

Feature article: Queensland Road Toll - The first nine months of 2005 in review

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

Queensland's preliminary road toll during 1 January to 30 September 2005 was 231, seven fatalities (or 3.1%) greater than the road toll for the same period last year. The number of fatal crashes on Queensland roads for January to September of 2005 was 207, the same as the previous year and four crashes (or 20.8%) 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 104 fatalities (or 44.9%) were drivers, 51 fatalities (or 22.1%) were motorbike* riders and pillion, 46 fatalities (or 19.9%) were passengers, 27 fatalities (or 11.7%) were pedestrians, and three fatalities (or 1.3%) were bicyclists.

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

	Road Fatalities						% Variation in 2005 from:	
	2000	2001	2002	2003	2004	2005	2004	2000-2004 Average
Driver	110	111	93	103	104	104	0.0%	-0.2%
Passenger	68	54	67	52	57	46	-19.3%	-22.8%
Motorbike*	25	24	41	33	31	51	64.5%	65.6%
Bicyclist**	5	8	5	6	8	3	-62.5%	-53.1%
Pedestrian	33	39	26	35	24	27	12.5%	-14.0%
	241	236	232	229	224	231	3.1%	-0.6%

** Figures include pillion fatalities

During the period January to September 2005, the number of motorbike* riders and pillion fatalities was 20 fatalities (or 64.5%) greater when compared with 2004, and 20 fatalities (or 65.6%) greater when compared with the previous five year average.

During 2005, the number of passenger fatalities was 11 (or 19.3%) fewer when compared with 2004, and 14 fatalities (or 22.8%) fewer when compared with the previous five year average.

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

Fatality - Age Group	Road Fatalities						% Variation in 2005 from:	
	2000	2001	2002	2003	2004	2005	2004	2000-2004 Average
0-16	23	16	21	22	16	18	12.5%	-8.2%
17-24	46	61	70	59	61	43	-29.5%	-27.6%
25-29	28	24	28	10	15	35	133.3%	66.7%
30-39	46	38	39	49	40	42	5.0%	-0.9%
40-49	32	31	19	26	28	32	14.3%	17.6%
50-59	21	19	15	18	24	23	-4.2%	18.6%
60-74	20	26	21	28	16	24	50.0%	8.1%
75 and over	25	21	19	17	24	14	-41.7%	-34.0%
Unknown	0	0	0	0	0	0		
Total Fatalities (Age known)	241	236	232	229	224	231	3.1%	-0.6%

During 2005, where the fatalities age group was known, 43 fatalities (or 18.6%) were 17-24 year olds, 42 fatalities (or 18.2%) were 30-39 year olds, 35 fatalities

(or 15.2%) were 25-29 year olds, 32 fatalities (or 13.9%) were 40-49 olds, 24 fatalities (or 10.4%) were 60-74 year olds, 23 fatalities (or 10.0%) were 50-59 year olds, 18 fatalities (or 7.8%) were 0-16 year olds and 14 fatalities (or 6.1%) were 75 years and over.

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

Police Region	Road Fatalities						% Variation in 2005 from:	
	2000	2001	2002	2003	2004	2005	2004	2000-2004 Average
Metropolitan North	17	14	13	18	8	10	25.0%	-28.6%
Metropolitan South	17	26	19	31	31	19	-38.7%	-23.4%
South Eastern	39	32	42	19	34	34	0.0%	2.4%
Southern	46	41	41	34	43	30	-30.2%	-26.8%
North Coast	49	52	51	66	63	59	-6.3%	5.0%
Central	35	34	30	30	24	32	33.3%	4.6%
Northern	15	19	22	14	12	22	83.3%	34.1%
Far Northern	23	18	14	17	9	25	177.8%	54.3%
	241	236	232	229	224	231	3.1%	-0.6%

There were 59 fatalities (or 25.5%) in the North Coast police region, 34 fatalities (or 14.7%) in the South Eastern police region, 32 fatalities (or 13.9%) in the Central police region, 30 fatalities (or 13.0%) in the Southern police region, 25 fatalities (or 10.8%) in the Far Northern police region, 22 fatalities (or 9.5%) in the Northern police region, 19 fatalities (or 8.2%) in the Metropolitan South police region and 10 fatalities (or 4.3%) in the Metropolitan North police region.

During January to September 2005, there were 172 male fatalities (or 74.5%) and 59 female fatalities (or 25.5%).

One hundred and thirty-one fatalities (or 56.7%) occurred along State controlled roads, and 100 fatalities (or 46.3%) occurred along locally controlled roads.

Eighty-eight fatalities (or 38.1%) were involved in hit object type crashes. Thirty-seven fatalities (or 16.0%) were involved in head-on type crashes.

One hundred and twenty-nine people (or 55.8%) were killed within 100 - 110 km/h zones.

Restraint use could be determined for 107 vehicle occupant fatalities. Of those 107, 31 fatalities (or 29.0%) were not wearing a seat belt.

Eighty fatalities (or 34.6%) were involved in alcohol related crashes, 52 fatalities (or 22.5%) were involved in speed related crashes, 35 fatalities (or 15.2%) were involved in a crash with the contributing factor of Illegal Manoeuvre and 31 fatalities (or 13.4%) were involved in fatigue related crashes.

Christmas / New Year road toll in review

The official 2005/06 Christmas / New Year road toll reporting period extends from 23 December to 6 January.

This section of the feature article analyses the five year history of road fatalities in Queensland during this same period.

There have been 50 road fatalities during the Christmas/New Year period (23 December – 6 January) from 2000/01 to 2004/05. This represents 3.2% of Queensland's overall road toll and an average of 10 fatalities each year.

Nineteen fatalities (or 38%) were drivers, 15 fatalities (or 30%) were passengers, nine fatalities (or 18%) were motorbike* riders and pillions, five fatalities (or 10%) were pedestrians, and two fatalities (or 4%) were bicyclists.

There were 38 male fatalities (or 76%) and 12 female fatalities (or 24%).

Fourteen fatalities (or 28%) were 30-39 year olds, and 13 fatalities (or 26%) were 17-24 year olds.

Thirty-two fatalities (or 64%) occurred along state controlled roads, and 18 fatalities (or 36%) occurred along locally controlled roads.

Twenty-one fatalities (or 42%) were involved in hit object type crashes, and seven fatalities (or 14%) were involved in angle type crashes.

Twenty-seven people (or 54%) were killed within 100 - 110 km/h zones.

Restraint use could be determined for 22 vehicle occupant fatalities. Of those 22, seven fatalities (or 32%) were not wearing a seat belt.

Twelve fatalities (or 24%) were involved in alcohol related crashes, eight fatalities (or 16%) were involved in speed related crashes and eight fatalities (or 16%) were involved in fatigue related crashes.

Table 4: Daily road fatalities Christmas/New Year period, 2000 to 2005

Daily road fatalities, Queensland						
Date	00/01	01/02	02/03	03/04	04/05	Total
23 December	0	0	0	2	1	3
24 December	1	0	0	0	0	1
25 December	0	3	0	0	2	5
26 December	1	0	1	3	1	6
27 December	0	1	1	0	0	2
28 December	1	0	0	2	0	3
29 December	2	0	0	0	0	2
30 December	0	2	0	0	1	3
31 December	2	0	0	3	0	5
1 January	0	0	1	4	1	6
2 January	0	0	0	1	0	1
3 January	0	1	1	1	1	4
4 January	1	0	1	0	0	2
5 January	0	0	0	2	0	2
6 January	1	1	2	1	0	5
Total	9	8	7	19	7	50

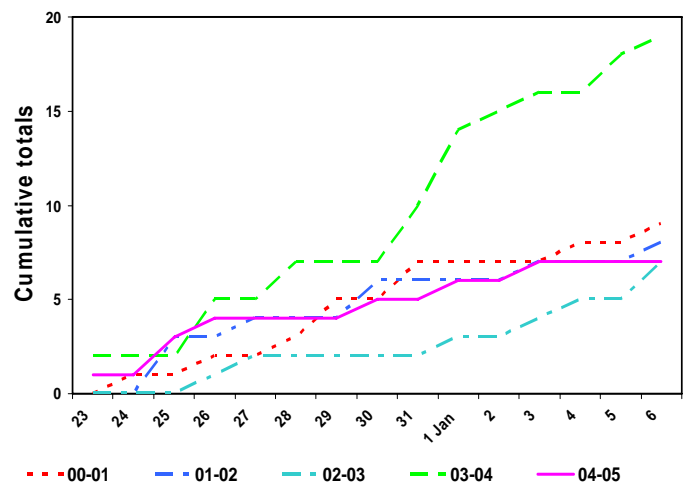
This report is from the Land Transport & Safety Division's Road Crash Information System. Where noted, the figures in this report are based on provisional information and are released on this basis.

This report is also available on the World Wide Web at: <http://www.roadsafety.qld.gov.au>

Table 5: Cumulative daily road fatalities Christmas/New Year period, 2000 to 2005

Cumulative daily road fatalities, Queensland						
Date	00/01	01/02	02/03	03/04	04/05	Avg
23 December	0	0	0	2	1	0.6
24 December	1	0	0	2	1	0.8
25 December	1	3	0	2	3	1.8
26 December	2	3	1	5	4	3
27 December	2	4	2	5	4	3.4
28 December	3	4	2	7	4	4
29 December	5	4	2	7	4	4.4
30 December	5	6	2	7	5	5
31 December	7	6	2	10	5	6
1 January	7	6	3	14	6	7.2
2 January	7	6	3	15	6	7.4
3 January	7	7	4	16	7	8.2
4 January	8	7	5	16	7	8.6
5 January	8	7	5	18	7	9
6 January	9	8	7	19	7	10

Figure 1: Cumulative daily road fatalities Christmas/New Year period, 2000 to 2005



Twenty-two road fatalities (or 44%) occurred on four particular days, Christmas Day, Boxing Day, New Years Eve and New Years Day.

Ten fatalities (or 20%) occurred between the hours of 6am to 8am, eight fatalities (or 16%) occurred between 2pm and 4pm, and six fatalities (or 12%) occurred between 4pm and 6pm.

More than half the fatalities occurred around dawn and mid afternoon, with 15 fatalities (or 30%) occurring between 4am and 8am and 14 fatalities (or 28%) between 2pm and 6pm.

Christmas / New Year road toll in review

Table 6: Fatalities by time of day during the Christmas/New Year period, 2000 to 2005

Time of Day	Fatalities
Midnight - 2am	3
2am - 4am	1
4am - 6am	5
6am - 8am	10
8am - 10am	4
10am - noon	3
Noon - 2pm	4
2pm - 4pm	8
4pm - 6pm	6
6pm - 8pm	2
8pm - 10pm	1
10pm - midnight	3
Total	50

Over the last 5 years eight fatalities (or 16%) occurred within the Gold Coast Police District, six fatalities (or 12%) occurred within Toowoomba Police District, five fatalities (or 10%) occurred within the Sunshine Police District, and four fatalities (or 8%) occurred within the Warwick Police District.

Table 7: Road fatalities by Police Region and District Christmas/New Year period, 2000 to 2005

Police Region	Police District	Fatalities
Metropolitan North	Brisbane West	1
	Pine Rivers	1
Metropolitan South	South Brisbane	2
	Wynnum	3
South Eastern	Gold Coast	8
	Logan	3
North Coast	Bundaberg	2
	Gympie	2
	Redcliffe	3
	Sunshine Coast	5
Southern	Dalby	1
	Roma	1
	Toowoomba	6
	Warwick	4
	Ipswich	1
Central	Gladstone	3
	Mackay	2
Northern	Townsville	1
Far Northern	Cairns	1
Total		50

* 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.

Fatality: A fatality is recorded when a person dies within 30 days as a result of injuries sustained in a Road Traffic Crash.

Fatal Crash: A Road Traffic Crash where there was at least one fatality.