



2011
Fatal road traffic crashes
in Queensland
A report on the road toll

2011 Fatal Road Traffic Crashes in Queensland

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This report was prepared by staff at the Centre of National Research on Disability and Rehabilitation Medicine (CONROD) at the University of Queensland using data provided by the Department of Transport and Main Roads on 29 May 2012.

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Introduction

This report presents an overview of fatal road traffic crashes within Queensland during 2011 in the context of the previous five years, based on data contained in the Queensland RoadCrash Database maintained by the Department of Transport and Main Roads.

Chapter 1 analyses fatal crash outcomes for 2011 in terms of past trends, other states of Australia, and the increase in population and vehicles. Chapter 2 provides information on road fatalities in terms of their gender, age group, type of road user, time of day, day of week and geographic location. Chapter 3 examines types of units and controllers involved in fatal crashes and in terms of rate of crash involvement per 100,000 licence holders, per 10,000 registered vehicles and per 100 million kilometres travelled. Chapter 4 looks at characteristics of fatal crashes in terms of crash type, crash nature and Definitions for Coding Accidents (DCA) groups. Chapter 5 provides information on the contributing factors and characteristics to road traffic crashes resulting in fatalities casualties and examines the involvement and impact of alcohol and drink driving, speeding, fatigue, young drivers, senior drivers, heavy freight vehicles and motorcycles. The Appendix provides a series of statistical reference tables on the characteristics of casualties, units, controllers, and crashes.

Background

The Department of Transport and Main Roads are the official source of Queensland road traffic crash statistics. Validation and enhancement of the unprocessed data, which originates from the Queensland Police Service QPRIME System, is completed by the RoadCrash Database Group in the Queensland Treasury Office of Economic and Statistical Research. Additional information supplied by Queensland Health's Forensic and Scientific Services is used for the analysis of alcohol involvement in road crashes, in particular those involving a fatality. Registration and licensing information is also supplied by the Department of Transport and Main Roads' Transport Registration and Integrated Licensing System (TRAILS).

Figures presented in this report are based on the crashes validated in the Queensland Road Crash Information System at 29 May 2012.

Main features of fatal road traffic crashes in Queensland 2011

- The Queensland road toll was 269 fatalities during 2011. This is 20 fatalities greater than 2010 (n=249) but 52 fatalities fewer than the average for the previous five year period (n=321). These 269 fatalities occurred in 227 crashes involving 394 units
- Queensland experienced the third greatest road toll during 2011, and the fourth greatest fatality rate per 100,000 population in Australia. The Australian Capital Territory had the fewest fatalities per 100,000 population (1.64 fatalities per 100,000 population) and the Northern Territory had the greatest (19.53 fatalities per 100,000 population)
- Young adult road users aged 17 to 24 years represented 18.2% (n=49) of all fatalities during 2011. Senior adult road users represented 19.0% (n=51) of all fatalities during 2011
- Motorcyclists represented 16.7% (n=45) of all fatalities during 2011; a decrease of 10.0% (n=5) compared with 2010, and a decrease of 28.1% (n=17.6) compared with the previous five year average. Three of these motorcyclist fatalities were pillion passengers
- The greatest percentage of fatalities occurred between 2pm and 4pm (13.8%; n=37); the day of the week with the greatest percentage of fatalities was Saturday (24.2%; n=65)
- The greatest number of fatalities occurred within Inner Regional areas (33.1%; n=89), followed by Major Cities (31.6%; n=85) and Outer Regional Areas (26.0%; n=70)
- The number of fatalities decreased in 2011 compared with the previous five year average in all Police Regions except the Central Police Region
- The greatest percentage of fatal crashes were single vehicle crashes (45.8%, n=104). This number is 11.9% (n=14) less than 2010, and 29.1% (n=42.6) less than the previous five year average
- According to DCA coding, 22.5% (n=51) of all fatal crashes were head-on collisions
- The number of registered motorcycles increased by 40% between 2006 and 2011, however there was a declining trend in fatal crash involvement rates over the same time period, decreasing from 5.26 to 2.90 per 10,000 registered motorcycles
- Articulated trucks had the greatest rate of fatal crash involvement during 2011, demonstrating a rate of 16.99 fatal crashes per 10,000 articulated trucks on register
- Provisional licence holders demonstrated the greatest rate of fatal crash involvement (18.56 per 100,000 licence holders), which was more than double the rate for Open licence holders (8.51 per 100,000 licence holders). The rate for Learner licence holders was 2.78 per 100,000 licence holders during 2011
- The rate of fatal crash involvement for drivers and riders aged 17-20 years was the highest of any age group during 2011 (12.4 per 100,000 licence holders), however has more than halved since 2006 (25.29 per 100,000 licence holders)
- Other than those aged 16 years, drivers and riders aged 60-74 years had the lowest rate of fatal crash involvement during 2011 (6.66 per 100,000 licence holders)
- The most common type of contributing factor/characteristic in fatal crashes during 2011 was alcohol, contributing to 33.1% (n=72) of all fatalities. Illegal manoeuvres contributed to 24.5% (n=66), with speeding (17.8%; n=48) and fatigue (15.2%; n=41) also common. Of vehicle occupant fatalities where restraint use was known (n=112), 29.5% (n=33) were unrestrained during 2011
- There were 58 young drivers and riders aged 17 to 24 years involved in fatal crashes, resulting in 73 fatalities. The most common contributing factor for crashes involving young drivers and riders was illegal manoeuvres (21.1%; n=12)
- There were 56 senior drivers and riders involved in fatal crashes, resulting in 55 fatalities
- There were 49 heavy freight vehicle drivers involved in fatal crashes, resulting in 54 fatalities
- There were 47 motorcycle riders involved in fatal crashes, resulting in 46 fatalities. The most common contributing factor for crashes involving motorcycle riders was speed (27.7%; n=13).

Glossary

Casualties

<i>Bicyclist/ Cyclist</i>	A person riding a bicycle or a bicycle pillion passenger.
<i>Bicycle pillion passenger</i>	A person other than the rider (controller) travelling on a bicycle.
<i>Bicycle rider</i>	A person in control of a bicycle.
<i>Casualty</i>	An injured person or a fatality.
<i>Casualty severity</i>	A measure of the seriousness of injuries sustained as a result of a road traffic crash. The four levels are: <ol style="list-style-type: none">1. Fatality2. Hospitalised casualty3. Medically treated casualty4. Minor injury.
<i>Child restraint</i>	A device used for restraining a child travelling inside a motor vehicle (eg. baby capsule, baby seat, booster seat, etc).
<i>Child</i>	A person aged 0 to 16 years.
<i>Driver</i>	A person in control of a car, truck, bus or special purpose vehicle. Does not include a person in control of a motorcycle, moped or bicycle.
<i>Fatality</i>	A person who dies within 30 days as a result of injuries sustained in a road traffic crash. Fatalities caused directly and exclusively by a medical condition, suicide or other deliberate act (such as homicide) or where the fatality is not attributable to vehicle movement (such as an insect or animal bite, or the accidental discharge of a weapon) are excluded. However, subsequent fatalities caused as a result of excluded casualties are included. For example, if a controller suffers a heart attack and subsequently dies after being involved in a road traffic crash which results in a pedestrian fatality, the pedestrian fatality is included although the controller fatality is excluded.
<i>Helmet</i>	A protective device worn on the head to prevent injuries in the event of a crash. Motorcyclists and bicyclists are required by legislation to wear a helmet that meets Australian standards.
<i>Hospitalised casualty</i>	A person transported to hospital as a result of a road traffic crash who does not die from injuries sustained in the crash within 30 days of the crash. Hospitalised casualties caused directly and exclusively by a medical condition, attempted suicide or other deliberate act (such as attempted homicide) or where the injury is not attributable to vehicle movement (such as an insect or animal bite, or the accidental discharge of a weapon) are excluded. However, subsequent hospitalised casualties caused as a result of excluded casualties are included. For example, if a controller suffers a heart attack and is subsequently hospitalised after being involved in a road traffic crash which results in a pedestrian hospitalised casualty, the pedestrian hospitalised casualty is included although the controller hospitalised casualty is excluded.

<i>Injury</i>	An injury is recorded when any person involved in a road traffic crash, other than a fatality: <ol style="list-style-type: none"> 1. Requires hospitalisation 2. Requires medical treatment 3. Receives a minor injury (that is, first aid treatment only).
<i>Injured casualty</i>	A hospitalised casualty, medically treated casualty or minor injury casualty.
<i>Mature adult</i>	A person aged from 25 to 59 years.
<i>Medically treated casualty</i>	A person requiring medical treatment (but not hospitalised) as a result of a road traffic crash.
<i>Minor injury casualty</i>	A person sustaining minor injuries such as sprains and bruises (that is, injuries requiring no medical treatment, requiring first-aid treatment only or extent of injury unknown) as a result of a road traffic crash.
<i>Motorcyclist</i>	A person riding a motorcycle, or a motorcycle pillion passenger (including sidecar passengers).
<i>Motorcycle pillion passenger</i>	A person other than the rider (controller) travelling on a motorcycle.
<i>Motorcycle rider</i>	A person in control of a motorcycle.
<i>Passenger</i>	A person other than the driver travelling in or on a car, truck or bus. Does not include motorcycle or bicycle pillion passengers.
<i>Pedestrian</i>	A person on foot (walking, running, standing, playing etc.), or a person using a pedestrian conveyance (e.g. non-motorised wheelchair, roller skates, roller blades, child's tricycle, skateboard, scooter or other non-powered vehicle, excluding bicycles). Includes a person who is alighting or boarding a vehicle.
<i>Pillion passenger</i>	A person on a motorcycle or bicycle who is not the rider in control of the unit.
<i>Restraint</i>	A device designed to hold a person within the body of a vehicle and limit movement. Includes inertia reel, fixed lap or sash seat belts and child restraints such as capsules. The device must meet the relevant Australian vehicle design rules and the Australian Standards. Restraint use is recorded for drivers and passengers of motor vehicles (except motorcycles and special purpose vehicles).
<i>Rider</i>	A person in control of a motorcycle, moped or bicycle.
<i>Road Toll</i>	The road toll is a count of fatalities resulting from road traffic crashes. Does not include other casualty severities.
<i>Road user type</i>	Logical categories classifying road users according to their role at the time of a road traffic crash. Road users and road user types relate to people, NOT to vehicles or animals. Road user types include: <ol style="list-style-type: none"> 1. Drivers of motor vehicles 2. Passengers of motor vehicles 3. Motorcycle riders 4. Motorcycle pillion passengers 5. Bicycle riders 6. Bicycle pillion passengers 7. Horse riders 8. Pedestrians.
<i>Senior adult</i>	A senior adult is a person aged 60 years or older.

Units and Controllers

Alcohol related	A contributing factor where any controller involved, including pedestrians and bicycle riders, was attributed as having an "Over prescribed concentration of alcohol" or "Under influence of liquor or drug". This indicates that alcohol impairment (of any degree) was a contributing factor, not necessarily that an illegal BAC was involved (though it may have been).
Articulated truck	A combination vehicle consisting of a prime mover or a rigid truck towing one or more trailers.
B-Double/Triple	A B-Double is a prime mover towing two semi-trailers which are joined by a turntable (not a dolly). A B-Triple is a prime mover towing three semi-trailer units connected by turntables. A B-Triple is an example of a Road Train although a B-Double is not.
Bicycle	A two or three wheeled vehicle designed to be propelled solely by human power, or a two or three wheeled vehicle that is a power assisted pedal cycle.
Blood Alcohol Concentration (BAC)	A measure of the percentage 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 are recorded as a proportion of alcohol in a person's blood. Blood alcohol concentration is measured as grams of alcohol per 100ml of blood. A BAC of 0.05 grams/100ml is equivalent to a BAC of 0.05gm%. The BAC is measured for all controllers involved in fatal crashes, with some exceptions. These exceptions include young children who are cyclists or pedestrians. Where possible, a post-mortem blood analysis is carried out on a fatally injured road user.
Bus/Coach	A large motor vehicle, having a long body, equipped with seats or benches for passengers, usually operating as part of a scheduled service.
Car	A unit type category that includes the following vehicle types: car, station wagon, utility, panel van and four-wheel drive.
Contributing factor/Characteristic	A factor or characteristic that may have contributed to the cause or severity of the outcome of a road traffic crash, however may not be the primary cause of the crash. Contributing factors and characteristics are attributed to each unit/controller involved in a crash, so a single crash may have more than one instance of the same contributing factor (if that contributing factor is recorded for more than one of the units/controllers involved). Therefore, each casualty resulting from a crash may have multiple contributing factors and characteristics associated with them. As a result, the total number of casualties associated with each contributing factor/characteristic should not be totalled and may not equal the total number of casualties in each year.
Controller	A person who exercises control over their movements at the time of a crash (i.e. driver, rider or pedestrian). Passengers and pillions are not regarded as controllers.
Drink driving related	A contributing factor attributed to the controller (i.e. a driver or rider) of a motor vehicle who had an illegal Blood Alcohol Concentration (BAC) for their licence level (e.g. Learner licence), vehicle type (e.g. heavy freight vehicle) or purpose of vehicle use (e.g. taxi) at the time of the crash. In Queensland, there is a general BAC limit of 0.05% for open licence holders, however a 0.00% alcohol limit applies to various licence levels, vehicle types and purpose of vehicle use. Drivers and riders involved in crashes with an illegal BAC are attributed as having an "Over prescribed concentration of alcohol". This assessment is based on the laws in place at the time of the crash.

<i>Drink walker</i>	A pedestrian road user with a positive blood alcohol concentration.
<i>Fatigue related</i>	A contributing factor, determined by the reporting police officer, where any controller involved, including pedestrians and bicycle riders, is attributed with a reduction in driving or riding ability as a result of prolonged driving or being tired while driving. It should be noted that other factors, such as the elapsed time since the person last slept, the time of the day or night, as well as the human circadian rhythm may be involved. A single vehicle crash occurring in a speed zone of 100 km/hr or greater during the typical fatigue times of 2pm to 4pm or 10pm to 6am is deemed as 'Fatigue related by definition'.
<i>Fatigued driver/rider</i>	A driver/rider whose driving/riding ability has become impaired due to fatigue.
<i>Graduated Licensing System (GLS)</i>	A licensing system introduced in Queensland in July 2007 which included 13 initiatives aimed at reducing the crash involvement of young drivers. Among these new initiatives were: <ul style="list-style-type: none"> • a reduction in the minimum learner age to 16 years • an increased length of time required to hold a learner permit (1 year) • a two phased probationary licence period (P1 and P2) • a peer-passenger restriction on the P1 licence • the requirement to gain 100 hours of supervised driving during the learner permit phase.
<i>Heavy freight vehicle</i>	A unit type grouping that includes the following unit types: rigid truck, articulated truck and road train/B-Double/Triple. Heavy Freight Vehicles have a GVM/ATM greater than 4.5 tonnes.
<i>Intended action</i>	An action that was intended by the unit just prior to the road traffic crash. These actions may be active (e.g. overtake, make right turn, change lanes) but may also be passive, especially for unattended units (e.g. remained parked).
<i>Licensed</i>	A driver or rider who holds a valid Learner, Provisional (P1 or P2) or Open licence type.
<i>Light passenger vehicle</i>	A unit type grouping that includes the following unit types: car, station wagon, four-wheel drive, utility and panel van. Excludes motorcycles.
<i>Moped</i>	A motorcycle with a motor of 50 millilitres (ml) capacity or less with a manufacturers' top rated speed of 50 kilometres per hour (km/h) and complies with the Australian Design Rules. Excludes mini-bikes/pocket rockets, quad bikes, trikes, motorised wheelchairs, unregistrable noncompliant vehicles, motorised scooters, power assisted bicycles and powered wheeled recreational devices. A car or motorcycle licence is required to ride a moped on roads or road-related areas. mopeds have been reported as a separate unit type since 2009.
<i>Motorcycle</i>	A two or three wheeled motor vehicle designed to transport people. Includes motorcycles with or without a sidecar, motorised scooters, trail bikes, mini bikes, and mopeds.
<i>Motor vehicle</i>	A unit type grouping that includes the following unit types: car, station wagon, four-wheel drive, utility, panel van, rigid truck, articulated truck, bus, motorcycle, road train/B-Double/Triple and special purpose vehicle (e.g. tractor, ambulance, motorised wheelchair). Pedestrians, bicycles, towed devices, wheeled recreational devices and animals are NOT motor vehicles.

Other (Contributing factor)	<p>A contributing factor that includes the following:</p> <ul style="list-style-type: none"> • Driver - Attempted Suicide; Deliberate Act • Animal Uncontrolled - On Road • Accidental Interference To A Unit • Police Chase • Deliberate Passenger Interference To A Unit In Transport • Vehicle Entering Driveway • Cross Median Crash • Miscellaneous • Lighting - Sunlight Glare (Dawn/Dusk/Reflection) • Lighting - Headlight Glare • Lighting - Headlights Off/No Lights On Vehicle • Lighting - No Street Lighting • Lighting - Wearing Dark Clothing • Lighting - Heavily Overcast • Lighting Conditions - Miscellaneous • Atmospheric Conditions – Fog, dust etc.
Other driver (Contributing factor)	<p>A contributing factor that includes the following:</p> <ul style="list-style-type: none"> • Medical Condition (Heart Attack; Epilepsy Etc.) • Taking Avoiding Action To A Road Hazard • Taking Avoiding Action To Miss Another Road User • Underage (Inexperience) • Driver Conditions – Miscellaneous.
Responsible controller	<p>The controller involved in a road traffic crash who was considered by police to be the most responsible for the crash; or a controller involved in a road traffic crash who was attributed with a contributing factor/characteristic. Every crash has a controller who is considered "most responsible".</p>
Rigid truck	<p>A vehicle constructed primarily for load carrying with a gross vehicle mass (GVM) exceeding 4.5 tonnes.</p>
Road conditions (Contributing factor)	<p>A contributing factor where unfavourable road environment features or road surface conditions may have contributed to the crash, including:</p> <ul style="list-style-type: none"> • Road Surface (Gravel/Dirt, Potholes, Water Covering, Rough Surface) • Road Gradient (Crest/Dip - View Obscured, Steep Grade) • Road Quality (Narrow Bitumen, Rough Shoulder) • Road Works • Road – Other (Temporary Object On Carriageway, Miscellaneous).
Road train	<p>A combination vehicle (other than B-Doubles) consisting of a prime mover towing at least two trailers, or a rigid truck towing at least one trailer (a converter dolly supporting a semi-trailer counting as one trailer) where the whole combination of truck and trailer is longer than 19 metres, through designated routes.</p>
Special purpose vehicle	<p>A unit type including tractors, emergency service vehicles (e.g. ambulance, fire truck) and motorised wheelchairs.</p>
Speed related	<p>A contributing factor where any controller of a unit involved in a crash was attributed with either exceeding the speed limit or was deemed to be travelling at excessive speed for the circumstances. For controllers of units involved in fatal crashes, "Exceeding speed limit" may be determined by extensive investigation by the Accident Investigation Squad, Police investigation, and witness accounts. In this case, the evidence shows that the unit was clearly travelling faster than the prescribed speed limit for that section of road. "Excessive speed for circumstances" is determined in situations where a controller of a unit was possibly travelling faster than appropriate for the conditions. The driver may not necessarily be exceeding the speed limit.</p>

Speeding driver/rider	A driver/rider attributed with exceeding the speed limit or travelling at excessive speed for the circumstances.
Type of business	A classification based on whether or not a vehicle was being used in a commercial capacity at the time of the crash. Type of Business is only applicable for road vehicle units and does not apply to pedestrian, animal or railway units.
Unit	Any motor vehicle, bicycle, pedestrian, towed device (e.g. trailer, caravan), railway unit or animal involved in a crash. A unit involved in a crash may not have a controller at the time of the crash (e.g. the unit is an unattended motor vehicle/parked car, a towed device or animal) or may have a controller, but details about that controller are unknown (e.g. a 'hit and run'-type scenario where it was witnessed that a 'car' was involved, but the driver was never identified). As such, the number of units involved in crashes may be greater than the number of controllers involved in crashes.
Unit type	Logical categories into which units are classified, and include: <ol style="list-style-type: none"> 1. Car, station wagon 2. Utility, panel van 3. Rigid truck 4. Articulated truck 5. Bus/Coach 6. Motorcycle 7. Four-wheel drive 8. Road train/B-Double/Triple 9. Special purpose vehicle (e.g. tractor, ambulance, motorised wheelchair) 10. Towed device (e.g. caravan, trailer) 11. Bicycle 12. Pedestrian 13. Wheeled recreation device 14. Animal - ridden or animal conveyance 15. Animal - stock 16. Animal - other 17. Railway rolling stock.
Unlicensed	A driver/rider with any of the following licence conditions: <ol style="list-style-type: none"> 1. Never held a licence 2. Inappropriate class of licence for vehicle 3. Cancelled licence or disqualified driver/rider 4. Expired licence. <p>The licence status is determined by the class of licence held by the controller of a motor vehicle in relation to the motor vehicle being controlled.</p>
Vehicle	A device upon which any person or property may be transported or drawn upon a road. Includes bicycles but excludes trailers, pedestrians and animals.
Vehicle occupant	A person travelling in or on a car, station wagon, four-wheel drive, utility, panel van, rigid truck, articulated truck, bus, road train/B-Double/Triple at the time of the crash. This term does not apply to motorcycle or bicycle riders or pillion passengers.
Young adult	A person aged from 17 to 24 years.

Crashes

Angle crash	A crash in which units collide at any angle other than rear-end, head-on or sideswipe.
Accessibility/ Remoteness Index of Australia (ARIA)	A geographical measure of remoteness based on the road distance from a locality to the nearest service centre. These values can be categorised into five remoteness areas: Major Cities; Inner Regional; Outer Regional; Remote; and Very Remote.
Casualty crash	A road traffic crash where there was at least one injured person or a fatality. Does not include property damage only crashes.
Crash nature	A descriptive category for classifying road traffic crashes into logical groups of similar nature, and is determined by the initial event in any sequence of events. Subsequent events have no bearing on the determination of the crash nature. Examples of crash nature are hit parked vehicle, angle, rear-end, head-on, sideswipe, overturned, hit fixed object, fall from moving vehicle, hit pedestrian or hit animal.
Crash severity	A measure of the seriousness of a road traffic crash derived from the most severe casualty resulting from the crash, or if no casualty, from the dollar value of property damage. The five crash severity levels are: <ol style="list-style-type: none">1. Fatal crash2. Hospitalisation crash (injury crash requiring hospitalisation)3. Medical treatment crash (injury crash requiring medical treatment)4. Minor injury crash (injury crash requiring no medical treatment - i.e., minor injury, first-aid only required or extent of injury unknown)5. Property damage only crash.
Crash type	A descriptive category for classifying road traffic crashes into logical groups of similar type, and is determined by the initial event in any sequence of events. Subsequent events have no bearing on the determination of the crash type. Examples of crash type are single vehicle, multi-vehicle, hit pedestrian or other (which includes hit animal, struck by internal/external load and miscellaneous collision/non-collision).
Definitions for Coding Accidents (DCA)	A system for classifying crash types based on the movement of units prior to the collision. The DCA crash types are defined in the Australian Road Research Board Report ARR227, July 1992.
Fatal Crash	A road traffic crash where there was at least one fatality.
Horizontal alignment	The physical horizontal road alignment along a section of road where the road traffic crash occurred. Horizontal alignment types are: <ol style="list-style-type: none">1. Straight2. Curved-view obscured3. Curved-view open.
Hospitalisation crash	A road traffic crash which resulted in the most severe casualty being a hospitalised casualty.
Injury crash	A road traffic crash which resulted in at least one injured casualty. Does not include fatal crashes or property damage only crashes.
Local Government Area (LGA)	An administrative geographic boundary used by a city or shire council. These areas collectively comprise the entire state.

Medical treatment crash	A road traffic crash which resulted in the most severe casualty being a medically treated casualty.
Minor injury crash	A road traffic crash which resulted in the most severe casualty being a person with minor injuries (that is, an injury requiring no medical treatment, requiring first-aid treatment only or extent of injury unknown).
Multi-vehicle crash	<p>A crash which involves an initial collision between any two (or more) moving motor vehicles (hitting a parked car is NOT considered a multi vehicle crash). Multi-vehicle crash types are not determined using the number of units involved. For example a motor vehicle may hit a power pole and subsequently collide with other vehicles. This is a single vehicle crash as determined by its initial event.</p> <p>The multi-vehicle crash natures are:</p> <ol style="list-style-type: none"> 1. Angle 2. Side Swipe 3. Rear-End 4. Head-on.
Police Region	A geographic area of the state treated as one for Police administrative and statistical purposes. The eight Police Regions are Far Northern, Northern, Central, North Coast, Southern, South Eastern, Metropolitan North and Metropolitan South.
Police District	A smaller geographic subdivision within each Police Region. There are 31 Police Districts within eight Police Regions in Queensland.
Property damage only crash	<p>A crash where no person was a fatality or injured casualty and,</p> <ul style="list-style-type: none"> • at least one vehicle is towed away, or • there was \$2500 damage to property other than vehicles (after 1 December 1999) or; • there was \$2500 damage to vehicle and property (1 December 1991 to 1 December 1999) or; • the value of property damage is greater than \$1000 (prior to December 1991).
Railway level crossing	A crossing on one level (that is, without using a bridge or tunnel) at the intersection of a railway line and a road.
Road	<p>The entire way devoted to public travel where that way is in a surveyed road reserve, including the entire width between abutting property boundaries where the way is open to the public for travel purposes as a matter of right or custom. A road includes:</p> <ol style="list-style-type: none"> 1. Carriageway 2. Footpath inside a road reserve 3. Cycle path inside a road reserve 4. Median strip 5. Railway level crossing for vehicular use 6. Traffic island 7. Driveway access inside a road reserve. <p>A road excludes:</p> <ol style="list-style-type: none"> 1. Off-road parking area (that is, outside surveyed road reserve) 2. Beach, picnic, sport or recreational area 3. Drive-in theatre 4. Footpath or cycle path outside the road reserve 5. Vehicular thoroughfare in hospital, university, or any other such grounds where thoroughfare is not in a declared road reserve 6. Private property 7. Road or length of road temporarily closed to the public.

Road Traffic Crash

A road traffic crash is a crash reported to police which resulted from the movement of at least one motor vehicle on a road and involved death or injury to any person, or property damage. A road traffic crash must meet the following criteria:

- the crash occurs on a public road, and
- a person is a fatality or a casualty, or
- the value of the property damage is:
 - a) \$2500 to property other than vehicles (after 1 December 1999)
 - b) \$2500 to vehicle and property (1 December 1991 to 1 December 1999)
 - c) \$1000 value of property damage is greater than (prior to December 1991) or;
- at least one vehicle was towed away.

See 'In/Out of Scope' for more detailed information.

Roadway feature

Describes the physical road configuration or other descriptive characteristic of a road or road section where the road traffic crash occurred. The roadway features are:

1. Cross road
2. T-junction
3. Y-junction
4. Multiple road
5. Interchange
6. Roundabout
7. Bridge or causeway
8. Railway crossing
9. Median opening
10. Merge lane
11. Forestry/national park road
12. Bikeway.

Single vehicle crash

A crash in which only one moving vehicle is involved in the initial event, either in a collision (e.g. with a roadside pole) or a non-collision (e.g. 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. Single vehicle crash types are not determined using the number of units involved. For example a motor vehicle may hit a power pole and subsequently collide with other vehicles. This is a single vehicle crash as determined by its initial event. The single vehicle crash natures are:

1. Hit Parked Vehicle
2. Hit Fixed Object or Temporary Object
3. Overturned
4. Fall From Moving Vehicle
5. Motorcycle or Pedal Cycle Overturn, Fall or Drop.

Traffic control

Describes by what method (if any) traffic was being directed at the time of a road traffic crash. Common controls are traffic lights or give way and stop signs. Other controls include railway lights, pedestrian crossings or Police.

CRASH VALIDITY & “IN/OUT OF SCOPE” STATUS

To be included in this report, a crash must meet the criteria for a ROAD TRAFFIC CRASH and be determined to be "In Scope". A crash's status as "in/out of scope" can on occasion be difficult to determine, and discussion between several agencies examining the finer points of the crash in question may be required. Examples of crashes that would be deemed "in scope" include:

1. A crash in which a vehicle on a road or road-related area runs out of control and crashes outside of the road-related area (e.g. a vehicle drives off the road into water and occupants are injured before the situation has been stabilised)
2. A crash in which a pedal cyclist collides with a pedestrian & injures him/herself and/or the pedestrian, provided the pedal cycle is moving on the road or road-related area
3. A crash involving a person boarding or alighting from a bus or other vehicle operating on the road or road-related area. Vehicle can be stationary-in-transit or moving
4. A crash involving a driverless unit (excluding an unriden animal) if attributable to vehicle movement (e.g. a towed device such as a caravan or horse float inadvertently detaches from a vehicle, and the driverless unit rolls down a hill and collides with a pedestrian)
5. A crash involving the load or part of the vehicle falling from, or moving within, a moving vehicle, or from any device attached to a moving vehicle
6. Inadvertent (non-deliberate) explosion/fire within vehicle
7. Inadvertent (non-deliberate) poisoning from carbon monoxide or other chemicals from vehicle.

Example of crashes that would be deemed "out of scope" include:

1. A crash initiating in an area outside the road or road related area
2. A collision where no moving road vehicle is involved (e.g. a pedestrian injures him/herself on a parked vehicle, a pedestrian collides with another pedestrian or object, a train collides with a pedestrian only)
3. An incident involving a person not directly involved in the road crash (e.g. a pedestrian suffers shock after witnessing a crash)
4. An incident occurring after the situation has been stabilised (e.g. subsequently falling out of a tree and being injured as a result, after a car drives into a river and the occupants have escaped to the safety of a tree)
5. A crash involving deliberate intent (e.g. suicide or homicide)
6. A crash involving legal intervention (e.g. ramming a police roadblock)
7. An incident not attributable to vehicle movement (a parked car falling off a cliff due to a cliff-face collapse)
8. A crash occurring on a road or length of road temporarily closed to the public (e.g. on account of adverse weather conditions)
9. A crash occurring in a car park or driveway.

Furthermore, casualties (as opposed to crashes) caused directly and exclusively by a medical condition, attempted suicide or other deliberate act (such as attempted homicide) or where the injury is not attributable to vehicle movement (such as an insect or animal bite, or the accidental discharge of a weapon) are excluded. However, subsequent casualties caused as a result of excluded casualties are included. For example, if a driver/rider suffers a heart attack and suddenly or subsequently dies and as a consequence of this is involved in a road traffic crash which results in a pedestrian fatality, the pedestrian fatality is included although the driver/rider fatality is excluded.

1 Road toll in context

This chapter provides an analysis of fatalities from road traffic crashes in Queensland for 2011 and provides a comparison to trends in fatalities and vehicle registrations over the past 30 years. In addition, road fatality trends for Queensland and other states in Australia are compared.

1.1 Road fatality trends

There were 269 road fatalities recorded within Queensland during 2011. This is 20 fatalities greater than 2010 (n=249; representing an increase of 8.0%) but 52 fatalities fewer than the average for the previous five year period between 2006 and 2010 (n=321; representing a decrease of 16.2%).

The 269 fatalities recorded during 2011 occurred in 227 fatal crashes. This was nine fatal crashes fewer than 2010 (n=236; representing a decrease of 3.8%) and 26 fatal crashes fewer than the previous five year average (n=295; representing a decrease of 8.8%).

Figure 1.1 shows the longer-term trend in Queensland's annual road toll between 1981 and 2011. Since 1981 (n=594), the road toll has decreased by 54.7% overall. The greatest number of fatalities within this 30 year period occurred during 1982 (n=616) and the fewest occurred during 2010 (n=249); the road toll during 2010 was the lowest since 1952. The average road toll for the most recent five year period, between 2007 and 2011, was 307 fatalities.

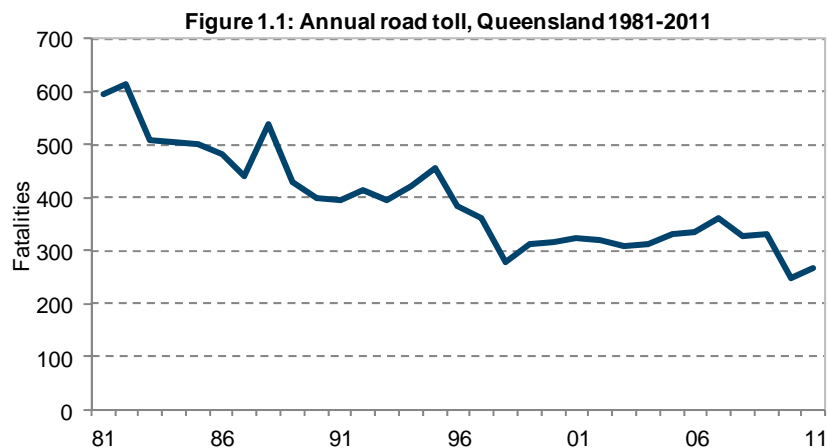


Figure 1.2 shows trends in the road toll against trends in vehicle registrations since 1981. While the number of fatalities during 2011 (n=269) decreased by 54.7% compared with 1981 (n=594), the number of vehicle registrations during 2011 (3.40 million) increased by 150.9% compared with 1981 (1.36 million).

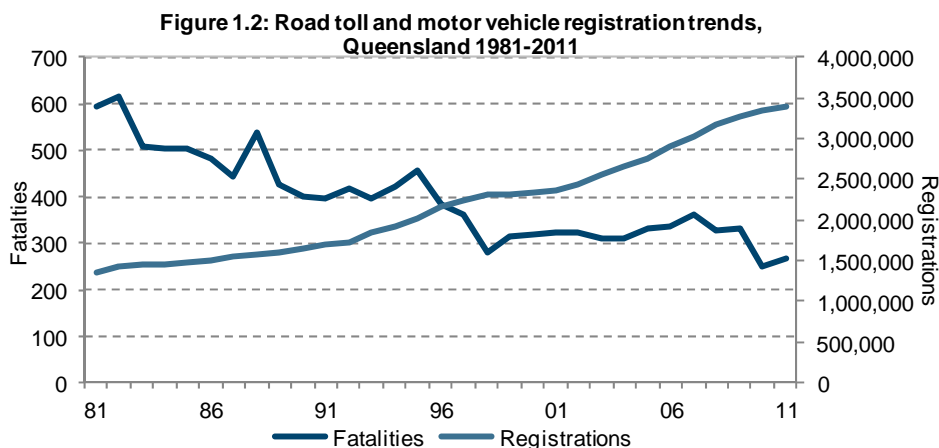


Figure 1.3 shows fatalities in the context of Queensland's population since 1981. Between 1981 and 2011, the state's population increased by 89.0% (n=2.11 million), while the number of fatalities decreased by 54.7% (n=325).

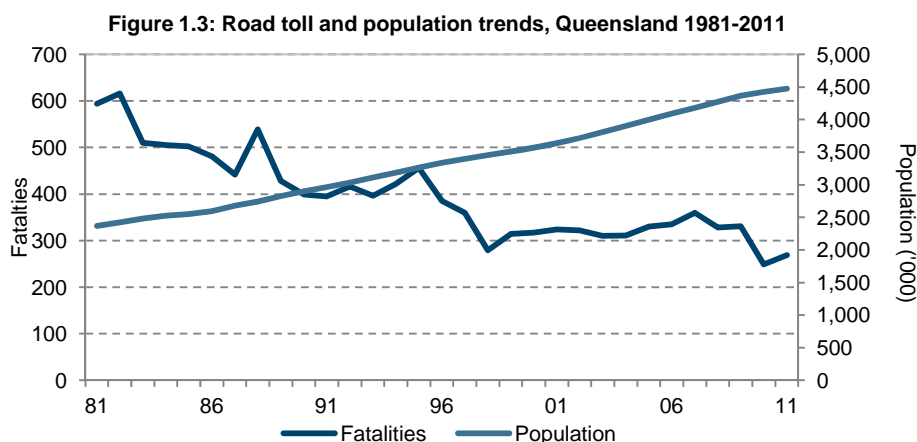


Table 1.1 shows fatality rates per 100,000 population and per 10,000 vehicles registered in Queensland between 1981 and 2011. There were 25.09 fatalities per 100,000 population during 1981 compared with 6.01 fatalities per 100,000 population during 2011, representing a decrease of 76.0%. There were 4.38 fatalities per 10,000 Queensland-registered vehicles during 1981, compared with 0.79 fatalities per 10,000 Queensland-registered vehicles during 2011, representing a decrease of 82.0%.

Table 1.1: Fatality rates per 100,000 population and per 10,000 vehicles registered to Queensland 1981-2011

Year	Road Toll	Population* ('000)	Fatality rate per 100,000 population	Vehicles on register** ('000)	Fatality rate per 10,000 vehicles
1981	594	2,367.5	25.09	1,355.9	4.38
1986	481	2,592.6	18.55	1,510.2	3.18
1991	395	2,961.0	13.34	1,689.1	2.34
1996	385	3,338.7	11.53	2,171.9	1.77
2001	324	3,635.1	8.91	2,354.4	1.38
2006	335	4,090.9	8.19	2,897.9	1.16
2011	269	4,474.1	6.01	3,401.9	0.79

* ABS Cat. No. 3101.0

** ABS Cat. No. 9309.0

1.2 Queensland in relation to Australia

The Australian road toll during 2011 was 1,285 fatalities, a decrease of 5.0% (n=68) compared with 2010. Queensland's fatality rate of 6.01 fatalities per 100,000 population during 2011 was 4.3% more than the national average of 5.76 fatalities per 100,000 population.

Table 1.2 shows the number of fatalities during 2010 and 2011, and the 2011 fatality rate for all Australian states and territories. Queensland experienced the third greatest road toll during 2011 (n=269), which was the fourth greatest per 100,000 population. The Australian Capital Territory had the fewest fatalities per 100,000 population (1.63 fatalities per 100,000 population) and the Northern Territory had the greatest (19.45 fatalities per 100,000 population).

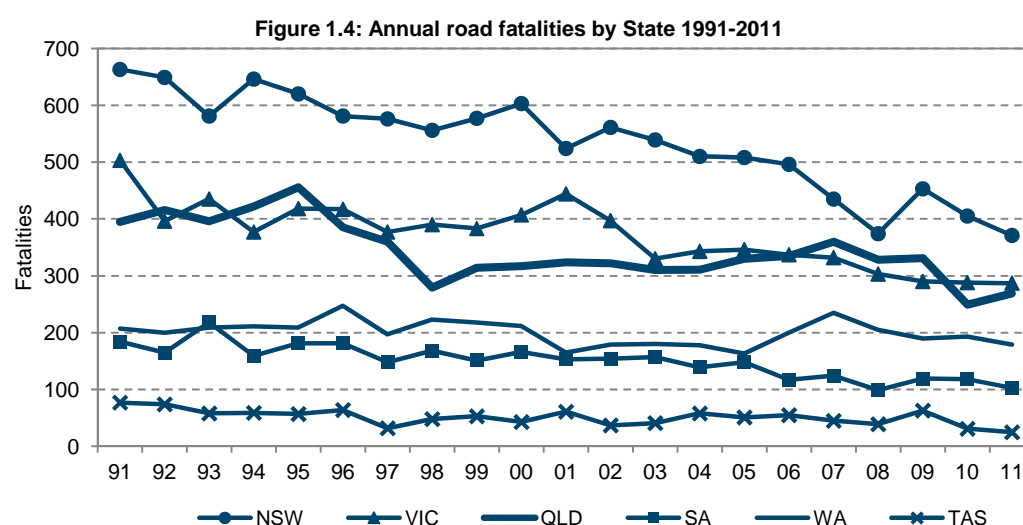
Table 1.2: Road toll in 2011 compared with 2010, States and Territories of Australia

	Fatalities				Fatality rate	
	2011 No.	2010 No.	Variation No.	Variation per cent	per 100,000 population*	per 10,000 vehicles on register**
New South Wales	371	405	-34	-8.4%	5.14	0.78
Queensland	269	249	20	8.0%	6.01	0.79
Victoria	287	288	-1	-0.3%	5.19	0.68
Western Australia	179	193	-14	-7.3%	7.61	0.94
South Australia	103	118	-15	-12.7%	6.29	0.82
Tasmania	25	31	-6	-19.4%	4.89	0.60
Northern Territory	45	50	-5	-10.0%	19.45	3.28
Australian Capital Territory	6	19	-13	-68.4%	1.63	0.23
Australia	1,285	1,353	-68	-5.0%	5.76	0.79

* ABS Cat. No. 3101.0

** ABS Cat. No. 9309.0

Figure 1.4 shows annual road fatalities by State for the period between 1991 and 2011. The road toll in South Australia, Western Australia and Tasmania remained relatively static throughout the period, while New South Wales and Victoria demonstrated a steady downward trend. Queensland experienced noticeable improvements between 1995 and 1998, and again between 2007 and 2010.

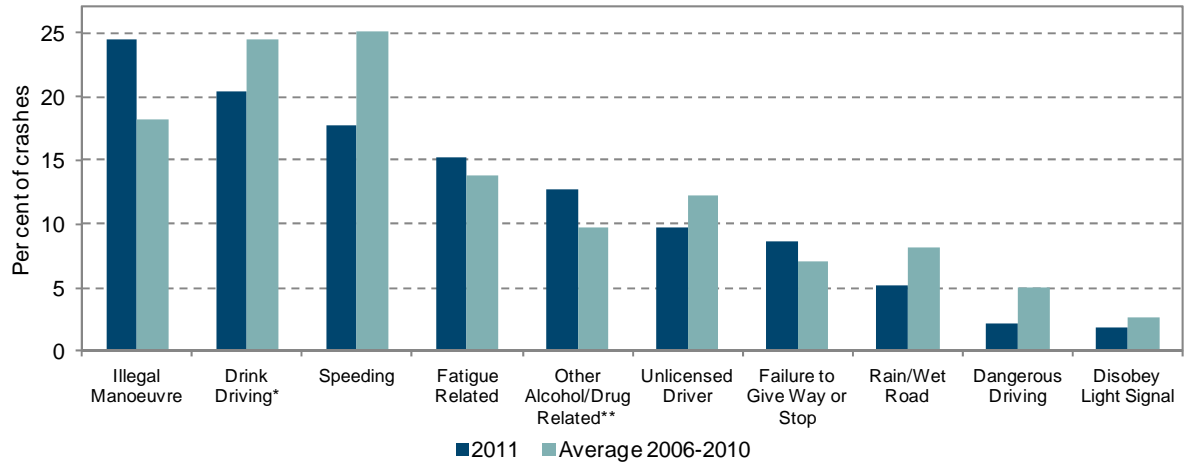


1.3 Major contributing factors and characteristics of fatal crashes during 2011

Figure 1.5 shows the top ten contributing factors and characteristics that were assessed as having contributed to fatal crashes during 2011. A crash may have more than one contributing factor/characteristic assigned to it, and as such, the categories outlined in Figure 1.5 are not mutually exclusive.

Illegal manoeuvres contributed to 24.5% (n=66) of all fatal crashes occurring within Queensland during 2011. Additionally, drink driving contributed to 20.4% (n=55), and speeding contributed to 17.8% (n=48). Drink driving and speeding contributed to notably less fatal crashes in 2011 than the previous five year average (2006-2010), while illegal manoeuvres contributed to notably more fatal crashes in 2011 than the previous five year average.

Fig. 1.5: Top ten contributing factors and characteristics in fatal crashes, Queensland 2011



* 'Drink Driving' relates to crashes where the controller of a motor vehicle had an illegal Blood Alcohol Concentration (BAC) for their licence level

** 'Other Alcohol/Drug Related' indicates that alcohol or drug impairment (other than drink driving) was a contributing factor

2 Characteristics of casualties

2.1 Introduction

This chapter provides detailed information on the characteristics of fatalities that occurred as a result of road traffic crashes during 2011. The chapter also includes comparisons between 2011 and 2010, and between 2011 and the average from the previous five year period between 2006 and 2010 (Note: this period will be referred to as 'the previous five year average' throughout this chapter). Fatalities are described in terms of demographic information (gender; age) and road user type. Temporal (time of day; day of week) and geographic location information relating to the crash is also provided.

All fatalities are further examined for 2011 using the following age categories: child (0-16 years); young adult (17-24 years); mature adult (25-59 years); and senior adult (60 years and older). For each of these age groups, information will be provided on the type of road user involved and restraint use. Temporal information relating to the crash is also provided.

In the instance when information is classified as 'unknown', percentages are calculated based on the total number of known cases for that variable only.

2.2 Gender and age

Table 2.1 shows the distribution of road fatalities within Queensland between 2006 and 2011 by gender.

During 2011, the total number of road fatalities decreased by 16.1% (n=51.6) compared with the previous five year average. Female fatalities accounted for 30.0% (n=80) of Queensland's 2011 road toll, an increase of 23.1% (n=15) compared with 2010. Male fatalities accounted for 70.0% (n=187) of the 2011 road toll, an increase of 1.6% (n=3) compared with 2010. Compared with the previous five year average, the number of female fatalities decreased by 1.5% (n=1.2), and the number of male fatalities decreased by 21.8% (n=52.2).

Table 2.1: All fatalities by gender, Queensland 2006-2011

Gender	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Female	75	98	78	90	65	80	30.0%	15	23.1%	-1.2	-1.5%
Male	260	262	250	240	184	187	70.0%	3	1.6%	-52.2	-21.8%
Unknown	0	0	0	1	0	2	-	-	-	-	-
Total	335	360	328	331	249	269	100.0%	20	8.0%	-51.6	-16.1%

Table 2.2 shows the distribution of road fatalities within Queensland between 2006 and 2011 by age group, and Figure 2.1 shows this information for 2011.

During 2011, the greatest percentage of fatalities occurred among the 30-39 years age group (17.1%, n=46), while the 5-11 years age group had the fewest fatalities (1.1%, n=3). Compared with the previous five year average, the 0-4 years age group increased by 66.7% (n=4.4), while the 21-24 years age group decreased by 50.0% (n=16). However, these variations should be interpreted with caution given the small numbers in these groups.

Table 2.2: All fatalities* by age group, Queensland 2006-2011

Age group	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
0-4 years	7	6	6	10	4	11	4.1%	7	175.0%	4.4	66.7%
5-11 years	1	5	6	9	6	3	1.1%	-3	-50.0%	-2.4	-44.4%
12-16 years	13	15	8	8	6	15	5.6%	9	150.0%	5.0	50.0%
17-20 years	46	45	46	36	33	33	12.3%	0	0.0%	-8.2	-19.9%
21-24 years	38	35	27	36	24	16	5.9%	-8	-33.3%	-16.0	-50.0%
25-29 years	33	38	36	37	23	31	11.5%	8	34.8%	-2.4	-7.2%
30-39 years	69	64	64	57	38	46	17.1%	8	21.1%	-12.4	-21.2%
40-49 years	48	41	47	48	43	40	14.9%	-3	-7.0%	-5.4	-11.9%
50-59 years	28	46	30	35	26	23	8.6%	-3	-11.5%	-10.0	-30.3%
60-74 years	21	38	30	31	25	31	11.5%	6	24.0%	2.0	6.9%
75 years and over	31	27	28	24	21	20	7.4%	-1	-4.8%	-6.2	-23.7%
Total	335	360	328	331	249	269	100.0%	20	8.0%	-51.6	-16.1%

* Includes fatalities of unknown gender

Figure 2.1: Fatalities by age group, Queensland 2011

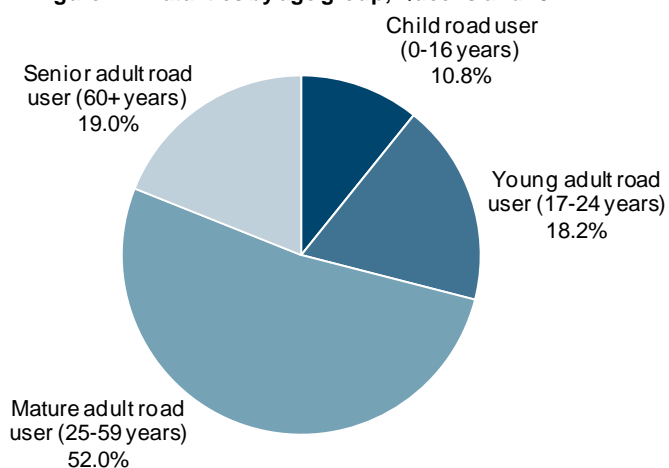


Table 2.3 and Table 2.4 show the distribution of Queensland road fatalities by age group for females and males, respectively, from 2006 to 2011.

The greatest number of female fatalities during 2011 occurred within the 60-74 years age group (17.5%, n=14). There were no female fatalities in the 5-11 years age group during 2011.

Table 2.3: Female fatalities by age group, Queensland 2006-2011

Age group	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
0-4 years	2	1	3	4	0	5	6.3%	5	-	3.0	150.0%
5-11 years	1	3	3	6	1	0	0.0%	-1	-100.0%	-2.8	-100.0%
12-16 years	4	5	3	4	2	6	7.5%	4	200.0%	2.4	66.7%
17-20 years	8	9	13	11	9	8	10.0%	-1	-11.1%	-2.0	-20.0%
21-24 years	6	10	0	11	1	2	2.5%	1	100.0%	-3.6	-64.3%
25-29 years	3	12	5	10	6	8	10.0%	2	33.3%	0.8	11.1%
30-39 years	9	7	11	9	11	10	12.5%	-1	-9.1%	0.6	6.4%
40-49 years	15	11	8	11	13	12	15.0%	-1	-7.7%	0.4	3.4%
50-59 years	5	17	7	11	8	8	10.0%	0	0.0%	-1.6	-16.7%
60-74 years	9	11	14	8	3	14	17.5%	11	366.7%	5.0	55.6%
75 years and over	13	12	11	5	11	7	8.8%	-4	-36.4%	-3.4	-32.7%
Total	75	98	78	90	65	80	100.0%	15	23.1%	-1.2	-1.5%

The greatest number of male fatalities during 2011 occurred in the 30-39 years age group, accounting for 19.3% (n=36) of all male fatalities. This was an increase of 33.3% (n=9) compared with 2010, but a 26.5% (n=13) decrease compared with the previous five year average. The 5-11 years age group had the fewest male fatalities during 2011 (1.6%, n=3). The 21-24 years age group (n=14) decreased by 39.1% (n=9) compared with 2010, and decreased by 47.0% (n=12.4) compared with the previous five year average.

Table 2.4: Male fatalities by age group, Queensland 2006-2011

Age group	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
0-4 years	5	5	3	5	4	4	2.1%	0	0.0%	-0.4	-9.1%
5-11 years	0	2	3	3	5	3	1.6%	-2	-40.0%	0.4	15.4%
12-16 years	9	10	5	4	4	9	4.8%	5	125.0%	2.6	40.6%
17-20 years	38	36	33	25	24	25	13.4%	1	4.2%	-6.2	-19.9%
21-24 years	32	25	27	25	23	14	7.5%	-9	-39.1%	-12.4	-47.0%
25-29 years	30	26	31	27	17	23	12.3%	6	35.3%	-3.2	-12.2%
30-39 years	60	57	53	48	27	36	19.3%	9	33.3%	-13.0	-26.5%
40-49 years	33	30	39	37	30	28	15.0%	-2	-6.7%	-5.8	-17.2%
50-59 years	23	29	23	24	18	15	8.0%	-3	-16.7%	-8.4	-35.9%
60-74 years	12	27	16	23	22	17	9.1%	-5	-22.7%	-3.0	-15.0%
75 years and over	18	15	17	19	10	13	7.0%	3	30.0%	-2.8	-17.7%
Total	260	262	250	240	184	187	100.0%	3	1.6%	-52.2	-21.8%

Table 2.5 shows fatalities within gender and age group as a percentage of the total 2011 road toll. For five age groups (17-20, 25-29, 30-39, 40-49, 75+ years), the percentage of road fatalities was greater than the percentage in the population. During 2011, young adult road users aged between 17-24 years accounted for 18.2% of all fatalities; however they only represented 11.5% of Queensland's population. The road fatality rate for 17-20 year olds (12.9 fatalities per 100,000 population) was more than double the overall fatality rate during 2011 (5.9 fatalities per 100,000 population).

Table 2.5: Age and gender of fatalities, Queensland 2011

Age group	Male	Female	Total	Percentage of road toll	Percentage of population	Fatalities per 100,000 persons*
0-4 years	4	5	11**	4.1%	6.8%	3.6
5-11 years	3	0	3	1.1%	9.1%	0.7
12-16 years	9	6	15	5.6%	6.6%	5.1
17-20 years	25	8	33	12.3%	5.5%	13.4
21-24 years	14	2	16	5.9%	5.8%	6.2
25-29 years	23	8	31	11.5%	7.3%	9.5
30-39 years	36	10	46	17.1%	13.8%	7.4
40-49 years	28	12	40	14.9%	14.1%	6.3
50-59 years	15	8	23	8.6%	12.5%	4.1
60-74 years	17	14	31	11.5%	12.9%	5.4
75 years and over	13	7	20	7.4%	5.6%	8.0
Total	187	80	269	100.0%	100.0%	6.0

* ABS Cat. No. 3101.0

** Includes fatalities of unknown gender

2.3 Types of road user

Table 2.6 shows all fatalities within Queensland between 2006 and 2011 by road user type, and Figure 2.2 shows this information for 2011.

During 2011, 40.1% (n=108) of all road fatalities in Queensland were drivers. This represented a decrease in driver fatalities of 5.3% (n=6) compared with 2010, and a decrease of 26.2% (n=38.4) compared with the previous five year average. Passengers accounted for a further 27.1% (n=73) of road fatalities during 2011, representing an increase of 46.0% (n=23) compared with 2010, and an increase of 10.9% (n=7.2) compared with the previous five year average.

There were 45 (16.7%) motorcycle rider and pillion fatalities during 2011, a decrease of 10.0% (n=5) compared with 2010, and 28.1% (n=17.6) less than the previous five year average. Pedestrians accounted for 12.3% (n=33) of all road fatalities during 2011, representing an increase of 17.9% (n=5) compared with 2010, but a decrease of 11.3% (n=4.2) compared with the previous five year average. The fatality rate for bicyclists during 2011 was 3.3% (n=9), which was an increase of 9.8% (n=0.8) compared with the previous five year average.

Table 2.6: All fatalities by road user type, Queensland 2006-2011

Road user type	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Drivers	155	171	140	152	114	108	40.1%	-6	-5.3%	-38.4	-26.2%
Passengers	67	64	77	71	50	73	27.1%	23	46.0%	7.2	10.9%
Motorcyclists	58	73	72	60	50	45	16.7%	-5	-10.0%	-17.6	-28.1%
Bicyclists	9	10	7	8	7	9	3.3%	2	28.6%	0.8	9.8%
Pedestrians	46	42	30	40	28	33	12.3%	5	17.9%	-4.2	-11.3%
Other*	0	0	2	0	0	1	0.4%	1	-	0.6	150.0%
Total	335	360	328	331	249	269	100.0%	20	8.0%	-51.6	-16.1%

*Other includes train driver/passenger and animal conveyance

Figure 2.2: All fatalities by road user type, Queensland 2011

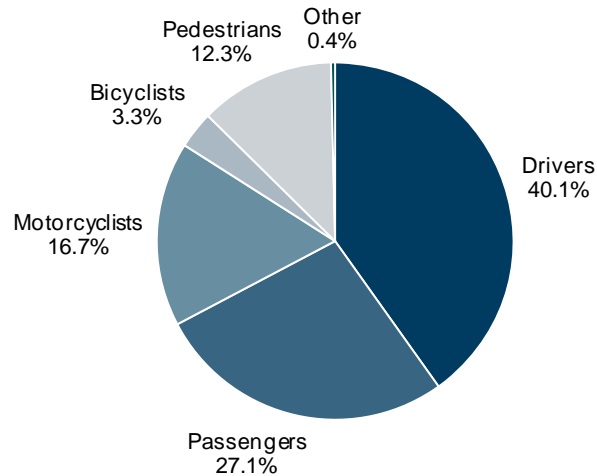


Table 2.7 shows further road user details for all fatalities between 2006 and 2011. During 2011, drivers and passengers of light passenger vehicles accounted for 61.7% (n=166) of all road fatalities.

Table 2.7: Details of all fatalities by road user type, Queensland 2006-2011

Road user type	2006-2011							2011 v 2010		2011 v 2006 to 2010 average	
	2006 No.	2007 No.	2008 No.	2009 No.	2010 No.	2011 No.	2011 %	Change	%	Change	%
Drivers											
Light passenger vehicle	143	148	125	135	109	95	35.3%	-14	-12.8%	-37.0	-28.0%
Heavy freight vehicle	9	23	14	14	4	10	3.7%	6	150.0%	-2.8	-21.9%
Bus	0	0	0	1	0	1	0.4%	1	-	0.8	400.0%
Special purpose vehicle	3	0	1	2	1	2	0.7%	1	100.0%	0.6	42.9%
Passengers											
Light passenger vehicle	62	63	70	65	48	71	26.4%	23	47.9%	9.4	15.3%
Heavy freight vehicle	4	1	3	1	1	2	0.7%	1	100.0%	0.0	0.0%
Bus	0	0	4	2	1	0	0.0%	-1	-100.0%	-1.4	-100.0%
Special purpose vehicle	1	0	0	3	0	0	0.0%	0	-	-0.8	-100.0%
Motorcyclists											
Rider	56	72	66	57	49	42	15.6%	-7	-14.3%	-18.0	-30.0%
Pillion	2	1	6	3	1	3	1.1%	2	200.0%	0.4	15.4%
Bicyclists											
Rider	9	10	7	8	7	9	3.3%	2	28.6%	0.8	9.8%
Pillion	0	0	0	0	0	0	0.0%	0	-	0.0	-
Pedestrians											
On-foot	45	42	29	40	28	33	12.3%	5	17.9%	-3.8	-10.3%
Wheeled rec. device	1	0	1	0	0	0	0.0%	0	-	-0.4	-100.0%
Other											
Train (driver/passenger)	0	0	2	0	0	0	0.0%	0	-	-0.4	-100.0%
Animal conveyance	0	0	0	0	0	1	0.4%	1	-	1.0	-
Other	0	0	0	0	0	0	0.0%	0	-	0.0	-
Total	335	360	328	331	249	269	100.0%	20	8.0%	-51.6	-16.1%

2.4 Child road user

Table 2.8 shows fatalities among children (0-16 years) during 2011 by age sub-group and type of road user, and Figure 2.3 shows child fatalities by type of road user for 2011.

There were 29 child road user fatalities on Queensland roads during 2011; 72.4% (n=21) were passengers, 10.3% were pedestrians (n=3), 6.9% (n=2) were motorcyclists, and another 6.9% (n=2) were bicyclists.

Table 2.8: Child fatalities by road user type and age group, Queensland 2011

Age group	Drivers	Passengers	Motorcyclists	Bicyclists	Pedestrians	Other	Total
0-4 years	0	11	0	0	0	0	11
5-11 years	0	1	0	1	1	0	3
12-16 years	0	9	2	1	2	1	15
Total	0	21	2	2	3	1	29

Figure 2.3: Child fatalities by road user type, Queensland 2011

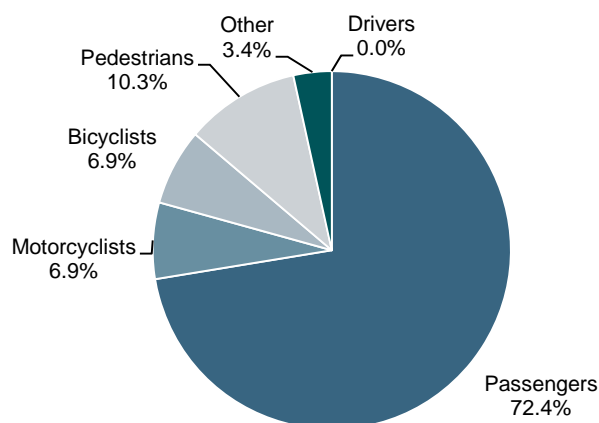


Table 2.9 shows restraint use of child vehicle occupant fatalities within Queensland during 2011. In cases where restraint use was known, 53.8% (n=7) of child vehicle occupant fatalities were unrestrained.

Table 2.9: Restraint use of child vehicle occupant fatalities, Queensland 2011

Age group	Unrestrained vehicle occupant fatalities	All vehicle occupant fatalities*	Percentage of vehicle occupant fatalities unrestrained
0-4 years	5	7	71.4%
5-11 years	1	1	100.0%
12-16 years	1	5	20.0%
Total child vehicle occupant fatalities	7	13	53.8%
All vehicle occupant fatalities	33	112	29.5%

* Where restraint use could be determined

Table 2.10 shows fatalities among child road users by time of day. During 2011, 51.7% (n=15) of child fatalities were the result of crashes that occurred between 8am and 4pm. A further 34.5% (n=10) were the result of crashes that occurred between 6pm and 6am.

Table 2.10: Child road user fatalities by time of day, Queensland 2011

Age group	12am-6am	6am-8am	8am-2pm	2pm-4pm	4pm-6pm	6pm-12am	Total
0-4 years	3	1	3	2	0	2	11
5-11 years	0	0	2	0	1	0	3
12-16 years	2	2	4	4	0	3	15
Total	5	3	9	6	1	5	29

Table 2.11 shows fatalities among child road users by day of the week. During 2011, 34.5% (n=10) of all child fatalities were a result of crashes that occurred on weekends (Saturday and Sunday). A further 27.6% (n=8) were a result of crashes that occurred on Fridays.

Table 2.11: Child road user fatalities by day of week, Queensland 2011

Age group	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
0-4 years	2	1	0	0	4	1	3	11
5-11 years	1	0	0	0	1	0	1	3
12-16 years	2	2	3	0	3	2	3	15
Total	5	3	3	0	8	3	7	29

2.5 Young adult road user

Table 2.12 shows fatalities among young adults (17-24 years) from 2011 by age sub-group and type of road user, and Figure 2.4 shows young adult fatalities by type of road user for 2011.

There were 49 young adult road user fatalities on Queensland roads during 2011. Drivers and passengers accounted for 69.4% (n=34) of all young adult road user fatalities, and motorcyclists and pedestrians each accounted for a further 14.3% (n=7).

Table 2.12: Young adult fatalities by road user type and age group, Queensland 2011

Age group	Drivers	Passengers	Motorcyclists	Bicyclists	Pedestrians	Other	Total
17-20 years	11	11	6	1	4	0	33
21-24 years	6	6	1	0	3	0	16
Total	17	17	7	1	7	0	49

Figure 2.4: Young adult fatalities by road user type, Queensland 2011

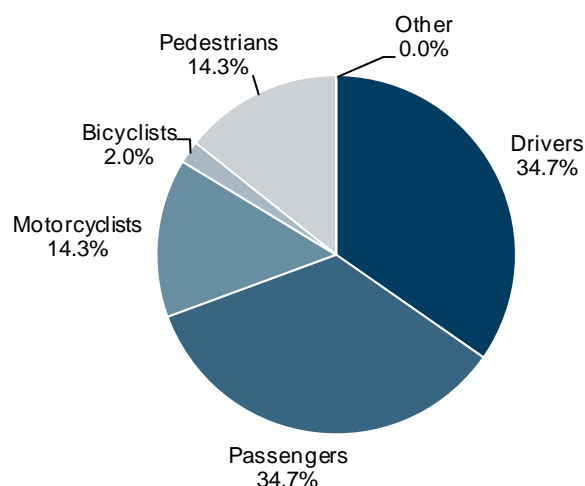


Table 2.13 shows that in cases where restraint use was known, 33.3% (n=8) of young adult vehicle occupant fatalities during 2011 were unrestrained. This compares with 29.5% (n=33) among all vehicle occupant fatalities during 2011.

Table 2.13: Restraint use of young adult vehicle occupant fatalities, Queensland 2011

Age group	Unrestrained vehicle occupant fatalities	All vehicle occupant fatalities*	Percentage of vehicle occupant fatalities unrestrained
17-20 years	4	15	26.7%
21-24 years	4	9	44.4%
Total young adult vehicle occupant fatalities	8	24	33.3%
All vehicle occupant fatalities	33	112	29.5%

* Where restraint use could be determined

Table 2.14 shows fatalities among young adult road users by time of day. During 2011, 30.6% (n=15) of young adult road user fatalities were a result of crashes that occurred between 8am and 4pm. A further 50.0% (n=24) were a result of crashes that occurred between 6pm and 6am, with 24.5% (n=12) occurring between 6pm and 12 midnight.

Table 2.14 Young adult road user fatalities by time of day, Queensland 2011

Age group	12am-6am	6am-8am	8am-2pm	2pm-4pm	4pm-6pm	6pm-12am	Total
17-20 years	4	5	8	4	4	8	33
21-24 years	8	1	3	0	0	4	16
Total	12	6	11	4	4	12	49

Table 2.15 shows fatalities among young adult road users by day of the week. During 2011, 65.3% (n=32) of young adult road user fatalities were a result of crashes that occurred on Fridays, Saturdays or Sundays. The greatest number of fatalities occurred on Sundays (24.5%, n=12), while the day with the fewest young adult road user fatalities was Wednesday (2.0%, n=1).

Table 2.15: Young adult road user fatalities by day of week, Queensland 2011

Age group	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
17-20 years	3	7	1	1	7	6	8	33
21-24 years	1	1	0	3	4	3	4	16
Total	4	8	1	4	11	9	12	49

2.6 Mature adult road user

Table 2.16 shows fatalities among mature adults (25-59 years) from 2011 by age sub-group and type of road user. Figure 2.5 shows mature adult fatalities by type of road user for 2011.

There were 140 mature adult road user fatalities on Queensland roads during 2011. Of all mature adult road user fatalities, drivers accounted for 47.9% (n=67), and motorcyclists accounted for 21.4% (n=30).

Table 2.16: Mature adult fatalities by road user type and age group, Queensland 2011

Age group	Drivers	Passengers	Motorcyclists	Bicyclists	Pedestrians	Other	Total
25-29 years	14	7	7	1	2	0	31
30-39 years	19	10	11	0	6	0	46
40-49 years	23	7	7	1	2	0	40
50-59 years	11	4	5	1	2	0	23
Total	67	28	30	3	12	0	140

Figure 2.5: Mature adult fatalities by road user type, Queensland 2011

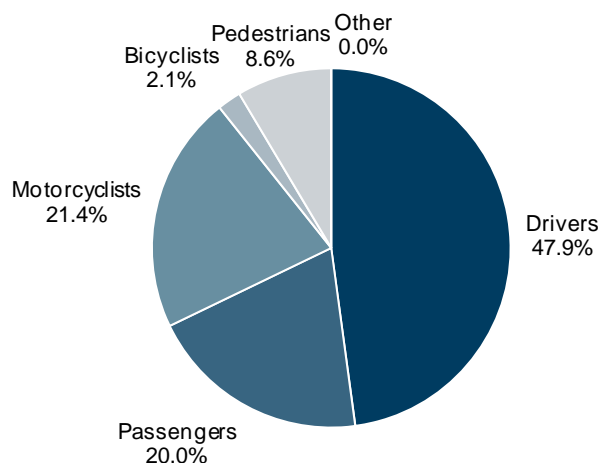


Table 2.17 shows that in cases where restraint use was known, 28.8% (n=15) of mature adult vehicle occupant fatalities during 2011 were unrestrained. This is similar to the percentage among all vehicle occupant fatalities during 2011 (29.5%, n=33).

Table 2.17: Restraint use of mature adult vehicle occupant fatalities, Queensland 2011

Age group	Unrestrained vehicle occupant fatalities	All vehicle occupant fatalities*	Percentage of vehicle occupant fatalities unrestrained
25-29 years	4	13	30.8%
30-39 years	8	18	44.4%
40-49 years	2	13	15.4%
50-59 years	1	8	12.5%
Total mature adult vehicle occupant fatalities	15	52	28.8%
All vehicle occupant fatalities	33	112	29.5%

* Where restraint use could be determined

Table 2.18 shows fatalities among mature adult road users by time of day. During 2011, 37.1% (n=52) of mature adult road user fatalities were a result of crashes that occurred between 8am and 4pm. A further 52.9% (n=74) were a result of crashes that occurred between 6pm and 6am, with 30.7% (n=43) occurring between 6pm and 12 midnight.

Table 2.18: Mature adult road user fatalities by time of day, Queensland 2011

Age group	12am-6am	6am-8am	8am-2pm	2pm-4pm	4pm-6pm	6pm-12am	Total
25-29 years	7	1	5	4	2	12	31
30-39 years	15	4	7	4	2	14	46
40-49 years	7	2	16	1	1	13	40
50-59 years	2	2	9	6	0	4	23
Total	31	9	37	15	5	43	140

Table 2.19 shows fatalities among mature adult road users by day of the week. During 2011, 56.4% (n=79) of mature adult fatalities were a result of crashes that occurred on Fridays, Saturdays or Sundays. The greatest number of mature adult fatalities occurred on Saturdays (29.3%, n=41), and the fewest occurred on Mondays (7.1%, n=10).

Table 2.19: Mature adult road user fatalities by day of week, Queensland 2011

Age group	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
25-29 years	0	7	1	2	6	11	4	31
30-39 years	5	4	7	2	2	16	10	46
40-49 years	4	4	6	7	2	11	6	40
50-59 years	1	3	7	1	4	3	4	23
Total	10	18	21	12	14	41	24	140

2.7 Senior adult road user

Table 2.20 shows fatalities among senior adults (60 years and over) from 2011 by age sub-group and type of road user. Figure 2.6 shows senior adult fatalities by type of road user for 2011.

There were 51 senior adult road user fatalities on Queensland roads during 2011. Of all senior adult road fatalities, drivers accounted for 47.1% (n=24) and pedestrians accounted for 21.6% (n=11).

Table 2.20: Senior adult fatalities by road user type and age group, Queensland 2011

Age group	Drivers	Passengers	Motorcyclists	Bicyclists	Pedestrians	Other	Total
60-74 years	12	4	6	2	7	0	31
75 years and over	12	3	0	1	4	0	20
Total	24	7	6	3	11	0	51

Figure 2.6: Senior adult fatalities by road user type, Queensland 2011

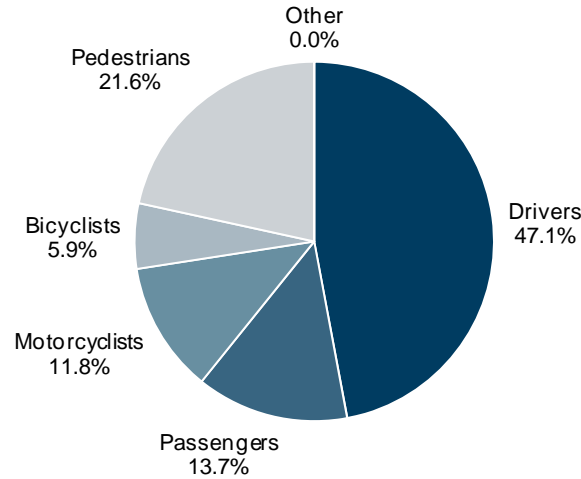


Table 2.21 shows that in cases where restraint use was known, 13.0% (n=3) of senior adult vehicle occupant fatalities during 2011 were unrestrained. This compares with 29.5% (n=33) among all vehicle occupant fatalities during 2011.

Table 2.21: Restraint use of senior adult vehicle occupant fatalities, Queensland 2011

Age group	Unrestrained vehicle occupant fatalities	All vehicle occupant fatalities*	Percentage of vehicle occupant fatalities unrestrained
60-74 years	1	12	8.3%
75 years and over	2	11	18.2%
Total senior adult vehicle occupant fatalities	3	23	13.0%
All vehicle occupant fatalities	33	112	29.5%

* Where restraint use could be determined

Table 2.22 shows fatalities among senior adult road users by time of day. During 2011, 78.4% (n=40) of senior adult road user fatalities were a result of crashes that occurred between 8am and 4pm. A further 11.8% (n=6) were a result of crashes that occurred between 6pm and 6am, with 7.8% (n=4) occurring between 6pm and 12 midnight.

Table 2.22: Senior adult road user fatalities by time of day, Queensland 2011

Age group	12am-6am	6am-8am	8am-2pm	2pm-4pm	4pm-6pm	6pm-12am	Total
60-74 years	1	0	20	7	2	1	31
75 years and over	1	1	8	5	2	3	20
Total	2	1	28	12	4	4	51

Table 2.23 shows fatalities among senior adult road users by day of the week. During 2011, 52.9% (n=27) of senior adult road user fatalities were a result of crashes that occurred on Fridays, Saturdays or Sundays. The greatest number of senior adult fatalities occurred on Saturdays (21.6%, n=11), and the fewest occurred on Thursdays (7.8%, n=4).

Table 2.23: Senior adult road user fatalities by day of week, Queensland 2011

Age group	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
60-74 years	6	3	5	3	2	3	9	31
75 years and over	2	2	2	1	4	8	1	20
Total	8	5	7	4	6	11	10	51

2.8 Time of day and day of week

Figure 2.7 shows all Queensland road fatalities occurring during 2011 by time of day and day of week. Each bar in the figure represents a two hour time period, where for each day the first bar shows the number of fatalities that occurred between midnight and 2am, and the last bar shows the number of fatalities that occurred between 10pm and midnight.

During 2011, the greatest number of fatalities generally occurred in the mid to late afternoon hours, except for on Fridays and Saturdays, when the greatest number of fatalities occurred between 10pm and 2am.

Figure 2.7: Fatalities by time of day and day of week, Queensland 2011

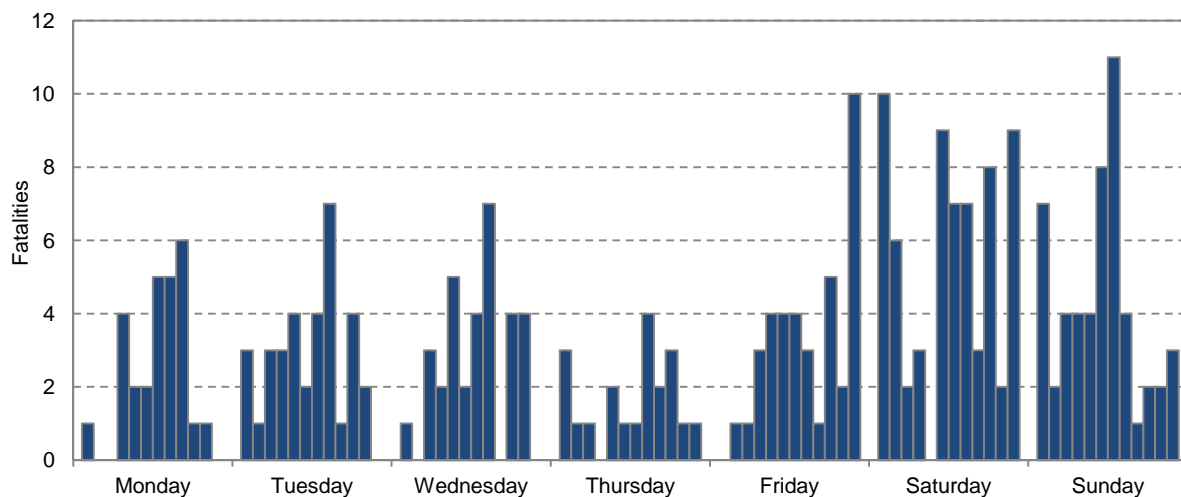


Table 2.24 shows all Queensland road fatalities by time of day. During 2011, the greatest percentage of fatalities occurred between 2pm and 4pm, accounting for 13.8% (n=37) of the road toll. This number was 14.7% (n=6.4) less than the previous five year average. The fewest fatalities occurred between 2am and 4am, accounting for 4.1% (n=11) of the road toll. This represented an increase of 37.5% (n=3) compared with 2010, but a decrease of 32.9% (n=5.4) compared with the previous five year average.

Compared with the previous five year average, fatalities occurring between Noon and 2pm demonstrated the greatest increase, rising by 21.6% (n=6.4), and fatalities occurring between 4pm and 6pm demonstrated the greatest decrease, falling by 66.0% (n=27.2).

Table 2.24: All road fatalities by time of day, Queensland 2006-2011

Time	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Midnight-2am	19	33	17	21	18	25	9.3%	7	38.9%	3.4	15.7%
2am-4am	23	17	19	15	8	11	4.1%	3	37.5%	-5.4	-32.9%
4am-6am	13	22	13	21	15	14	5.2%	-1	-6.7%	-2.8	-16.7%
6am-8am	23	24	24	27	18	19	7.1%	1	5.6%	-4.2	-18.1%
8am-10am	16	20	16	29	22	21	7.8%	-1	-4.5%	0.4	1.9%
10am-noon	26	30	30	23	31	28	10.4%	-3	-9.7%	0.0	0.0%
Noon-2pm	32	33	28	36	19	36	13.4%	17	89.5%	6.4	21.6%
2pm-4pm	44	48	46	46	33	37	13.8%	4	12.1%	-6.4	-14.7%
4pm-6pm	43	45	40	44	34	14	5.2%	-20	-58.8%	-27.2	-66.0%
6pm-8pm	40	32	32	25	22	27	10.0%	5	22.7%	-3.2	-10.6%
8pm-10pm	30	29	23	22	15	14	5.2%	-1	-6.7%	-9.8	-41.2%
10pm-midnight	26	27	40	22	14	23	8.6%	9	64.3%	-2.8	-10.9%
Total	335	360	328	331	249	269	100.0%	20	8.0%	-51.6	-16.1%

Table 2.25 shows all Queensland fatalities by day of week. During 2011, the greatest number of fatalities occurred on Saturdays, accounting for 24.5% (n=66) of the road toll. The fewest fatalities occurred on Thursdays (7.4%, n=20).

Compared with the previous five year average, the greatest increase in fatalities was seen on Saturdays (15.8%, n=9.0), and the greatest decrease in fatalities was seen on Thursdays (59.5%, n=29.4).

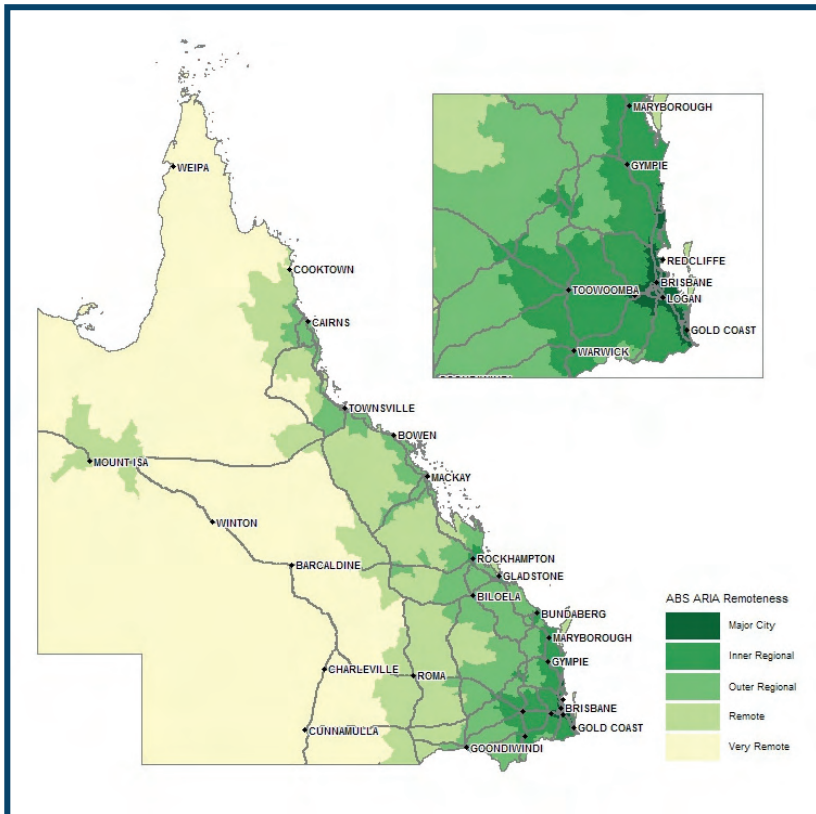
Table 2.25: All road fatalities by day of week, Queensland 2006-2011

Time	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Monday	50	40	29	30	27	27	10.0%	0	0.0%	-8.2	-23.3%
Tuesday	34	36	24	44	28	34	12.6%	6	21.4%	0.8	2.4%
Wednesday	40	59	34	51	32	32	11.9%	0	0.0%	-11.2	-25.9%
Thursday	41	55	58	49	44	20	7.4%	-24	-54.5%	-29.4	-59.5%
Friday	61	59	61	47	28	38	14.1%	10	35.7%	-13.2	-25.8%
Saturday	61	57	60	55	52	66	24.5%	14	26.9%	9.0	15.8%
Sunday	48	54	62	55	38	52	19.3%	14	36.8%	0.6	1.2%
Total	335	360	328	331	249	269	100.0%	20	8.0%	-51.6	-16.1%

2.9 Geographic location

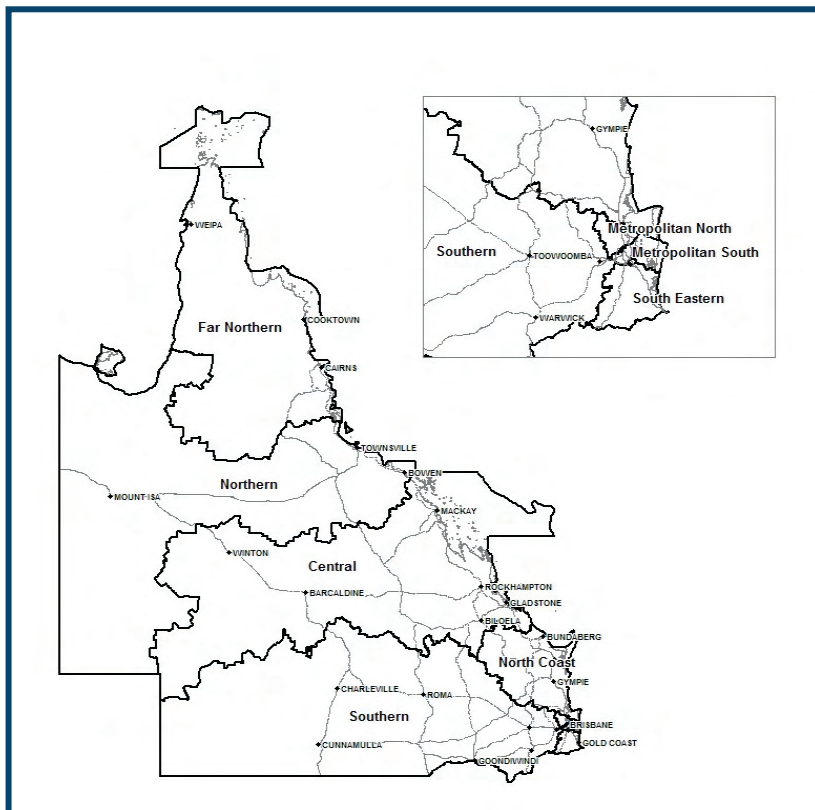
This section provides information on the geographic location of road fatalities that occurred in Queensland between 2006 and 2011. All road fatalities are examined using four different classifications of geographic location: Accessibility/Remoteness Index of Australia (ARIA); Police Region; Police District; and Local Government Area (LGA).

Figure 2.8: Map of Queensland divided by ARIA classification



ARIA is a geographic measure of remoteness based on the road distance from a locality to the nearest service centre. These values can be categorised into five remoteness areas: Major Cities; Inner Regional; Outer Regional; Remote; and Very Remote (Figure 2.8).

Figure 2.9: Map of Queensland divided by Police Region



A Police Region is a geographic area of the state treated as one for Police administrative and statistical purposes. Police Regions are further divided into Police Districts. The eight Police Regions are Far Northern, Northern, Central, North Coast, Southern, South Eastern, Metropolitan North and Metropolitan South (Figure 2.9).

An LGA is an administrative geographic boundary administered by a city or shire council. These areas collectively comprise the entire state.

2.9.1 ARIA

Table 2.26 shows the number of road fatalities within Queensland by ARIA remoteness area. During 2011, the greatest number of fatalities occurred within Inner Regional areas, accounting for 33.1% (n=89) of the road toll. Compared with the previous five year average, fatalities within every ARIA classification decreased, with Remote areas demonstrating the largest decrease (36.5%, n=9.2).

Table 2.26: ARIA Remoteness of road fatalities, Queensland 2006-2011

ARIA Remoteness Index	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Major Cities	124	135	111	96	70	85	31.6%	15	21.4%	-22.2	-20.7%
Inner Regional	92	115	110	105	86	89	33.1%	3	3.5%	-12.6	-12.4%
Outer Regional	83	70	78	89	62	70	26.0%	8	12.9%	-6.4	-8.4%
Remote	27	25	21	29	24	16	5.9%	-8	-33.3%	-9.2	-36.5%
Very Remote	9	15	8	12	7	9	3.3%	2	28.6%	-1.2	-11.8%
Total	335	360	328	331	249	269	100.0%	20	8.0%	-51.6	-16.1%

2.9.2 Police Region

Table 2.27 shows the number of road fatalities within Queensland by Police Region. During 2011, the greatest number of fatalities occurred within the North Coast region, accounting for 22.7% (n=61) of the road toll. The fewest fatalities occurred within the Northern region, accounting for 4.5% (n=12) of the road toll. Compared with the previous five year average, fatalities within the Far Northern region decreased by 36.7% (n=11.0) during 2011, while the number of fatalities within the Central region increased by 18.4% (n=8.4).

Table 2.27: Police Region of road fatalities, Queensland 2006-2011

Police Region	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Far Northern	29	25	28	40	28	19	7.1%	-9	-32.1%	-11.0	-36.7%
Northern	33	19	35	20	17	12	4.5%	-5	-29.4%	-12.8	-51.6%
Central	46	57	33	55	37	54	20.1%	17	45.9%	8.4	18.4%
North Coast	64	78	89	89	58	61	22.7%	3	5.2%	-14.6	-19.3%
Southern	62	53	48	52	51	47	17.5%	-4	-7.8%	-6.2	-11.7%
South Eastern	48	69	59	39	23	44	16.4%	21	91.3%	-3.6	-7.6%
Metropolitan North	25	23	16	16	11	13	4.8%	2	18.2%	-5.2	-28.6%
Metropolitan South	28	36	20	20	24	19	7.1%	-5	-20.8%	-6.6	-25.8%
Total	335	360	328	331	249	269	100.0%	20	8.0%	-51.6	-16.1%

2.9.3 Police District

Table 2.28 shows the number of road fatalities within Queensland by Police District. During 2011, the greatest number of fatalities occurred within the Mackay district, accounting for 8.6% (n=23) of the road toll. This was a 53.3% (n=8) increase compared with 2010, and a 13.9% (n=2.8) increase compared with the previous five year average. However, these variations should be interpreted with caution given the small numbers in these groups.

Table 2.28: Police District of road fatalities, Queensland 2006-2011

Police District	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Far Northern											
Cairns	16	14	12	18	12	6	2.2%	-6	-50.0%	-8.4	-58.3%
Innisfail	6	5	10	6	5	1	0.4%	-4	-80.0%	-5.4	-84.4%
Mareeba	7	6	6	16	11	12	4.5%	1	9.1%	2.8	30.4%
Northern											
Mount Isa	8	7	9	4	3	4	1.5%	1	33.3%	-2.2	-35.5%
Townville	25	12	26	16	14	8	3.0%	-6	-42.9%	-10.6	-57.0%
Central											
Gladstone	3	11	8	4	10	14	5.2%	4	40.0%	6.8	94.4%
Longreach	1	2	0	2	1	1	0.4%	0	0.0%	-0.2	-16.7%
Mackay	21	21	16	28	15	23	8.6%	8	53.3%	2.8	13.9%
Rockhampton	21	23	9	21	11	16	5.9%	5	45.5%	-1.0	-5.9%
North Coast											
Bundaberg	8	19	7	16	11	8	3.0%	-3	-27.3%	-4.2	-34.4%
Caboolture	11	11	11	9	7	10	3.7%	3	42.9%	0.2	2.0%
Gympie	11	12	18	11	10	10	3.7%	0	0.0%	-2.4	-19.4%
Maryborough	11	7	19	16	8	16	5.9%	8	100.0%	3.8	31.1%
Redcliffe	3	5	8	2	2	1	0.4%	-1	-50.0%	-3.0	-75.0%
Sunshine Coast	20	24	26	35	20	16	5.9%	-4	-20.0%	-9.0	-36.0%
Southern											
Charleville	1	3	2	2	2	3	1.1%	1	50.0%	1.0	50.0%
Dalby	6	5	9	5	7	10	3.7%	3	42.9%	3.6	56.3%
Ipswich	25	13	7	19	13	15	5.6%	2	15.4%	-0.4	-2.6%
Roma	3	6	4	4	3	1	0.4%	-2	-66.7%	-3.0	-75.0%
Toowoomba	20	19	18	17	17	13	4.8%	-4	-23.5%	-5.2	-28.6%
Warwick	7	7	8	5	9	5	1.9%	-4	-44.4%	-2.2	-30.6%
South Eastern											
Coomera	13	27	17	14	4	14	5.2%	10	250.0%	-1.0	-6.7%
Gold Coast	18	23	19	7	9	8	3.0%	-1	-11.1%	-7.2	-47.4%
Logan	17	19	23	18	10	22	8.2%	12	120.0%	4.6	26.4%
Metropolitan North											
Brisbane Central	3	5	1	2	0	1	0.4%	1	-	-1.2	-54.5%
Brisbane West	8	6	5	6	3	3	1.1%	0	0.0%	-2.6	-46.4%
North Brisbane	8	4	7	8	5	7	2.6%	2	40.0%	0.6	9.4%
Pine Rivers	6	8	3	0	3	2	0.7%	-1	-33.3%	-2.0	-50.0%
Metropolitan South											
Oxley	9	12	7	8	8	7	2.6%	-1	-12.5%	-1.8	-20.5%
South Brisbane	11	14	5	5	12	4	1.5%	-8	-66.7%	-5.4	-57.4%
Wynnum	8	10	8	7	4	8	3.0%	4	100.0%	0.6	8.1%
Total	335	360	328	331	249	269	100.0%	20	8.0%	-51.6	-16.1%

2.9.4 Local Government Area

Table 2.29 shows the number of road fatalities within Queensland by LGA. During 2011, the greatest number of fatalities occurred within the Brisbane City LGA, accounting for 9.3% (n=25) of the road toll. This was a 16.7% (n=5) decrease compared with 2010, and a 29.0% (n=10.2) decrease compared with the previous five year average.

Table 2.29: Local Government Area of road fatalities, Queensland 2006-2011

Local Government Area	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Aurukun Shire	0	0	0	0	0	0	0.0%	0	-	0.0	-
Balonne Shire	0	1	0	0	2	0	0.0%	-2	-100.0%	-0.6	-100.0%
Banana Shire	1	6	0	1	2	1	0.4%	-1	-50.0%	-1.0	-50.0%
Barcaldine Region	1	1	0	1	0	0	0.0%	0	-	-0.6	-100.0%
Barcoo Shire	0	0	0	0	0	0	0.0%	0	-	0.0	-
Blackall Tambo Region	0	0	0	1	0	0	0.0%	0	-	-0.2	-100.0%
Boulia Shire	0	1	1	0	0	0	0.0%	0	-	-0.4	-100.0%
Brisbane City	43	45	28	30	30	25	9.3%	-5	-16.7%	-10.2	-29.0%
Bulloo Shire	0	0	2	0	0	0	0.0%	0	-	-0.4	-100.0%
Bundaberg Region	8	18	7	15	8	8	3.0%	0	0.0%	-3.2	-28.6%
Burdekin Shire	2	1	6	1	0	1	0.4%	1	-	-1.0	-50.0%
Burke Shire	2	1	0	0	0	0	0.0%	0	-	-0.6	-100.0%
Cairns Region	15	9	12	18	8	3	1.1%	-5	-62.5%	-9.4	-75.8%
Carpentaria Shire	1	0	1	1	0	2	0.7%	2	-	1.4	233.3%
Cassowary Coast Region	3	5	8	4	4	1	0.4%	-3	-75.0%	-3.8	-79.2%
Central Highlands Region	6	8	4	5	2	2	0.7%	0	0.0%	-3.0	-60.0%
Charters Towers Region	4	0	5	6	4	0	0.0%	-4	-100.0%	-3.8	-100.0%
Cherbourg Aboriginal Shire	0	0	0	0	0	0	0.0%	0	-	0.0	-
Cloncurry Shire	2	1	2	0	1	1	0.4%	0	0.0%	-0.2	-16.7%
Cook Shire	4	5	0	2	5	3	1.1%	-2	-40.0%	-0.2	-6.3%
Croydon Shire	0	0	0	0	0	0	0.0%	0	-	0.0	-
Diamantina Shire	0	0	0	0	0	0	0.0%	0	-	0.0	-
Doomadgee Aboriginal Shire	0	0	0	0	0	0	0.0%	0	-	0.0	-
Etheridge Shire	0	0	0	0	1	0	0.0%	-1	-100.0%	-0.2	-100.0%
Flinders Shire	0	0	0	0	0	0	0.0%	0	-	0.0	-
Fraser Coast Region	10	7	14	9	6	13	4.8%	7	116.7%	3.8	41.3%
Gladstone Region	3	6	8	3	8	13	4.8%	5	62.5%	7.4	132.1%
Gold Coast City	31	43	36	18	13	19	7.1%	6	46.2%	-9.2	-32.6%
Goondiwindi Region	5	2	1	3	2	1	0.4%	-1	-50.0%	-1.6	-61.5%
Gympie Region	7	7	18	12	8	2	0.7%	-6	-75.0%	-8.4	-80.8%
Hinchinbrook Shire	1	4	3	1	0	3	1.1%	3	-	1.2	66.7%
Hope Vale Aboriginal Shire	0	0	0	0	0	0	0.0%	0	-	0.0	-
Ipswich City	12	4	3	13	8	11	4.1%	3	37.5%	3.0	37.5%
Isaac Region	6	6	7	16	7	8	3.0%	1	14.3%	-0.4	-4.8%
Kowanyama Aboriginal Shire	0	0	0	0	0	0	0.0%	0	-	0.0	-
Lockhart River Aboriginal Shire	0	0	0	0	0	0	0.0%	0	-	0.0	-
Lockyer Valley Region	2	8	6	3	11	5	1.9%	-6	-54.5%	-1.0	-16.7%
Logan City	14	18	20	16	9	23	8.6%	14	155.6%	7.6	49.4%

Longreach Region	0	1	0	1	1	0	0.0%	-1	-100.0%	-0.6	-100.0%
Mackay Region	11	11	7	11	6	11	4.1%	5	83.3%	1.8	19.6%
Mapoon Aboriginal Shire	0	0	0	0	0	0	0.0%	0	-	0.0	-
Maranoa Region	3	1	3	1	1	1	0.4%	0	0.0%	-0.8	-44.4%
McKinlay Shire	0	0	1	1	0	0	0.0%	0	-	-0.4	-100.0%
Moreton Bay Region	21	23	21	12	10	10	3.7%	0	0.0%	-7.4	-42.5%
Mornington Shire	0	1	0	0	0	0	0.0%	0	-	-0.2	-100.0%
Mount Isa City	3	3	4	2	2	1	0.4%	-1	-50.0%	-1.8	-64.3%
Murweh Shire	0	0	0	1	1	2	0.7%	1	100.0%	1.6	400.0%
Napranum Aboriginal Shire	0	0	0	0	0	0	0.0%	0	-	0.0	-
North Burnett Region	0	1	4	5	4	3	1.1%	-1	-25.0%	0.2	7.1%
Northern Peninsula Area Region	0	0	0	0	0	0	0.0%	0	-	0.0	-
Palm Island Aboriginal Shire	0	0	0	0	0	0	0.0%	0	-	0.0	-
Paroo Shire	1	2	0	0	1	0	0.0%	-1	-100.0%	-0.8	-100.0%
Pormpuraaw Aboriginal Shire	0	0	0	0	0	0	0.0%	0	-	0.0	-
Quilpie Shire	0	1	0	0	0	1	0.4%	1	-	0.8	400.0%
Redland City	4	6	5	4	3	3	1.1%	0	0.0%	-1.4	-31.8%
Richmond Shire	1	0	0	0	0	0	0.0%	0	-	-0.2	-100.0%
Rockhampton Region	15	15	5	16	9	13	4.8%	4	44.4%	1.0	8.3%
Scenic Rim Region	6	14	4	7	3	6	2.2%	3	100.0%	-0.8	-11.8%
Somerset Region	10	4	4	5	4	5	1.9%	1	25.0%	-0.4	-7.4%
South Burnett Region	5	5	1	2	3	8	3.0%	5	166.7%	4.8	150.0%
Southern Downs Region	2	5	7	3	7	4	1.5%	-3	-42.9%	-0.8	-16.7%
Sunshine Coast Region	19	24	26	35	20	16	5.9%	-4	-20.0%	-8.8	-35.5%
Tablelands Region	7	6	6	14	10	12	4.5%	2	20.0%	3.4	39.5%
Toowoomba Region	20	13	16	14	8	10	3.7%	2	25.0%	-4.2	-29.6%
Torres Shire	0	0	0	0	0	0	0.0%	0	-	0.0	-
Torres Strait Island Region	0	0	0	0	0	0	0.0%	0	-	0.0	-
Townsville City	12	5	12	9	5	2	0.7%	-3	-60.0%	-6.6	-76.7%
Weipa Town	0	0	1	0	0	0	0.0%	0	-	-0.2	-100.0%
Western Downs Region	4	6	6	7	5	8	3.0%	3	60.0%	2.4	42.9%
Whitsunday Region	8	6	2	2	7	6	2.2%	-1	-14.3%	1.0	20.0%
Winton Shire	0	0	0	0	0	1	0.4%	1	-	1.0	-
Woorabinda Aboriginal Shire	0	0	0	0	0	1	0.4%	1	-	1.0	-
Wujal Wujal Aboriginal Shire	0	0	0	0	0	0	0.0%	0	-	0.0	-
Yarrabah Aboriginal Shire	0	0	1	0	0	0	0.0%	0	-	-0.2	-100.0%
Total	335	360	328	331	249	269	100.0%	20	8.0%	-51.6	-16.1%

3 Units and controllers involved in crashes

3.1 Introduction

This chapter provides information on the various units, and the controllers of those units, that were involved in fatal road traffic crashes within Queensland during 2011. The chapter also includes comparisons between 2011 and 2010, and between 2011 and the average from the previous five year period between 2006 and 2010 (Note: this period will be referred to as 'the previous five year average' throughout this chapter). For tables where population data are provided (Tables 3.1-3.4), comparisons are made between 2011 and 2006 instead of between 2011 and the previous five year average. This allows for the increase in registered vehicles, kilometres travelled and licence holders on record within this five year period to be more clearly demonstrated.

A unit is any motor vehicle, bicycle, pedestrian, towed device (e.g. trailer, caravan), railway unit or animal involved in a crash. A controller is a person who exercises control over the unit at the time of a crash (i.e. driver, rider or pedestrian). Passengers and pillions are not regarded as controllers. A unit involved in a crash may not have a controller at the time of the crash (e.g. the unit is an unattended motor vehicle/parked car, a towed device or animal) or may have a controller, but details about that controller are unknown (e.g. a 'hit and run'-type scenario where it was witnessed that a 'car' was involved, but the driver was never identified). As such, the number of units involved in crashes may be greater than the number of controllers involved in crashes.

Contextual information regarding the number of Queensland registered vehicles, the number of vehicle kilometres travelled, the age of Queensland licence holders and the level of licence held is provided below. Units involved in fatal crashes are examined in terms of the type of unit involved (e.g. car, truck, motorcycle etc), and in terms of the rate of crash involvement per 10,000 registered vehicles and per 100 million kilometres travelled. Licensed drivers and riders of motor vehicles involved in fatal or hospitalisation crashes are examined in terms of the age of the licensee and the level of licence held (Learner, Provisional or Open) at the time of the crash.

3.1.1 Queensland registered vehicles

Table 3.1 shows the number of motor vehicles on register in Queensland between 2006 and 2011 and Figure 3.1 shows the percentage of motor vehicles on register in Queensland during 2011 by motor vehicle type.

During 2011, the total number of motor vehicles on register increased by 1.9% (n=65,184) compared with 2010, and increased by 17.2% (n=506,295) compared with 2006.

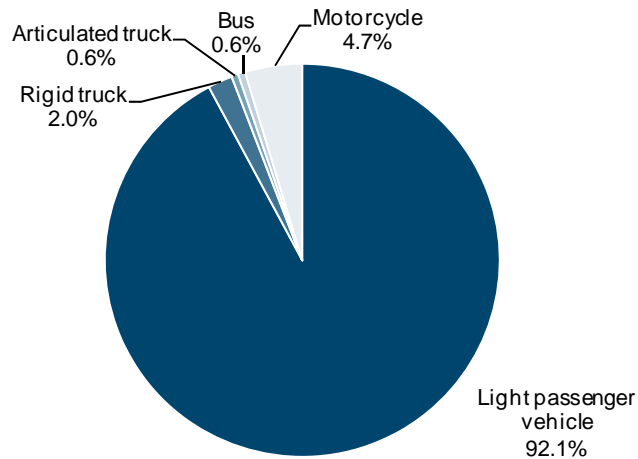
The number of motorcycles registered within Queensland increased by 2.9% (n=4,552) during 2011 compared with 2010, and by 40.0% (n=46,361) compared with 2006.

Table 3.1: Motor vehicles on register*, Queensland 2006-2011

Motor vehicle type	2006	2007	2008	2009	2010	2011	2011 v 2010		2011 v 2006	
	No.	No.	No.	No.	No.	No. %	Change	%	Change	%
Light passenger vehicle	2,733,877	2,855,862	2,976,146	3,057,439	3,119,934	3,180,614 92.1%	60,680	1.9%	446,737	16.3%
Rigid truck	61,582	65,070	68,971	70,104	70,061	69,727 2.0%	-334	-0.5%	8,145	13.2%
Articulated truck	16,276	17,383	18,482	18,935	19,009	19,424 0.6%	415	2.2%	3,148	19.3%
Bus	18,439	19,264	19,878	20,302	20,472	20,343 0.6%	-129	-0.6%	1,904	10.3%
Motorcycle	115,870	130,786	145,513	155,220	157,679	162,231 4.7%	4,552	2.9%	46,361	40.0%
Total	2,946,044	3,088,365	3,228,990	3,322,000	3,387,155	3,452,339 100.0%	65,184	1.9%	506,295	17.2%

* Vehicles on register data as at 30th June

Figure 3.1: Motor vehicles on register, Queensland 2011



3.1.2 Vehicle kilometres travelled

Table 3.2 shows the number of vehicle kilometres travelled by Queensland registered vehicles between 2006 and 2011. During 2011, the total number of vehicle kilometres travelled increased by 1.5% (n=721 million) compared with 2010, and increased by 8.4% (n=3,810 million) compared with 2006.

The number of kilometres travelled by buses increased by the largest percentage compared with 2010 (16.1%, n=71 million), while the number of kilometres travelled by motorcycles increased by the largest percentage compared with 2006 (124.4%, n=453 million).

Table 3.2: Vehicles kilometres travelled ('000,000)*, Queensland 2006-2011

Motor vehicle type	2006	2007	2008	2009	2010	2011	2011 v 2010		2011 v 2006	
	No.	No.	No.	No.	No.	No.	Change	%	Change	%
Light passenger vehicle	40,980	41,153	42,806	44,228	43,461	43,947	486	1.1%	2,967	7.2%
Rigid truck	1,968	2,119	2,262	2,350	2,011	2,085	74	3.7%	117	6.0%
Articulated truck	1,587	1,692	1,803	1,851	1,748	1,808	60	3.4%	221	13.9%
Bus	464	488	573	604	445	517	72	16.1%	53	11.3%
Motorcycle	364	550	613	668	787	817	30	3.8%	453	124.4%
Total	45,363	46,002	48,058	49,701	48,452	49,173	721	1.5%	3,810	8.4%

* Vehicle Kilometres Travelled data - source Australian Bureau of Statistics - Catalogue 9208.0

Please note 1: Vehicle Kilometres Travelled figures for 2008 and 2009 were extrapolated using ABS Motor Vehicle Census - Catalogue 9309.0 from each year and 2007 VKT average

2: Vehicle Kilometres Travelled figures for 2011 were extrapolated using ABS Motor Vehicle Census - Catalogue 9309.0 as at 31 January 2011 and 2010 VKT average

3.1.3 Age of Queensland licence holders

Table 3.3 shows the age group of all Queensland licence holders on record between 2006 and 2011 and Figure 3.2 shows the percentage of Queensland licences held during 2011 by age group.

During 2011, the total number of Queensland licence holders increased by 3.5% (n=108,598) compared with 2010, and increased by 19.2% (n=522,378) compared with 2006.

During 2011, the largest percentage of Queensland licence holders were aged between 40 and 49 years (19.2%, n=623,699).

Compared with 2006, those aged 16 years demonstrated the largest increase in the number of licences held during 2011 (195.7% n=25,191). However, this is mainly due to changes to the Graduated Licensing System in Queensland which were implemented on July 1, 2007. These changes included lowering the age for obtaining a Learner licence from 16.5 years to 16 years, and increasing the minimum duration for holding a Learner licence from 6 months to 12 months.

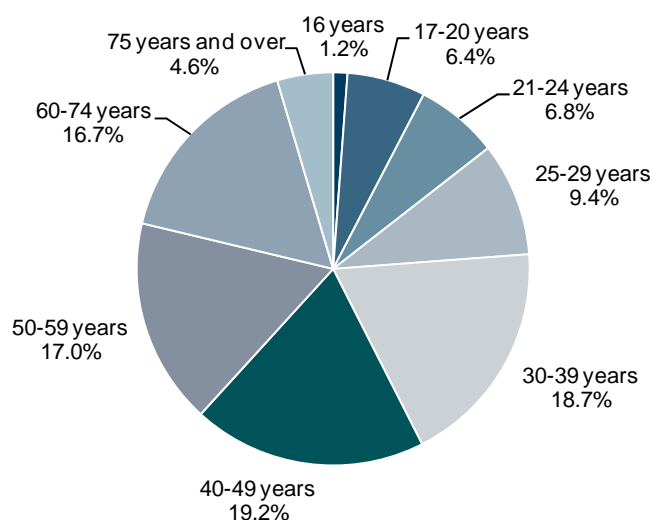
Table 3.3: Age of licence holders on record*, Queensland 2006-2011

Age group	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
16 years [†]	12,872	18,805	30,043	37,130	38,606	38,063	1.2%	-543	-1.4%	25,191	195.7%
17-20 years	170,060	181,514	180,295	195,054	203,691	209,010	6.4%	5,319	2.6%	38,950	22.9%
21-24 years	192,189	199,449	199,705	210,224	215,178	221,566	6.8%	6,388	3.0%	29,377	15.3%
25-29 years	238,477	249,570	261,051	278,486	290,949	303,071	9.4%	12,122	4.2%	64,594	27.1%
30-39 years	544,387	560,146	571,579	586,782	594,225	606,511	18.7%	12,286	2.1%	62,124	11.4%
40-49 years	552,858	566,303	577,868	593,122	604,367	623,699	19.2%	19,332	3.2%	70,841	12.8%
50-59 years	485,501	494,768	506,040	519,901	531,965	549,372	17.0%	17,407	3.3%	63,871	13.2%
60-74 years	403,694	434,560	460,459	487,237	512,927	540,546	16.7%	27,619	5.4%	136,852	33.9%
75 years and over	118,523	126,304	134,069	140,585	140,433	149,101	4.6%	8,668	6.2%	30,578	25.8%
Total	2,718,561	2,831,419	2,921,109	3,048,521	3,132,341	3,240,939	100.0%	108,598	3.5%	522,378	19.2%

* Age of licence holders data as at 30th June

† Changes to the Graduated Licensing System in Queensland were implemented on July 1, 2007

Figure 3.2: Age of licence holders on record, Queensland 2011



3.1.4 Level of Queensland licence holders

Table 3.4 shows the level of licence for all Queensland licence holders on record between 2006 and 2011.

During 2011, 88.8% (n=2,878,057) of all Queensland licence holders held Open licences, 5.7% (n=183,173) held any level of Provisional licence, and 5.5% (n=179,709) held Learner licences.

Changes to the Graduated Licensing System in Queensland were implemented on July 1, 2007, and included the introduction of P1 and P2 licences which are issued depending on age. Provisional licences were no longer issued after this time, hence the large decrease in the number of Provisional licences seen in Table 3.4. In addition, the minimum duration for holding a Learner licence increased from 6 months to 12 months, which is also reflected in Table 3.4 with the large increase in Learner licence holders from 2009 onwards.

Table 3.4: Level of licence holders on record*, Queensland 2006-2011

Licence level	2006	2007	2008	2009	2010	2011	2011 v 2010		2011 v 2006		
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Learner [†]	91,730	105,751	106,699	155,981	177,348	179,709	5.5%	2,361	1.3%	87,979	95.9%
Provisional	168,964	179,338	124,247	79,745	31,424	26,503	0.8%	-4,921	-15.7%	-142,461	-84.3%
P1	-	-	51,589	51,377	62,981	70,206	2.2%	7,225	11.5%	-	-
P2	-	-	8,670	38,263	72,511	86,464	2.7%	13,953	19.2%	-	-
Open	2,457,869	2,546,330	2,629,904	2,723,155	2,788,077	2,878,057	88.8%	89,980	3.2%	420,188	17.1%
Total	2,718,563	2,831,419	2,921,109	3,048,521	3,132,341	3,240,939	100.0%	108,598	3.5%	522,376	19.2%

* Level of licence holders data as at 30th June

† Changes to the Graduated Licensing System in Queensland were implemented on July 1, 2007

3.2 All unit types involved in fatal crashes

Table 3.5 shows the number of units involved in fatal crashes within Queensland between 2006 and 2011 by unit type (including non-motorised vehicles, i.e. bicycles, pedestrians and animals). During 2011, the total number of units involved in fatal crashes decreased by 20.1% (n=99.4) compared with the previous five year average.

The most common type of unit involved in fatal crashes during 2011 were cars (including station wagons), accounting for 41.6% (n=164) of all units involved in fatal crashes. This is 6.3% (n=11) less than the number of cars involved in fatal crashes occurring during 2010, and 27.8% (n=63.2) less than the previous five year average.

Utility vehicles and panel vans were the second most common unit involved in fatal crashes during 2011 (16.8%, n=66), followed by motorcycles (11.9%, n=47) and pedestrians (9.1%, n=36).

Table 3.5: All unit types involved in fatal crashes, Queensland 2006-2011

Unit type	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Car/Station wagon	235	274	224	228	175	164	41.6%	-11	-6.3%	-63.2	-27.8%
Utility/Panel van	86	73	72	83	73	66	16.8%	-7	-9.6%	-11.4	-14.7%
Rigid truck	17	23	32	18	21	16	4.1%	-5	-23.8%	-6.2	-27.9%
Articulated truck	26	35	26	18	14	22	5.6%	8	57.1%	-1.8	-7.6%
Road train/B-double/triple	10	8	11	21	11	11	2.8%	0	0.0%	-1.2	-9.8%
Bus/Coach	5	7	8	8	3	7	1.8%	4	133.3%	0.8	12.9%
Motorcycle	61	76	70	60	52	47	11.9%	-5	-9.6%	-16.8	-26.3%
Special Purpose Vehicle	8	7	4	5	3	10	2.5%	7	233.3%	4.6	85.2%
Towed device	0	1	2	1	0	0	0.0%	0	-	-0.8	-100.0%
Bicycle	10	10	8	8	8	9	2.3%	1	12.5%	0.2	2.3%
Pedestrian	51	51	31	42	31	36	9.1%	5	16.1%	-5.2	-12.6%
Animal - ridden	0	0	0	0	0	1	0.3%	1	-	1.0	-
Animal - stock	2	1	1	1	2	3	0.8%	1	50.0%	1.6	114.3%
Animal - other	0	1	0	1	0	1	0.3%	1	-	0.6	150.0%
Railway unit	1	1	5	1	1	0	0.0%	-1	-100.0%	-1.8	-100.0%
Unknown/Not Stated	1	0	3	0	0	1	0.3%	1	-	0.2	25.0%
Total	513	568	497	495	394	394	100.0%	0	0.0%	-99.4	-20.1%

3.3 Motor vehicles involved in fatal crashes

Motor vehicles in this section are grouped into the following categories: light passenger vehicles; rigid trucks; articulated trucks; buses; and motorcycles. These groups are based on the categories used by the Australian Bureau of Statistics. Light passenger vehicles include cars, station wagons, 4-wheel drives, utility vehicles and panel vans. Articulated trucks include road trains/B-double/triple unit types, and motorcycles include mopeds. Special Purpose Vehicles (e.g. fire trucks, ambulances, tractors) are not included in the following three sections which refer specifically to types of motor vehicles, but are included in subsequent sections.

Table 3.6 shows the number of motor vehicles involved in fatal crashes within Queensland between 2006 and 2011 by motor vehicle type, and Figure 3.3 shows the percentage of motor vehicles involved in fatal crashes within Queensland during 2011 by motor vehicle type. Please note that the fatality may not necessarily be the driver or passenger of the motor vehicle.

During 2011, the total number of motor vehicles involved in fatal crashes decreased by 23.1% (n=99.8) compared with the previous five year average.

The most common type of motor vehicle involved in fatal crashes during 2011 were light passenger vehicles, accounting for 69.1% (n=230) of all motor vehicles involved in fatal crashes. This is 7.3% (n=18) less than 2010, and 24.5% (n=74.6) less than the previous five year average. Motorcycles accounted for 14.1% (n=47) of all motor vehicles involved in fatal crashes during 2011. This is 9.6% (n=5) less than 2010, and 26.3% (n=16.8) less than the previous five year average. Motorcycles accounted for 4.7% of all Queensland registered vehicles during 2011 (see Table 3.1).

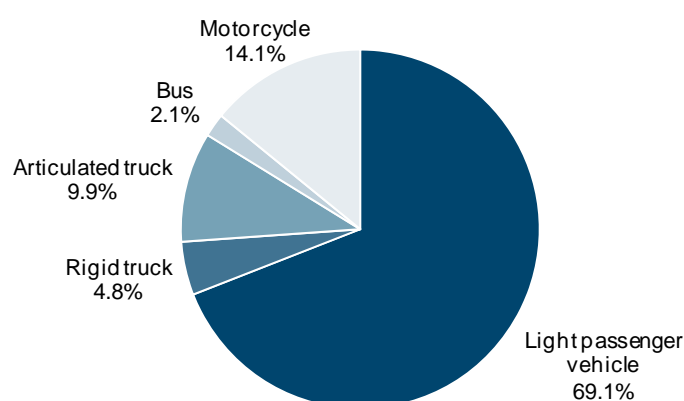
Articulated trucks accounted for 9.9% (n=33) of all motor vehicles involved in fatal crashes during 2011, while only accounting for 0.6% of all Queensland registered vehicles during 2011 (see Table 3.1).

Table 3.6: Motor vehicles involved in fatal crashes, Queensland 2006-2011

Motor vehicle type*	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Light passenger vehicle	321	347	296	311	248	230	69.1%	-18	-7.3%	-74.6	-24.5%
Rigid truck	17	23	32	18	21	16	4.8%	-5	-23.8%	-6.2	-27.9%
Articulated truck	36	43	37	39	25	33	9.9%	8	32.0%	-3.0	-8.3%
Bus	5	7	8	8	3	7	2.1%	4	133.3%	0.8	12.9%
Motorcycle	61	76	70	60	52	47	14.1%	-5	-9.6%	-16.8	-26.3%
Total	440	496	443	436	349	333	100.0%	-16	-4.6%	-99.8	-23.1%

* Excluding Special Purpose Vehicles

Figure 3.3: Motor vehicles involved in fatal crashes, Queensland 2011



3.4 Motor vehicle involvement in fatal crashes per 10,000 vehicles registered to Queensland

Table 3.7 shows the number of motor vehicles involved in fatal crashes per 10,000 vehicles on register in Queensland between 2006 and 2011 by motor vehicle type.

During 2011, articulated trucks had the greatest rate of fatal crash involvement (16.99 per 10,000 registered vehicles) and light passenger vehicles had the lowest rate of fatal crash involvement (0.72 per 10,000 registered vehicles). Motorcycles showed a declining trend in fatal crash involvement rates from 2007 to 2011, decreasing from 5.81 to 2.90 per 10,000 registered vehicles during this time period.

Table 3.7: Motor vehicles involved in fatal crashes per 10,000 vehicles on register, Queensland 2006-2011

Motor vehicle type*	2006	2007	2008	2009	2010	2011
Light passenger vehicle	1.17	1.22	0.99	1.02	0.79	0.72
Rigid truck	2.76	3.53	4.64	2.57	3.00	2.29
Articulated truck	22.12	24.74	20.02	20.60	13.15	16.99
Bus	2.71	3.63	4.02	3.94	1.47	3.44
Motorcycle	5.26	5.81	4.81	3.87	3.30	2.90
All motor vehicle types	1.49	1.61	1.37	1.31	1.03	0.96

* Excluding Special Purpose Vehicles

3.5 Motor vehicle involvement in fatal crashes per 100 million kilometres travelled

Table 3.8 shows the number of motor vehicles involved in fatal crashes per 100 million kilometres travelled between 2006 and 2011 by motor vehicle type.

During 2011, light passenger vehicles had the lowest rate of fatal crash involvement per 100 million kilometres travelled (0.52 per 100 million kilometres) and motorcycles had the greatest rate of fatal crash involvement per 100 million kilometres travelled (5.75 per 100 million kilometres). For motorcycles, there was a steady decrease in fatal crash involvement from 16.76 per 100 million kilometres travelled during 2006 to 5.75 per 100 million kilometres travelled during 2011.

Table 3.8: Motor vehicles involved in fatal crashes per 100 million kilometres travelled*, Queensland 2006-2011

Motor vehicle type**	2006	2007	2008	2009	2010	2011
Light passenger vehicle	0.78	0.84	0.69	0.70	0.57	0.52
Rigid truck	0.86	1.09	1.41	0.77	1.04	0.77
Articulated truck	2.27	2.54	2.05	2.11	1.43	1.83
Bus	1.08	1.43	1.39	1.32	0.67	1.35
Motorcycle	16.76	13.82	11.42	8.99	6.61	5.75
All motor vehicle types	0.97	1.08	0.92	0.88	0.72	0.68

* Vehicle Kilometres Travelled data - source Australian Bureau of Statistics - Catalogue 9208.0

** Excluding Special Purpose Vehicles

3.6 Level of licence held by drivers and riders of motor vehicles involved in fatal crashes

Table 3.9 shows the licence level/status of drivers and riders of motor vehicles involved in fatal crashes occurring within Queensland between 2006 and 2011. Of those involved in fatal crashes during 2011, 284 (92.8%) were known to hold a valid driver's licence (i.e. a Learner, Provisional or Open licence). Of the remaining 53 drivers/riders involved in fatal crashes, 19 (6.2%) were unlicensed, and 3 (1.0%) were not licensed within Australia.

During 2011, the number of unlicensed drivers/riders of motor vehicles involved in fatal crashes decreased by 47.5% (n=17.2) compared with the previous five year average.

Table 3.9: Level of licence* held by drivers and riders of motor vehicles involved in fatal crashes, Queensland 2006-2011

Licence level	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Learner [†]	10	12	6	15	4	5	1.6%	1	25.0%	-4.4	-46.8%
Provisional	45	66	49	46	40	34	11.1%	-6	-15.0%	-15.2	-30.9%
Open	317	333	305	312	243	245	80.1%	2	0.8%	-57.0	-18.9%
Unlicensed	44	42	42	26	27	19	6.2%	-8	-29.6%	-17.2	-47.5%
Not licensed in Australia	6	5	4	5	4	3	1.0%	-1	-25.0%	-1.8	-37.5%
Not known	19	34	29	27	27	31	-	-	-	-	-
Total	441	492	435	431	345	337	100.0%	-8	-2.3%	-91.8	-21.4%

* Where applicable

† Changes to the Graduated Licensing System in Queensland were implemented on July 1, 2007

3.7 Level of licence held by drivers and riders of motor vehicles involved in fatal crashes per 100,000 licences on record

Table 3.10 shows the licence level/status of drivers and riders of motor vehicles involved in fatal crashes per 100,000 Queensland licences on record between 2006 and 2011. Please note that only Learner, Provisional and Open licence levels are shown in Table 3.10.

During 2011, provisional licence holders demonstrated the greatest rate of involvement in fatal crashes (18.56 per 100,000 licence holders), which is more than double the rate for Open licence holders (8.51 per 100,000 licence holders). The rate for Learner licence holders (2.78 per 100,000 licence holders) was below the rate for Open licence holders. For Open licence holders, the rate of fatal crash involvement tended to decrease from 2007 (13.08 per 100,000 licence holders) to 2011 (8.51 per 100,000 licence holders).

Table 3.10: Level of licence* held by drivers and riders of motor vehicles involved in fatal crashes per 100,000 licence holders, Queensland 2006-2011

Licence level	2006	2007	2008	2009	2010	2011
Learner [†]	10.90	11.35	5.62	9.62	2.26	2.78
Provisional	26.63	36.80	26.56	27.16	23.96	18.56
Open	12.90	13.08	11.60	11.46	8.72	8.51
All licence holders	13.68	14.52	12.32	12.24	9.16	8.76

* Where applicable

† Changes to the Graduated Licensing System in Queensland were implemented on July 1, 2007

3.8 Age of licensed drivers and riders of motor vehicles involved in fatal crashes

Table 3.11 shows the number of licensed drivers and riders of motor vehicles involved in fatal crashes occurring within Queensland between 2006 and 2011 by age group. Please note that only drivers and riders who held a Learner, Provisional or Open licence are included in Table 3.11.

During 2011, the total number of licensed drivers and riders involved in fatal crashes decreased by 21.0% (n=75.6) compared with the previous five year average. Drivers and riders aged 40-49 years (n=63, 22.3%) were involved in more fatal crashes than any other age group during 2011.

During 2011, the number of licensed drivers and riders aged 17-20 years involved in fatal crashes decreased by 21.2% (n=7) compared with 2010, and decreased by 36.9% (n=15.2) compared with the previous five year average.

Table 3.11: Age of licensed drivers and riders* of motor vehicles involved in fatal crashes, Queensland 2006-2011

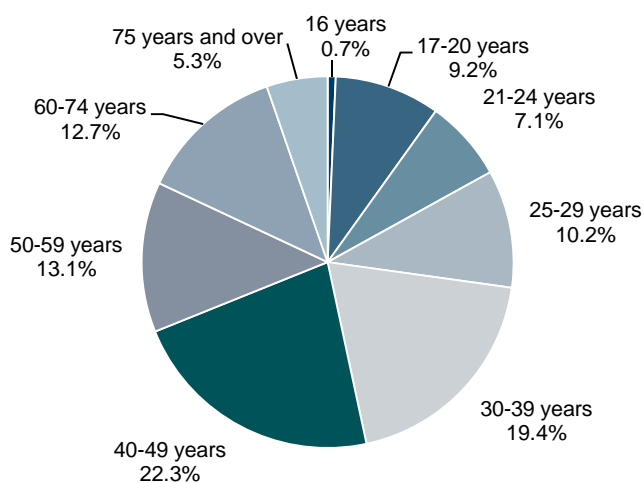
Age group	2006	2007	2008	2009	2010	2011	2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	Change	%	Change	%
16 years [†]	1	0	0	1	1	2	1	100.0%	1.4	233.3%
17-20 years	43	54	37	39	33	26	-7	-21.2%	-15.2	-36.9%
21-24 years	38	44	28	30	22	20	-2	-9.1%	-12.4	-38.3%
25-29 years	36	41	29	29	29	29	0	0.0%	-3.8	-11.6%
30-39 years	84	92	77	73	45	55	10	22.2%	-19.2	-25.9%
40-49 years	76	66	71	74	55	63	8	14.5%	-5.4	-7.9%
50-59 years	46	52	56	70	44	37	-7	-15.9%	-16.6	-31.0%
60-74 years	31	41	41	37	43	36	-7	-16.3%	-2.6	-6.7%
75 years and over	17	21	21	20	15	15	0	0.0%	-3.8	-20.2%
Unknown	0	0	0	0	0	2	-	-	-	-
Total	372	411	360	373	287	285	-2	-0.7%	-75.6	-21.0%

* Licensed drivers and riders refers to those holding a Learner, Provisional or Open licence type

† Changes to the Graduated Licensing System in Queensland were implemented on July 1, 2007

Figure 3.4 shows the percentage of licensed drivers and riders involved in fatal crashes during 2011 by age group.

Figure 3.4: Age of licensed drivers and riders involved in fatal crashes, Queensland 2011



3.9 Age of licensed drivers of motor vehicles involved in fatal crashes per 100,000 licences on record

Table 3.12 shows the age group of licensed drivers and riders of motor vehicles involved in fatal crashes per 100,000 Queensland licences on record between 2006 and 2011. Please note that only drivers and riders who held a Learner, Provisional or Open licence are included in Table 3.12.

During 2011, there were 8.73 drivers and riders of motor vehicles involved in fatal crashes per 100,000 licence holders. Drivers and riders aged 17-20 years had the greatest rate of fatal crash involvement (12.44 per 100,000 licence holders) and, other than those aged 16 years, drivers and riders aged 60-74 years had the lowest rate of fatal crash involvement during 2011 (6.66 per 100,000 licence holders). The rate of fatal crash involvement for drivers and riders aged 17-20 years has more than halved from 2006 (25.29 per 100,000 licence holders) to 2011 (12.44 per 100,000 licence holders).

Table 3.12: Age of licensed drivers and riders* of motor vehicles involved in fatal crashes per 100,000 licences on record, Queensland 2006-2011

Age group	2006	2007	2008	2009	2010	2011
16 years [†]	7.77	0.00	0.00	2.69	2.59	5.25
17-20 years	25.29	29.75	20.52	19.99	16.20	12.44
21-24 years	19.77	22.06	14.02	14.27	10.22	9.03
25-29 years	15.10	16.43	11.11	10.41	9.97	9.57
30-39 years	15.43	16.42	13.47	12.44	7.57	9.07
40-49 years	13.75	11.65	12.29	12.48	9.10	10.10
50-59 years	9.47	10.51	11.07	13.46	8.27	6.73
60-74 years	7.68	9.43	8.90	7.59	8.38	6.66
75 years and over	14.34	16.63	15.66	14.23	10.68	10.06
All licence holders	13.68	14.52	12.32	12.24	9.16	8.73

* Licensed drivers and riders refers to those holding a Learner, Provisional or Open licence type

† Changes to the Graduated Licensing System in Queensland were implemented on July 1, 2007

4 Characteristics of crashes

4.1 Introduction

This chapter provides information on the characteristics of crashes occurring within Queensland during 2011. The chapter also includes comparisons between 2011 and 2010, and between 2011 and the average from the previous five year period between 2006 and 2010 (Note: this period will be referred to as 'the previous five year average' throughout this chapter). Crashes are examined in terms of crash type, crash nature and Definitions for Coding Accidents (DCA) groups.

Crash type and crash nature are descriptive categories for classifying road traffic crashes into logical groups of similar type, and are determined by the initial event of the crash. Subsequent events have no bearing on the determination of the crash nature. DCA is a system for classifying crash types based on the movement of units prior to the collision. The DCA crash type groupings are defined in the Australian Road Research Board Report ARR227, July 1992.

4.2 Crash type

Table 4.1 shows the number of fatal crashes occurring within Queensland between 2006 and 2011 by crash type and Figure 4.1 shows the percentage of fatal crashes occurring during 2011 by crash type.

During 2011, there were 227 fatal crashes resulting in 269 fatalities. This number of fatal crashes is 3.8% (n=9) less than 2010 and 23.2% (n=68.4) less than the previous five year average.

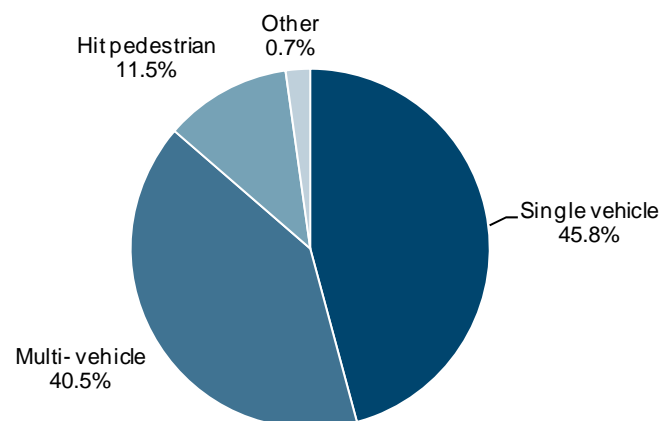
During 2011, the greatest percentage of fatal crashes were single vehicle crashes (45.8%, n=104). This number is 11.9% (n=14) less than 2010, and 29.1% (n=42.6) less than the previous five year average. Multi-vehicle crashes accounted for 40.5% (n=92) of all fatal crashes during 2011, which is 1.1% (n=1) more than 2010, but 18.3% (n=20.6) less than the previous five year average.

Table 4.1: Type of fatal crashes, Queensland 2006-2011

Crash type	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Single vehicle	155	168	140	152	118	104	45.8%	-14	-11.9%	-42.6	-29.1%
Multi- vehicle	110	130	123	109	91	92	40.5%	1	1.1%	-20.6	-18.3%
Hit pedestrian	45	35	27	33	25	26	11.5%	1	4.0%	-7.0	-21.2%
Other*	3	5	4	2	2	5	2.2%	3	150.0%	1.8	56.3%
Total	313	338	294	296	236	227	100.0%	-9	-3.8%	-68.4	-23.2%

* Includes: hit animal, struck by internal/external load & miscellaneous collision/non-collision

Figure 4.1: Type of fatal crashes, Queensland 2011



4.3 Crash nature

Table 4.2 shows the number of fatal crashes occurring within Queensland between 2006 and 2011 by crash type and nature.

During 2011, the greatest percentage of fatal crashes were hit object crashes (29.1%, n=66). This number is 29.0% (n=27) less than 2010, and 36.2% (n=37.4) less than the previous five year average.

Head-on multi-vehicle crashes accounted for 18.9% (n=43) of all fatal crashes during 2011. This number is 13.2% (n=5) more than 2010, but 6.1% (n=2.8) less than the previous five year average.

Table 4.2: Nature of fatal crashes, Queensland 2006-2011

Type/Nature	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average		
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%	
Single vehicle												
Hit object	109	112	92	111	93	66	29.1%	-27	-29.0%	-37.4	-36.2%	
Overtaken	37	40	28	26	12	22	9.7%	10	83.3%	-6.6	-23.1%	
Fall from vehicle	9	13	14	10	8	11	4.8%	3	37.5%	0.2	1.9%	
Hit parked vehicle	0	3	6	5	5	5	2.2%	0	0.0%	1.2	31.6%	
Multi-vehicle												
Head-on	43	57	46	45	38	43	18.9%	5	13.2%	-2.8	-6.1%	
Angle	55	47	57	43	37	31	13.7%	-6	-16.2%	-16.8	-35.1%	
Rear end	6	15	10	13	7	9	4.0%	2	28.6%	-1.2	-11.8%	
Sideswipe	6	11	10	8	9	9	4.0%	0	0.0%	0.2	2.3%	
Hit pedestrian	45	35	27	33	25	26	11.5%	1	4.0%	-7.0	-21.2%	
Other*	3	5	4	2	2	5	2.2%	3	150.0%	1.8	56.3%	
Total	313	338	294	296	236	227	100.0%	-9	-3.8%	-68.4	-23.2%	

* Includes: hit animal, struck by internal/external load & miscellaneous collision/non-collision

4.4 Crash DCA grouping

Table 4.3 shows the number of fatal crashes within Queensland between 2006 and 2011 by DCA group; DCA is a system for classifying crashes based on the movement of units prior to the collision.

During 2011, the greatest percentage of fatal crashes were categorised as head-on crashes (22.5%, n=51) according to DCA groupings. This number is 8.5% (n=4) more than 2010, but 8.3% (n=4.6) less than the previous five year average.

Table 4.3: Crash DCA coding of fatal crashes, Queensland 2006-2011

DCA Coding	2006		2007		2008		2009		2010		2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%		
Intersection from adjacent approaches	20	22	27	23	15	18	7.9%	3	20.0%	-3.4	-15.9%					
Head-on	52	69	51	59	47	51	22.5%	4	8.5%	-4.6	-8.3%					
Opposing vehicles turning	13	14	15	8	14	8	3.5%	-6	-42.9%	-4.8	-37.5%					
Rear-end	6	14	9	12	9	6	2.6%	-3	-33.3%	-4.0	-40.0%					
Lane changes	4	3	5	2	2	7	3.1%	5	250.0%	3.8	118.8%					
Parallel lanes turning	3	2	4	2	0	1	0.4%	1	-	-1.2	-54.5%					
U-turn	2	2	2	1	1	1	0.4%	0	0.0%	-0.6	-37.5%					
Vehicle leaving driveway	8	5	6	6	6	3	1.3%	-3	-50.0%	-3.2	-51.6%					
Overtaking same direction	6	4	0	3	1	4	1.8%	3	300.0%	1.2	42.9%					
Hit parked vehicle	0	3	3	1	2	3	1.3%	1	50.0%	1.2	66.7%					
Train	1	1	5	1	1	0	0.0%	-1	100.0%	-1.8	-100.0%					
Pedestrian	41	33	26	24	22	24	10.6%	2	9.1%	-5.2	-17.8%					
Hit permanent obstruction on carriageway	1	4	2	1	1	2	0.9%	1	100.0%	0.2	11.1%					
Hit animal	2	2	1	1	2	4	1.8%	2	100.0%	2.4	150.0%					
Off carriageway on straight	13	8	15	10	1	6	2.6%	5	500.0%	-3.4	-36.2%					
Off carriageway on straight hit object	37	38	37	35	23	19	8.4%	-4	-17.4%	-15.0	-44.1%					
Out of control on straight	4	13	6	8	5	2	0.9%	-3	-60.0%	-5.2	-72.2%					
Off carriageway on curve	6	11	5	4	2	5	2.2%	3	150.0%	-0.6	-10.7%					
Off carriageway on curve hit object	51	58	40	51	44	30	13.2%	-14	-31.8%	-18.8	-38.5%					
Out of control on curve	14	10	15	8	7	9	4.0%	2	28.6%	-1.8	-16.7%					
Other	26	18	18	32	27	23	10.1%	-4	-14.8%	-1.2	-5.0%					
Not determined	3	4	2	4	4	1	0.4%	-3	-75.0%	-2.4	-70.6%					
Total	313	338	294	296	236	227	100.0%	-9	-3.8%	-68.4	-23.2%					

5 Contributing factors and Characteristics

5.1 Introduction

This chapter provides detailed information on the factors that contributed to road traffic crashes resulting in fatalities during 2011. The chapter also includes comparisons between 2011 and 2010, and between 2011 and the previous five year period between 2006 and 2010 (Note: this period will be referred to as 'the previous five year average' throughout this chapter).

A contributing factor/characteristic is a factor that may have contributed to the cause or outcome of a road traffic crash, however may not be the primary cause of the crash. Contributing factors and characteristics are attributed to each unit/controller involved in a crash, so a single crash may have more than one instance of the same contributing factor (if that contributing factor is recorded for more than one of the units/controllers involved). Therefore, each casualty resulting from a crash may have multiple contributing factors and characteristics associated with them. As a result, the total number of casualties associated with each contributing factor/characteristic should not be totalled and may not equal the total number of casualties in each year.

Crashes involving the following contributing factors and characteristics will be examined in closer detail:

- alcohol and drink driving
- speeding
- fatigue
- young drivers
- senior drivers
- heavy freight vehicles
- motorcycles.

Whether a casualty was an unrestrained vehicle occupant at the time of the crash will also be examined.

The total number of fatalities associated with each contributing factor/characteristic will be broken down by road user type and police region, and the total number of drivers and riders (i.e. controllers) to which the contributing factor/characteristic was attributed, will be analysed by age group and gender for all fatal crashes. In some instances, details about the controller, such as age group and gender, are unknown. This is likely to occur in 'hit and run'-type scenarios where it was witnessed that a vehicle was 'speeding', but the driver was never identified. Other breakdowns relevant to specific contributing factors/characteristics will also be provided. Please note that when displaying the number of drivers and riders involved in fatal crashes, they themselves may not necessarily be the fatality.

Table 5.1 shows the number of road fatalities within Queensland between 2006 and 2011 by contributing factor/characteristic.

The most common type of contributing factor/characteristic in fatal crashes during 2011 was alcohol, contributing to 33.1% (n=89) of all fatalities. Illegal manoeuvres contributed to 24.5% (n=66) of all fatalities during 2011, with speeding (17.8%, n=48) and fatigue (15.2%, n=41) also common.

In terms of the age of drivers and riders involved in fatal crashes, young drivers aged 17 to 24 years contributed to 27.1% (n=73) of all fatalities occurring on Queensland roads during 2011. There was a decreasing trend in fatalities as a result of crashes involving young drivers and riders from 2006 (32.2%, n=108) to 2011 (27.1%, n=73). Senior drivers aged 60 years and over contributed to 20.4% (n=55) of all fatalities occurring on Queensland roads during 2011.

Table 5.1: Road fatalities by contributing factors* and characteristics, Queensland 2006-2011

Contributing factors and characteristics	2006		2007		2008		2009		2010		2011	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Involving drivers or riders												
Speeding	91	27.2%	95	26.4%	88	26.8%	75	22.7%	55	22.1%	48	17.8%
Drink driving (Illegal BAC)	92	27.5%	97	26.9%	88	26.8%	70	21.1%	50	20.1%	55	20.4%
Fatigue related	41	12.2%	65	18.1%	44	13.4%	45	13.6%	30	12.0%	41	15.2%
Fail to give way or stop	22	6.6%	23	6.4%	27	8.2%	21	6.3%	19	7.6%	23	8.6%
Disobey traffic light/signal	8	2.4%	8	2.2%	16	4.9%	6	1.8%	4	1.6%	5	1.9%
Illegal manoeuvre	56	16.7%	64	17.8%	58	17.7%	57	17.2%	54	21.7%	66	24.5%
Dangerous driving	25	7.5%	12	3.3%	13	4.0%	15	4.5%	4	1.6%	6	2.2%
Distracted	2	0.6%	0	0.0%	0	0.0%	2	0.6%	1	0.4%	1	0.4%
Vehicle defects	8	2.4%	5	1.4%	7	2.1%	3	0.9%	5	2.0%	8	3.0%
Unlicensed	46	13.7%	50	13.9%	46	14.0%	28	8.5%	28	11.2%	26	9.7%
Aged 17 to 24 years	108	32.2%	110	30.6%	98	29.9%	93	28.1%	63	25.3%	73	27.1%
Aged 60 years or over	54	16.1%	70	19.4%	75	22.9%	70	21.1%	58	23.3%	55	20.4%
Alcohol related	127	37.9%	123	34.2%	126	38.4%	102	30.8%	72	28.9%	89	33.1%
Rain/wet road	29	8.7%	19	5.3%	25	7.6%	26	7.9%	29	11.6%	14	5.2%
Road conditions	2	0.6%	5	1.4%	5	1.5%	7	2.1%	9	3.6%	3	1.1%
Roadworks	0	0.0%	1	0.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Involving												
Heavy freight vehicles	54	16.1%	65	18.1%	76	23.2%	57	17.2%	47	18.9%	54	20.1%
Motorcycles	61	18.2%	75	20.8%	72	22.0%	60	18.1%	51	20.5%	46	17.1%
Mopeds	-	-	-	-	-	-	1	0.3%	4	1.6%	2	0.7%
Buses	5	1.5%	7	1.9%	9	2.7%	10	3.0%	4	1.6%	8	3.0%
Unrestrained vehicle occupants**	46	30.9%	35	23.2%	36	25.4%	43	28.5%	31	28.7%	33	29.5%
All fatalities	335		360		328		331		249		269	

* "Contributing factors" are factors that may have contributed to the cause or outcome of road traffic crashes, however may not be the primary cause of a crash. Road traffic crashes have complex combinations of causal factors and behaviours and characteristics. Multiple behaviours and characteristics may be associated with individual casualties. As a result, the total number of casualties associated with each behaviour and characteristic should not be totalled and may not equal the total number of casualties.

** Percentage of unrestrained vehicle occupants is calculated based on only the vehicle occupants where restraint use was known

5.2 Fatal crashes involving alcohol and drink driving

"Drink driving" is attributed to the controller (i.e. driver and rider) of a motor vehicle who had an illegal Blood Alcohol Concentration (BAC) for their licence level (e.g. Learner licence), vehicle type (e.g. heavy freight vehicle) or purpose of vehicle use (e.g. taxi) at the time of the crash.

Table 5.2 shows the number of fatalities as a result of crashes involving drink drivers or riders within Queensland between 2006 and 2011 by road user type.

During 2011, drink drivers or riders contributed to 20.4% (n=55) of all fatalities, of which 31 were driver fatalities. This is 8.8% (n=3) less than the number of driver fatalities as a result of crashes involving drink drivers or riders during 2010 and 32.9% (n=15.2) less than the previous five year average. During 2011, the number of motorcyclist fatalities as a result of crashes involving drink drivers or riders increased by 28.6% (n=2) compared with 2010 but decreased by 42.3% (n=6.6) compared with the previous five year average. Overall, pedestrians accounted for 3.6% (n=2) of all fatalities as a result of crashes involving drink drivers or riders during 2011.

Table 5.2: Fatalities as a result of crashes involving drink drivers or riders, Queensland 2006-2011

Road user type	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Drivers	58	58	44	37	34	31	56.4%	-3	-8.8%	-15.2	-32.9%
Passengers	14	16	22	13	8	13	23.6%	5	62.5%	-1.6	-11.0%
Motorcyclists	15	20	20	16	7	9	16.4%	2	28.6%	-6.6	-42.3%
Bicyclists	1	0	0	0	0	0	0.0%	0	-	-0.2	-100.0%
Pedestrians	4	3	2	4	1	2	3.6%	1	100.0%	-0.8	-28.6%
Total	92	97	88	70	50	55	100.0%	5	10.0%	-24.4	-30.7%
All fatalities	335	360	328	331	249	269		20	8.00%	-51.6	-16.10%

Table 5.3 shows the number of fatalities as a result of crashes involving drink drivers or riders within Queensland between 2006 and 2011 by police region.

During 2011, the greatest number of fatalities as a result of crashes involving drink drivers or riders occurred within the North Coast police region (29.1%, n=16), followed by the Southern police region (21.8%, n=12) and the South Eastern police region (20.0%, n=11). The number of fatalities within the Metropolitan South police region resulting from crashes involving drink drivers or riders during 2011 decreased by 82.8% (n=4.8) compared with the previous five year average. This is the largest percentage decrease seen in any police region over that time period. However, these variations should be interpreted with caution given the small numbers in these groups.

Table 5.3: Police region of road fatalities as a result of drink driving or riding related crashes, Queensland 2006-2011

Police Region	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Far Northern	10	6	6	8	5	4	7.3%	-1	-20.0%	-3.0	-42.9%
Northern	8	6	10	7	6	2	3.6%	-4	-66.7%	-5.4	-73.0%
Central	11	21	11	11	8	7	12.7%	-1	-12.5%	-5.4	-43.5%
North Coast	17	17	23	12	12	16	29.1%	4	33.3%	-0.2	-1.2%
Southern	13	15	15	10	13	12	21.8%	-1	-7.7%	-1.2	-9.1%
South Eastern	14	25	15	15	3	11	20.0%	8	266.7%	-3.4	-23.6%
Metropolitan North	5	4	3	1	2	2	3.6%	0	0.0%	-1.0	-33.3%
Metropolitan South	14	3	5	6	1	1	1.8%	0	0.0%	-4.8	-82.8%
Total	92	97	88	70	50	55	100.0%	5	10.0%	-24.4	-30.7%
All fatalities	335	360	328	331	249	269		20	8.00%	-51.6	-16.10%

Table 5.4 shows the number of drink drivers and riders involved in fatal crashes within Queensland between 2006 and 2011 by age group. During 2011, there were 45 drink drivers and riders involved in fatal crashes, with these crashes resulting in 55 fatalities. The number of drink drivers and riders involved in fatal crashes during 2011 was 10.0% (n=5) less than 2010 and 38.4% (n=28.0) less than the previous five year average.

During 2011, drivers and riders aged 30-39 years accounted for 35.6% (n=16) of all drink drivers and riders involved in fatal crashes. This number is 26.6% (n=5.8) less than the previous five year average. Overall, the number of drink drivers and riders in every age group either remained the same (16 years), or decreased compared with the previous five year average.

Table 5.4: Age group of drink drivers and riders involved in fatal crashes, Queensland 2006-2011

Age group	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
0-16 years	1	3	1	0	0	1	2.2%	1	-	0.0	0.0%
17-20 years	10	13	14	9	8	2	4.4%	-6	-75.0%	-8.8	-81.5%
21-24 years	11	9	14	9	10	5	11.1%	-5	-50.0%	-5.6	-52.8%
25-29 years	14	14	13	8	9	9	20.0%	0	0.0%	-2.6	-22.4%
30-39 years	32	29	20	20	8	16	35.6%	8	100.0%	-5.8	-26.6%
40-49 years	12	9	8	10	8	9	20.0%	1	12.5%	-0.4	-4.3%
50-59 years	3	12	6	6	5	2	4.4%	-3	-60.0%	-4.4	-68.8%
60-74 years	1	1	1	1	2	1	2.2%	-1	-50.0%	-0.2	-16.7%
75 years and over	0	1	0	0	0	0	0.0%	0	-	-0.2	-100.0%
Total	84	91	77	63	50	45	100.0%	-5	-10.0%	-28.0	-38.4%
All drivers and riders involved in fatal crashes	441	492	435	431	345	337		-8	-2.30%	-91.8	-21.40%

Table 5.5 shows the number of drink drivers and riders involved in fatal crashes within Queensland between 2006 and 2011 by gender. During 2011, males accounted for 86.7% (n=39) of all drink drivers and riders involved in fatal crashes. This number is 11.4% (n=5) less than 2010 and 40.0% (n=26.0) less than the previous five year average.

Table 5.5: Gender of drink drivers and riders involved in fatal crashes, Queensland 2006-2011

Gender	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Female	8	10	9	7	6	6	13.3%	0	0.0%	-2.0	-25.0%
Male	76	81	68	56	44	39	86.7%	-5	-11.4%	-26.0	-40.0%
Total	84	91	77	63	50	45	100.0%	-5	-10.0%	-28.0	-38.4%
All drivers and riders involved in fatal crashes	441	492	435	431	345	337		-8	-2.30%	-91.8	-21.40%

Table 5.6 shows the number of drink drivers and riders involved in fatal crashes within Queensland between 2006 and 2011 by BAC recorded in their test results. Overall between 2006 and 2011, between 94.8% and 98.4% of all drink drivers and riders involved in fatal crashes had a BAC above the legal limit of 0.05%. During 2011, 75.6% (n=34) of all drink drivers and riders involved in fatal crashes had a BAC between 0.10 and 0.24.

Table 5.6: Blood alcohol test results* of drink drivers and riders involved in fatal crashes, Queensland 2006-2011

Blood alcohol concentration	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
0.01 - 0.04	2	4	4	1	4	2	4.4%	-2	-50.0%	-1.0	-33.3%
0.05 - 0.09	14	15	10	9	9	5	11.1%	-4	-44.4%	-6.4	-56.1%
0.10 - 0.14	21	22	18	13	14	12	26.7%	-2	-14.3%	-5.6	-31.8%
0.15 - 0.19	18	21	21	23	14	10	22.2%	-4	-28.6%	-9.4	-48.5%
0.20 - 0.24	18	22	19	11	7	12	26.7%	5	71.4%	-3.4	-22.1%
0.25 and over	10	7	5	6	2	4	8.9%	2	100.0%	-2.0	-33.3%
Total	83	91	77	63	50	45	100.0%	-5	-10.0%	-27.8	-38.2%
All drivers and riders involved in fatal crashes	441	492	435	431	345	337		-8	-2.30%	-91.8	-21.40%

* Where blood alcohol test results are known

Table 5.7 shows the number of drink drivers and riders involved in fatal crashes within Queensland between 2006 and 2011 by vehicle type. During 2011, the most common vehicle type controlled by drink drivers and riders involved in fatal crashes were light passenger vehicles (73.3%, n=33), followed by motorcycles (20.0%, n=9).

Table 5.7: Vehicle types of drink drivers and riders involved in fatal crashes, Queensland 2006-2011

Vehicle type	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Light passenger vehicles	67	70	56	50	40	33	73.3%	-7	-17.5%	-23.6	-41.7%
Motorcycles	16	20	19	13	7	9	20.0%	2	28.6%	-6.0	-40.0%
Heavy freight vehicles	1	1	2	0	3	2	4.4%	-1	-33.3%	0.6	42.9%
Other	0	0	0	0	0	1	2.2%	1	-	1.0	-
Total	84	91	77	63	50	45	100.0%	-5	-10.0%	-28.0	-38.4%
All drivers and riders involved in fatal crashes	441	492	435	431	345	337		-8	-2.30%	-91.8	-21.40%

Table 5.8 shows the number of pedestrian fatalities who were alcohol impaired when they were involved in a fatal crash within Queensland between 2006 and 2011 by age group. Pedestrians who were alcohol impaired may be referred to as 'drink walking' at the time of the crash.

During 2011, there were 15 pedestrian fatalities out of a total of 33 pedestrian fatalities (45.5%) who were drink walking at the time of their collision with another unit. This is 50.0% (n=5) more than 2010 but 3.6% (n=0.6) less than the previous five year average. Of all pedestrian fatalities who were drink walking, 33.3% (n=5) were aged 30-39 years.

Table 5.8: Age group of alcohol impaired pedestrian fatalities, Queensland 2006-2011

Age group	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
0-16 years	0	0	0	1	1	0	0.0%	-1	-100.0%	-0.4	-100.0%
17-20 years	2	0	4	0	1	4	26.7%	3	300.0%	2.6	185.7%
21-24 years	3	3	1	0	3	2	13.3%	-1	-33.3%	0.0	0.0%
25-29 years	1	3	4	3	0	1	6.7%	1	-	-1.2	-54.5%
30-39 years	5	1	2	2	1	5	33.3%	4	400.0%	2.8	127.3%
40-49 years	5	3	4	5	4	1	6.7%	-3	-75.0%	-3.2	-76.2%
50-59 years	3	3	3	0	0	1	6.7%	1	-	-0.8	-44.4%
60-74 years	1	1	0	3	0	1	6.7%	1	-	0.0	0.0%
75 years and over	0	0	1	1	0	0	0.0%	0	-	-0.4	-100.0%
Total	20	14	19	15	10	15	100.0%	5	50.0%	-0.6	-3.8%
All pedestrian fatalities	46	42	30	40	28	33		5	17.90%	-4.2	-11.30%

Table 5.9 shows the number of pedestrian fatalities who were alcohol impaired when they were involved in a fatal crash within Queensland between 2006 and 2011 by gender. During 2011, males accounted for 66.7% (n=10) of all pedestrian fatalities who were drink walking at the time of the crash.

Table 5.9: Gender of pedestrian fatalities with a positive BAC, Queensland 2006-2011

Gender	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Female	3	5	1	3	1	5	33.3%	4	400.0%	2.4	92.3%
Male	17	9	18	12	9	10	66.7%	1	11.1%	-3.0	-23.1%
Total	20	14	19	15	10	15	100.0%	5	50.0%	-0.6	-3.8%
All pedestrian fatalities	46	42	30	40	28	33		5	17.90%	-4.2	-11.30%

5.3 Fatal crashes involving speeding

Speeding is recorded as a contributing factor in crashes when any controller (i.e. driver and rider) of a unit was exceeding the speed limit at the time of the crash, or was deemed to be travelling at excessive speed for the circumstances (the controller may not necessarily be exceeding the speed limit in this case).

Table 5.10 shows the number of fatalities as a result of crashes involving speeding drivers or riders within Queensland between 2006 and 2011 by road user type. During 2011, speeding drivers or riders contributed to 48 fatalities, of which 33.3% (n=16) were driver fatalities. This is 33.3% (n=8) less than the number of driver fatalities as a result of crashes involving speeding drivers or riders during 2010 and 55.1% (n=19.6) less than the previous five year average. During 2011, the number of motorcyclist fatalities as a result of crashes involving speeding drivers or riders decreased by 30.0% (n=6) compared with 2010 and decreased by 45.3% (n=11.6) compared with the previous five year average. Overall, passengers accounted for 37.5% (n=18) of all fatalities as a result of crashes involving speeding drivers or riders during 2011.

Table 5.10: Fatalities as a result of crashes involving speeding drivers or riders, Queensland 2006-2011

Road user type	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Drivers	43	45	36	30	24	16	33.3%	-8	-33.3%	-19.6	-55.1%
Passengers	20	14	21	20	10	18	37.5%	8	80.0%	1.0	5.9%
Motorcyclists	24	31	31	22	20	14	29.2%	-6	-30.0%	-11.6	-45.3%
Bicyclists	0	1	0	1	0	0	0.0%	0	-	-0.4	-100.0%
Pedestrians	4	4	0	2	1	0	0.0%	-1	-100.0%	-2.2	-100.0%
Total	91	95	88	75	55	48	100.0%	-7	-12.7%	-32.8	-40.6%
All fatalities	335	360	328	331	249	269		20	8.00%	-51.6	-16.10%

Table 5.11 shows the number of fatalities as a result of crashes involving speeding drivers or riders within Queensland between 2006 and 2011 by police region.

During 2011, the greatest number of fatalities as a result of crashes involving speeding drivers or riders occurred within the South Eastern police region (29.2%, n=14), followed by the Southern police region (22.9%, n=11). The number of fatalities within the North Coast police region as a result of crashes involving speeding drivers or riders during 2011 decreased by 50.0% (n=8) compared with 2010, and decreased by 58.8% (n=11.4) compared with the previous five year average.

Table 5.11: Police region of road fatalities as a result of speeding related crashes, Queensland 2006-2011

Police Region	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Far Northern	8	6	8	7	5	2	4.2%	-3	-60.0%	-4.8	-70.6%
Northern	8	3	7	6	2	1	2.1%	-1	-50.0%	-4.2	-80.8%
Central	11	12	12	8	5	8	16.7%	3	60.0%	-1.6	-16.7%
North Coast	22	17	23	19	16	8	16.7%	-8	-50.0%	-11.4	-58.8%
Southern	13	8	9	7	9	11	22.9%	2	22.2%	1.8	19.6%
South Eastern	11	31	18	15	7	14	29.2%	7	100.0%	-2.4	-14.6%
Metropolitan North	9	6	4	5	3	1	2.1%	-2	-66.7%	-4.4	-81.5%
Metropolitan South	9	12	7	8	8	3	6.3%	-5	-62.5%	-5.8	-65.9%
Total	91	95	88	75	55	48	100.0%	-7	-12.7%	-32.8	-40.6%
All fatalities	335	360	328	331	249	269		20	8.00%	-51.6	-16.10%

Table 5.12 shows the number of speeding drivers and riders involved in fatal crashes within Queensland between 2006 and 2011 by age group. During 2011, there were 34 speeding drivers and riders involved in fatal crashes, with these crashes resulting in 48 fatalities. The number of speeding drivers and riders involved in fatal crashes during 2011 is 35.8% (n=19) less than 2010 and 52.9% (n=38.2) less than the previous five year average.

During 2011, drivers and riders aged 25-29 years accounted for 29.4% (n=10) of all speeding drivers and riders involved in fatal crashes. This is 25.0% (n=2) more than 2010, but 5.7% (n=0.6) less than the previous five year average. The number of speeding drivers and riders aged 40-49 years involved in fatal crashes decreased by 87.5% (n=7.0) compared with 2010 and the previous five year average.

Table 5.12: Age group of speeding drivers and riders involved in fatal crashes, Queensland 2006-2011

Age group	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
0-16 years	1	3	1	0	2	2	5.9%	0	0.0%	0.6	42.9%
17-20 years	17	18	18	14	9	5	14.7%	-4	-44.4%	-10.2	-67.1%
21-24 years	14	14	13	9	10	5	14.7%	-5	-50.0%	-7.0	-58.3%
25-29 years	12	12	11	10	8	10	29.4%	2	25.0%	-0.6	-5.7%
30-39 years	22	22	22	15	8	9	26.5%	1	12.5%	-8.8	-49.4%
40-49 years	9	7	4	12	8	1	2.9%	-7	-87.5%	-7.0	-87.5%
50-59 years	2	13	2	4	4	0	0.0%	-4	-100.0%	-5.0	-100.0%
60-74 years	1	1	4	0	3	2	5.9%	-1	-33.3%	0.2	11.1%
75 years and over	0	0	1	0	0	0	0.0%	0	-	-0.2	-100.0%
Unknown	0	0	0	0	1	0	-	-	-	-	-
Total	78	90	76	64	53	34	100.0%	-19	-35.8%	-38.2	-52.9%
All drivers and riders involved in fatal crashes	441	492	435	431	345	337		-8	-2.30%	-91.8	-21.40%

Table 5.13 shows the number of speeding drivers and riders involved in fatal crashes within Queensland between 2006 and 2011 by gender. During 2011, males accounted for 91.2% (n=31) of all speeding drivers and riders involved in fatal crashes.

Table 5.13: Gender of speeding drivers and riders involved in fatal crashes, Queensland 2006-2011

Gender	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Female	6	5	6	6	4	3	8.8%	-1	-25.0%	-2.4	-44.4%
Male	72	85	70	58	49	31	91.2%	-18	-36.7%	-35.8	-53.6%
Total	78	90	76	64	53	34	100.0%	-19	-35.8%	-38.2	-52.9%
All drivers and riders involved in fatal crashes	441	492	435	431	345	337		-8	-2.30%	-91.8	-21.40%

Table 5.14 shows the number of speeding drivers and riders involved in fatal crashes within Queensland between 2006 and 2011 by vehicle type. During 2011, the most common vehicle type controlled by speeding drivers and riders involved in fatal crashes were light passenger vehicles (58.8%, n=20), followed by motorcycles (38.2%, n=13).

Table 5.14: Vehicle types of speeding drivers and riders involved in fatal crashes, Queensland 2006-2011

Vehicle type	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Light passenger vehicles	52	54	44	42	34	20	58.8%	-14	-41.2%	-25.2	-55.8%
Motorcycles	23	31	30	21	19	13	38.2%	-6	-31.6%	-11.8	-47.6%
Heavy freight vehicles	3	5	2	1	0	1	2.9%	1	-	-1.2	-54.5%
Other	0	0	0	0	0	0	0.0%	0	-	0.0	-
Total	78	90	76	64	53	34	100.0%	-19	-35.8%	-38.2	-52.9%
All drivers and riders involved in fatal crashes	441	492	435	431	345	337		-8	-2.30%	-91.8	-21.40%

5.4 Fatigue related fatal crashes

Fatigue is recorded by the reporting police officer as a contributing factor in crashes when any controller involved, including pedestrians and bicycle riders, is attributed with a reduction in driving or riding ability as a result of prolonged driving or being tired while driving. It should be noted that other factors, such as the elapsed time since the person last slept, the time of the day or night, as well as the human circadian rhythm may be involved. A single vehicle crash occurring in a speed zone of 100 km/hr or greater during the typical fatigue times of 2pm to 4pm or 10pm to 6am is deemed as 'Fatigue related by definition'.

Table 5.15 shows the number of fatalities as a result of fatigue related crashes within Queensland between 2006 and 2011 by road user type.

During 2011, fatigue contributed to 41 fatalities, of which 48.8% (n=20) were driver fatalities and a further 48.8% (n=20) were passenger fatalities. The number of passenger fatalities as a result of fatigue related crashes increased by 150.0% (n=12) compared with 2010 and increased by 61.3% (n=7.6) compared with the previous five year average.

Table 5.15: Fatalities as a result of fatigue related crashes, Queensland 2006-2011

Road user type	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
	Drivers	27	45	23	35	21	20	48.8%	-1	-4.8%	-10.2
Passengers	12	19	16	7	8	20	48.8%	12	150.0%	7.6	61.3%
Motorcyclists	2	1	5	3	1	0	0.0%	-1	100.0%	-2.4	-100.0%
Bicyclists	0	0	0	0	0	0	0.0%	0	-	0.0	-
Pedestrians	0	0	0	0	0	1	2.4%	1	-	1.0	-
Total	41	65	44	45	30	41	100.0%	11	36.7%	-4.0	-8.9%
All fatalities	335	360	328	331	249	269		20	8.00%	-51.6	-16.10%

Table 5.16 shows the number of fatalities as a result of fatigue related crashes within Queensland between 2006 and 2011 by police region.

During 2011, the greatest number of fatalities as a result of fatigue related crashes occurred within the Central police region (29.3%, n=12), followed by the North Coast and Southern police regions (24.4%, n=10). The number of fatalities within the North Coast police region as a result of fatigue related crashes during 2011 increased by 100.0% (n=5) compared with 2010 but decreased by 13.8% (n=1.6) compared with the previous five year average.

Table 5.16: Police region of road fatalities as a result of fatigue related crashes, Queensland 2006-2011

Police Region	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Far Northern	6	0	3	4	5	2	4.9%	-3	-60.0%	-1.6	-44.4%
Northern	5	8	4	3	2	3	7.3%	1	50.0%	-1.4	-31.8%
Central	16	15	5	9	10	12	29.3%	2	20.0%	1.0	9.1%
North Coast	5	20	14	14	5	10	24.4%	5	100.0%	-1.6	-13.8%
Southern	7	13	16	9	6	10	24.4%	4	66.7%	-0.2	-2.0%
South Eastern	1	6	2	3	1	1	2.4%	0	0.0%	-1.6	-61.5%
Metropolitan North	1	1	0	2	0	1	2.4%	1	-	0.2	25.0%
Metropolitan South	0	2	0	1	1	2	4.9%	1	100.0%	1.2	150.0%
Total	41	65	44	45	30	41	100.0%	11	36.7%	-4.0	-8.9%
All fatalities	335	360	328	331	249	269		20	8.00%	-51.6	-16.10%

Table 5.17 shows the number of drivers and riders involved in fatigue related fatal crashes within Queensland between 2006 and 2011 by age group.

During 2011, there were 32 drivers and riders involved in fatigue related fatal crashes, with these crashes resulting in 41 fatalities. The number of drivers and riders involved in fatigue related fatal crashes during 2011 is 3.2% (n=1) more than 2010, but 27.3% (n=12.0) less than the previous five year average.

During 2011, drivers and riders aged 30-49 years accounted for 43.8% (n=14) of all drivers and riders involved in fatigue related fatal crashes. Compared with the previous five year average, during 2011 the number of fatigued drivers and riders decreased in every age group except for the 25-29 years age group which increased by 15.4% (n=0.8).

Table 5.17: Age group of drivers and riders involved in fatigue related fatal crashes, Queensland 2006-2011

Age group	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
0-16 years	1	1	0	0	0	0	0.0%	0	-	-0.4	-100.0%
17-20 years	7	7	4	5	5	4	12.5%	-1	-20.0%	-1.6	-28.6%
21-24 years	4	4	8	5	1	1	3.1%	0	0.0%	-3.4	-77.3%
25-29 years	7	7	6	3	3	6	18.8%	3	100.0%	0.8	15.4%
30-39 years	8	14	8	8	9	7	21.9%	-2	-22.2%	-2.4	-25.5%
40-49 years	6	11	5	11	6	7	21.9%	1	16.7%	-0.8	-10.3%
50-59 years	7	8	5	10	6	6	18.8%	0	0.0%	-1.2	-16.7%
60-74 years	1	6	1	5	0	1	3.1%	1	-	-1.6	-61.5%
75 years and over	1	3	2	0	1	0	0.0%	-1	-100.0%	-1.4	-100.0%
Total	42	61	39	47	31	32	100.0%	1	3.2%	-12.0	-27.3%
All drivers and riders involved in fatal crashes	441	492	435	431	345	337		-8	-2.30%	-91.8	-21.40%

Table 5.18 shows the number of drivers and riders involved in fatal fatigue related crashes within Queensland between 2006 and 2011 by gender. During 2011, males accounted for 81.3% (n=26) of all drivers and riders involved in fatigue related fatal crashes. This number is 4.0% (n=1) more than 2010, but 27.8% (n=10.0) less than the previous five year average.

Table 5.18: Gender of drivers and riders involved in fatigue related fatal crashes, Queensland 2006-2011

Gender	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Female	5	12	11	6	6	6	18.8%	0	0.0%	-2.0	-25.0%
Male	37	49	28	41	25	26	81.3%	1	4.0%	-10.0	-27.8%
Total	42	61	39	47	31	32	100.0%	1	3.2%	-12.0	-27.3%
All drivers and riders involved in fatal crashes	441	492	435	431	345	337		-8	-2.30%	-91.8	-21.40%

Table 5.19 shows the number of drivers and riders involved in fatigue related fatal crashes within Queensland between 2006 and 2011 by vehicle type. During 2011, the most common vehicle type controlled by drivers and riders involved in fatigue related fatal crashes were light passenger vehicles (90.6%, n=29), followed by heavy freight vehicles (6.3%, n=2).

Table 5.19: Vehicle types of drivers and riders involved in fatigue related fatal crashes, Queensland 2006-2011

Vehicle type	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Light passenger vehicles	37	49	33	37	27	29	90.6%	2	7.4%	-7.6	-20.8%
Motorcycles	2	1	4	3	1	0	0.0%	-1	-100.0%	-2.2	-100.0%
Heavy freight vehicles	3	11	2	7	3	2	6.3%	-1	-33.3%	-3.2	-61.5%
Other	0	0	0	0	0	1	3.1%	1	-	1.0	-
Total	42	61	39	47	31	32	100.0%	1	3.2%	-12.0	-27.3%
All drivers and riders involved in fatal crashes	441	492	435	431	345	337		-8	-2.30%	-91.8	-21.40%

* 'Other' includes buses

5.5 Restraint use in fatal crashes

Restraints include inertial reel, fixed lap or sash belts and child restraints such as capsules, and must be worn by motor vehicle occupants (i.e. drivers and passengers). Restraint use data is not applicable for motorcycles.

Table 5.20 shows the number of vehicle occupant fatalities within Queensland between 2006 and 2011 by restraint use. Restraint use could be determined in between 62.6% and 69.3% of vehicle occupant fatalities over this time period. During 2011, there were 33 vehicle occupant fatalities who were unrestrained at the time of the crash. The proportion of vehicle occupant fatalities who were unrestrained (where restraint use was determined) varied between 23.2% in 2007 and 30.9% in 2006.

Table 5.20: Restraint use of vehicle occupant fatalities, Queensland 2006-2011

Restraint Use	2006		2007		2008		2009		2010		2011	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Not determined	69	31.7%	84	35.7%	74	34.3%	67	30.7%	55	33.7%	67	37.4%
Determined	149	68.3%	151	64.3%	142	65.7%	151	69.3%	108	66.3%	112	62.6%
All vehicle occupant fatalities	218	100.0%	235	100.0%	216	100.0%	218	100.0%	163	100.0%	179	100.0%
Determined												
Restrained	103	69.1%	116	76.8%	106	74.6%	108	71.5%	77	71.3%	79	70.5%
Unrestrained	46	30.9%	35	23.2%	36	25.4%	43	28.5%	31	28.7%	33	29.5%
All fatalities where restraint use was known	149	100.0%	151	100.0%	142	100.0%	151	100.0%	108	100.0%	112	100.0%

Table 5.21 shows the number of unrestrained vehicle occupant fatalities within Queensland between 2006 and 2011 by road user type. During 2011, unrestrained passengers accounted for 54.5% (n=18) of all unrestrained vehicle occupant fatalities. This number was 157.1% (n=11) more than 2010 and 60.7% (n=6.8) more than the previous five year average.

Table 5.21: Unrestrained vehicle occupant fatalities, Queensland 2006-2011

Road user type	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Drivers	31	23	24	33	24	15	45.5%	-9	-37.5%	-12.0	-44.4%
Passengers	15	12	12	10	7	18	54.5%	11	157.1%	6.8	60.7%
Total	46	35	36	43	31	33	100.0%	2	6.5%	-5.2	-13.6%
All fatalities where restraint use was known	149	151	142	151	108	112		4	3.7%	-28.2	-20.1%

Table 5.22 shows the number of unrestrained vehicle occupant fatalities within Queensland between 2006 and 2011 by police region. During 2011, the greatest number of unrestrained vehicle occupant fatalities occurred within the South Eastern police region (24.2%, n=8), followed by the Central police region (21.2%, n=7) and the Southern police region (21.2%, n=7).

Table 5.22: Police region of unrestrained vehicle occupant fatalities, Queensland 2006-2011

Police Region	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Far Northern	7	3	1	5	6	2	6.1%	-4	-66.7%	-2.4	-54.5%
Northern	6	4	9	1	2	1	3.0%	-1	-50.0%	-3.4	-77.3%
Central	6	9	2	8	8	7	21.2%	-1	-12.5%	0.4	6.1%
North Coast	8	5	7	8	4	6	18.2%	2	50.0%	-0.4	-6.3%
Southern	8	3	10	12	10	7	21.2%	-3	-30.0%	-1.6	-18.6%
South Eastern	9	6	6	7	1	8	24.2%	7	700.0%	2.2	37.9%
Metropolitan North	0	1	1	1	0	1	3.0%	1	-	0.4	66.7%
Metropolitan South	2	4	0	1	0	1	3.0%	1	-	-0.4	-28.6%
Total	46	35	36	43	31	33	100.0%	2	6.5%	-5.2	-13.6%
All fatalities where restraint use was known	149	151	142	151	108	112		4	3.7%	-28.2	-20.1%

Table 5.23 shows the number of unrestrained vehicle occupant fatalities within Queensland between 2006 and 2011 by age group.

During 2011, vehicle occupants aged 30-39 years accounted for 24.2% (n=8) of all unrestrained vehicle occupant fatalities. This number is 60.0% (n=3) more than in 2010, but 2.4% (n=0.2) less than the previous five year average. However, these variations should be interpreted with caution given the small numbers in these groups.

Table 5.23: Age group of unrestrained vehicle occupant fatalities, Queensland 2006-2011

Age group	2006 2007 2008 2009 2010 2011							2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
	0-16 years	3	2	3	0	2	7	21.2%	5	250.0%	5.0
17-20 years	6	3	5	6	5	4	12.1%	-1	-20.0%	-1.0	-20.0%
21-24 years	6	3	8	5	3	4	12.1%	1	33.3%	-1.0	-20.0%
25-29 years	7	5	3	4	6	4	12.1%	-2	-33.3%	-1.0	-20.0%
30-39 years	9	10	6	11	5	8	24.2%	3	60.0%	-0.2	-2.4%
40-49 years	10	4	4	6	7	2	6.1%	-5	-71.4%	-4.2	-67.7%
50-59 years	2	4	2	3	0	1	3.0%	1	-	-1.2	-54.5%
60-74 years	2	2	3	4	3	1	3.0%	-2	-66.7%	-1.8	-64.3%
75 years and over	1	2	2	4	0	2	6.1%	2	-	0.2	11.1%
Total	46	35	36	43	31	33	100.0%	2	6.5%	-5.2	-13.6%
All fatalities where restraint use was known	149	151	142	151	108	112		4	3.7%	-28.2	-20.1%

Table 5.24 shows the number of unrestrained vehicle occupant fatalities within Queensland between 2006 and 2011 by gender. During 2011, males accounted for 62.5% (n=20) of all unrestrained vehicle occupant fatalities. This number is 23.1% (n=6) less than 2010, and 35.5% (n=11.0) less than the previous five year average.

Table 5.24: Gender of unrestrained vehicle occupant fatalities, Queensland 2006-2011

Gender	2006 2007 2008 2009 2010 2011							2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
	Female	6	8	8	9	5	12	37.5%	7	140.0%	4.8
Male	40	27	28	34	26	20	62.5%	-6	-23.1%	-11.0	-35.5%
Unknown	0	0	0	0	0	1	-	-	-	-	-
Total	46	35	36	43	31	33	100.0%	2	6.5%	-5.2	-13.6%
All fatalities where restraint use was known	149	151	142	151	108	112		4	3.7%	-28.2	-20.1%

Table 5.25 shows the number of unrestrained vehicle occupant fatalities within Queensland between 2006 and 2011 by vehicle type. During 2011, the most common vehicle type occupied by unrestrained driver and passenger fatalities were light passenger vehicles (84.8%, n=28), followed by heavy freight vehicles (12.1%, n=4).

Table 5.25: Vehicle types of unrestrained vehicle occupant fatalities, Queensland 2006-2011

Vehicle type	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Light passenger vehicles	42	31	30	38	29	28	84.8%	-1	-3.4%	-6.0	-17.6%
Heavy freight vehicles	4	4	5	5	2	4	12.1%	2	100.0%	0.0	0.0%
Other	0	0	1	0	0	1	3.0%	1	-	0.8	400.0%
Total	46	35	36	43	31	33	97.0%	2	6.5%	-5.2	-13.6%
All fatalities where restraint use was known	149	151	142	151	108	112		4	3.7%	-28.2	-20.1%

* 'Other' includes buses

5.6 Fatal crashes involving young drivers and riders

A young driver is defined as a person aged 17-24 years who is in control of a light passenger vehicle, rigid truck, articulated truck, bus or special purpose vehicle. A young rider is defined as a person aged 17-24 years who is in control of a motorcycle (including moped).

Table 5.26 shows the number of fatalities as a result of crashes involving young drivers or riders within Queensland between 2006 and 2011 by road user type.

During 2011, there were 73 fatalities as a result of crashes involving young drivers or riders. This is 15.9% (n=10) more than 2010, but 22.7% (n=21.4) less than the previous five year average. Of these 73 fatalities, 30.1% (n=22) were young drivers or riders themselves, 39.7% (n=29) were passengers of young drivers or riders and 30.1% (n=22) were other road users. The number of fatalities occurring to passengers of young drivers or riders during 2011 increased by 107.1% (n=15) compared with 2010 and increased by 35.5% (n=7.6) compared with the previous five year average.

Table 5.26: Fatalities as a result of crashes involving young drivers or riders, Queensland 2006-2011

Road user type	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Young driver/rider	55	58	46	41	38	22	30.1%	-16	-42.1%	-25.6	-53.8%
Passenger of young driver/rider	25	18	22	28	14	29	39.7%	15	107.1%	7.6	35.5%
Other road users*	28	34	30	24	11	22	30.1%	11	100.0%	-3.4	-13.4%
Total	108	110	98	93	63	73	100.0%	10	15.9%	-21.4	-22.7%
All fatalities	335	360	328	331	249	269		20	8.00%	-51.6	-16.10%

* 'Other road users' include all road users who were not occupants of a young driver/rider vehicle and includes all other drivers, passengers, motorcyclists, bicyclists and pedestrians

Table 5.27 shows the number of fatalities as a result of crashes involving young drivers or riders within Queensland between 2006 and 2011 by police region.

During 2011, the greatest number of fatalities as a result of crashes involving young drivers or riders occurred within the Central police region (27.4%, n=20), followed by the North Coast police region (17.8%, n=13) and the South Eastern police region (16.4%, n=12). Compared with the previous five year average, during 2011 the number of fatalities resulting from crashes involving young drivers or riders decreased in every police region except for the Central police region, which increased by 78.6% (n=8.8). However, these variations should be interpreted with caution given the small numbers in these groups.

Table 5.27: Police region of fatalities as a result of crashes involving young drivers or riders, Queensland 2006-2011

Police Region	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Far Northern	7	5	5	12	5	3	4.1%	-2	-40.0%	-3.8	-55.9%
Northern	11	3	9	8	5	3	4.1%	-2	-40.0%	-4.2	-58.3%
Central	10	15	6	15	10	20	27.4%	10	100.0%	8.8	78.6%
North Coast	18	22	24	21	16	13	17.8%	-3	-18.8%	-7.2	-35.6%
Southern	25	14	16	15	12	10	13.7%	-2	-16.7%	-6.4	-39.0%
South Eastern	17	27	23	11	6	12	16.4%	6	100.0%	-4.8	-28.6%
Metropolitan North	12	9	6	3	3	4	5.5%	1	33.3%	-2.6	-39.4%
Metropolitan South	8	15	9	8	6	8	11.0%	2	33.3%	-1.2	-13.0%
Total	108	110	98	93	63	73	100.0%	10	15.9%	-21.4	-22.7%
All fatalities	335	360	328	331	249	269		20	8.00%	-51.6	-16.10%

Table 5.28 shows the number of young drivers and riders involved in fatal crashes within Queensland between 2006 and 2011 by gender.

During 2011, there were 58 young drivers and riders involved in 55 fatal crashes, with these crashes resulting in 73 fatalities. The number of young drivers and riders involved in fatal crashes during 2011 is 13.4% (n=9) less than 2010 and 35.8% (n=32.4) less than the previous five year average.

During 2011, males accounted for 81.0% (n=47) of all young drivers and riders involved in fatal crashes. This is 11.3% (n=6) less than 2010 and 35.8% (n=26.2) less than the previous five year average.

Table 5.28: Gender of young drivers and riders involved in fatal crashes, Queensland 2006-2011

Gender	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Female	17	23	11	21	14	11	19.0%	-3	-21.4%	-6.2	-36.0%
Male	86	91	74	62	53	47	81.0%	-6	-11.3%	-26.2	-35.8%
Total	103	114	85	83	67	58	100.0%	-9	-13.4%	-32.4	-35.8%
All drivers and riders involved in fatal crashes	441	492	435	431	345	337		-8	-2.30%	-91.8	-21.40%

Table 5.29 shows the number of young drivers and riders involved in fatal crashes within Queensland between 2006 and 2011 by age group and licence type.

Within the 17-20 year age group, the majority of drivers and riders involved in fatal crashes held a Provisional licence (44.4%, n=24), while the majority held an Open licence within the 21-24 year age group (29.6%, n=16). Overall during 2011, 51.9% (n=28) of all young drivers and riders involved in a fatal crash held a Provisional licence and 31.5% (n=17) held an Open licence.

Table 5.29: Age group and licence type* of young drivers and riders involved in fatal crashes, Queensland 2006-2011

Age group and licence type	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average		
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%	
17-20 years												
Learner	4	4	3	5	2	1	1.9%	-1	-50.0%	-2.6	-72.2%	
Provisional (P1 and P2)	32	45	31	29	27	24	44.4%	-3	-11.1%	-8.8	-26.8%	
Open	7	5	3	5	4	1	1.9%	-3	-75.0%	-3.8	-79.2%	
Unlicensed	11	4	8	1	2	5	9.3%	3	150.0%	-0.2	-3.8%	
Other**	0	0	0	2	0	1	1.9%	1	-	0.6	150.0%	
21-24 years												
Learner	2	4	0	2	1	0	0.0%	-1	-100.0%	-1.8	-100.0%	
Provisional (P1 and P2)	2	9	12	6	5	4	7.4%	-1	-20.0%	-2.8	-41.2%	
Open	34	31	16	22	16	16	29.6%	0	0.0%	-7.8	-32.8%	
Unlicensed	6	4	9	5	4	2	3.7%	-2	-	-3.6	-64.3%	
Other**	2	1	0	1	0	0	0.0%	0	-	-0.8	-100.0%	
Total	100	107	82	78	61	54	100.0%	-7	-11.5%	-31.6	-36.9%	
All drivers and riders involved in fatal crashes	441	492	435	431	345	337		-8	-2.30%	-91.8	-21.40%	

* Where driver/rider licence type is known

** 'Other' includes not licensed within Australia

Table 5.30 shows the number of young drivers and riders involved in fatal crashes within Queensland between 2006 and 2011 by age group and vehicle type. Overall during 2011, the most common type of vehicle controlled by young drivers and riders involved in fatal crashes were light passenger vehicles (86.2%, n=50), followed by motorcycles (10.3%, n=6). This pattern was consistent in both the 17-20 years and 21-24 years age groups, although in the 21-24 years age group drivers of heavy freight vehicles also contributed to 3.4% (n=2) of fatal crashes.

Table 5.30: Young drivers and riders involved in fatal crashes, Queensland 2006-2011

Age group and vehicle type	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average		
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%	
17-20 years												
Passenger car	43	52	38	38	33	28	48.3%	-5	-15.2%	-12.8	-31.4%	
Motorcycle	10	9	9	4	6	4	6.9%	-2	-33.3%	-3.6	-47.4%	
Heavy freight vehicle	0	0	0	0	0	0	0.0%	0	-	0.0	-	
Other*	1	0	0	1	0	0	0.0%	0	-	-0.4	-100.0%	
21-24 years												
Passenger car	36	40	26	33	22	22	37.9%	0	0.0%	-9.4	-29.9%	
Motorcycle	10	11	7	6	5	2	3.4%	-3	-60.0%	-5.8	-74.4%	
Heavy freight vehicle	2	2	5	1	1	2	3.4%	1	100.0%	-0.2	-9.1%	
Other*	1	0	0	0	0	0	0.0%	0	-	-0.2	-100.0%	
Total	103	114	85	83	67	58	100.0%	-9	-13.4%	-32.4	-35.8%	
All drivers and riders involved in fatal crashes	441	492	435	431	345	337		-8	-2.30%	-91.8	-21.40%	

* 'Other' includes special purpose vehicles and buses

Table 5.31 shows the most common contributing factors associated with young drivers and riders involved in fatal crashes within Queensland between 2006 and 2011. During 2011, illegal manoeuvres were the most common contributing factor associated with young drivers and riders involved in fatal crashes (20.7%, n=12). This number is 71.4% (n=5) more than 2010 and 25.0% (n=2.4) more than the previous five year average. However, these variations should be interpreted with caution given the small numbers in these groups.

Table 5.31: Most common contributing factors* associated with young drivers or riders involved in fatal crashes, Queensland 2006-2011

Contributing factor	2006 2007 2008 2009 2010 2011							2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
	Illegal manoeuvre	8	14	9	10	7	12	20.7%	5	71.4%	2.4
Speed	31	32	31	23	19	10	17.2%	-9	-47.4%	-17.2	-63.2%
Drink driving	21	22	28	18	18	7	12.1%	-11	-61.1%	-14.4	-67.3%
Unlicensed	17	8	17	6	6	7	12.1%	1	16.7%	-3.8	-35.2%
Failure to give way or stop	2	7	5	2	4	7	12.1%	3	75.0%	3.0	75.0%
All young drivers and riders involved in fatal crashes	103	114	85	83	67	58	100.0%	-9	-13.4%	-32.4	-35.8%

* During 2011, 22.4% (n=13) of young drivers and riders involved in fatal crashes were associated with 'Other driver' or 'Other' contributing factors.

5.7 Fatal crashes involving senior drivers and riders

A senior driver is defined as a person aged 60 years or older who is in control of a light passenger vehicle, rigid truck, articulated truck, bus or special purpose vehicle. A senior rider is defined as a person aged 60 years or older who is in control of a motorcycle (including moped).

Table 5.32 shows the number of fatalities as a result of crashes involving senior drivers or riders within Queensland between 2006 and 2011 by road user type.

During 2011, there were 55 fatalities as a result of crashes involving senior drivers or riders. This is 5.2% (n=3) less than 2010 and 15.9% (n=10.4) less than the previous five year average. Of these 55 fatalities, 54.5% (n=30) were senior drivers or riders themselves, 10.9% (n=6) were passengers of senior drivers or riders and 34.5% (n=19) were other road users. The number of fatalities occurring to passengers of senior drivers or riders during 2011 (n=6) decreased by 40.0% (n=3) compared with 2010 and decreased by 43.4% (n=4.6) compared with the previous five year average.

Table 5.32: Fatalities as a result of crashes involving senior drivers or riders, Queensland 2006-2011

Road user type	2006 2007 2008 2009 2010 2011							2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
	Senior driver/rider	25	38	37	33	28	30	54.5%	2	7.1%	-2.2
Passenger of senior driver/rider	10	12	13	8	10	6	10.9%	-4	-40.0%	-4.6	-43.4%
Other road users*	19	20	25	29	20	19	34.5%	-1	-5.0%	-3.6	-15.9%
Total	54	70	75	70	58	55	100.0%	-3	-5.2%	-10.4	-15.9%
All fatalities	335	360	328	331	249	269		20	8.00%	-51.6	-16.10%

* 'Other road users' include all road users who were not occupants of a senior driver/rider vehicle and includes all other drivers, passengers, motorcyclists, bicyclists and pedestrians

Table 5.33 shows the number of fatalities as a result of crashes involving senior drivers or riders within Queensland between 2006 and 2011 by police region.

During 2011, the greatest number of fatalities as a result of crashes involving senior drivers or riders occurred within the North Coast police region (36.4%, n=20), followed by the South Eastern police region (20.0%, n=11) and the Southern police region (18.2%, n=10). The number of fatalities within the South Eastern police region as a result of crashes involving senior drivers or riders during 2011 increased by 175.0% (n=7) compared with 2010, and increased by 31.0% (n=2.6) compared with the previous five year average. This was the only increase seen in any police region between 2011 and the previous five year average.

Table 5.33: Police region of fatalities as a result of crashes involving senior drivers or riders, Queensland 2006-2011

Police Region	2006 2007 2008 2009 2010 2011							2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
	Far Northern	1	1	8	14	1	5	9.1%	4	400.0%	0.0
Northern	3	6	5	4	5	2	3.6%	-3	-60.0%	-2.6	-56.5%
Central	10	12	4	4	7	4	7.3%	-3	-42.9%	-3.4	-45.9%
North Coast	11	16	25	28	22	20	36.4%	-2	-9.1%	-0.4	-2.0%
Southern	13	13	10	10	13	10	18.2%	-3	-23.1%	-1.8	-15.3%
South Eastern	7	10	15	6	4	11	20.0%	7	175.0%	2.6	31.0%
Metropolitan North	2	5	4	3	3	2	3.6%	-1	-33.3%	-1.4	-41.2%
Metropolitan South	7	7	4	1	3	1	1.8%	-2	-66.7%	-3.4	-77.3%
Total	54	70	75	70	58	55	100.0%	-3	-5.2%	-10.4	-15.9%
All fatalities	335	360	328	331	249	269		20	8.00%	-51.6	-16.10%

Table 5.34 shows the number of senior drivers and riders involved in fatal crashes within Queensland between 2006 and 2011 by gender. During 2011, there were 56 senior drivers and riders involved in fatal crashes, with these crashes resulting in 55 fatalities. The number of senior drivers and riders involved in fatal crashes during 2011 was 9.7% (n=6) less than 2010 and 10.5% (n=6.6) less than the previous five year average.

During 2011, males accounted for 71.4% (n=40) of all senior drivers and riders involved in fatal crashes. This is 20.0% (n=10) less than 2010, and 17.7% (n=8.6) less than the previous five year average.

Table 5.34: Gender of senior drivers and riders involved in fatal crashes, Queensland 2006-2011

Gender	2006 2007 2008 2009 2010 2011							2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
	Female	11	18	19	10	12	16	28.6%	4	33.3%	2.0
Male	41	50	52	50	50	40	71.4%	-10	-20.0%	-8.6	-17.7%
Total	52	68	71	60	62	56	100.0%	-6	-9.7%	-6.6	-10.5%
All drivers and riders involved in fatal crashes	441	492	435	431	345	337		-8	-2.30%	-91.8	-21.40%

Table 5.35 shows the number of senior drivers and riders involved in fatal crashes within Queensland between 2006 and 2011 by age group and vehicle type. Overall during 2011, the most common type of vehicle controlled by senior drivers and riders involved in fatal crashes were light passenger vehicles (62.5%, n=35), followed by heavy freight vehicles (16.1%, n=9).

Table 5.35: Age group and vehicle type of senior drivers and riders involved in fatal crashes, Queensland 2006-2011

Age group and vehicle type	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average		
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%	
60-74 years												
Passenger car	28	37	32	29	32	21	37.5%	-11	-34.4%	-10.6	-33.5%	
Motorcycle	0	4	4	2	4	6	10.7%	2	50.0%	3.2	114.3%	
Heavy freight vehicle	3	4	7	8	8	8	14.3%	0	0.0%	2.0	33.3%	
Other*	3	1	5	1	2	5	8.9%	3	150.0%	2.6	108.3%	
75 years and older												
Passenger car	18	20	23	18	16	14	25.0%	-2	-12.5%	-5.0	-26.3%	
Motorcycle	0	2	0	1	0	0	0.0%	0	-	-0.6	-100.0%	
Heavy freight vehicle	0	0	0	1	0	1	1.8%	1	-	0.8	400.0%	
Other*	0	0	0	0	0	1	1.8%	1	-	1.0	-	
Total	52	68	71	60	62	56	100.0%	-6	-9.7%	-6.6	-10.5%	
All drivers and riders involved in fatal crashes	441	492	435	431	345	337		-8	-2.30%	-91.8	-21.40%	

* 'Other' includes special purpose vehicles and buses

Table 5.36 shows the most common contributing factors associated with senior drivers and riders involved in fatal crashes within Queensland between 2006 and 2011. During 2011, illegal manoeuvres were the most common contributing factor associated with senior drivers and riders involved in fatal crashes (17.9%, n=10). This is 23.1% (n=3) less than 2010 and 7.4% (n=0.8) less than the previous five year average.

Table 5.36: Most common contributing factors* associated with senior drivers or riders involved in fatal crashes, Queensland 2006-2011

Contributing factor	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Illegal manoeuvre	13	12	10	6	13	10	17.9%	-3	-23.1%	-0.8	-7.4%
Failure to give way or stop	8	9	11	5	8	9	16.1%	1	12.5%	0.8	9.8%
Alcohol related	2	3	2	3	7	4	7.1%	-3	-42.9%	0.6	17.6%
Rain/wet road	1	3	4	1	4	3	5.4%	-1	-25.0%	0.4	15.4%
Speed	1	1	5	0	3	2	3.6%	-1	-33.3%	0.0	0.0%
All senior drivers & riders involved in fatal crashes	52	68	71	60	62	56	100.0%	-6	-9.7%	-6.6	-10.5%

* During 2011, 26.8% (n=15) of senior drivers and riders involved in fatal crashes were associated with 'Other driver' or 'Other' contributing factors.

5.8 Fatal crashes involving heavy freight vehicles

A heavy freight vehicle is defined as having a Gross Vehicular Mass (GVM)/Aggregate Trailer Mass (ATM) greater than 4.5 tonnes. Types of heavy freight vehicles include rigid trucks, articulated trucks and road trains/B-double/triple.

Table 5.37 shows the number of fatalities as a result of crashes involving heavy freight vehicles within Queensland between 2006 and 2011 by road user type.

During 2011, heavy freight vehicles contributed to 54 fatalities, which is 14.9% (n=7) more than 2010 but 9.7% (n=5.8) less than the previous five year average. Of these 54 fatalities, 18.5% (n=10) were the driver of the heavy freight vehicle themselves, 77.8% (n=42) were other road users involved in the crash with the heavy freight vehicle and 3.7% (n=2) were passengers in the heavy freight vehicle. The number of fatalities of other road users during 2011 decreased by 6.7% (n=3.0) compared with the previous five year average.

Table 5.37: Fatalities as a result of crashes involving heavy freight vehicles, Queensland 2006-2011

Road user type	2006		2007		2008		2009		2010		2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%		
Heavy freight vehicle driver	9	23	14	14	4	10	18.5%	6	150.0%	-2.8	-21.9%					
Passengers of heavy freight vehicle	4	1	3	1	1	2	3.7%	1	100.0%	0.0	0.0%					
Other road users*	41	41	59	42	42	42	77.8%	0	0.0%	-3.0	-6.7%					
Total	54	65	76	57	47	54	100.0%	7	14.9%	-5.8	-9.7%					
All fatalities	335	360	328	331	249	269		20	8.00%	-51.6	-16.10%					

* 'Other road users' include pedestrians, bicyclists, and occupants of all other unit types (e.g. light passenger vehicles, motorcycles etc) involved in a crash with a heavy freight vehicle.

Table 5.38 shows the number of fatalities as a result of crashes involving heavy freight vehicles within Queensland between 2006 and 2011 by police region.

During 2011, the greatest number of fatalities as a result of crashes involving heavy freight vehicles occurred within the Central police region (24.1%, n=13), followed by the North Coast police region (18.5%, n=10) and the Southern police region (16.7%, n=9). The number of fatalities within the North Coast police region as a result of crashes involving heavy freight vehicles during 2011 doubled compared with 2010, but decreased by 25.4% (n=3.4) compared with the previous five year average.

Table 5.38: Police region of fatalities as a result of crashes involving heavy freight vehicles, Queensland 2006-2011

Police Region	2006		2007		2008		2009		2010		2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%			
Far Northern	1	3	6	5	5	4	7.4%	-1	-20.0%	0.0	0.0%					
Northern	6	5	7	3	5	6	11.1%	1	20.0%	0.8	15.4%					
Central	15	15	10	11	9	13	24.1%	4	44.4%	1.0	8.3%					
North Coast	9	16	24	13	5	10	18.5%	5	100.0%	-3.4	-25.4%					
Southern	12	14	12	12	13	9	16.7%	-4	-30.8%	-3.6	-28.6%					
South Eastern	3	1	13	6	4	8	14.8%	4	100.0%	2.6	48.1%					
Metropolitan North	2	4	1	2	0	1	1.9%	1	-	-0.8	-44.4%					
Metropolitan South	6	7	3	5	6	3	5.6%	-3	-50.0%	-2.4	-44.4%					
Total	54	65	76	57	47	54	100.0%	7	14.9%	-5.8	-9.7%					
All fatalities	335	360	328	331	249	269		20	8.00%	-51.6	-16.10%					

Table 5.39 shows the number of heavy freight vehicle drivers involved in fatal crashes within Queensland between 2006 and 2011 by age group. During 2011, there were 49 heavy freight vehicles involved in 46 fatal crashes, with these crashes resulting in 54 fatalities. There were controllers present in all 49 of the vehicles. The number of heavy freight vehicle drivers involved in fatal crashes during 2011 is 11.4% (n=5) more than 2010 but 11.9% (n=6.6) less than the previous five year average.

During 2011, drivers aged 40-49 years accounted for 36.7% (n=18) of all heavy freight vehicle drivers involved in fatal crashes. This number is 50.0% (n=6) more than 2010 and 3.4% (n=0.6) more than the previous five year average. There are very few younger drivers of heavy freight vehicles involved in fatal crashes, with only 10.2% (n=5) aged less than 30 years.

Table 5.39: Age group of heavy freight vehicle drivers involved in fatal crashes, Queensland 2006-2011

Age group	2006		2007		2008		2009		2010		2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%	
0-16 years	0	0	0	0	0	0	0	0	0	0	0.0%	0	-	0.0	-	
17-20 years	0	0	0	0	0	0	0	0	0	0	0.0%	0	-	0.0	-	
21-24 years	2	2	5	1	1	2	4.1%	1	100.0%	-0.2	-9.1%					
25-29 years	4	6	3	2	0	3	6.1%	3	-	0.0	0.0%					
30-39 years	14	18	14	7	9	10	20.4%	1	11.1%	-2.4	-19.4%					
40-49 years	19	20	20	16	12	18	36.7%	6	50.0%	0.6	3.4%					
50-59 years	10	13	16	18	12	7	14.3%	-5	-41.7%	-6.8	-49.3%					
60-74 years	3	4	7	8	8	8	16.3%	0	0.0%	2.0	33.3%					
75 years and over	0	0	0	1	0	1	2.0%	1	-	0.8	400.0%					
Unknown	0	0	1	0	2	0	-	-	-	-	-					
Total	52	63	66	53	44	49	100.0%	5	11.4%	-6.6	-11.9%					
All drivers and riders involved in fatal crashes	441	492	435	431	345	337		-8	-2.30%	-91.8	-21.40%					

Table 5.40 shows the number of heavy freight vehicle drivers involved in fatal crashes within Queensland between 2006 and 2011 by gender. During 2011, males accounted for 100% (n=49) of all heavy freight vehicle drivers involved in fatal crashes.

Table 5.40: Gender of heavy freight vehicle drivers involved in fatal crashes Queensland 2006-2011

Gender	2006		2007		2008		2009		2010		2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%	
Female	0	0	2	0	0	0	0	0.0%	0	-	-0.4	-100.0%				
Male	52	63	63	53	42	49	100.0%	7	16.7%	-5.6	-10.3%					
Unknown	0	0	1	0	2	0	-	-	-	-	-	-				
Total	52	63	66	53	44	49	100.0%	5	11.4%	-6.6	-11.9%					
All drivers and riders involved in fatal crashes	441	492	435	431	345	337		-8	-2.30%	-91.8	-21.40%					

Table 5.41 shows the number of heavy freight vehicles involved in fatal crashes within Queensland between 2006 and 2011 by vehicle type. During 2011, the most common vehicle type involved in fatal crashes were articulated trucks (44.9%, n=22), followed by rigid trucks (32.7%, n=16), and road trains/B-doubles/triples (22.4%, n=11). The number of articulated trucks involved in fatal crashes increased by 57.1% (n=8) during 2011 compared with 2010, but decreased by 7.6% (n=1.8) compared with the previous five year average. During 2011, all three vehicle types involved in fatal crashes decreased compared with the previous five year average.

Table 5.41: Vehicle type of heavy freight vehicles involved in fatal crashes, Queensland 2006-2011

Vehicle type	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Rigid truck	17	23	32	18	21	16	32.7%	-5	-23.8%	-6.2	-27.9%
Articulated truck	26	35	26	18	14	22	44.9%	8	57.1%	-1.8	-7.6%
Road train/B-double	10	8	11	21	11	11	22.4%	0	0.0%	-1.2	-9.8%
Total	53	66	69	57	46	49	100.0%	3	6.5%	-9.2	-15.8%
All units involved in fatal crashes	513	568	497	495	394	394		0	0.00%	-99.4	-20.1%

Table 5.42 shows the most common contributing factors associated with heavy freight vehicle drivers involved in fatal crashes within Queensland between 2006 and 2011.

During 2011, illegal manoeuvres were the most common contributing factor associated with heavy freight vehicle drivers involved in fatal crashes (12.2%, n=6).

Table 5.42: Most common contributing factors* associated with heavy freight vehicle drivers involved in fatal crashes, Queensland 2006-2011

Contributing factor	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Illegal manoeuvre	2	5	2	1	4	6	12.2%	2	50.0%	3.2	114.3%
Rain/wet road	1	0	4	1	2	4	8.2%	2	100.0%	2.4	150.0%
Fatigue	3	11	2	7	3	2	4.1%	-1	-33.3%	-3.2	-61.5%
Drink driving	1	1	2	0	3	2	4.1%	-1	-33.3%	0.6	42.9%
Dangerous driving	3	0	1	1	0	2	4.1%	2	-	1.0	100.0%
All heavy freight vehicle drivers involved in fatal crashes	52	63	66	53	44	49	100.0%	5	11.4%	-6.6	-11.9%

* During 2011, 24.5% (n=12) of heavy freight vehicle drivers and riders involved in fatal crashes were associated with 'Other driver' or 'Other' contributing factors.

5.9 Fatal crashes involving motorcycles

A motorcycle is defined as a 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.

Table 5.43 shows the number of fatalities as a result of crashes involving motorcycles within Queensland between 2006 and 2011 by road user type.

During 2011, motorcycles contributed to 46 fatalities, which was 9.8% (n=5) less than 2010 and 27.9% (n=17.8) less than the previous five year average. Of these 46 fatalities, 91.3% (n=42) were motorcycle riders themselves, 6.5% (n=3) were motorcycle pillion and 2.2% (n=1) were other road user fatalities.

Table 5.43: Fatalities as a result of crashes involving motorcycles, Queensland 2006-2011

Road user type	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Motorcycle rider	56	72	66	57	49	42	91.3%	-7	-14.3%	-18.0	-30.0%
Motorcycle pillion	2	1	6	3	1	3	6.5%	2	200.0%	0.4	15.4%
Other road users*	3	2	0	0	1	1	2.2%	0	0.0%	-0.2	-16.7%
Total	61	75	72	60	51	46	100.0%	-5	-9.8%	-17.8	-27.9%
All fatalities	335	360	328	331	249	269		20	8.00%	-51.6	-16.10%

* 'Other road users' include pedestrians, bicyclists, and occupants of all other unit types (e.g. light passenger vehicles, heavy transport vehicles etc) involved in a crash with a motorcycle.

Table 5.44 shows the number of fatalities as a result of crashes involving motorcycles within Queensland between 2006 and 2011 by police region.

During 2011, the greatest number of fatalities as a result of crashes involving motorcycles occurred within the South Eastern police region (30.4%, n=14), followed by the North Coast police region (28.3%, n=13). The number of fatalities within the South Eastern police region as a result of crashes involving motorcycles during 2011 increased by 180.0% (n=9) compared with 2010, but decreased by 5.4% (n=0.8) compared with the previous five year average. During 2011, the number of fatalities as a result of crashes involving motorcycles decreased in all police regions compared with the previous five year average.

Table 5.44: Police region of fatalities as a result of crashes involving motorcycles, Queensland 2006-2011

Police Region	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Far Northern	8	8	5	7	4	1	2.2%	-3	-75.0%	-5.4	-84.4%
Northern	5	0	5	4	3	1	2.2%	-2	-66.7%	-2.4	-70.6%
Central	7	4	7	5	5	5	10.9%	0	0.0%	-0.6	-10.7%
North Coast	9	15	20	12	12	13	28.3%	1	8.3%	-0.6	-4.4%
Southern	6	9	5	6	9	5	10.9%	-4	-44.4%	-2.0	-28.6%
South Eastern	16	25	15	13	5	14	30.4%	9	180.0%	-0.8	-5.4%
Metropolitan North	7	6	7	7	6	3	6.5%	-3	-50.0%	-3.6	-54.5%
Metropolitan South	3	8	8	6	7	4	8.7%	-3	-42.9%	-2.4	-37.5%
Total	61	75	72	60	51	46	100.0%	-5	-9.8%	-17.8	-27.9%
All fatalities	335	360	328	331	249	269		20	8.00%	-51.6	-16.10%

Table 5.45 shows the number of motorcycle riders involved in fatal crashes within Queensland between 2006 and 2011 by age group.

During 2011, there were 47 motorcycle riders involved in fatal crashes, with these crashes resulting in 46 fatalities. The number of motorcycle riders involved in fatal crashes during 2011 is 9.6% (n=5) less than 2010 and 26.3% (n=16.8) less than the previous five year average.

During 2011, riders aged 30-39 years accounted for 25.5% (n=12) of all motorcycle riders involved in fatal crashes. This number is 20.0% (n=2) more than 2010, but 31.8% (n=5.6) less than the previous five year average. The number of motorcycle riders aged 21-24 years involved in fatal crashes during 2011 (n=2) decreased by 60.0% (n=3) compared with 2010 and decreased by 74.4% (n=5.8) compared with the previous five year average.

Table 5.45: Age group of motorcycle riders involved in fatal crashes, Queensland 2006-2011

Age group	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
0-16 years	1	5	1	0	0	2	4.3%	2	-	0.6	42.9%
17-20 years	10	9	9	4	6	4	8.5%	-2	-33.3%	-3.6	-47.4%
21-24 years	10	11	7	6	5	2	4.3%	-3	-60.0%	-5.8	-74.4%
25-29 years	8	6	9	6	7	7	14.9%	0	0.0%	-0.2	-2.8%
30-39 years	21	22	18	17	10	12	25.5%	2	20.0%	-5.6	-31.8%
40-49 years	8	8	14	18	11	9	19.1%	-2	-18.2%	-2.8	-23.7%
50-59 years	3	9	8	6	8	5	10.6%	-3	-37.5%	-1.8	-26.5%
60-74 years	0	4	4	2	4	6	12.8%	2	50.0%	3.2	114.3%
75 years and over	0	2	0	1	0	0	0.0%	0	-	-0.6	-100.0%
Unknown	0	0	0	0	1	0	-	-	-	-	-
Total	61	76	70	60	52	47	100.0%	-5	-9.6%	-16.8	-26.3%
All drivers and riders involved in fatal crashes	441	492	435	431	345	337		-8	-2.30%	-91.8	-21.40%

Table 5.46 shows the number of motorcycle riders involved in fatal crashes within Queensland between 2006 and 2011 by gender. During 2011, males accounted for 100.0% (n=47) of all motorcycle riders involved in fatal crashes.

Table 5.46: Gender of motorcycle riders involved in fatal crashes Queensland 2006-2011

Gender	2006	2007	2008	2009	2010	2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Female	1	3	3	1	5	0	0.0%	-5	-100.0%	-2.6	-100.0%
Male	60	73	67	59	47	47	100.0%	0	0.0%	-14.2	-23.2%
Total	61	76	70	60	52	47	100.0%	-5	-9.6%	-16.8	-26.3%
All drivers and riders involved in fatal crashes	441	492	435	431	345	337		-8	-2.30%	-91.8	-21.40%

Table 5.47 shows the most common contributing factors associated with motorcycle riders involved in fatal crashes within Queensland between 2006 and 2011. During 2011, speed was the most common contributing factor associated with motorcycle riders involved in fatal crashes (27.7%, n=13). Drink driving, unlicensed drivers and illegal manoeuvres were also common contributing factors, each contributing to 19.1% (n=9) of fatal crashes involving motorcycle riders.

Table 5.47: Most common contributing factors* associated with motorcycle riders involved in fatal crashes, Queensland 2006-2011

Contributing factor	2006		2007		2008		2009		2010		2011		2011 v 2010		2011 v 2006 to 2010 average	
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%	
Speed	23	31	30	21	19	13	27.7%	-6	-31.6%	-11.8	-47.6%					
Drink driving	16	20	19	13	7	9	19.1%	2	28.6%	-6.0	-40.0%					
Unlicensed	10	15	13	6	11	9	19.1%	-2	-18.2%	-2.0	-18.2%					
Illegal manoeuvre	11	8	8	8	5	9	19.1%	4	80.0%	1.0	12.5%					
Other alcohol/drug related	5	4	4	5	3	5	10.6%	2	66.7%	0.8	19.0%					
All motorcycle riders involved in fatal crashes	61	76	70	60	52	47	100.0%	-5	-9.6%	-16.8	-26.3%					

* During 2011, 27.7% (n=13) of motorcycle riders involved in fatal crashes were associated with 'Other driver' or 'Other' contributing factors.

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Appendix A – Characteristics of Casualties

Table A1: All fatalities and fatal crashes by Local Government Area, Queensland 2011

Local Government Area	Fatal Crashes		Fatalities			
		Drivers and passengers	Pedestrians	Motorcyclists	Bicyclists	Others
Aurukun Shire	0	0	0	0	0	0
Balonne Shire	0	0	0	0	0	0
Banana Shire	1	0	1	0	0	0
Barcardine Region	0	0	0	0	0	0
Barcoo Shire	0	0	0	0	0	0
Blackall Tambo Region	0	0	0	0	0	0
Boulia Shire	0	0	0	0	0	0
Brisbane City	24	9	10	5	1	0
Bulloo Shire	0	0	0	0	0	0
Bundaberg Region	6	7	0	1	0	0
Burdekin Shire	1	1	0	0	0	0
Burke Shire	0	0	0	0	0	0
Cairns Region	3	2	1	0	0	0
Carpentaria Shire	2	1	0	1	0	0
Cassowary Coast Region	1	1	0	0	0	0
Central Highlands Region	2	2	0	0	0	0
Charters Towers Region	0	0	0	0	0	0
Cherbourg Aboriginal Shire	0	0	0	0	0	0
Cloncurry Shire	1	0	1	0	0	0
Cook Shire	3	3	0	0	0	0
Croydon Shire	0	0	0	0	0	0
Diamantina Shire	0	0	0	0	0	0
Doomadgee Aboriginal Shire	0	0	0	0	0	0
Etheridge Shire	0	0	0	0	0	0
Flinders Shire	0	0	0	0	0	0
Fraser Coast Region	10	12	0	1	0	0
Gladstone Region	11	12	0	1	0	0
Gold Coast City	17	8	4	7	0	0
Goondiwindi Region	1	0	0	1	0	0
Gympie Region	2	2	0	0	0	0
Hinchinbrook Shire	3	1	2	0	0	0
Hope Vale Aboriginal Shire	0	0	0	0	0	0
Ipswich City	8	5	1	3	2	0
Isaac Region	6	7	0	1	0	0
Kowanyama Aboriginal Shire	0	0	0	0	0	0
Lockhart River Aboriginal Shire	0	0	0	0	0	0
Lockyer Valley Region	5	5	0	0	0	0
Logan City	18	15	2	5	1	0
Longreach Region	0	0	0	0	0	0
Mackay Region	9	6	0	3	2	0
Mapoon Aboriginal Shire	0	0	0	0	0	0

Maranoa Region	1	1	0	0	0	0
McKinlay Shire	0	0	0	0	0	0
Moreton Bay Region	10	6	2	2	0	0
Mornington Shire	0	0	0	0	0	0
Mount Isa City	1	1	0	0	0	0
Murweh Shire	2	2	0	0	0	0
Napranum Aboriginal Shire	0	0	0	0	0	0
North Burnett Region	2	2	0	1	0	0
Northern Peninsula Area Region	0	0	0	0	0	0
Palm Island Aboriginal Shire	0	0	0	0	0	0
Paroo Shire	0	0	0	0	0	0
Pormpuraaw Aboriginal Shire	0	0	0	0	0	0
Quilpie Shire	1	1	0	0	0	0
Redland City	3	2	0	1	0	0
Richmond Shire	0	0	0	0	0	0
Rockhampton Region	10	11	2	0	0	0
Scenic Rim Region	6	3	1	2	0	0
Somerset Region	3	4	0	0	0	1
South Burnett Region	7	7	0	1	0	0
Southern Downs Region	4	4	0	0	0	0
Sunshine Coast Region	13	6	2	7	1	0
Tablelands Region	11	9	1	1	1	0
Toowoomba Region	8	7	2	0	1	0
Torres Shire	0	0	0	0	0	0
Torres Strait Island Region	0	0	0	0	0	0
Townsville City	2	2	0	0	0	0
Weipa Town	0	0	0	0	0	0
Western Downs Region	3	7	0	1	0	0
Whitsunday Region	4	6	0	0	0	0
Winton Shire	1	0	1	0	0	0
Woorabinda Aboriginal Shire	1	1	0	0	0	0
Wujal Wujal Aboriginal Shire	0	0	0	0	0	0
Yarrabah Aboriginal Shire	0	0	0	0	0	0
Unknown	0	0	0	0	0	0
Total for Queensland	227	181	33	45	9	1

Table A2: Annual road toll, population and vehicles on register, Queensland 1961-2011

Year	Fatalities						Population ('000)	Motor Vehicles ('000)
	Driver*	Motorcyclists	Bicyclists	Pedestrians	Passengers	Total Fatalities		
1961	102	28	18	91	98	337	1,527.50	418.60
1962	131	32	21	100	119	403	1,550.90	431.70
1963	139	20	32	96	111	398	1,557.90	459.00
1964	164	25	12	115	145	461	1,610.70	497.90
1965	183	18	19	101	146	467	1,644.50	536.90
1966	181	20	20	102	143	466	1,674.30	564.60
1967	201	13	20	110	158	502	1,699.90	590.00
1968	197	16	9	82	173	477	1,728.90	620.90
1969	226	19	18	109	184	556	1,763.10	649.90
1970	223	22	13	111	158	527	1,792.70	686.10
1971	255	44	24	78	193	594	1,881.40	739.84
1972	217	55	18	98	184	572	1,932.50	774.00
1973	219	71	19	121	208	638	1,987.40	827.00
1974	215	83	10	107	174	589	2,046.10	889.70
1975	225	72	22	107	209	635	2,084.00	918.00
1976	196	83	16	89	185	569	2,111.70	1,024.05
1977	215	97	27	92	141	572	2,136.80	1,067.20
1978	237	70	15	92	198	612	2,172.00	1,129.60
1979	242	94	13	95	172	616	2,214.80	1,213.38
1980	211	87	14	87	158	557	2,265.90	1,256.90
1981	237	92	16	66	183	594	2,367.50	1,355.90
1982	255	94	18	71	164	602	2,424.60	1,440.01
1983	178	92	19	61	160	510	2,482.30	1,450.40
1984	192	74	16	66	157	505	2,523.90	1,462.83
1985	201	77	20	72	132	502	2,548.10	1,479.35
1986	187	82**	15**	65	132***	481	2,592.60	1,510.22
1987	166	65	14	73	124	442	2,676.80	1,541.08
1988	223	59	21	78	158	539	2,739.90	1,567.16
1989	173	52	19	68	116	428	2,827.60	1,593.25
1990	153	50	18	65	113	399	2,899.30	1,645.24
1991	162	45	16	66	106	395	2,961.00	1,689.10
1992	168	43	18	74	113	416	3,030.00	1,726.10
1993	189	47	10	49	101	396	3,109.80	1,847.19
1994	177	45	13	79	108	422	3,187.10	1,910.67
1995	181	54	10	92	119	456	3,265.10	2,012.88
1996	174	41	10	55	105	385	3,338.70	2,171.90
1997	158	43	12	59	88	360	3,397.19	2,232.90
1998	122	25	9	48	75	279	3,454.14	2,307.50
1999	128	41	9	49	87	314	3,508.57	2,315.63
2000	157	33	6	39	82	317	3,570.27	2,334.99
2001	151	29	15	51	78	324	3,635.12	2,354.35

2002	135	53	5	37	92	322	3,714.80	2,445.52
2003	141	42	7	50	70	310	3,809.21	2,552.06
2004	146	48	9	34	74	311	3,900.91	2,656.04
2005	157	64	5	38	66	330	3,994.86	2,767.30
2006	155	58	9	46	67	335	4,090.91	2,897.87
2007	171	73	10	42	64	360	4,177.09	3,033.42
2008	142	72	7	30	77	328	4,270.09	3,173.45
2009	152	60	8	40	71	331	4,365.43	3,283.24
2010	114	50	7	28	50	249	4,424.16	3,358.22
2011	109	45	9	33	73	269	4,474.10	3,401.93

* Includes horse riders and train drivers/passengers

** Includes pillions from 1986

*** Includes pillions prior to 1986

Table A3: All fatalities by road user type and age group, Queensland 2011

Age group	Drivers	Passengers	Pedestrians	Motorcycle Riders	Motorcycle Pillion	Bicycle Riders	Bicycle Pillion	Other	Total
0-4 years*	0	11	0	0	0	0	0	0	11
5-11 years	0	1	1	0	0	1	0	0	3
12-16 years	0	9	2	2	0	1	0	1	15
17-20 years	11	11	4	4	2	1	0	0	33
21-24 years	6	6	3	1	0	0	0	0	16
25-29 years	14	7	2	7	0	1	0	0	31
30-39 years	19	10	6	11	0	0	0	0	46
40-49 years	23	7	2	7	0	1	0	0	40
50-59 years	11	4	2	4	1	1	0	0	23
60-74 years	12	4	7	6	0	2	0	0	31
75 years and over	12	3	4	0	0	1	0	0	20
Total	108	73	33	42	3	9	0	1	269

* Includes 2 passenger fatalities with unknown gender

Table A4: Female fatalities by road user type and age group, Queensland 2011

Age group	Drivers	Passengers	Pedestrians	Motorcycle Riders	Motorcycle Pillion	Bicycle Riders	Bicycle Pillion	Other	Total
0-4 years	0	5	0	0	0	0	0	0	5
5-11 years	0	0	0	0	0	0	0	0	0
12-16 years	0	4	1	0	0	0	0	1	6
17-20 years	1	4	2	0	1	0	0	0	8
21-24 years	1	0	1	0	0	0	0	0	2
25-29 years	6	2	0	0	0	0	0	0	8
30-39 years	6	3	1	0	0	0	0	0	10
40-49 years	6	4	2	0	0	0	0	0	12
50-59 years	6	0	1	0	1	0	0	0	8
60-74 years	5	2	5	0	0	2	0	0	14
75 years and over	3	2	2	0	0	0	0	0	7
Total	34	26	15	0	2	2	0	1	80

Table A5: Male fatalities by road user type and age group, Queensland 2011

Age group	Drivers	Passengers	Pedestrians	Motorcycle Riders	Motorcycle Pillion	Bicycle Riders	Bicycle Pillion	Other	Total
0-4 years	0	4	0	0	0	0	0	0	4
5-11 years	0	1	1	0	0	1	0	0	3
12-16 years	0	5	1	2	0	1	0	0	9
17-20 years	10	7	2	4	1	1	0	0	25
21-24 years	5	6	2	1	0	0	0	0	14
25-29 years	8	5	2	7	0	1	0	0	23
30-39 years	13	7	5	11	0	0	0	0	36
40-49 years	17	3	0	7	0	1	0	0	28
50-59 years	5	4	1	4	0	1	0	0	15
60-74 years	7	2	2	6	0	0	0	0	17
75 years and over	9	1	2	0	0	1	0	0	13
Total	74	45	18	42	1	7	0	0	187

Table A6: Vehicle occupant fatalities* by restraint use and age group, Queensland 2011

Age group	Fatalities	Unknown restraint use	Unrestrained	Restrained
0-4 years	11	4	5	2
5-11 years	1	0	1	0
12-16 years	9	4	1	4
17-20 years	22	7	4	11
21-24 years	12	3	4	5
25-29 years	21	8	4	9
30-39 years	29	11	8	10
40-49 years	30	17	2	11
50-59 years	14	6	1	7
60-74 years	16	4	1	11
75 years and over	14	3	2	9
Total vehicle occupant fatalities	179	67	33	79

* Where restraint use was applicable

Table A7: All fatalities by time of day and day of week, Queensland 2011

Time of day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
Midnight-2am	1	3	1	3	0	10	7	25
2am-4am	0	1	0	1	1	6	2	11
4am-6am	0	3	3	1	1	2	4	14
6am-8am	4	3	2	0	3	3	4	19
8am-10am	2	4	5	2	4	0	4	21
10am-noon	2	2	2	1	4	9	8	28
Noon-2pm	5	4	4	1	4	7	11	36
2pm-4pm	5	7	7	4	3	7	4	37
4pm-6pm	6	1	0	2	1	3	1	14
6pm-8pm	1	4	4	3	5	8	2	27
8pm-10pm	1	2	4	1	2	2	2	14
10pm-Midnight	0	0	0	1	10	9	3	23
Total	27	34	32	20	38	66	52	269

Table A8: All fatalities by ARIA and gender, Queensland 2011

ARIA Remoteness Index	Female	Male	Unknown	Total
Major Cities	27	58	0	85
Inner Regional	29	59	1	89
Outer Regional	17	52	1	70
Remote	4	12	0	16
Very Remote	3	6	0	9
Total	80	187	2	269

Table A9: All fatalities by ARIA remoteness index, Queensland 2002-2011

ARIA Remoteness Index	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Major Cities	107	116	125	99	124	135	111	96	70	85
Inner Regional	106	110	100	104	92	115	110	105	86	89
Outer Regional	74	52	57	95	83	70	78	89	62	70
Remote	22	14	17	22	27	25	21	29	24	16
Very Remote	13	18	12	10	9	15	8	12	7	9
Total	322	310	311	330	335	360	328	331	249	269

Table A10: All fatalities by age group, Queensland 2002-2011

Age group	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
0-4 years	8	8	8	12	7	6	6	10	4	11
5-11 years	10	8	6	3	1	5	6	9	6	3
12-16 years	10	14	11	16	13	15	8	8	6	15
17-20 years	55	46	56	40	46	45	46	36	33	33
21-24 years	42	37	32	33	38	35	27	36	24	16
25-29 years	41	15	25	48	33	38	36	37	23	31
30-39 years	54	64	46	55	69	64	64	57	38	46
40-49 years	32	36	39	39	48	41	47	48	43	40
50-59 years	23	28	30	32	28	46	30	35	26	23
60-74 years	26	33	23	29	21	38	30	31	25	31
75 years and over	21	21	35	23	31	27	28	24	21	20
Total	322	310	311	330	335	360	328	331	249	269

Table A11: Female fatalities by age group, Queensland 2002-2011

Age group	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
0-4 years	3	4	4	5	2	1	3	4	0	5
5-11 years	4	2	1	1	1	3	3	6	1	0
12-16 years	4	7	4	8	4	5	3	4	2	6
17-20 years	20	12	16	10	8	9	13	11	9	8
21-24 years	10	5	4	10	6	10	0	11	1	2
25-29 years	8	2	5	8	3	12	5	10	6	8
30-39 years	11	14	6	9	9	7	11	9	11	10
40-49 years	9	10	13	7	15	11	8	11	13	12
50-59 years	6	6	13	7	5	17	7	11	8	8
60-74 years	7	11	9	10	9	11	14	8	3	14
75 years and over	12	8	10	8	13	12	11	5	11	7
Total	94	81	85	83	75	98	78	90	65	80

Table A12: Male fatalities by age group, Queensland 2002-2011

Age group	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
0-4 years	4	4	4	5	5	5	3	5	4	4
5-11 years	6	6	5	2	0	2	3	3	5	3
12-16 years	6	7	7	8	9	10	5	4	4	9
17-20 years	35	34	40	30	38	36	33	25	24	25
21-24 years	32	32	28	23	32	25	27	25	23	14
25-29 years	33	13	20	40	30	26	31	27	17	23
30-39 years	43	50	40	46	60	57	53	48	27	36
40-49 years	23	26	26	32	33	30	39	37	30	28
50-59 years	17	22	17	25	23	29	23	24	18	15
60-74 years	19	22	14	19	12	27	16	23	22	17
75 years and over	9	13	25	15	18	15	17	19	10	13
Total	227	229	226	245	260	262	250	240	184	187

Table A13: All fatalities by road user type, Queensland 2002-2011

Road user type	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Drivers	135	141	145	156	155	171	140	152	114	108
Passengers	92	70	74	66	67	64	77	71	50	73
Motorcyclists	53	42	48	64	58	73	72	60	50	45
Bicyclists	5	7	9	5	9	10	7	8	7	9
Pedestrians	37	50	34	38	46	42	30	40	28	33
Other	0	0	1	1	0	0	2	0	0	1
Total	322	310	311	330	335	360	328	331	249	269

Table A14: All fatalities by road user type and vehicle type, Queensland 2002-2011

Road user type/ Vehicle type	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Driver										
Car/Station wagon	101	97	107	108	109	120	108	100	84	71
Utility/Panel van	19	32	25	33	34	28	17	35	25	24
Rigid truck	3	6	4	3	2	7	4	4	4	2
Articulated truck	6	0	4	6	6	11	8	4	0	7
Road train/B-double	2	1	2	2	1	5	2	6	0	1
Bus/Coach	0	1	0	1	0	0	0	1	0	1
Special Purpose Vehicle	4	4	3	3	3	0	1	2	1	2
Driver sub-total	135	141	145	156	155	171	140	152	114	108
Motorcycle rider*	51	40	44	61	56	72	66	57	49	42
Bicycle rider	5	7	9	5	9	10	7	8	7	9
Rider sub-total	56	47	53	66	65	82	73	65	56	51
Passenger										
Car/Station wagon	73	55	60	50	53	56	58	56	40	58
Utility/Panel van	14	13	10	11	9	7	12	9	8	13
Rigid truck	1	1	2	2	2	0	2	0	0	0
Articulated truck	1	1	0	0	1	1	1	1	0	2
Road train/B-double	0	0	0	0	1	0	0	0	1	0
Bus/Coach	1	0	1	2	0	0	4	2	1	0
Special Purpose Vehicle	2	0	1	1	1	0	0	3	0	0
Passenger sub-total	92	70	74	66	67	64	77	71	50	73
Motorcycle pillion*	2	2	4	3	2	1	6	3	1	3
Bicycle pillion	0	0	0	0	0	0	0	0	0	0
Pillion sub-total	2	2	4	3	2	1	6	3	1	3
Pedestrian sub-total	37	50	34	38	46	42	30	40	28	33
Other/not stated	0	0	1	1	0	0	2	0	0	1
Total	322	310	311	330	335	360	328	331	249	269

* Includes moped riders

Table A15: Vehicle occupant fatalities by restraint use, Queensland 2002-2011

Restraint use	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Restrained	110	113	119	116	103	116	106	108	77	79
Unrestrained	46	45	40	38	46	35	36	43	31	33
Not determined	65	49	56	64	69	84	74	67	55	67
Total vehicle occupant fatalities	221	207	215	218	218	235	216	218	163	179

Table A16: Vehicle occupant fatalities* by road user type and restraint use, Queensland 2002-2011

Road user type/ Restraint use	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Driver										
Restrained	65	76	77	83	67	85	71	72	51	49
Unrestrained	28	28	27	26	31	23	24	33	24	15
Unknown restraint use	38	33	38	44	54	63	44	45	38	42
Sub-total driver	131	137	142	153	152	171	139	150	113	106
Passenger										
Restrained	45	37	42	33	36	31	35	36	26	30
Unrestrained	18	17	13	12	15	12	12	10	7	18
Unknown restraint use	27	16	18	20	15	21	30	22	17	25
Sub-total passenger	90	70	73	65	66	64	77	68	50	73
Total vehicle occupant fatalities	221	207	215	218	218	235	216	218	163	179

* Where restraint use was applicable

Table A17: Motorcycle rider and pillion fatalities by helmet use, Queensland 2002-2011

Helmet use	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Worn	48	39	45	57	53	53	60	52	42	36
Not worn	3	2	3	1	1	7	6	5	1	2
Not determined	2	1	0	6	4	13	6	3	7	7
Total	53	42	48	64	58	73	72	60	50	45

Table A18: Bicycle rider and pillion fatalities by helmet use, Queensland 2002-2011

Helmet use	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Worn	4	5	3	3	5	5	6	5	3	7
Not worn	0	1	3	2	3	3	1	2	2	1
Not determined	1	1	3	0	1	2	0	1	2	1
Total	5	7	9	5	9	10	7	8	7	9

Table A19: All fatalities by behaviours and characteristics, Queensland 2002-2011

Contributing factors and characteristics*	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Involving drivers or riders										
Speeding	54	47	55	68	91	95	88	75	55	48
Drink driving (Illegal BAC)	61	80	69	78	92	97	88	70	50	55
Fatigue related	47	40	46	53	41	65	44	45	30	41
Fail to give way or stop	29	21	15	25	22	23	27	21	19	23
Disobey traffic light/sign	6	3	7	6	8	8	16	6	4	5
Illegal manoeuvre	68	58	45	54	56	64	58	57	54	66
Dangerous driving	14	13	14	21	25	12	13	15	4	6
Distracted	0	2	0	0	2	0	0	2	1	1
Vehicle defects	5	2	9	6	8	5	7	3	5	8
Unlicensed	39	25	48	41	46	50	46	28	28	26
Aged 17 to 24 years	123	105	116	109	108	110	98	93	63	73
Aged 60 years or over	48	61	56	66	54	70	75	70	58	55
Alcohol related	90	115	107	116	127	123	126	102	72	89
Rain/wet road	10	18	20	30	29	19	25	26	29	14
Road conditions	2	4	4	1	2	5	5	7	9	3
Roadworks	0	1	0	1	0	1	0	0	0	0
Involving										
Heavy freight vehicles	49	55	37	48	54	65	76	57	47	54
Motorcycles	55	42	48	66	61	75	72	60	51	46
Mopeds	-	-	-	-	-	-	-	1	4	2
Buses	7	4	6	9	5	7	9	10	4	8
Unrestrained vehicle occupants**	46	45	40	38	46	35	36	43	31	33
Total	322	310	311	330	335	360	328	331	249	269

* 'Contributing factors' are factors that may have contributed to the cause or outcome of road traffic crashes, however may not be the primary cause of a crash

** Where restraint use was known

Appendix B – Characteristics of Units and Controllers

Table B1: Responsibility of all controllers involved in fatal crashes by road user type and age group, Queensland 2011

Age group	Driver		Motorcycle Rider		Bicycle Rider		Pedestrian		Other Road User		Total	
	Inv	Resp	Inv	Resp	Inv	Resp	Inv	Resp	Inv	Resp	Inv	Resp
0-4 years	0	0	0	0	0	0	0	0	0	0	0	0
5-11 years	0	0	0	0	1	1	1	0	0	0	2	1
12-16 years	2	2	2	2	1	1	2	1	1	1	8	7
17-20 years	28	23	4	4	1	1	4	3	0	0	37	31
21-24 years	24	18	2	2	0	0	3	1	0	0	29	21
25-29 years	29	21	7	7	1	0	3	1	0	0	40	29
30-39 years	56	31	12	10	0	0	7	4	0	0	75	45
40-49 years	62	25	9	4	1	1	2	1	0	0	74	31
50-59 years	38	16	5	4	1	0	2	1	0	0	46	21
60-74 years	34	16	6	6	2	0	7	2	0	0	49	24
75 years and over	16	13	0	0	1	1	5	2	0	0	22	16
Unknown	1	0	0	0	0	0	0	0	1	1	2	1
Total	290	165	47	39	9	5	36	16	2	2	384	227

Legend:

Inv = number of controllers involved in a crash

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

Table B2: Responsibility of female controllers involved in fatal crashes by road user type and age group, Queensland 2011

Age group	Driver		Motorcycle Rider		Bicycle Rider		Pedestrian		Other Road User		Total	
	Inv	Resp	Inv	Resp	Inv	Resp	Inv	Resp	Inv	Resp	Inv	Resp
0-4 years	0	0	0	0	0	0	0	0	0	0	0	0
5-11 years	0	0	0	0	0	0	0	0	0	0	0	0
12-16 years	1	1	0	0	0	0	1	0	1	1	3	2
17-20 years	7	5	0	0	0	0	2	2	0	0	9	7
21-24 years	4	2	0	0	0	0	1	0	0	0	5	2
25-29 years	8	6	0	0	0	0	0	0	0	0	8	6
30-39 years	13	6	0	0	0	0	1	0	0	0	14	6
40-49 years	12	6	0	0	0	0	2	1	0	0	14	7
50-59 years	11	6	0	0	0	0	1	1	0	0	12	7
60-74 years	11	5	0	0	2	0	5	1	0	0	18	6
75 years and over	5	3	0	0	0	0	2	1	0	0	7	4
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Total	72	40	0	0	2	0	15	6	1	1	90	47

Legend:

Inv = number of controllers involved in a crash

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

Table B3: Responsibility of male controllers involved in fatal crashes by road user type and age group, Queensland 2011

Age group	Driver		Motorcycle Rider		Bicycle Rider		Pedestrian		Other Road User		Total	
	Inv	Resp	Inv	Resp	Inv	Resp	Inv	Resp	Inv	Resp	Inv	Resp
	0-4 years	0	0	0	0	0	0	0	0	0	0	0
5-11 years	0	0	0	0	1	1	1	0	0	0	2	1
12-16 years	1	1	2	2	1	1	1	1	0	0	5	5
17-20 years	21	18	4	4	1	1	2	1	0	0	28	24
21-24 years	20	16	2	2	0	0	2	1	0	0	24	19
25-29 years	21	15	7	7	1	0	3	1	0	0	32	23
30-39 years	43	25	12	10	0	0	6	4	0	0	61	39
40-49 years	50	19	9	4	1	1	0	0	0	0	60	24
50-59 years	27	10	5	4	1	0	1	0	0	0	34	14
60-74 years	23	11	6	6	0	0	2	1	0	0	31	18
75 years and over	11	10	0	0	1	1	3	1	0	0	15	12
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Total	217	125	47	39	7	5	21	10	0	0	292	179

Legend:

Inv = number of controllers involved in a crash

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

Table B4: BAC for controllers involved in fatal crashes by road user type, Queensland 2011

Blood alcohol concentration	Drivers	Motorcycle Riders	Bicycle Riders	Pedestrians	Other	Total
0.01 - 0.04	8	6	0	3	0	17
0.05 - 0.09	5	0	0	1	0	6
0.10 - 0.14	11	1	0	1	0	13
0.15 - 0.19	7	3	0	5	0	15
0.20 - 0.24	8	4	0	3	0	15
0.25 and over	4	0	0	3	0	7
Nil	183	32	6	15	1	237
Not required	64	1	3	5	1	74
Refused test	0	0	0	0	0	0
Roadside test - Under	0	0	0	0	0	0
Total	290	47	9	36	2	384
Total Positive	43	14	0	16	0	73

Table B5: BAC for controllers involved in fatal crashes by age group, Queensland 2011

Blood alcohol concentration	0-16 years	17-20 years	21-24 years	25-29 years	30-39 years	40-49 years	50-59 years	60-74 years	75 years and over	Age Unknown	Total
0.01 - 0.04	1	1	0	1	8	0	2	4	0	0	17
0.05 - 0.09	0	2	1	1	1	0	0	1	0	0	6
0.10 - 0.14	0	1	2	3	5	2	0	0	0	0	13
0.15 - 0.19	0	0	2	3	5	2	3	0	0	0	15
0.20 - 0.24	0	1	2	3	4	5	0	0	0	0	15
0.25 and over	0	1	0	0	5	1	0	0	0	0	7
Nil	4	23	16	24	34	53	31	33	20	0	238
Not required	5	8	6	5	13	11	10	11	2	2	73
Refused test	0	0	0	0	0	0	0	0	0	0	0
Roadside test - Under	0	0	0	0	0	0	0	0	0	0	0
Total	10	37	29	40	75	74	46	49	22	2	384
Total Positive	1	6	7	11	28	10	5	5	0	0	73

Table B6: Age of drivers and riders involved in fatal crashes, Queensland 2002-2011

Age group	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
0-4 years	0	0	0	0	0	0	0	0	0	0
5-11 years	0	0	0	0	0	0	1	0	0	0
12-16 years	5	4	2	4	4	6	1	1	2	4
17-20 years	59	55	65	50	54	61	47	43	39	32
21-24 years	51	42	42	46	49	53	38	40	28	26
25-29 years	41	33	48	52	50	56	42	43	34	36
30-39 years	99	93	89	87	100	106	94	83	61	68
40-49 years	59	70	69	71	80	76	78	82	65	71
50-59 years	44	53	43	57	50	65	60	78	50	43
60-74 years	37	42	26	41	34	46	48	40	46	40
75 years and over	11	17	29	20	18	22	23	20	16	16
Unknown	2	1	1	3	2	1	3	1	4	1
Total	408	410	414	431	441	492	435	431	345	337

Table B7: Gender of drivers and riders involved in fatal crashes, Queensland 2002-2011

Gender	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Female	94	92	92	97	75	100	90	93	77	72
Male	313	317	322	332	364	391	343	337	265	264
Unknown	1	1	0	2	2	1	2	1	3	1
Total	408	410	414	431	441	492	435	431	345	337

Table B8: Licence level of drivers and riders of motor vehicles involved in fatal crashes, Queensland 2002-2011

Licence level	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Open	285	314	291	323	317	333	305	312	243	245
Provisional	52	47	54	47	45	66	49	46	40	34
Learner	17	13	15	8	10	12	6	15	4	5
Unlicensed	34	23	40	41	44	42	42	26	27	19
Not licensed in Australia	6	5	5	6	6	5	4	5	4	3
Unknown	14	8	9	6	19	34	29	27	27	31
Total	408	410	414	431	441	492	435	431	345	337

Table B9: BAC of driver and riders involved in fatal crashes, Queensland 2002-2011

Blood alcohol concentration	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
0.01 - 0.04	12	15	14	17	13	13	14	15	15	14
0.05 - 0.09	6	13	10	11	14	15	10	9	9	5
0.10 - 0.14	15	10	16	11	21	22	18	13	14	12
0.15 - 0.19	15	16	21	24	18	21	21	23	14	10
0.20 - 0.24	14	22	10	18	18	22	19	11	7	12
0.25 and over	3	6	3	6	10	7	5	6	2	4
Nil	269	260	283	291	295	294	233	261	201	215
Not required	70	61	57	52	50	97	114	93	82	65
Refused test	1	0	0	0	0	0	1	0	1	0
Roadside test - Under	3	7	0	1	2	1	0	0	0	0
Untested	0	0	0	0	0	0	0	0	0	0
Total	408	410	414	431	441	492	435	431	345	337

Table B10: All units involved in fatal crashes, Queensland 2002-2011

Unit type	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Car/Station wagon	240	229	244	245	235	274	224	228	175	164
Utility/Panel van	50	73	75	75	86	73	72	83	73	66
Rigid truck	24	25	25	13	17	23	32	18	21	16
Articulated truck	17	23	11	17	26	35	26	18	14	22
Bus/Coach	6	4	6	7	5	7	8	8	3	7
Motorcycle	57	43	48	64	61	76	70	59	47	45
Moped	0	0	0	0	0	0	0	1	5	2
Special Purpose Vehicle	11	11	10	8	8	7	4	5	3	10
Towed device	1	0	0	0	0	1	2	1	0	0
Bicycle	7	7	9	5	10	10	8	8	8	9
Pedestrian	41	51	36	44	51	51	31	42	31	36
Animal - ridden	0	0	1	1	0	0	0	0	0	1
Animal - stock	2	1	1	0	2	1	1	1	2	3
Animal - other	2	1	1	1	0	1	0	1	0	1
Railway unit	2	2	2	1	1	1	5	1	1	0
Road train/B-double/triple	7	8	5	11	10	8	11	21	11	11
Unknown/Not Stated	0	1	1	1	1	0	3	0	0	1
Total	467	479	475	493	513	568	497	495	394	394

Table B11: Intended action of all units involved in fatal crashes, Queensland 2002-2011

Intended action	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Go straight ahead	352	342	338	360	372	415	370	364	289	291
Overtake	15	10	15	12	11	12	8	11	9	12
Make right turn	32	39	30	22	33	35	32	29	32	25
Make left turn	7	5	4	2	9	6	7	5	5	7
Make U turn	3	4	6	5	6	2	7	3	2	3
Change lanes	2	4	2	0	1	2	7	7	5	2
Slow or stop	2	4	11	27	9	14	10	2	4	1
Start in lane	0	1	5	0	4	1	1	1	0	0
Start from parked	1	1	0	2	1	0	0	3	0	1
Reverse	0	1	2	1	2	2	0	4	2	3
Stay stopped	1	7	11	11	5	11	8	12	3	2
Remain parked	6	8	11	6	6	12	14	9	8	7
Enter carriageway	1	0	1	0	0	0	0	0	0	0
Enter roadway	0	0	1	0	1	3	1	1	2	0
Walk with traffic	5	7	4	8	4	7	4	4	3	6
Walk against traffic	1	2	2	2	0	1	5	1	1	2
Remain stationary	11	18	12	12	18	16	9	18	11	11
Push or work on vehicle	1	1	0	2	1	1	0	0	0	3
Other working	0	0	0	1	0	2	0	0	0	0
Playing	1	0	0	0	0	0	1	0	0	1
Cross carriageway	22	23	18	19	28	24	12	19	16	13
Miscellaneous	0	0	0	0	0	0	0	0	0	0
Unknown/not stated	0	0	0	0	0	0	0	0	0	0
Not applicable	4	2	2	1	2	2	1	2	2	4
Total	467	479	475	493	513	568	497	495	394	394

Table B12: Type of business* of units involved in fatal crashes, Queensland 2002-2011

Type of business	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Not commercial use	349	347	359	373	367	410	360	351	290	272
Taxi	3	0	1	3	1	3	3	1	2	1
Prepared food delivery	0	0	0	0	0	0	0	0	0	0
Agriculture, forestry and fishing	2	3	2	4	3	1	2	3	3	2
Mining	0	1	0	2	0	0	1	0	0	1
Manufacturing	1	2	1	0	0	1	0	0	0	0
Electricity, gas and water supply	0	1	1	0	0	0	1	1	0	0
Construction	9	7	15	8	9	9	6	12	8	9
Wholesale trade	0	0	0	0	0	1	0	0	0	0
Retail trade	3	4	3	3	4	5	5	2	2	9
Accommodation, cafes and restaurants	0	0	0	2	1	0	0	1	1	0
Communication services	1	2	1	3	2	3	4	1	0	0
Finance and insurance	0	0	0	0	0	0	0	0	0	0
Property and business services	5	2	8	1	4	6	3	14	7	5
Transport and storage	37	48	36	45	55	60	71	54	39	42
Government administration and defence	3	1	3	0	2	3	2	2	3	4
Education	0	2	0	0	0	0	0	1	0	0
Health and community services	0	0	0	0	2	0	0	0	0	0
Cultural and recreational services	0	0	2	0	0	0	0	0	0	0
Personal and other services	3	4	1	2	4	4	1	2	2	2
Other	6	1	3	1	3	4	3	3	0	4
Total	422	425	436	447	457	510	462	448	357	351

* Where type of business is know and applicable. Not applicable applies to pedestrians, animals and railway units.

Appendix C – Characteristics of Crashes

Table C1: Fatal crashes and fatalities by roadway feature and traffic control, Queensland 2011

Roadway feature/Traffic control	Fatal Crashes	Fatalities
Intersection		
Cross-roads controlled by:		
Person	0	0
Traffic lights	10	12
Stop/give way signs	8	10
Pedestrian crossing	0	0
Uncontrolled/other	0	0
T-junction controlled by:		
Person	0	0
Traffic lights	5	6
Stop/give way signs	8	8
Pedestrian crossing	0	0
Uncontrolled/other	12	13
Roundabout controlled by:		
Person	0	0
Traffic lights	0	0
Stop/give way signs	0	0
Pedestrian crossing	0	0
Uncontrolled/other	1	1
Other intersections controlled by:		
Person	0	0
Traffic lights	0	0
Stop/give way signs	0	0
Pedestrian crossing	0	0
Uncontrolled/other	2	3
Railway level crossing controlled by:		
Lights	0	0
Signs	0	0
Uncontrolled/other	0	0
Other roadway features:		
Bridge-culvert-causeway	4	4
Forestry/National Park Road	0	0
Bikeway	1	1
Median opening	3	4
Merge lane	3	6
Straight road controlled by:		
Person	0	0
Traffic lights	13	16
Stop/give way signs	14	16
Pedestrian crossing	0	0
Uncontrolled/other	100	120
Curved road controlled by:		
View open	78	93
View obscured	22	24
Total	227	269

Table C2: Fatal crashes by time of day and day of week, Queensland 2011

Time of day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
Midnight-2am	1	3	1	2	0	8	5	20
2am-4am	0	1	0	1	1	3	2	8
4am-6am	0	3	2	1	1	2	4	13
6am-8am	2	3	2	0	3	3	3	16
8am-10am	2	4	5	1	4	0	4	20
10am-noon	2	2	2	1	4	7	6	24
Noon-2pm	5	3	3	1	2	6	10	30
2pm-4pm	3	5	4	4	3	6	4	29
4pm-6pm	6	1	0	2	1	3	1	14
6pm-8pm	1	3	4	3	5	4	2	22
8pm-10pm	1	1	4	1	2	2	2	13
10pm-Midnight	0	0	0	1	5	9	3	18
Total	23	29	27	18	31	53	46	227

Table C3: Vehicles involved in single vehicle fatal crashes by vehicle type, Queensland 2002-2011

Vehicle type	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Car/Station wagon	82	81	89	73	84	92	76	71	67	50
Utility/Panel van	21	30	23	28	26	21	18	33	23	19
Rigid truck	2	3	2	3	4	7	3	2	3	2
Articulated truck	5	2	3	5	8	8	6	5	1	7
Bus/Coach	1	0	1	0	0	0	1	1	1	1
Motorcycle	15	16	26	29	29	34	32	31	17	20
Special Purpose Vehicle	2	1	2	4	3	1	0	1	1	2
Towed device	0	0	0	0	0	0	0	0	0	0
Bicycle	0	2	2	2	0	1	2	2	2	1
Road train/B-double/triple	3	1	2	2	1	4	1	6	0	1
Moped	0	0	0	0	0	0	0	0	3	1
Unknown/Not Stated	0	0	0	0	0	0	0	0	0	0
Total	131	136	150	146	155	168	139	152	118	104

Table C4: Fatal crashes by crash type and nature, Queensland 2002-2011

Type/Nature	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Single vehicle										
Hit object	86	90	98	110	109	112	92	111	93	66
Overtaken	32	28	33	24	37	40	28	26	12	22
Fall from vehicle	10	12	15	12	9	13	14	10	8	11
Hit parked vehicle	3	6	5	1	0	3	6	5	5	5
Multi-vehicle										
Head-on	52	28	33	48	43	57	46	45	38	43
Angle	43	47	45	34	55	47	57	43	37	31
Rear end	5	9	14	15	6	15	10	13	7	9
Sideswipe	13	21	10	11	6	11	10	8	9	9
Hit pedestrian	34	40	33	37	45	35	27	33	25	26
Other*	5	3	3	4	3	5	4	2	2	5
Total	283	284	289	296	313	338	294	296	236	227

* 'Other' includes: hit animal, struck by internal/external load & miscellaneous collision/non-collision

Table C5: Fatal crashes by DCA group, Queensland 2002-2011

DCA Group	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Intersection from adjacent approaches	20	24	18	22	20	22	27	23	15	18
Head-on	62	44	43	60	52	69	51	59	47	51
Opposing vehicles turning	10	15	17	7	13	14	15	8	14	8
Rear-end	3	8	13	15	6	14	9	12	9	6
Lane changes	3	3	3	1	4	3	5	2	2	7
Parallel lanes turning	4	2	3	0	3	2	4	2	0	1
U-turn	1	2	1	2	2	2	2	1	1	1
Vehicle leaving driveway	8	1	4	2	8	5	6	6	6	3
Overtaking same direction	5	4	3	0	6	4	0	3	1	4
Hit parked vehicle	2	5	5	0	0	3	3	1	2	3
Train	2	2	2	1	1	1	5	1	1	0
Pedestrian	34	38	30	33	41	33	26	24	22	24
Hit permanent obstruction on carriageway	1	3	1	3	1	4	2	1	1	2
Hit animal	2	2	0	1	2	2	1	1	2	4
Off carriageway on straight	12	5	9	6	13	8	15	10	1	6
Off carriageway on straight hit object	33	33	38	32	37	38	37	35	23	19
Out of control on straight	2	7	10	4	4	13	6	8	5	2
Off carriageway on curve	4	11	6	3	6	11	5	4	2	5
Off carriageway on curve hit object	36	35	35	59	51	58	40	51	44	30
Out of control on curve	11	8	9	7	14	10	15	8	7	9
Other	27	31	39	34	26	18	18	32	27	23
Not determined	1	1	0	4	3	4	2	4	4	1
Total	283	284	289	296	313	338	294	296	236	227

Table C6: Fatal crashes by roadway feature, Queensland 2002-2011

Roadway feature	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Intersection - Cross	19	18	24	22	24	26	22	25	11	18
Intersection - T Junction	33	43	38	37	41	39	32	24	35	25
Intersection - Y Junction	0	0	0	0	0	0	0	0	0	0
Intersection - Multiple Road	0	0	0	0	1	0	0	0	1	0
Intersection - Interchange	2	1	3	2	6	5	3	2	2	2
Intersection - Roundabout	1	3	2	1	4	4	8	1	5	1
Bridge, Causeway	3	4	12	13	7	4	10	9	10	4
Railway Crossing	2	2	3	1	1	1	6	1	1	0
Median Opening	2	0	0	2	2	0	1	1	0	3
Merge Lane	0	1	0	0	2	0	0	0	0	3
Forestry/National Park Road	0	1	1	3	0	2	0	0	1	0
Bikeway	0	0	0	0	0	0	0	1	0	1
Miscellaneous	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0
No roadway feature	221	211	206	215	225	257	212	232	170	170
Total	283	284	289	296	313	338	294	296	236	227

Table C7: Fatal crashes by traffic control, Queensland 2002-2011

Traffic control	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Police	0	0	0	1	0	0	0	0	0	0
Road/Rail worker	0	0	0	0	0	2	0	0	0	0
Supervised school crossing	0	0	0	0	0	0	0	0	0	0
Operating traffic lights	8	6	16	11	15	19	20	8	13	15
Flashing amber lights	0	0	1	0	0	0	0	0	0	0
Railway - lights only	1	0	0	1	1	1	1	0	1	0
Railway - lights and boom gate	0	2	1	0	0	0	0	0	0	0
Stop sign	7	8	7	6	4	8	7	4	2	11
Give way sign	13	12	9	13	16	16	19	20	14	5
Railway crossing sign	0	1	0	0	0	0	0	0	0	0
Pedestrian crossing sign	2	1	0	0	1	2	1	1	0	0
School crossing - flags	0	0	0	0	0	0	0	0	0	0
Pedestrian operated lights	1	0	1	0	2	1	0	0	0	0
Local area traffic management (LATM)	0	0	0	0	0	0	0	0	0	0
Miscellaneous	0	0	0	0	0	0	0	0	0	0
No traffic control	251	254	254	264	274	289	246	263	206	196
Total	283	284	289	296	313	338	294	296	236	227

Table C8: Fatal crashes by speed limit, Queensland 2002-2011

Speed limit	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
0-50 km/h	9	21	27	22	33	36	22	36	22	18
60 km/h	74	75	90	70	93	81	88	70	52	51
70-90 km/h	60	70	51	48	56	76	58	68	51	44
100 km/h and over	140	118	121	156	131	145	126	122	111	114
Total	283	284	289	296	313	338	294	296	236	227

Table C9: Fatal crashes by time of day, Queensland 2002-2011

Time of day	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Midnight-2am	14	26	15	16	17	32	15	19	18	20
2am-4am	17	21	19	21	20	15	18	14	7	8
4am-6am	22	9	16	22	13	21	13	20	15	13
6am-8am	26	20	24	16	20	24	24	25	17	16
8am-10am	18	29	20	24	16	20	16	22	20	20
10am-noon	32	23	16	32	25	29	24	23	29	24
Noon-2pm	13	23	32	20	27	31	25	32	17	30
2pm-4pm	32	36	36	40	43	45	40	38	30	29
4pm-6pm	43	37	38	34	41	44	36	41	33	14
6pm-8pm	22	22	38	31	38	29	31	22	21	22
8pm-10pm	24	18	21	21	28	24	22	18	15	13
10pm-midnight	20	20	14	19	25	24	30	22	14	18
Total	283	284	289	296	313	338	294	296	236	227

Table C10: Fatal crashes by day of week, Queensland 2002-2011

Day of week	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Monday	29	32	23	27	48	39	27	29	24	23
Tuesday	33	32	27	44	32	35	23	41	27	29
Wednesday	32	37	36	35	38	53	31	47	31	27
Thursday	39	35	47	35	39	54	51	48	40	18
Friday	53	42	37	39	56	51	51	38	27	31
Saturday	51	55	61	73	54	54	51	46	51	53
Sunday	46	51	58	43	46	52	60	47	36	46
Total	283	284	289	296	313	338	294	296	236	227

Table C11: Fatal crashes by ARIA remoteness index, Queensland 2002-2011

ARIA Remoteness Index	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Major Cities	99	112	121	92	117	131	105	93	68	73
Inner Regional	90	94	93	89	82	109	91	93	79	76
Outer Regional	62	48	50	84	79	63	73	76	60	56
Remote	19	13	16	21	26	21	17	24	22	13
Very Remote	13	17	9	10	9	14	8	10	7	9
Total	283	284	289	296	313	338	294	296	236	227

