2015 Summary Road Crash Report

Queensland Road Fatalities

April 2016

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Contents

1 Purpose

The purpose of this report is to provide a summary of the characteristics of road fatalities and motor vehicles/controllers involved in fatal crashes during 2015.

2 Data

2.1 Definition of a road traffic crash

The road traffic crash data presented within this report has been extracted from the Department of Transport and Main Roads' (TMR) RoadCrash database. A road traffic crash, for the purpose of the RoadCrash database and reporting, is a crash reported to the Queensland Police Service (QPS), which resulted from the movement of at least one road vehicle on a public road or road related area and resulted in a person being killed or injured.

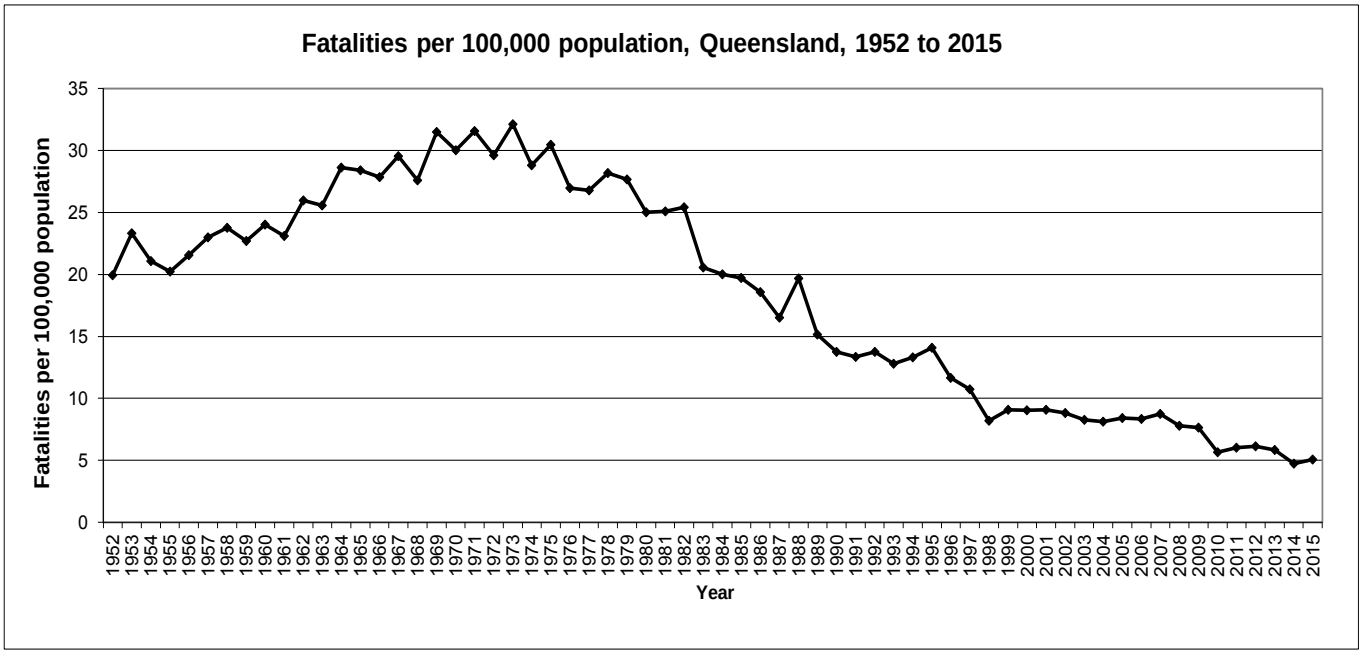
3 Queensland road toll for 2015

(Note: Data extracted 29 March 2016)

3.1 Long term trend

The Queensland road fatality rate for 2015 was 5.08 fatalities per 100,000 population, which is 7.6% higher than the rate for the previous year of 4.72. This is the second lowest road fatality rate recorded for a calendar year since accurate records began in 1952. The lowest Queensland road fatality rate of 4.72 occurred during 2014.

Figure 1: Fatalities per 100,000 population, Queensland, 1952 to 2015



3.2 Queensland road toll

The Queensland road toll for 2015 was 243 fatalities, which is 20 fatalities (or 9.0%) greater than the previous year of 223 fatalities and 15 fatalities (or 6.0%) fewer than the previous five year average. This is the second lowest road toll since records began in 1952 (n=251). The lowest was 223 fatalities in 2014.

3.3 Major characteristics and relative increases and decreases of the Queensland road toll

3.3.1 Major characteristics^:

The major characteristics of the Queensland Road Toll during 2015 were:

- Alcohol/drug related crashes - 98 fatalities (or 40.3%).
- Involving senior adult drivers or riders (aged 60 years or over) - 67 fatalities (or 27.6%).
- Unrestrained vehicle occupants - 35 fatalities (or 27.3% of the 128 vehicle occupant fatalities, where restraint use was known).
- Involving speeding drivers and riders – 62 fatalities (or 25.5%).
- Senior adult road users (aged 60 years or over) - 61 fatalities (or 25.1%).
- Involving drink drivers and riders – 57 fatalities (or 23.5%).
- Involving motorcycles/mopeds – 54 fatalities (or 22.2%).
- Involving young adult drivers or riders (aged 16 to 24 years) - 53 fatalities (or 21.8%)
- Involving heavy freight vehicles – 49 (or 20.2%).

^ *Please note that for the purpose of this report, major characteristics of fatalities within Queensland have been defined as characteristics representing at least 20% of all fatalities during 2015.*

3.3.2 Increases^:

The major relative increases of the Queensland Road Toll during 2015 compared with 2014 and with the 2010 to 2014 average were:

- Involving senior adult drivers/riders (aged 60 years or over) – 67 fatalities (27.6%) which is 21 (or 45.7%) greater than the previous year and eight (or 13.9%) greater than the previous five year average.
- Involving motorcycles/mopeds – 54 fatalities (or 22.2%) which is 17 (or 45.9%) greater than the previous year and six (or 13.0%) greater than the previous five year average.
- Alcohol/drug related crashes – 98 fatalities (or 40.3%) which is 10 (or 11.4%) greater than the previous year and 13 (or 14.8%) greater than the previous five year average.
- Involving drink drivers/riders – 57 fatalities (or 23.5%) which is 14 (or 32.6%) greater than the previous year and five (or 10.5%) greater than the previous five year average.
- Involving speeding drivers or riders - 62 fatalities (or 25.5%) which three (or 4.6%) fewer than the previous year and seven (or 13.1%) greater than the previous five year average.

- Involving heavy freight vehicles – 49 fatalities (or 20.2%) which is eight (or 19.5%) greater than the previous year and five (or 8.6%) fewer than the previous five year average.
- Unrestrained vehicle occupants - 35 fatalities (or 27.3% of the 128 vehicle occupant fatalities, where restraint use was known) which is one (or 2.8%) fewer than the previous year and three (or 10.8%) greater than the previous five year average.

^ *Please note that for the purpose of this report, relative increases have been defined as characteristics that represent at least 15% of all fatalities during 2015 and increased when compared with the previous year or previous five year average (approximately 10%).*

3.3.3 Decreases^:

The major relative decreases of the Queensland Road Toll during 2015 compared with 2014 and with the 2010 to 2014 average were:

- Involving young adult drivers or riders aged 16 to 24 years - 53 fatalities (or 21.8%) which is two (or 3.6%) fewer than the previous year and 17 (or 24.7%) fewer than the previous five year average.

^ *Please note that for the purpose of this report, relative decreases have been defined as characteristics that represent at least 15% of all fatalities during 2014 and decreased when compared with the previous five year average (approximately 10%).*

3.3.4 Other points to highlight

Please note:-

- During 2011, ANZPAA, a joint initiative of the Australian and New Zealand Police, along with the Department of Infrastructure and Transport and the New Zealand Ministry of Transport established a fixed Christmas/New Year reporting period (23 December to 3 January).

3.4 Interstate comparison - fatalities per 100,000 population

The Queensland road fatality rate for 2015 was 5.08 fatalities per 100,000 population, which is 7.6% higher than the 2014 fatality rate (4.72), and is fourth behind the Australian Capital Territory (3.84), Victoria (4.24) and New South Wales (4.61).

Table 1: Fatalities per 100,000 population by State, 2015 compared with 2014

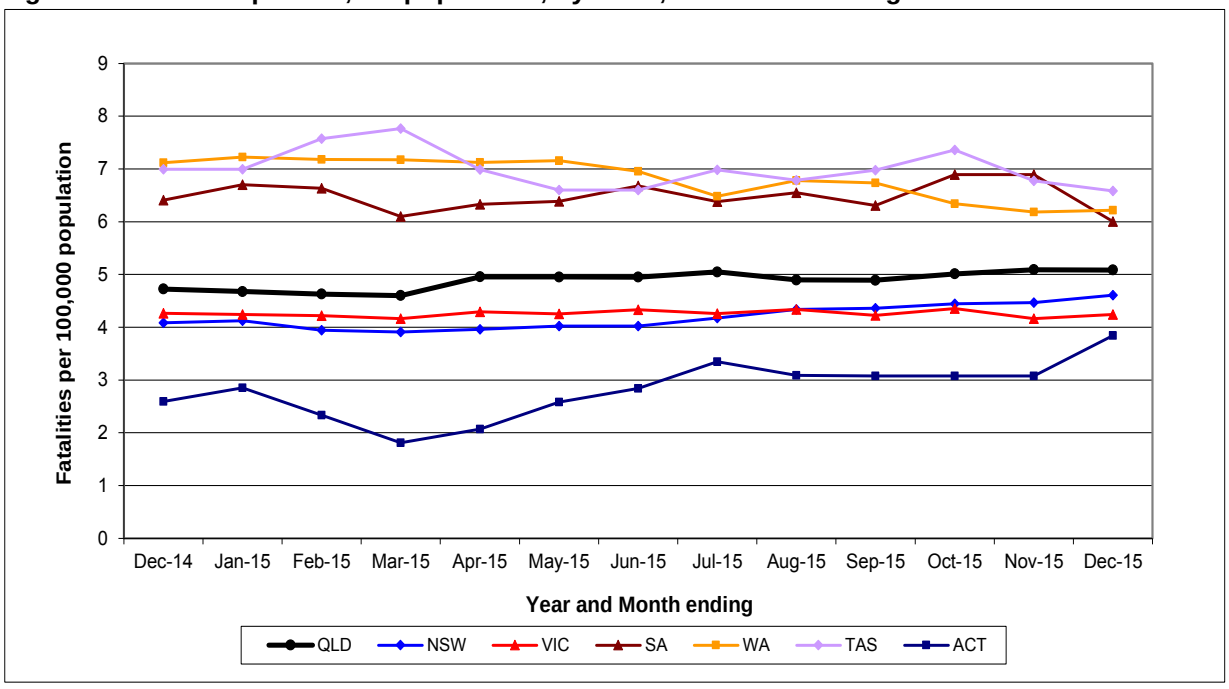
State	2014			2015			Percentage difference in rate with the previous year
	Fatalities	Population ('000) as at Jun 2014	Fatalities per 100,000 population	Fatalities	Population ('000) as at Jun 2015	Fatalities per 100,000 population	
Queensland	223	4,719.9	4.72	243	4,778.9	5.08	7.6%
New South Wales	307	7,513.4	4.09	351	7,617.7	4.61	12.8%
Victoria	249	5,838.1	4.27	252	5,937.5	4.24	-0.5%
South Australia	108	1,685.6	6.41	102	1,698.7	6.00	-6.3%
Western Australia	182	2,557.0	7.12	161	2,590.3	6.22	-12.7%
Tasmania	36	514.7	6.99	34	516.6	6.58	-5.9%
Northern Territory	39	243.4	16.03	49	244.3	20.06	25.2%
Australian Capital Territory	10	385.3	2.60	15	390.7	3.84	47.9%
Rest of Australia	931	18,740.8	4.97	964	18,998.9	5.07	2.1%
Australian Total	1,154	23,460.7	4.92	1,207	23,777.8	5.08	3.2%

Data source:

Population: Australian Bureau of Statistics - Catalog 3101.0

Interstate Road Toll: Relevant State Authority

Figure 2: Fatalities per 100,000 population, by State, 12 months ending



Appendix A

The terms ***crash***, ***casualty*** and ***vehicles involved*** are used within the Appendix. To assist with the explanation of these terms, the following example has been provided. If two motor vehicles collide, then one road traffic crash has taken place which involved two vehicles/controllers. If there were three people injured in one of the motor vehicles and two people injured in the other motor vehicle, then this one crash has resulted in five casualties.

A.1 Fatalities as a result of crashes

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

Table A.1.1: Fatalities by gender and age group, Queensland, 2015 compared with 2014 and the 2010 to 2014 average

Gender	Age Group	2010 to 2014 Average		2014		2015		2015 v 2014		2015 v 2010 to 2014 Average	
		no.	%	no.	%	no.	%	no.	%	no.	%
Male^	0-16	11.0	5.9%	7	4.2%	6	3.2%	-1	-14.3%	-5.0	-45.5%
	17-24	38.8	20.7%	33	20.0%	33	17.6%	0	0.0%	-5.8	-14.9%
	25-59	102.2	54.5%	91	55.2%	102	54.5%	11	12.1%	-0.2	-0.2%
	60-74	22.6	12.0%	26	15.8%	19	10.2%	-7	-26.9%	-3.6	-15.9%
	75+	13.0	6.9%	8	4.8%	27	14.4%	19	237.5%	14.0	107.7%
Female^	0-16	7.6	10.9%	5	8.8%	2	3.6%	-3	-60.0%	-5.6	-73.7%
	17-24	13.0	18.6%	9	15.8%	6	10.7%	-3	-33.3%	-7.0	-53.8%
	25-59	32.6	46.6%	28	49.1%	33	58.9%	5	17.9%	0.4	1.2%
	60-74	8.6	12.3%	9	15.8%	7	12.5%	-2	-22.2%	-1.6	-18.6%
	75+	8.2	11.7%	6	10.5%	8	14.3%	2	33.3%	-0.2	-2.4%
All*	0-16	19.4	7.5%	13	5.8%	8	3.3%	-5	-38.5%	-11.4	-58.8%
	17-24	51.8	20.0%	42	18.8%	39	16.0%	-3	-7.1%	-12.8	-24.7%
	25-59	134.8	52.2%	119	53.4%	135	55.6%	16	13.4%	0.2	0.1%
	60-74	31.2	12.1%	35	15.7%	26	10.7%	-9	-25.7%	-5.2	-16.7%
	75+	21.2	8.2%	14	6.3%	35	14.4%	21	150.0%	13.8	65.1%

Note:

^ Where fatality age and gender were known

** Where fatality age was known. May include fatalities with an unknown gender*

Table A.1.2: Fatalities by road user type, Queensland, 2015 compared with 2014 and the 2010 to 2014 average

Road User Type	2010 to 2014 Average		2014		2015		2015 v 2014		2015 v 2010 to 2014 Average	
	no.	%	no.	%	no.	%	no.	%	no.	%
Driver	117.4	45.4%	105	47.1%	117	48.1%	12	11.4%	-0.4	-0.3%
Passenger	58.2	22.5%	53	23.8%	47	19.3%	-6	-11.3%	-11.2	-19.2%
Motorcycle/moped rider or pillion	47.4	18.3%	37	16.6%	54	22.2%	17	45.9%	6.6	13.9%
Bicycle rider or pillion	9.6	3.7%	9	4.0%	4	1.6%	-5	-55.6%	-5.6	-58.3%
Pedestrian	25.6	9.9%	19	8.5%	21	8.6%	2	10.5%	-4.6	-18.0%
Other^	0.2	0.1%	0	0.0%	0	0.0%	0	-	-0.2	-100.0%
Total	258.4	100.0%	223	100.0%	243	100.0%	20	9.0%	-15.4	-6.0%

Note:

^ Includes other fatalities such as horse riders and train drivers and passengers.

Table A.1.3: Fatalities by month, Queensland, 2015 compared with 2014 and the 2010 to 2014 average

Month	2010 to 2014 Average		2014		2015		2015 v 2014		2015 v 2010 to 2014 Average	
	no.	%	no.	%	no.	%	no.	%	no.	%
January	21.4	8.3%	18	8.1%	16	6.6%	-2	-11.1%	-5.4	-25.2%
February	17.8	6.9%	12	5.4%	10	4.1%	-2	-16.7%	-7.8	-43.8%
March	19.0	7.4%	22	9.9%	21	8.6%	-1	-4.5%	2.0	10.5%
April	21.0	8.1%	12	5.4%	29	11.9%	17	141.7%	8.0	38.1%
May	26.2	10.1%	22	9.9%	22	9.1%	0	0.0%	-4.2	-16.0%
June	19.0	7.4%	19	8.5%	19	7.8%	0	0.0%	0.0	0.0%
July	20.4	7.9%	19	8.5%	24	9.9%	5	26.3%	3.6	17.6%
August	25.4	9.8%	25	11.2%	18	7.4%	-7	-28.0%	-7.4	-29.1%
September	24.2	9.4%	21	9.4%	21	8.6%	0	0.0%	-3.2	-13.2%
October	19.0	7.4%	20	9.0%	26	10.7%	6	30.0%	7.0	36.8%
November	24.2	9.4%	20	9.0%	24	9.9%	4	20.0%	-0.2	-0.8%
December	20.8	8.0%	13	5.8%	13	5.3%	0	0.0%	-7.8	-37.5%
Total	258.4	100.0%	223	100.0%	243	100.0%	20	9.0%	-15.4	-6.0%

Table A.1.4: Fatalities by reporting period, Queensland, 2010 to 2015

Period Type	Period	2010	2011	2012	2013	2014	2015	2011 to 2015 Daily Fatality Rate
		no.	no.	no.	no.	no.	no.	no.
Queensland School Holiday	Easter	8	6	12	13	8	17	0.72
	Winter	11	13	9	16	7	11	0.70
	Spring	14	11	14	16	10	16	0.81
	Summer*	24	36	40	29	21	30	0.69
Reporting Period	Easter	2	6	1	4	3	8	0.88
	Christmas*	7	10	6	4	4	7	0.52
Long Weekend	Anzac Day	1	-	-	-	2	-	0.67
	Australia Day	-	-	-	4	2	4	1.11
	Labour Day	2	3	5	2	1	1	0.80
	Queen's Birthday	5	1	5	2	3	3	0.93

Note:

** This period extends across two calendar years and is therefore listed under the year the period started. For example the 2015-16 Christmas period (December 2015 to January 2016) is listed under 2015.*

Table A.1.5: Road crash reporting periods, Queensland, 2010 to 2015

Period Type	Period	2010	2011	2012	2013	2014	2015
Queensland School Holiday	Easter	2 to 11 April	16 to 26 April	31 March to 15 April	29 March to 14 April	5 to 21 April	3 to 19 April
	Winter	26 June to 11 July	25 June to 10 July	23 June to 8 July	22 June to 7 July	28 June to 13 July	27 June to 12 July
	Spring	18 September to 3 October	17 September to 2 October	22 September to 7 October	21 September to 7 October	20 September to 6 October	19 September to 5 October
	Summer*	11 December 2010 to 23 January 2011	10 December 2011 to 22 January 2012	15 December 2012 to 28 January 2013	14 December 2013 to 27 January 2014	13 December 2014 to 26 January 2015	12 December 2015 to 26 January 2016
Reporting Period	Easter	1 to 5 April	21 to 25 April	5 to 9 April	28 March to 1 April	17 to 21 April	2 to 6 April
	Christmas*^	23 December 2010 to 3 January 2011	23 December 2011 to 3 January 2012	23 December 2012 to 3 January 2013	23 December 2013 to 3 January 2014	23 December 2014 to 3 January 2015	23 December 2015 to 3 January 2016
Long Weekend	Anzac Day	24 to 26 April	-	-	-	25 to 27 April	-
	Australia Day	-	-	-	26 to 28 January	25 to 27 January	24 to 26 January
	Labour Day	1 to 3 May	30 April to 2 May	5 to 7 May	5 to 7 October	4 to 6 October	3 to 5 October
	Queen's Birthday	12 to 14 June	11 to 13 June	29 September to 1 October	8 to 10 June	7 to 9 June	6 to 8 June

Note:

** This period extends across two calendar years and is therefore listed under the year the period started. For example the 2015-16 Christmas period (December 2015 to January 2016) is listed under 2015.*

^ During 2011, ANZPAA, a joint initiative of the Australian and New Zealand Police, along with the Department of Infrastructure and Transport and the New Zealand Ministry of Transport established a fixed Christmas/New Year reporting period (23 December to 3 January).

Figure A.1.1: Fatalities by day of week and time of day, Queensland, 2015 compared with 2014 and the 2010 to 2014 average

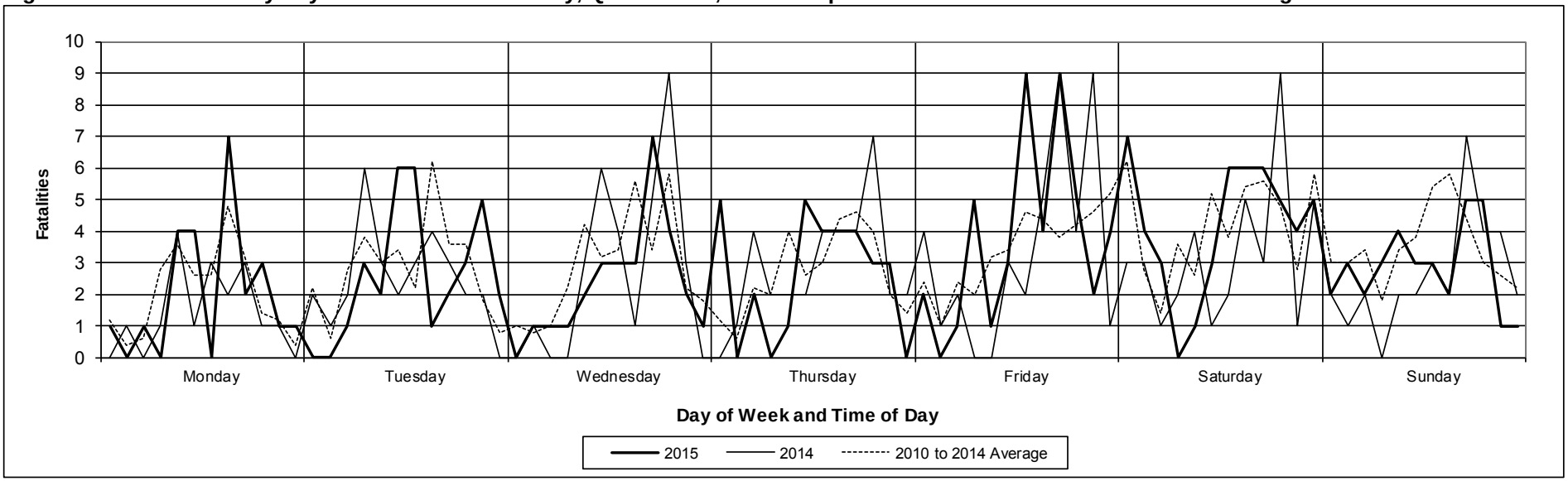


Table A.1.6: Fatalities by crash type and crash nature, Queensland, 2015 compared with 2014 and the 2010 to 2014 average

Crash Type	Crash Nature	2010 to 2014 Average		2014		2015		2015 v 2014		2015 v 2010 to 2014 Average	
		no.	%	no.	%	no.	%	no.	%	no.	%
Single Vehicle	Fall from vehicle	10.8	4.2%	9	4.0%	15	6.2%	6	66.7%	4.2	38.9%
	Hit object	87.4	33.8%	77	34.5%	104	42.8%	27	35.1%	16.6	19.0%
	Hit parked vehicle	5.0	1.9%	6	2.7%	4	1.6%	-2	-33.3%	-1.0	-20.0%
	Overturned	20.8	8.0%	16	7.2%	17	7.0%	1	6.3%	-3.8	-18.3%
Multi-Vehicle	Angle	35.4	13.7%	27	12.1%	33	13.6%	6	22.2%	-2.4	-6.8%
	Head-on	53.2	20.6%	48	21.5%	39	16.0%	-9	-18.8%	-14.2	-26.7%
	Rear-end	11.2	4.3%	10	4.5%	7	2.9%	-3	-30.0%	-4.2	-37.5%
	Sideswipe	7.8	3.0%	5	2.2%	3	1.2%	-2	-40.0%	-4.8	-61.5%
Hit Pedestrian	Hit pedestrian	22.8	8.8%	18	8.1%	17	7.0%	-1	-5.6%	-5.8	-25.4%
Other	Hit animal	3.2	1.2%	4	1.8%	4	1.6%	0	0.0%	0.8	25.0%
	Other*	0.8	0.3%	3	1.3%	0	0.0%	-3	-100.0%	-0.8	-100.0%
Total Fatalities		258.4	100.0%	223	100.0%	243	100.0%	20	9.0%	-15.4	-6.0%

Note:

** Includes miscellaneous crash natures such as struck by internal load, collision crash miscellaneous and non-collision crash miscellaneous.*

Table A.1.7: Fatalities by roadway feature and traffic control, Queensland, 2015 compared with 2014 and the 2010 to 2014 average

Characteristic	2010 to 2014 Average		2014		2015		2015 v 2014		2015 v 2010 to 2014 Average	
	no.	%	no.	%	no.	%	no.	%	no.	%
Roadway Feature										
Cross intersection	15.2	5.9%	14	6.3%	17	7.0%	3	21.4%	1.8	11.8%
T-Junction intersection	28.2	10.9%	14	6.3%	21	8.6%	7	50.0%	-7.2	-25.5%
Y-Junction intersection	0.0	0.0%	0	0.0%	0	0.0%	0	-	0.0	-
Multiple road intersection	0.2	0.1%	0	0.0%	0	0.0%	0	-	-0.2	-100.0%
Interchange	2.4	0.9%	2	0.9%	1	0.4%	-1	-50.0%	-1.4	-58.3%
Roundabout	3.8	1.5%	4	1.8%	4	1.6%	0	0.0%	0.2	5.3%
Bridge/causeway	8.2	3.2%	10	4.5%	14	5.8%	4	40.0%	5.8	70.7%
Railway crossing	0.6	0.2%	1	0.4%	1	0.4%	0	0.0%	0.4	66.7%
Median opening	1.2	0.5%	0	0.0%	0	0.0%	0	-	-1.2	-100.0%
Merge lane	1.8	0.7%	0	0.0%	0	0.0%	0	-	-1.8	-100.0%
Forestry/National park road	1.6	0.6%	1	0.4%	0	0.0%	-1	-100.0%	-1.6	-100.0%
Bikeway	0.4	0.2%	1	0.4%	0	0.0%	-1	-100.0%	-0.4	-100.0%
Other	0.8	0.3%	4	1.8%	6	2.5%	2	50.0%	5.2	650.0%
No roadway feature	194.0	75.1%	172	77.1%	179	73.7%	7	4.1%	-15.0	-7.7%
Traffic Control										
Police	0.0	0.0%	0	0.0%	0	0.0%	0	-	0.0	-
Road/Rail worker	0.4	0.2%	2	0.9%	0	0.0%	-2	-100.0%	-0.4	-100.0%
Supervised school crossing	0.0	0.0%	0	0.0%	0	0.0%	0	-	0.0	-
Operating traffic lights	11.2	4.3%	8	3.6%	3	1.2%	-5	-62.5%	-8.2	-73.2%
Flashing amber lights	0.0	0.0%	0	0.0%	0	0.0%	0	-	0.0	-
Railway - lights only	0.4	0.2%	0	0.0%	0	0.0%	0	-	-0.4	-100.0%
Railway - lights and boom gate	0.0	0.0%	0	0.0%	0	0.0%	0	-	0.0	-
Stop sign	6.8	2.6%	4	1.8%	4	1.6%	0	0.0%	-2.8	-41.2%
Give way sign	9.0	3.5%	9	4.0%	18	7.4%	9	100.0%	9.0	100.0%
Railway crossing sign	0.0	0.0%	0	0.0%	0	0.0%	0	-	0.0	-
Pedestrian crossing sign	0.0	0.0%	0	0.0%	0	0.0%	0	-	0.0	-
School crossing - flags	0.0	0.0%	0	0.0%	0	0.0%	0	-	0.0	-
Pedestrian operated lights	0.0	0.0%	0	0.0%	0	0.0%	0	-	0.0	-
Local area traffic management device	0.0	0.0%	0	0.0%	0	0.0%	0	-	0.0	-
Other	0.0	0.0%	0	0.0%	0	0.0%	0	-	0.0	-
No traffic control	230.6	89.2%	200	89.7%	218	89.7%	18	9.0%	-12.6	-5.5%

Table A.1.8: Fatalities by speed limit, Police region and ABS remoteness classification, Queensland, 2015 compared with 2014 and the 2010 to 2014 average

Characteristic	2010 to 2014 Average		2014		2015		2015 v 2014		2015 v 2010 to 2014 Average	
	no.	%	no.	%	no.	%	no.	%	no.	%
Speed Limit*										
0 to 50 km/h	22.4	8.7%	26	11.7%	21	8.8%	-5	-19.2%	-1.4	-6.2%
60 km/h	56.2	21.7%	39	17.5%	66	27.5%	27	69.2%	9.8	17.4%
70 km/h	9.8	3.8%	10	4.5%	5	2.1%	-5	-50.0%	-4.8	-49.0%
80 to 90 km/h	44.6	17.3%	42	18.8%	41	17.1%	-1	-2.4%	-3.6	-8.1%
100 to 110 km/h	125.4	48.5%	106	47.5%	107	44.6%	1	0.9%	-18.4	-14.7%
Police Region^										
Northern	36.6	14.2%	35	15.7%	48	19.8%	13	37.1%	11.4	31.1%
Central	91.8	35.5%	71	31.8%	68	28.0%	-3	-4.2%	-23.8	-25.9%
Southern	66.0	25.5%	66	29.6%	66	27.2%	0	0.0%	0.0	0.0%
South Eastern	34.2	13.2%	24	10.8%	30	12.3%	6	25.0%	-4.2	-12.3%
Brisbane	29.8	11.5%	27	12.1%	31	12.8%	4	14.8%	1.2	4.0%
Remoteness Classification#										
Major cities	78.4	30.3%	64	28.7%	70	28.8%	6	9.4%	-8.4	-10.7%
Inner regional	85.8	33.2%	71	31.8%	83	34.2%	12	16.9%	-2.8	-3.3%
Outer regional	64.0	24.8%	57	25.6%	59	24.3%	2	3.5%	-5.0	-7.8%
Remote	16.4	6.3%	10	4.5%	20	8.2%	10	100.0%	3.6	22.0%
Very remote	13.8	5.3%	21	9.4%	11	4.5%	-10	-47.6%	-2.8	-20.3%

Note:

** Where speed limit was known*

^ Where Police region was known

 # Where remoteness classification was known. These figures were extracted using the Australian Bureau of Statistics (ABS) Australian Standard Geographical Classification (ASGC) Remoteness Classification.

Table A.1.9: Fatalities by behaviour/characteristic, Queensland, 2015 compared with 2014 and the 2010 to 2014 average

Behaviour / Characteristic	2010 to 2014 Average		2014		2015		2015 v 2014		2015 v 2010 to 2014 Average	
	no.	%	no.	%	no.	%	no.	%	no.	%
All fatalities	258	-	223	-	243	-	20	9.0%	-15.4	-6.0%
Alcohol/drug related crashes	85	33.0%	88	39.5%	98	40.3%	10	11.4%	12.6	14.8%
Involving alcohol impaired pedestrians	10	4.0%	7	3.1%	8	3.3%	1	14.3%	-2.4	-23.1%
Involving drink drivers/riders	52	20.0%	43	19.3%	57	23.5%	14	32.6%	5.4	10.5%
Involving speeding drivers/riders	55	21.2%	65	29.1%	62	25.5%	-3	-4.6%	7.2	13.1%
Fatigue related crashes involving motor vehicles	38	14.8%	31	13.9%	28	11.5%	-3	-9.7%	-10.2	-26.7%
Involving distracted/inattentive drivers/riders	12	4.7%	12	5.4%	25	10.3%	13	108.3%	12.8	104.9%
Involving drivers/riders who disobeyed road rules (all)	154	59.6%	121	54.3%	129	53.1%	8	6.6%	-25.0	-16.2%
Involving drivers/riders who disobeyed road rules (traffic lights/signs)	7	2.8%	4	1.8%	1	0.4%	-3	-75.0%	-6.2	-86.1%
Involving drivers/riders who disobeyed road rules (fail to giveway/stop)	18	7.0%	7	3.1%	14	5.8%	7	100.0%	-4.0	-22.2%
Involving drivers/riders who disobeyed road rules (other)	132	50.9%	113	50.7%	120	49.4%	7	6.2%	-11.6	-8.8%
Involving driver/rider controller conditions	78	30.2%	75	33.6%	82	33.7%	7	9.3%	4.0	5.1%
Involving young adult drivers/riders (aged 16 to 24 years)	70	27.2%	55	24.7%	53	21.8%	-2	-3.6%	-17.4	-24.7%
Involving senior adult drivers/riders (aged 60 years or over)	59	22.8%	46	20.6%	67	27.6%	21	45.7%	8.2	13.9%
Involving unlicensed drivers/riders	28	10.7%	31	13.9%	30	12.3%	-1	-3.2%	2.4	8.7%
Involving unregistered motor vehicles	13	4.9%	9	4.0%	14	5.8%	5	55.6%	1.4	11.1%
Involving vehicle defects	7	2.6%	6	2.7%	11	4.5%	5	83.3%	4.2	61.8%
Involving heavy freight vehicles	54	20.7%	41	18.4%	49	20.2%	8	19.5%	-4.6	-8.6%
Involving motorcycles/mopeds	48	18.5%	37	16.6%	54	22.2%	17	45.9%	6.2	13.0%
Involving motorcycles	46	17.7%	37	16.6%	54	22.2%	17	45.9%	8.2	17.9%
Involving mopeds	2	0.8%	0	0.0%	0	0.0%	0	-	-2.0	-100.0%
Involving buses	5	2.0%	1	0.4%	2	0.8%	1	100.0%	-3.2	-61.5%
Involving atmospheric conditions	8	3.0%	5	2.2%	7	2.9%	2	40.0%	-0.8	-10.3%
Involving rain/wet/slippery conditions	23	8.9%	20	9.0%	20	8.2%	0	0.0%	-3.0	-13.0%
Involving road conditions	29	11.4%	28	12.6%	35	14.4%	7	25.0%	5.6	19.0%
Involving lighting conditions	11	4.3%	14	6.3%	11	4.5%	-3	-21.4%	0.0	0.0%
All vehicle occupant fatalities, where restraint use was known	111	42.9%	102	45.7%	128	52.7%	26	25.5%	17.2	15.5%
Unrestrained vehicle occupant fatalities, where restraint use was known^	32	28.5%	36	35.3%	35	27.3%	-1	-2.8%	3.4	10.8%

Note:

^ *Unrestrained vehicle occupant fatalities are calculated as a percentage of all vehicle occupant fatalities, where restraint use was known*

Motor vehicles/controllers involved in fatal crashes

A ***motor vehicle*** is a unit type grouping that includes the following vehicle (unit) types: car, station wagon, utility, panel van, rigid truck, articulated truck, omnibus, motorcycle, four-wheel drive (4WD), road train/B-Double/B-Triple and special purpose vehicle. Pedestrians, bicycles, towed devices, wheeled recreational devices (WRD), personal mobility devices (PMD, e.g. Segway) and animals are NOT considered motor vehicles.

A ***special purpose vehicle*** refers to plant, machinery and equipment (eg grader, excavator, road roller motorised road sweeper, farm machinery etc) and any other special purpose vehicle such as ambulance, hearse, fire engine, tow truck, mobile crane, truck with machinery mounted, motorised camper, motorised wheelchair, garbage collection vehicle, concrete mixer, mobile home, golf buggy and motorised go-kart. Vehicles must be capable of doing more than 10km/hr.

A ***motorcycle*** refers to two or three wheeled motor vehicle designed to transport people and includes motorcycles with or without a sidecar, motor scooters, trail bikes, mini bikes, and mopeds.

Please note that some vehicle (unit) types are not reportable individually.

Table A.2.1: Motor vehicles involved in fatal crashes by vehicle type, Queensland, 2010 to 2015

Unit Type	2010	2011	2012	2013	2014	2015
	no.	no.	no.	no.	no.	no.
Light Passenger Vehicle	248	230	258	248	214	212
Motorcycle/Moped	52	47	62	47	37	58
Heavy Freight Vehicle	46	49	68	44	38	44
Bus	3	7	7	5	1	2
Special Purpose Vehicle	3	10	6	7	7	2
All Motor Vehicles	352	343	401	351	297	318

Table A.2.2: Motor vehicles on Register (as at 30 June) by vehicle type, Queensland, 2010 to 2015

Unit Type	2010	2011	2012	2013	2014	2015
	no.	no.	no.	no.	no.	no.
Light Passenger Vehicle	3,120,442	3,181,144	3,272,273	3,373,885	3,452,689	3,517,413
Motorcycle/Moped	157,668	162,222	170,259	179,005	186,440	192,053
Heavy Freight Vehicle	89,070	89,151	91,239	93,264	94,107	92,892
Bus	19,964	19,813	20,705	21,151	21,255	21,269
Other^	113,268	118,974	125,275	131,366	136,263	138,371
All Motor Vehicles	3,500,412	3,571,304	3,679,751	3,798,671	3,890,754	3,961,998

Note:

^ Includes vehicles types such as conditionally registered vehicles, campervans, motorhomes, mobile machinery and motorised wheelchairs. Dealer plates are not included.

Table A.2.3: Motor vehicles involved in fatal crashes per 10,000 motor vehicles on Register (as at 30 June), by vehicle type, Queensland, 2010 to 2015

Unit Type	2010	2011	2012	2013	2014	2015
	no.	no.	no.	no.	no.	no.
Light Passenger Vehicle	0.79	0.72	0.79	0.74	0.62	0.60
Motorcycle/Moped	3.30	2.90	3.64	2.63	1.98	3.02
Heavy Freight Vehicle	5.16	5.50	7.45	4.72	4.04	4.74
Bus	1.50	3.53	3.38	2.36	0.47	0.94

Table A.2.4: Licensed drivers and riders involved in fatal crashes by year, age group and licence type, Queensland, 2010 to 2015

Age Group	Licence Type	2010	2011	2012	2013	2014	2015
		no.	no.	no.	no.	no.	no.
16 to 24^	Learner (L)	3	3	10	5	2	2
	Provisional (P, P1, P2)	33	28	37	29	18	21
	Open (O)	20	17	15	16	11	15
	All (L, P, P1, P2, O)	56	48	62	50	31	38
25 to 59^	Learner (L)	1	2	6	5	0	1
	Provisional (P, P1, P2)	7	6	3	4	5	6
	Open (O)	165	177	196	180	156	158
	All (L, P, P1, P2, O)	173	185	205	189	161	165
60 to 74^	Learner (L)	0	0	0	0	0	0
	Provisional (P, P1, P2)	0	0	0	0	0	0
	Open (O)	43	36	46	39	32	33
	All (L, P, P1, P2, O)	43	36	46	39	32	33
75 and over^	Learner (L)	0	0	0	0	0	0
	Provisional (P, P1, P2)	0	0	0	0	0	0
	Open (O)	15	15	16	19	11	27
	All (L, P, P1, P2, O)	15	15	16	19	11	27
All*	Learner (L)	4	5	16	10	2	3
	Provisional (P, P1, P2)	40	34	40	33	23	27
	Open (O)	243	245	273	254	210	233
	All (L, P, P1, P2, O)	287	284	329	297	235	263

Note:

^ Where controller age and licence level were known.

** Where controller licence level was known. May include controllers with an unknown age.*

In July 2007 the minimum age for issuing learner licences was lowered from 16 years 6 months to 16 years, and the provisional P1 and provisional P2 licence levels were introduced.

Table A.2.5: Licences on record (as at 30 June) by year, age group and licence type, Queensland, 2010 to 2015

Age Group	Licence Type	2010	2011	2012	2013	2014	2015
		no.	no.	no.	no.	no.	no.
16 to 24	Learner (L)	136,195	138,328	133,868	134,139	131,518	131,989
	Provisional (P, P1, P2)	134,078	149,038	162,134	169,270	168,124	165,784
	Open (O)	187,202	181,273	170,642	170,508	172,462	178,054
	All (L, P, P1, P2, O)	457,475	468,639	466,644	473,917	472,104	475,827
25 to 59	Learner (L)	40,140	40,388	40,655	42,115	40,101	40,755
	Provisional (P, P1, P2)	31,779	33,056	31,780	33,273	35,673	34,730
	Open (O)	1,949,587	2,009,209	2,035,121	2,066,905	2,053,650	2,072,545
	All (L, P, P1, P2, O)	2,021,506	2,082,653	2,107,556	2,142,293	2,129,424	2,148,030
60 to 74	Learner (L)	959	950	1,044	1,149	1,135	1,268
	Provisional (P, P1, P2)	997	1,016	1,011	981	1,203	1,245
	Open (O)	510,971	538,580	564,789	587,726	602,029	623,015
	All (L, P, P1, P2, O)	512,927	540,546	566,844	589,856	604,367	625,528
75 and over	Learner (L)	54	43	50	55	53	61
	Provisional (P, P1, P2)	62	63	72	72	84	88
	Open (O)	140,317	148,995	159,838	168,631	178,239	182,637
	All (L, P, P1, P2, O)	140,433	149,101	159,960	168,758	178,376	182,786
All	Learner (L)	177,348	179,709	175,617	177,458	172,807	174,073
	Provisional (P, P1, P2)	166,916	183,173	194,997	203,596	205,084	201,847
	Open (O)	2,788,077	2,878,057	2,930,390	2,993,770	3,006,380	3,056,251
	All (L, P, P1, P2, O)	3,132,341	3,240,939	3,301,004	3,374,824	3,384,271	3,432,171

Note:

In July 2007 the minimum age for issuing learner licences was lowered from 16 years 6 months to 16 years, and the provisional P1 and provisional P2 licence levels were introduced.

Table A.2.6: Licensed drivers and riders involved in fatal crashes per 100,000 licences on record (as at 30 June) by year, age group and licence type, Queensland, 2010 to 2015

Age Group	Licence Type	2010	2011	2012	2013	2014	2015
		no.	no.	no.	no.	no.	no.
16 to 24^	Learner (L)	2.20	2.17	7.47	3.73	1.52	1.52
	Provisional (P, P1, P2)	24.61	18.79	22.82	17.13	10.71	12.67
	Open (O)	10.68	9.38	8.79	9.38	6.38	8.42
	All (L, P, P1, P2, O)	12.24	10.24	13.29	10.55	6.57	7.99
25 to 59^	Learner (L)	2.49	4.95	14.76	11.87	0.00	2.45
	Provisional (P, P1, P2)	22.03	18.15	9.44	12.02	14.02	17.28
	Open (O)	8.46	8.81	9.63	8.71	7.60	7.62
	All (L, P, P1, P2, O)	8.56	8.88	9.73	8.82	7.56	7.68
60 to 74^	Learner (L)	0.00	0.00	0.00	0.00	0.00	0.00
	Provisional (P, P1, P2)	0.00	0.00	0.00	0.00	0.00	0.00
	Open (O)	8.42	6.68	8.14	6.64	5.32	5.30
	All (L, P, P1, P2, O)	8.38	6.66	8.12	6.61	5.29	5.28
75 and over^	Learner (L)	0.00	0.00	0.00	0.00	0.00	0.00
	Provisional (P, P1, P2)	0.00	0.00	0.00	0.00	0.00	0.00
	Open (O)	10.69	10.07	10.01	11.27	6.17	14.78
	All (L, P, P1, P2, O)	10.68	10.06	10.00	11.26	6.17	14.77
All*	Learner (L)	2.26	2.78	9.11	5.64	1.16	1.72
	Provisional (P, P1, P2)	23.96	18.56	20.51	16.21	11.21	13.38
	Open (O)	8.72	8.51	9.32	8.48	6.99	7.62
	All (L, P, P1, P2, O)	9.16	8.76	9.97	8.80	6.94	7.66

Note:

^ Where controller age and licence level were known.

** Where controller licence level was known. May include controllers with an unknown age.*

In July 2007 the minimum age for issuing learner licences was lowered from 16 years 6 months to 16 years, and the provisional P1 and provisional P2 licence levels were introduced.