

## 2008 Queensland Road Toll in review

(Data extracted on 2 January 2009)

Characteristics of the preliminary Queensland road toll during 2008 compared with the previous five year average.

The Queensland preliminary road toll for 2008 was 327 fatalities, which is 33 fatalities (or 9.2%) fewer than the previous year of 360 and two fatalities (or 0.7%) fewer than the previous five year average.

The Queensland preliminary road fatality rate for 2008 was 7.64 fatalities per 100,000 population, which is 11.2% lower than the rate for the previous year of 8.61.

The road fatality rate of 7.64 per 100,000 population for Queensland is the lowest road fatality rate recorded for a calendar year since accurate records began in 1952. The greatest was 32.1 during 1973 and the lowest was 7.96 during 2004.

During 2008, 140 fatalities (or 42.8%) were drivers, 79 fatalities (or 24.2%) were passengers, 72 fatalities (or 22.0%) were motorcyclists, 30 fatalities (or 9.2%) were pedestrians and six fatalities (or 1.8%) were bicyclists.

**Table 1: Fatalities by Road User Type, Queensland**

Road User Type	2008	2007	2003-07 average	Variation in '08 from 2003-07 average (%)
Drivers	140	171	154	-9.1%
Passengers	79	64	68	15.8%
Motorcyclists	72	73	57	26.3%
Bicyclists	6	10	8	-25.0%
Pedestrians	30	42	42	-28.6%
<b>Total</b>	<b>327</b>	<b>360</b>	<b>329</b>	<b>-0.7%</b>

Table 1 shows the road user type of fatalities during 2008 compared with 2007 and the previous five year average.

During 2008, there were 140 driver fatalities which is 31 fatalities (or 18.1%) fewer than the previous year and 14 fatalities (or 9.1%) fewer than the previous five year average. There were 79 passenger fatalities which is 15 fatalities (or 23.4%) greater than the previous year and 11 fatalities (or 15.8%) greater than the previous five year average. There were 72 motorcyclist fatalities which is one fatality (or 1.4%) fewer than the previous year and 15 fatalities (or 26.3%) greater than the previous five year average.

Two hundred and forty nine fatalities (or 76.1%) were male and 78 fatalities (or 23.9%) were female.

One hundred and twenty six fatalities (or 38.5%) occurred within provincial cities, 124 fatalities (or 37.9%) occurred within rural areas and 77 fatalities (or 23.5%) occurred within the greater Brisbane area (Brisbane Statistical Division).

Ninety nine fatalities (or 30.3%) were involved in hit object type crashes, 63 fatalities (or 19.3%) were

involved in angle type crashes and 59 fatalities (or 18.0%) were involved in head on type crashes.

One hundred and forty eight fatalities (or 45.5%) occurred within 100-110 km/h zones and 93 fatalities (or 28.6%) occurred within 60km/h speed zones, where the speed limit was known.

Restraint use could be determined for 131 vehicle occupant fatalities. Of those 131 vehicle occupant fatalities, 33 (or 25.2%) were not restrained.

**Table 2: Fatalities by age group, Queensland**

Age Group	2008	2007	2003-07 average	Variation in '08 from 2003-07 average (%)
Children (0-16)	19	26	27	-28.6%
Young adults (17-24)	73	80	82	-10.5%
Mature adults (25-59)	172	189	165	4.4%
Senior adults (60+)	55	65	56	-2.1%
<b>Total</b>	<b>319</b>	<b>360</b>	<b>329</b>	<b>-3.1%</b>

Note: Where age was known

Table 2 shows the age group of fatalities during 2008 compared with 2007 and the previous five year average, where age was known.

During 2008, there were 17 mature adult (aged 25 to 59 years) fatalities (or 9.0%) fewer than the previous year, and seven fatalities (or 4.4%) greater than the previous five year average. There were seven young adult (aged 17 to 24 years) fatalities (or 8.8%) fewer than the previous year and nine fatalities (or 10.5%) fewer than the previous five year average. There were 10 senior adult (aged 60 years and over) fatalities (or 15.4%) fewer than the previous year and one fatality (or 2.1%) fewer than the previous five year average.

**Table 3: Fatalities by Police Region, Queensland**

Region	2008	2007	2003-07 average	Variation in '08 from 2003-07 average (%)
Metropolitan North	16	23	20	-21.6%
Metropolitan South	21	35	34	-38.6%
South Eastern	57	70	49	15.4%
Southern	48	53	55	-12.7%
North Coast	89	78	79	13.2%
Central	33	57	45	-26.7%
Northern	35	19	24	45.8%
Far Northern	28	25	23	23.9%
<b>Total</b>	<b>327</b>	<b>360</b>	<b>329</b>	<b>-0.7%</b>

Table 3 shows the geographic distribution of fatalities during 2008 by Police Region.

## 2008 Queensland Road Toll in Review (continued)

North Coast Police Region recorded the greatest number of fatalities which was 89 fatalities or 27.2% of the Queensland road toll, which is 11 fatalities (or 14.1%) greater than the previous year and 10 fatalities (or 13.2%) greater than the previous five year average. Northern Police Region recorded the greatest increase in road fatalities, having 16 fatalities (or 84.2%) greater than the previous year and 11 fatalities (or 45.8%) greater than the previous five year average.

During 2008, there were 33 fatalities within the Central Police Region which is 24 fatalities (or 42.1%) fewer than the previous year and 12 fatalities (or 26.7%) fewer than the previous five year average. There were 21 fatalities within the Metropolitan South Police Region which is 14 fatalities (or 40.0%) fewer than the previous year and 13 fatalities (or 38.6%) fewer than the previous five year average. There were 57 fatalities within the South Eastern Police Region which is 13 fatalities (or 18.6%) fewer than the previous year and eight fatalities (or 15.4%) greater than the previous five year average.

Characteristics that showed increases in the number of fatalities during 2008 compared with the previous five year average were involving heavy freight vehicles (24 fatalities or 46.7% greater), within provincial cities (21 fatalities or 20.0% greater), occurring between 10pm and midnight (17 fatalities or 74.1% greater), as a result of angle type crashes (15 fatalities or 31.3% greater), occurring on Thursdays (13 fatalities or 30.0% greater) and occurring on Fridays (12 fatalities or 25.0% greater).

Characteristics that showed decreases in the number of fatalities during 2008 compared with the previous five year average were occurring within Brisbane City (14 fatalities or 31.9% fewer), as a result of hit object type crashes (12 fatalities or 11.1% fewer) and occurring at T-Junction intersections (12 fatalities or 28.2% fewer).

### National Road Toll

The preliminary road toll for all Australian states and territories during 2008 is 1,462 fatalities. This is 141 fatalities (or 8.8%) fewer than the previous year (Table 4).

The preliminary national road toll per 100,000 population for 2008 was 6.84. Queensland's road toll per 100,000 of 7.64 is 11.7% greater than the overall Australian rate. Compared with the previous year, the Queensland fatality rate per 100,000 population decreased by 11.2%. The Queensland road fatality rate ranked fifth in the nation with Australian Capital

Territory, New South Wales, Victoria and South Australia having lower fatality per capita rates.

**Table 4: 2008 Preliminary Road Toll compared with 2007, Australian States and Territories**

	Road fatalities		Road toll per 100,000 population		Road toll per 100,000 population: % change 2007 to 2008
	2008	2007	2008	2007	
Queensland	327	360	7.64	8.61	-11.2%
New South Wales	395	435	5.67	6.31	-10.2%
Victoria	304	332	5.74	6.38	-10.0%
South Australia	99	125	6.18	7.89	-21.7%
Western Australia	208	235	9.62	11.16	-13.8%
Tasmania	40	45	8.03	9.12	-12.0%
Northern Territory	75	57	34.10	26.51	28.6%
Australian Capital Territory	14	14	4.07	4.12	-1.3%
<b>Australian Total</b>	<b>1,462</b>	<b>1,603</b>	<b>6.84</b>	<b>7.63</b>	<b>-10.3%</b>

### Summary

The preliminary road toll for Queensland during 2008 is 327 fatalities, which is 33 fatalities fewer than the previous year and two fatalities (or 0.7%) fewer than the previous five year average.

There were increases in the number of motorcycle and passenger fatalities, fatalities involving heavy freight vehicles, fatalities as a result of angle type crashes, fatalities occurring between 10pm and midnight, fatalities occurring on Fridays or Saturdays, fatalities within provincial cities and fatalities within the North Coast and Northern Police Regions.

There were reductions in the number of fatalities within the Central, Metropolitan North, Metropolitan South, South Eastern and Southern Police Region, fatalities as a result of hit object type crashes and fatalities occurring at T-Junction intersections.

*Note: Some crash characteristics such as alcohol, speed, fatigue, etc can not be provided as figures are not yet finalised*