3.5%
	Very remote	3	1.6%	23	2.6%

Table 11: Hospitalised casualty contributing factors, Christmas/New Year reporting period (23 December to 3 January), 2012-13 to 2017-18

		2017-18	% 2017-18	2013-14 to 2017-18	% 2013-14 to 2017-18
Contributing Factors					
	Alcohol/drug related	61	32.4%	229	26.0%
	Involving drink drivers/riders	34	18.1%	124	14.1%
	Involving speeding drivers/riders	17	9.0%	56	6.4%
	Fatigue related crashes involving motor vehicles	20	10.6%	88	10.0%
	Involving distracted/inattentive drivers/riders	44	23.4%	185	21.0%
	Involving drivers/riders who disobeyed road rules (all)	130	69.1%	563	63.9%