The Queensland preliminary road toll for 2009 was 331 fatalities, which is three fatalities (or 0.9%) greater than the previous year of 328 and two fatalities (or 0.5%) fewer than the previous five year average.

The Queensland preliminary road fatality rate for 2009 was 7.51 fatalities per 100,000 population, which is 1.9% lower than the rate for the previous year of 7.64.

The preliminary road fatality rate of 7.51 per 100,000 population for Queensland is the lowest road fatality rate recorded for a calendar year since accurate records began in 1952. The greatest was 32.1 during 1973 and the second lowest was 7.64 during 2008.

During 2009, 152 fatalities (or 45.9%) were drivers, 71 fatalities (or 21.5%) were passengers, 60 fatalities (or 18.1%) were motorcyclists, 40 fatalities (or 12.1%) were pedestrians and eight fatalities (or 2.4%) were bicyclists.

Table 1: Fatalities by Road User Type, Queensland

<table>
<thead>
<tr>
<th>Road User Type</th>
<th>2009</th>
<th>2008</th>
<th>Variation in 2009 from 2008</th>
<th>Variation in 2009 from 2004-08 average</th>
<th>Variation in 2010 from 2004-08 average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Driver</td>
<td>152</td>
<td>141</td>
<td>11</td>
<td>7.8%</td>
<td>154</td>
</tr>
<tr>
<td>Passenger</td>
<td>71</td>
<td>78</td>
<td>-7</td>
<td>-9.0%</td>
<td>70</td>
</tr>
<tr>
<td>Motorcyclist</td>
<td>60</td>
<td>72</td>
<td>-12</td>
<td>-16.7%</td>
<td>63</td>
</tr>
<tr>
<td>Bicyclist</td>
<td>8</td>
<td>7</td>
<td>1</td>
<td>14.3%</td>
<td>8</td>
</tr>
<tr>
<td>Pedestrian</td>
<td>289</td>
<td>329</td>
<td>-40</td>
<td>-12.0%</td>
<td>340</td>
</tr>
<tr>
<td>Total Casualties</td>
<td>331</td>
<td>328</td>
<td>3</td>
<td>0.9%</td>
<td>333</td>
</tr>
</tbody>
</table>

Table 1 shows the road user type of fatalities during 2009 compared with 2008 and the previous five year average.

During 2009, there were 152 driver fatalities which is 11 fatalities (or 7.8%) greater than the previous year and two fatalities (or 1.3%) fewer than the previous five year average. There were 71 passenger fatalities which is seven fatalities (or 9.0%) fewer than the previous year and one fatality (or 1.7%) greater than the previous five year average. There were 60 motorcyclist fatalities which is 12 fatalities (or 16.7%) fewer than the previous year and three fatalities (or 4.8%) fewer than the previous five year average.

Two hundred and forty fatalities (or 72.7%) were male and 90 fatalities (or 27.3%) were female, where gender was known.

One hundred and twenty two fatalities (or 42.9%) occurred within rural areas, 116 fatalities (or 35.0%) occurred within provincial cities and 73 fatalities (or 22.1%) occurred within the greater Brisbane area (Brisbane Statistical Division).

One hundred and twenty fatalities (or 36.3%) were involved in hit object type crashes, 57 fatalities (or 17.2%) were involved in head-on type crashes and 49 fatalities (or 14.8%) were involved in angle type crashes.

One hundred and forty one fatalities (or 42.6%) occurred within 100-110 km/h zones and 74 fatalities (or 22.4%) occurred within 60km/h speed zones, where the speed limit was known.

Restraint use could be determined for 151 vehicle occupant fatalities. Of those 151 vehicle occupant fatalities, 43 (or 28.5%) were not restrained.

Table 2 shows the age group of fatalities during 2009 compared with 2008 and the previous five year average, where age was known.

During 2009, there were 72 young adult (aged 17 to 24 years) fatalities which is one fatality (or 1.4%) fewer than the previous year and eight fatalities (or 9.5%) fewer than the previous five year average. There were 177 mature adult (aged 25 to 59 years) fatalities which is the same fatalities as the previous year, and five fatalities (or 3.1%) greater than the previous five year average. There were 55 senior adult (aged 60 years or over) fatalities which is three fatalities (or 5.2%) fewer than the previous year and two fatalities (or 3.5%) fewer than the previous five year average.

Table 3 shows the geographic distribution of fatalities during 2009 by Police Region compared with the 2008 and previous five year average.

Department of Transport and Main Roads, 2009 Queensland Road Toll in Review, 2010
North Coast Police Region recorded the greatest number of fatalities which was 89 fatalities (or 26.9%) of the Queensland road toll, which is the same number of fatalities than the previous year and 11 fatalities (or 14.4%) greater than the previous five year average. Central Police Region recorded the greatest increase in road fatalities with 22 fatalities (or 66.7%) greater than the previous year and 11 fatalities (or 26.1%) greater than the previous five year average. Far Northern Police Region also recorded a large increase in road fatalities with 10 fatalities (or 35.7%) greater than the previous year and 14 fatalities (or 55.7%) greater than the previous five year average.

During 2009, there were 39 fatalities within the South Eastern Police Region which is 19 fatalities (or 32.8%) fewer than the previous year and 14 fatalities (or 27.0%) fewer than the previous five year average. There were 22 fatalities within the Northern Police Region which is 13 fatalities (or 37.1%) fewer than the previous year and five fatalities (or 19.7%) fewer than the previous five year average.

Characteristics that showed increases in the number of fatalities during 2009 compared with the previous five year average occurred between January to June (181 fatalities) which is 24 fatalities (or 29.5%) greater, occurred between 8am and 10am (29 fatalities) which is nine fatalities (or 46.5%) greater, occurred on Tuesdays (44 fatalities) which is 10 fatalities (or 28.7%) greater and occurred on Wednesdays (50 fatalities) which is eight fatalities (or 18.5%) greater.

Characteristics that showed decreases in the number of fatalities during 2009 compared with the previous five year average occurred between the October to December quarter (63 fatalities) which is 24 fatalities (or 27.3%) fewer, involved unlicensed drivers and riders (28 fatalities) which is 18 fatalities (or 39.4%) fewer, involved young drivers or riders (aged 17 to 24 years) (92 fatalities) which is 16 fatalities (or 15.0%) fewer, occurred within the greater Brisbane area (Brisbane Statistical Division) (73 fatalities) which is 14 fatalities (or 16.3%) fewer, occurred on Saturdays (55 fatalities) which is 12 fatalities (or 18.4%) fewer, occurred between 6pm and 8pm (25 fatalities) which is 10 fatalities (or 29.4%) fewer and occurred at T-Junction intersections (29 fatalities) which is 11 fatalities (or 27.9%) fewer.

The Queensland preliminary road toll for 2009 was 331 fatalities, which is three fatalities (or 0.9%) greater than the previous year of 328 and two fatalities (or 0.5%) fewer than the previous five year average.

Overall, there were major relative increases in the number of fatalities that occurred between 8am and 10am, occurred on Tuesdays or Wednesdays, occurred within the Central, North Coast and Far Northern Police Regions and occurred between January and June. There were major relative decreases in the number of fatalities within the Northern Police Region and South Eastern Police Region, fatalities involving young adult drivers or riders (aged 17 to 24 years), unlicensed drivers or riders, occurring on Saturdays, occurring between October to December, occurring within the greater Brisbane Area (BSD) and fatalities occurring at T Junctions.

Note: Alcohol testing and processing can take up to 12 months to finalise. Currently TMR is reporting alcohol fatal crash data through to 30 November 2009.