

Feature article: The first six months of 2005 in review

In this section, the characteristics of fatalities for the first six months in 2005 are analysed and compared with the first six months of the years 2000 to 2004.

Queensland's preliminary road toll for the first six months of 2005 was 141, two fatalities (or 1.4 per cent) fewer than the road toll for the same period last year. The number of fatal crashes on Queensland roads for the first half of 2005 was 126, nine crashes (or 6.7 per cent) fewer than in the same period last year and ten crashes (or 7.2 per cent) fewer than the average for the previous five years.

Fatalities by Road User

Analysing the year to date road toll by road user type shows 64 fatalities (or 45%) were drivers, 30 fatalities (or 21%) were motorbike* riders and pillion, 26 fatalities (or 18%) were passengers, 18 fatalities (or 13%) were pedestrians, and three fatalities (or 2%) were bicyclists.

Table 1: Road user fatalities January to June, 2000 to 2005

	Road Fatalities						% Variation in 2005 from:	
	2000	2001	2002	2003	2004	2005	2004	2000-2004
							Average	
Driver	71	71	59	72	67	64	-4.5%	-5.9%
Passenger	41	29	40	32	34	26	-23.5%	-26.1%
Motorbike**	17	17	21	24	17	30	76.5%	56.3%
Bicyclist**	5	5	2	3	6	3	-50.0%	-28.6%
Pedestrian	18	22	17	25	19	18	-5.3%	-10.9%
	152	144	139	156	143	141	-1.4%	-4.0%

** Figures include pillion fatalities

During the period January to June 2005, the number of motorbike* riders and pillion fatalities was 13 fatalities (or 76.5%) greater when compared with 2004, and 11 fatalities (or 56.3%) greater when compared with the previous five year average.

During 2005, the number of passenger fatalities was eight fatalities (or 23.5%) fewer when compared with 2004, and nine fatalities (or 26.1%) fewer when compared with the previous five year average.

Table 2: Road crash fatalities by age group January to June, 2000 to 2005

Fatality - Age Group							% Variation in 2005 from:	
	2000	2001	2002	2003	2004	2005	2004	2000-2004
							Average	
0-16	16	11	12	14	12	10	-16.7%	-23.1%
17-24	28	35	45	42	40	26	-35.0%	-31.6%
25-29	20	13	17	7	6	21	250.0%	66.7%
30-39	30	24	23	32	28	22	-21.4%	-19.7%
40-49	19	19	13	18	17	22	29.4%	27.9%
50-59	14	12	7	12	14	13	-7.1%	10.2%
60-74	12	14	10	19	11	12	9.1%	-9.1%
75 and over	13	16	12	12	15	6	-60.0%	-55.9%
Unknown	0	0	0	0	0	9		
Total Fatalities (Age known)	152	144	139	156	143	141	-1.4%	-4.0%

During 2005, where the fatalities age group was known, 26 fatalities (or 19.7%) were 17-24 year olds, 22

fatalities (or 16.7%) were 30-39 year olds, 22 fatalities (or 16.7%) were 40-49 olds, 21 fatalities (or 15.9%) were 25-29 year olds, 13 fatalities (or 9.8%) were 50-59 year olds, 12 fatalities (or 9.1%) were 60-74 year olds, 10 fatalities (or 7.6%) were 0-16 year olds and six fatalities (or 4.5%) were 75 years and over.

Table 3: Road crash fatalities by Police Region January to June, 2000 to 2005

Police Region	Road Fatalities						% Variation in 2005 from:	
	2000	2001	2002	2003	2004	2005	2004	2000-2004
							Average	
Metropolitan North	10	10	7	15	6	5	-16.7%	-47.9%
Metropolitan South	12	14	11	20	22	14	-36.4%	-11.4%
South Eastern	26	23	26	11	26	24	-7.7%	7.1%
Southern	30	24	23	21	28	19	-32.1%	-24.6%
North Coast	30	33	33	48	39	36	-7.7%	-1.6%
Central	23	21	16	20	14	18	28.6%	-4.3%
Northern	8	10	16	10	4	10	150.0%	4.2%
Far Northern	13	9	7	11	4	15	275.0%	70.5%
	152	144	139	156	143	141	-1.4%	-4.0%

There were 36 fatalities (or 25.5%) in the North Coast police region, 24 fatalities (or 17.0%) in the South Eastern police region, 19 fatalities (or 13.5%) in the Southern police region, 18 fatalities (or 12.8%) in the Central police region, 15 fatalities (or 10.6%) in the Northern police region, 14 fatalities (or 9.9%) in the Metropolitan South police region, 10 fatalities (or 7.1%) in the Northern police region and five fatalities (or 3.5%) in the Metropolitan North police region.

During January to June 2005, there were 104 male fatalities (or 73.8%), 36 female fatalities (or 25.5%) and one unknown fatality (or 0.7%).

Seventy-six fatalities (or 53.9%) occurred along State controlled roads, and 65 fatalities (or 46.1%) occurred along locally controlled roads.

Fifty fatalities (or 35.5%) were involved in hit object type crashes. Twenty-nine fatalities (or 20.6%) were involved in head-on type crashes.

Seventy-six people (or 53.9%) were killed within 100 - 110 km/h zones.

Restraint use could be determined for 56 vehicle occupant fatalities. Of those 56, 16 fatalities (or 28.6%) were not wearing a seat belt.

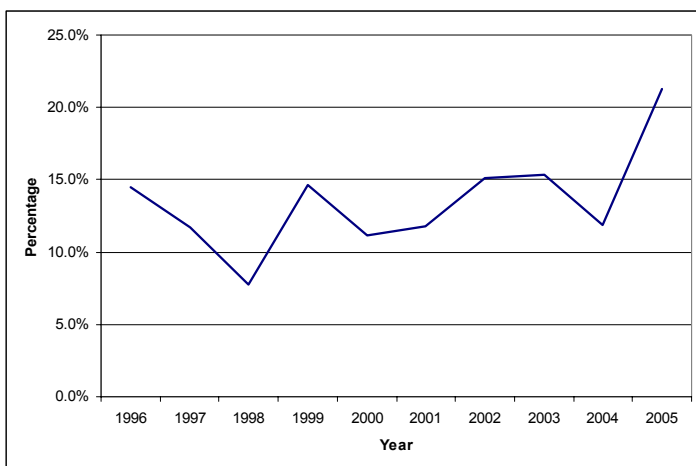
Forty-seven fatalities (or 33.3%) were involved in alcohol related crashes. Twenty-eight fatalities (or 19.9%) were involved in speed related crashes and 21 fatalities (or 14.9%) were involved in fatigue related crashes.

Motorbike* Rider and Pillion Fatalities

In Queensland during the period January to June 2005, there were 30 motorbike* rider and pillion fatalities as a result of road crashes, this represents 21.3 per cent of the Queensland road toll. This consisted of 28 motorbike* riders (or 93.3%) and two motorbike* pillion passengers (or 6.7%).

During the first six months of 2005, the number of motorbike* rider and pillion fatalities was 13 greater (or 76.5%) than the previous year and 11 fatalities greater (or 56.3%) than the average for the previous five years.

Figure 1: Motorbike* Rider and Pillion Fatalities as a Percentage of the Queensland Road Toll, (January to June)



During 1998, motorbike* rider and pillion fatalities accounted for 7.8 per cent of the Queensland road toll. Overall, this has increased gradually through to 2003, followed by a decrease in 2004 with a sharp increase to 21.3 per cent during 2005.

Table 4: Motorbike* Rider and Pillion Serious Casualties January to June, 2000 to 2005

Casualty - Severity	2000	2001	2002	2003	2004	2005	% Variation in 2005 from:	
							2004	2000-2004 Average
Fatalities	17	17	21	24	17	30	76.5%	56.3%
Hospitalised	243	275	358	320	346	402	16.2%	30.4%
Total Serious Casualties	260	292	379	344	363	432	19.0%	31.9%

During January to June 2005, there were 28 male motorbike* rider and pillion fatalities (or 93.3%) and two female motorbike* rider and pillion fatalities (or 6.7%).

Table 5: Motorbike* Rider and Pillion Fatalities by Age Group January to June, 2000 to 2005

Fatality - Age Group	2000	2001	2002	2003	2004	2005	% Variation in 2005 from:	
							2004	2000-2004 Average
0-16	0	0	2	0	0	0	0.0%	-100.0%
17-24	2	6	3	4	5	6	20.0%	50.0%
25-29	4	3	5	2	1	5	400.0%	66.7%
30-39	7	6	4	13	6	8	33.3%	11.1%
40-49	4	1	5	2	2	4	100.0%	42.9%
50-59	0	0	2	2	1	3	200.0%	200.0%
60-74	0	1	0	1	2	2	0.0%	150.0%
75 and over	0	0	0	0	0	1	100.0%	100.0%
Unknown	0	0	0	0	0	1	100.0%	100.0%
Total Fatalities	17	17	21	24	17	30	76.5%	56.3%

During January to June 2005, eight motorbike* rider and pillion fatalities (or 26.7%) were 30-39 year olds, six motorbike* rider and pillion fatalities (or 20.0%) were 17-24 year olds, five motorbike* rider and pillion fatalities (or 16.7%) were 25-29 year olds and four motorbike rider and pillion fatalities (or 13.3%) were 40-49 year olds.

Seventeen motorbike* rider and pillion fatalities (or 56.7%) occurred along State controlled roads, and 13 fatalities (or 43.3%) occurred along locally controlled roads.

Eleven fatalities (or 36.7%) were involved in hit object type crashes. Seven fatalities (or 23.3%) were involved in head-on type crashes and six fatalities (or 20.0%) were involved in angle type crashes.

Twelve motorbike* rider and pillion fatalities (or 40.0%) occurred within 100 - 110 km/h zones.

Where the helmet use was known, all motorbike* rider and pillion fatalities were wearing a helmet.

The major contributing factors associated with motorbike* riders involved in fatal crashes include Inattention (35.7%), Speed related (17.9%), Alcohol/drug related (10.7%), Fatigue related (7.1%), Illegal Manoeuvre (7.1%), Inexperience (7.1%) and Rain/wet Road (7.1%).

* A Motorbike includes:

- A two wheeled motor vehicle;
- A two wheeled motor vehicle with a sidecar supported by a third wheel; and
- A motor vehicle with three or four wheels that is ridden the same way as a motor vehicle with two wheels.

This includes mopeds and mini bikes.