

Transport and Main Roads

2010 Year In Review Road Crash Report

Road Fatalities and Hospitalised Casualties

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1 Purpose

The purpose of this report is to provide an overview of the characteristics of road fatalities for 2010 and hospitalised casualties for the 2008/2009 financial year.

2 Data

2.1 *Definition of a Road Traffic Crash*

The road traffic crash data presented within this report has been extracted from the Department of Transport and Main Roads' (TMR) RoadCrash database. A road traffic crash is defined as a crash reported to the Queensland Police Service (QPS) which resulted from the movement of at least one road vehicle on a public road or road related area and involved death or injury to any person, or property damage.

2.2 *Data Limitations*

At the time the data for this report was extracted, fatality data was available up to 31 December 2010 and hospitalised casualty data was available up to 30 June 2009.

For this reason:

- fatality data has been provided for the 2010 calendar year and compared with 2009 and the previous five year (2005 to 2009) average
- hospitalised casualty data has been provided for the 2008/2009 financial year and compared with 2007/2008 and the previous five year (2003/2004 to 2007/2008) average.

In addition, there was a change in the data series during July 2006 to June 2007 due to the implementation of new systems. As a result calculations involving hospitalised casualty data and characteristics (eg restraint use, helmet use, licence type etc) from this period should not be compared with other time periods.

3 Queensland Road Toll for the 12 months 1 January to 31 December 2010

(Note: Data extracted 13 May 2011)

3.1 Interstate Comparison - Fatalities per 100,000 population

The Queensland road toll for 2010 was 249 fatalities, which is 82 fatalities (or 24.8%) fewer than the previous year of 331 fatalities and 88 fatalities (or 26.1%) fewer than the previous five year average.

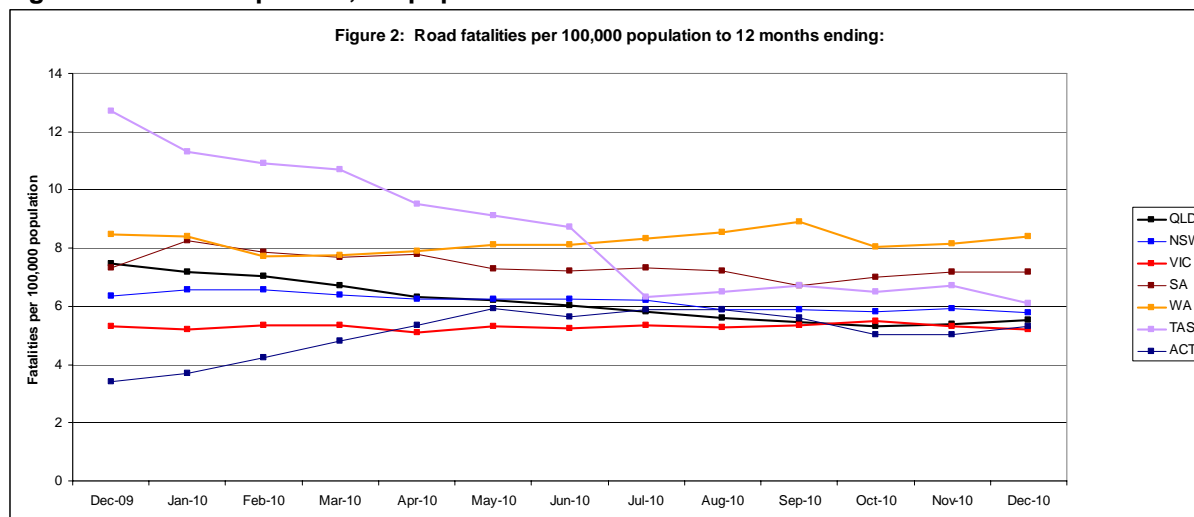
The Queensland road fatality rate for 2010 was 5.52, which is 26.3% lower than the 2009 fatality rate (7.48), and third behind VIC (5.19) and ACT (5.30). This is the lowest Queensland fatality rate recorded for a calendar year since accurate records began in 1952 with the second lowest occurring during 2009 (7.48). The greatest Queensland fatality rate of 32.1 occurred during 1973.

Table 1: Road fatalities per 100,000 population by State, 1 January to 31 December 2010 compared with 1 January to 31 December 2009

State	2009			2010			Percentage difference with previous 12 month period
	Road Toll 1 Jan to 31 Dec 2009	Population ('000) as at Jun 2009	Road Toll per 100,000 population 1 Jan to 31 Dec 2009	Road Toll 1 Jan to 31 Dec 2010	Population ('000) as at Jun 2010	Road Toll per 100,000 population 1 Jan to 31 Dec 2010	
Queensland	331	4,424.8	7.48	249	4,513.9	5.52	-26.3%
New South Wales	453	7,127.2	6.36	419	7,232.6	5.79	-8.9%
Victoria	290	5,446.6	5.32	288	5,545.9	5.19	-2.5%
South Australia	119	1,624.5	7.33	118	1,644.6	7.18	-2.1%
Western Australia	190	2,244.4	8.47	193	2,293.5	8.42	-0.6%
Tasmania	64	503.3	12.72	31	507.6	6.11	-52.0%
Northern Territory	31	226.2	13.70	50	229.7	21.77	58.8%
Australian Capital Territory	12	352.3	3.41	19	358.6	5.30	55.6%
Rest of Australia	1,159	17,527.0	6.61	1,118	17,815.0	6.28	-5.1%
Australian Total	1,490	21,951.7	6.79	1,367	22,328.8	6.12	-9.8%

Population data source - Australian Bureau of Statistics - Catalog 3101.0
 Interstate Road Toll data source - Relevant State Authority
 Note these figures are preliminary

Figure 1: Fatalities per 100,000 population



3.2 Queensland cumulative fatalities by month, 2005 to 2010

Figure 2: Queensland cumulative fatalities by month, 2005 to 2010

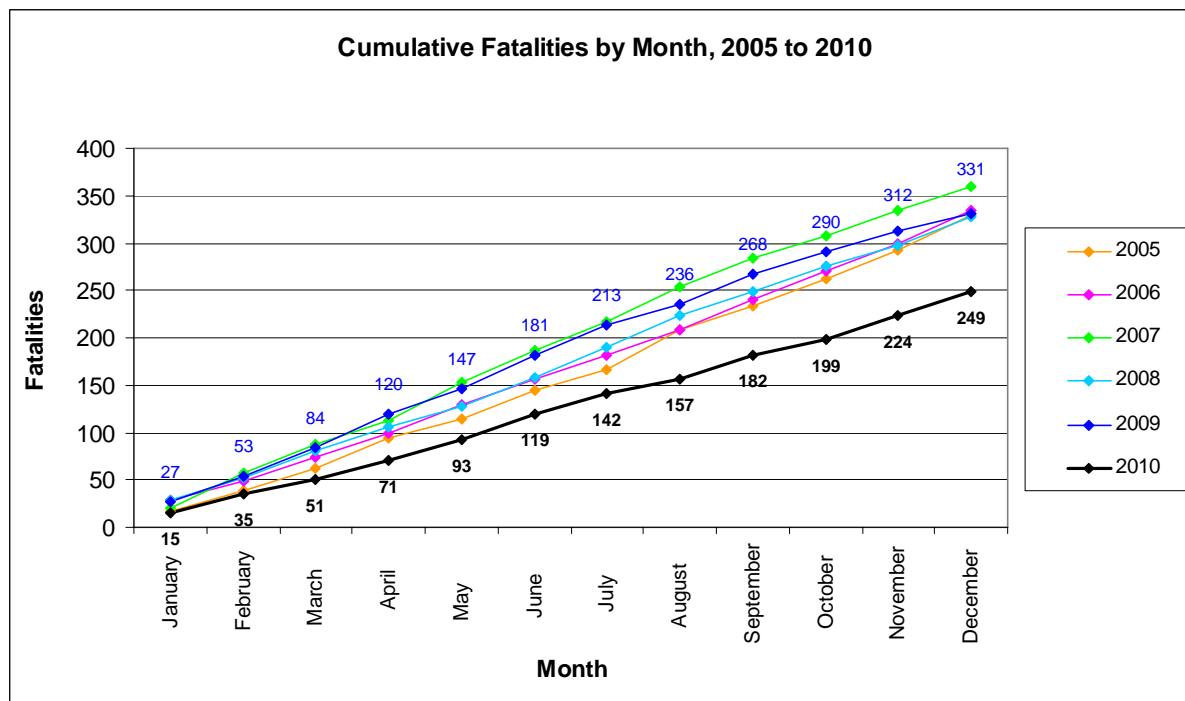


Table 2: Queensland cumulative fatalities by month, 2005 to 2010

	2005	2006	2007	2008	2009	2010
January	17	29	21	28	27	15
February	38	49	57	52	53	35
March	62	74	87	80	84	51
April	94	100	112	106	120	71
May	115	129	153	127	147	93
June	144	156	187	158	181	119
July	166	181	216	190	213	142
August	208	209	253	224	236	157
September	233	241	284	249	268	182
October	263	270	307	275	290	199
November	293	300	335	298	312	224
December	330	335	360	328	331	249

Figure 2 and Table 2 show the cumulative fatalities by month, 1 January to 31 December 2010 compared with the same period for the previous five years.

4 Queensland Road Toll, 1 January to 31 December 2010

4.1 Major characteristics and relative increases and decreases of the Queensland Road Toll, 1 January to 31 December 2010

(Note: Data extracted on 16 May 2011)

4.1.1 Major Characteristics:

The major characteristics of the Queensland Road Toll during 1 January to 31 December 2010 were:

- Alcohol related crashes - 72 fatalities (or 28.9%),
- Unrestrained vehicle occupants - 31 fatalities (or 28.7% of vehicle occupant fatalities), where restraint use was known,
- Involving young adult drivers or riders aged 17 to 24 years - 63 fatalities (or 25.3%),
- Involving senior adult drivers or riders aged 60 years or over - 58 fatalities (or 23.3%),
- Young adult road users aged 17 to 24 years - 57 fatalities (or 22.9%),
- Involving speeding drivers or riders - 55 fatalities (or 22.1%),
- Involving drivers or riders performing illegal manoeuvres - 54 fatalities (or 21.7%),
- Involving motorcycles - 51 fatalities (or 20.5%),
- Involving drink drivers or riders - 50 fatalities (or 20.1%).

Please note that for the purpose of this report, major characteristics of fatalities as a result of road traffic crashes within Queensland have been defined as characteristics representing 20% or more of all fatalities within Queensland.

4.1.2 Increases:

There were no major relative increases of the Queensland Road Toll during 1 January to 31 December 2010 compared with 2009 and with the 2005 to 2009 average.

Please note that for the purpose of this report, relative increases have been defined as factors that represent at least 20% of all fatalities during 1 January to 31 December 2010 and have also had an increase when compared with the previous five year average (approximately 10%).

4.1.3 Decreases:

The major relative decreases of the Queensland Road Toll during 1 January to 31 December 2010 compared with 2009 and with the 2005 to 2009 average were:

- Involving drink drivers or riders - 50 fatalities (or 20.1%) which is 20 fatalities (or 28.6%) fewer than 2009 and 35 fatalities (or 41.2%) fewer than the 2005 to 2009 average,
- Alcohol related crashes - 72 fatalities (or 28.9%) which is 30 fatalities (or 29.4%) fewer than 2009 and 47 fatalities (or 39.4%) fewer than the 2005 to 2009 average,

- Involving young adult drivers or riders aged 17 to 24 years - 63 fatalities (or 25.3%) which is 29 fatalities (or 31.5%) fewer than 2009 and 40 fatalities (or 39.1%) fewer than the 2005 to 2009 average,
- Involving speeding drivers or riders - 55 fatalities (or 22.1%) which is 20 fatalities (or 26.7%) fewer than 2009 and 28 fatalities (or 34.1%) fewer than the 2005 to 2009 average.

Please note that for the purpose of this report, relative decreases have been defined as factors that represent at least 20% of all fatalities during 1 January to 31 December 2010 and have also had a decrease when compared with the previous five year average (approximately 26% which is the percentage the overall road decreased when compared with the previous five year average).

4.2 Characteristics of the Queensland Road Toll, 1 January 2006 to 31 December 2010

4.2.1 All

During 1 January to 31 December 2010, there were 249 fatalities as a result of crashes within Queensland. This is 82 fatalities (or 24.8%) fewer than the previous year and 88 fatalities (or 26.1%) fewer than the previous five year average.

The key characteristics of drivers and riders (n=2,191) involved in fatal crashes within Queensland, 1 January 2006 to 31 December 2010, were:

- 1,523 (or 69.5%) were light passenger vehicle drivers, 319 (or 14.6%) were motorcycle riders and 291 (or 13.3%) were truck drivers,
- 451 (or 21.2%) were aged 17 to 24 years, 444 (or 20.8%) were aged 30 to 39 years, 381 (or 17.9%) were aged 40 to 49 years and 303 (or 14.2%) were aged 50 to 59 years, where age was known,
- 1,699 (or 79.6%) were male and 435 (or 20.4%) were female, where gender was known,
- 1,506 (or 75.0%) held an open licence, 235 (or 11.7%) held a provisional licence, 181 (or 9.0%) were unlicensed, 46 (or 2.3%) held a learner licence, 24 (or 1.2%) were not licensed within Australia and 17 (or 0.8%) held a restricted licence, where licence type was known,
- 433 (or 19.8%) were alcohol/drug related, 365 (or 16.7%) were drink driving, 361 (or 16.5%) were speeding, 252 (or 11.5%) were performing illegal manoeuvres and 221 (or 10.1%) were fatigue related,
- 1,764 (or 80.5%) were going straight ahead and 156 (or 7.1%) were making a right turn,
- Of the light passenger vehicles, 844 (or 56.6%) contained one occupant, 403 (or 27.0%) contained two occupants and 244 (or 16.4%) contained three or more occupants, where the number of occupants was known.

The key characteristics of fatalities (n=1,603) as a result of crashes within Queensland, 1 January 2006 to 31 December 2010 were:

- 366 fatalities (or 22.8%) were aged 17 to 24 years, 292 fatalities (or 18.2%) were aged 30 to 39 years and 227 fatalities (or 14.2%) were aged 40 to 49 years, where age was known,
- 1,196 fatalities (or 74.7%) were male and 406 fatalities (or 25.3%) were female, where gender was known,
- 733 fatalities (or 45.7%) were drivers, 330 fatalities (or 20.6%) were passengers, 313 fatalities (or 19.5%) were motorcycle riders or pillion, 186 fatalities (or 11.6%) were pedestrians and 41 fatalities (or 2.6%) were bicyclists,
- Of the vehicle occupant fatalities, 191 vehicle occupant fatalities (or 27.2%) were unrestrained, where restraint use was known,
- Of the motorcyclist fatalities, 20 motorcyclist fatalities (or 7.1%) were not wearing a helmet, where helmet use was known,
- Of the bicyclist fatalities, 11 bicyclist fatalities (or 31.4%) were not wearing a helmet, where helmet use was known,

- 558 fatalities (or 34.8%) were as a result of hit object type crashes, 277 fatalities (or 17.3%) were as a result of head-on type crashes and 256 fatalities (or 16.0%) were as a result of angle type crashes,
- 378 fatalities (or 23.6%) occurred within the North Coast Police Region, 266 fatalities (or 16.6%) occurred within the Southern Police Region, 238 fatalities (or 14.8%) occurred within the South Eastern Police Region and 228 fatalities (or 14.2%) occurred within the Central Police region,
- 536 fatalities (or 33.4%) occurred within major cities, 508 fatalities (or 31.7%) occurred within inner regional areas, 382 fatalities (or 23.8%) occurred within outer regional areas, 126 fatalities (or 7.9%) occurred within remote areas and 51 fatalities (or 3.2%) occurred within very remote areas⁴,
- 939 fatalities (or 58.6%) occurred along State controlled roads and 664 fatalities (or 41.4%) occurred along locally controlled roads,
- 511 fatalities (or 31.9%) occurred between 2pm and 7pm,
- 285 fatalities (or 17.8%) occurred on Saturdays, 257 fatalities (or 16.0%) occurred on Fridays, 256 fatalities (or 16.0%) occurred on Sundays and 247 fatalities (or 15.4%) occurred on Thursdays,
- 715 fatalities (or 44.6%) occurred within 100-110 km/h speed zones and 402 fatalities (or 25.1%) occurred within 60 km/h speed zones,
- 1,257 fatalities (or 78.4%) occurred away from intersections, 187 fatalities (or 11.7%) occurred at T Junction intersections and 115 fatalities (or 7.2%) occurred at Cross intersections,
- 1,396 fatalities (or 87.1%) occurred under no traffic control,
- 888 fatalities (or 55.4%) occurred during daylight, 369 fatalities (or 23.0%) occurred during darkness – not lighted and 261 fatalities (or 16.3%) occurred during darkness – street lighting.

4.2.2 Speed

Includes all people killed in crashes where a driver or rider involved was attributed with either the contributing circumstance of "Violation – Exceeding speed limit" or "Excessive speed for circumstances".

During 1 January to 31 December 2010, there were 55 fatalities as a result of crashes involving speeding drivers or riders within Queensland, which represents 22.1% of the Queensland road toll. This is 20 fatalities (or 26.7%) fewer than the previous year and 28 fatalities (or 34.1%) fewer than the previous five year average.

The key characteristics of speeding drivers and riders (n=361) involved in fatal crashes within Queensland, 1 January 2006 to 31 December 2010, were:

- 226 (or 62.6%) were light passenger vehicle drivers and 124 (or 34.3%) were motorcycle riders,
- 136 (or 37.8%) were aged 17 to 24 years, 89 (or 24.7%) were aged 30 to 39 years and 53 (or 14.7%) were aged 25 to 29 years, where age was known,
- 334 (or 92.5%) were male and 27 (or 7.5%) were female,
- 182 (or 54.0%) held an open licence, 70 (or 20.8%) were unlicensed, 57 (or 16.9%) held a provisional licence, 16 (or 4.7%) held a learner licence, eight (or 2.4%) held a restricted licence and four (or 1.2%) were not licensed within Australia, where licence type was known,
- 182 (or 50.4%) were also alcohol/drug related and 165 (or 45.7%) were also drink driving,

- Of the light passenger vehicles, 107 (or 47.3%) contained one occupant, 64 (or 28.3%) contained two occupants and 55 (or 24.3%) contained three or more occupants.

The key characteristics of fatalities (n=404) as a result of crashes involving speeding drivers or riders within Queensland, 1 January 2006 to 31 December 2010, were:

- Of the vehicle occupant fatalities, 54 vehicle occupant fatalities (or 30.9%) were unrestrained, where restraint use was known,
- 216 fatalities (or 53.5%) were as a result of hit object type crashes,
- 97 fatalities (or 24.0%) occurred within the North Coast Police Region and 82 fatalities (or 20.3%) occurred within the South Eastern Police Region,
- 173 fatalities (or 42.8%) occurred within major cities, 118 fatalities (or 29.2%) occurred within inner regional areas, 83 fatalities (or 20.5%) occurred within outer regional areas, 21 fatalities (or 5.2%) occurred within remote areas and nine fatalities (or 2.2%) occurred within very remote areas▲,
- 205 fatalities (or 50.7%) occurred along State controlled roads and 199 fatalities (or 49.3%) occurred along locally controlled roads,
- 128 fatalities (or 31.7%) occurred between 3pm and 8pm and 110 fatalities (or 27.2%) occurred between 9pm and 2am,
- 90 fatalities (or 22.3%) occurred on Saturdays, 72 fatalities (or 17.8%) occurred on Sundays and 69 fatalities (or 17.1%) occurred on Fridays,
- 134 fatalities (or 33.2%) occurred within 60 km/h speed zones and 122 fatalities (or 30.2%) occurred within 100-110 km/h speed zones,
- 308 fatalities (or 76.2%) occurred away from intersections and 62 fatalities (or 15.3%) occurred at T Junction intersections,
- 162 fatalities (or 40.1%) occurred during daylight, 120 fatalities (or 29.7%) occurred during darkness – street lighting and 93 fatalities (or 23.0%) occurred during darkness – not lighted,
- 218 fatalities (or 54.0%) occurred along curved roads.

4.2.3 Drink Driving

Includes all people killed in crashes where a driver or rider involved was attributed with the contributing circumstance "Violation - Over prescribed concentration of alcohol (Illegal BAC)".

During 1 January to 31 December 2010, there were 50 fatalities as a result of crashes involving drink drivers or riders within Queensland, which represents 20.1% of the Queensland road toll. This is 20 fatalities (or 28.6%) fewer than the previous year and 35 fatalities (or 41.2%) fewer than the previous five year average.

The key characteristics of drink drivers and riders (n=365) involved in fatal crashes within Queensland, 1 January 2006 to 31 December 2010, were:

- 283 (or 77.5%) were light passenger vehicle drivers and 75 (or 20.5%) were motorcycle riders,
- 109 (or 29.9%) were aged 30 to 39 years, 107 (or 29.3%) were aged 17 to 24 years and 58 (or 15.9%) were aged 25 to 29 years,

- 325 (or 89.0%) were male and 40 (or 11.0%) were female,
- 184 (or 54.1%) held an open licence, 77 (or 22.6%) were unlicensed, 54 (or 15.9%) held a provisional licence, 15 (or 4.4%) held a learner licence, eight (or 2.4%) held a restricted licence and two (or 0.6%) were not licensed within Australia, where licence type was known,
- 262 (or 71.8%) had a BAC (Blood Alcohol Concentration) between 0.10 and 0.24,
- 165 (or 45.2%) were also speeding and 75 (or 20.5%) were also fatigue related,
- Of the light passenger vehicles, 168 (or 59.4%) contained one occupant, 67 (or 23.7%) contained two occupants and 48 (or 17.0%) contained three or more occupants.

The key characteristics of fatalities (n=397) as a result of crashes involving drink drivers or riders within Queensland, 1 January 2006 to 31 December 2010 were:

- Of the vehicle occupant fatalities, 85 vehicle occupant fatalities (or 42.3%) were unrestrained, where restraint use was known,
- Of the motorcyclist fatalities, 13 motorcyclist fatalities (or 19.1%) were not wearing a helmet, where helmet use was known,
- 214 fatalities (or 53.9%) occurred as a result of hit object type crashes,
- 81 fatalities (or 20.4%) occurred within the North Coast Police Region, 72 fatalities (or 18.1%) occurred within the South Eastern Police Region, 66 fatalities (or 16.6%) occurred within the Southern Police Region and 62 fatalities (or 15.6%) occurred within the Central Police Region,
- 133 fatalities (or 33.5%) occurred within major cities, 131 fatalities (or 33.0%) occurred within inner regional areas, 85 fatalities (or 21.4%) occurred within outer regional areas, 31 fatalities (or 7.8%) occurred within remote areas and 17 fatalities (or 4.3%) occurred within very remote areas▲,
- 201 fatalities (or 50.6%) occurred along locally controlled roads and 196 fatalities (or 49.4%) occurred along State controlled roads,
- 116 fatalities (29.2%) occurred between 11pm and 2am and 79 fatalities (or 19.9%) occurred between 5pm and 8pm,
- 116 fatalities (or 29.2%) occurred on Saturdays and 84 fatalities (or 21.2%) occurred on Sundays,
- 158 fatalities (or 39.8%) occurred within 100-110 km/h speed zones, 106 fatalities (or 26.7%) occurred within 60 km/h speed zones and 75 fatalities (or 18.9%) occurred within 80-90 km/h speed zones,
- 168 fatalities (or 42.3%) occurred during darkness – not lighted, 118 fatalities (or 29.7%) occurred during darkness – street lighting and 90 fatalities (or 22.7%) occurred during daylight,
- 198 fatalities (or 49.9%) occurred along curved roads.

4.2.4 Young Adult Drivers and Riders

Includes all people killed in crashes which involved a young driver/rider, aged 17 to 24 years. This includes fatalities of all ages and all road user types (drivers, riders, passengers, pedestrians and bicyclists).

During 1 January to 31 December 2010, there were 63 fatalities as a result of crashes involving young adult drivers or riders (aged 17 to 24 years), within Queensland, which represents 25.3% of the

Queensland road toll. This is 29 fatalities (or 31.5%) fewer than the previous year and 40 fatalities (or 39.1%) fewer than the previous five year average. Of the 63 fatalities, 38 fatalities (or 60.3%) were young adult drivers or riders, 14 fatalities (or 22.2%) were passengers of young adult drivers or riders and 11 fatalities (or 17.5%) were other road users (drivers, riders, passengers, pedestrians or bicyclists).

The key characteristics of young adult drivers and riders (n=451) involved in fatal crashes within Queensland, 1 January 2006 to 31 December 2010, were:

- 360 (or 79.8%) were light passenger vehicle drivers and 77 (or 17.1%) were motorcycle riders,
- 365 (or 80.9%) were considered at fault,
- 244 (or 54.1%) were aged 17 to 20 years and 207 (or 45.9%) were aged 21 to 24 years,
- 365 (or 80.9%) were male and 86 (or 19.1%) were female,
- 187 (or 43.7%) held a provisional licence, 141 (or 32.9%) held an open licence, 54 (or 12.6%) were unlicensed, 26 (or 6.1%) held a learner licence, 14 (or 3.3%) held a restricted licence and six (or 1.4%) were not licensed within Australia, where licence type was known,
- 136 (or 30.2%) were speeding, 119 (or 26.4%) were alcohol/drug related and 107 (or 23.7%) were drink driving,
- Of the light passenger vehicles, 178 (or 49.4%) contained one occupant, 96 (or 26.7%) contained two occupants and 86 (or 23.9%) contained three or more occupants.

The key characteristics of fatalities (n=471) as a result of crashes involving young adult drivers or riders within Queensland, 1 January 2006 to 31 December 2010 were:

- 238 fatalities (or 50.5%) were the young adult drivers or riders, 107 fatalities (or 22.7%) were passengers of young adult drivers or riders and 126 fatalities (or 26.8%) were other road users (drivers, riders, passengers, pedestrians or bicyclists),
- Of the vehicle occupant fatalities, 52 vehicle occupant fatalities (or 23.7%) were unrestrained, where restraint use was known,
- 179 fatalities (or 38.0%) occurred as a result of hit object type crashes, 86 fatalities (or 18.3%) occurred as a result of angle type crashes and 79 fatalities (or 16.8%) occurred as a result of head-on type crashes,
- 101 fatalities (or 21.4%) occurred within the North Coast Police Region, 84 fatalities (or 17.8%) occurred within the South Eastern Police Region and 82 fatalities (or 17.4%) occurred within the Southern Police Region,
- 184 fatalities (or 39.1%) occurred within major cities, 155 fatalities (or 32.9%) occurred within inner regional areas, 90 fatalities (or 19.1%) occurred within outer regional areas, 32 fatalities (or 6.8%) occurred within remote areas and 10 fatalities (or 2.1%) occurred within very remote areas♠,
- 256 fatalities (or 54.4%) occurred along State controlled roads and 215 fatalities (or 45.6%) occurred along locally controlled roads,
- 88 fatalities (or 18.7%) occurred between 5pm and 8pm, 78 fatalities (or 16.6%) occurred between 10pm and 1am and 75 fatalities (or 15.9%) occurred between 1pm and 4pm,
- 102 fatalities (or 21.7%) occurred on Saturdays and 92 fatalities (or 19.5%) occurred on Sundays,
- 173 fatalities (or 36.7%) occurred within 100-110 km/h speed zones and 134 fatalities (or 28.5%) occurred within 60 km/h speed zones,

- 214 fatalities (or 45.4%) occurred during daylight, 120 fatalities (or 25.5%) occurred during darkness – street lighting and 106 fatalities (or 22.5%) occurred during darkness – not lighted.

4.2.5 Young Adult Road Users

Includes fatalities of all road user types (drivers, riders, passengers, pedestrians and bicyclists) aged 17 to 24 years.

During 1 January to 31 December 2010, there were 57 young adult road user fatalities (aged 17 to 24 years) as a result of crashes within Queensland, which represents 22.9% of the Queensland road toll. This is 15 fatalities (or 20.8%) fewer than the previous year and 19 fatalities (or 25.4%) fewer than the previous five year average.

The key characteristics of young adult road user fatalities (n=366) as a result of crashes within Queensland, 1 January 2006 to 31 December 2010 were:

- 206 fatalities (or 56.3%) were aged 17 to 20 years and 160 fatalities (or 43.7%) were aged 21 to 24 years,
- 288 fatalities (or 78.7%) were male and 78 fatalities (or 21.3%) were female,
- 164 fatalities (or 44.8%) were drivers, 94 fatalities (or 25.7%) were passengers, 77 fatalities (or 21.0%) were motorcycle riders or pillion, 25 fatalities (or 6.8%) were pedestrians and six fatalities (or 1.6%) were bicyclists,
- Of the vehicle occupant fatalities, 50 vehicle occupant fatalities (or 28.1%) were unrestrained, where restraint use was known,
- 168 fatalities (or 45.9%) occurred as a result of hit object type crashes,
- 78 fatalities (or 21.3%) occurred within the North Coast Police Region, 71 fatalities (or 19.4%) occurred within the Southern Police Region and 62 fatalities (or 16.9%) occurred within the South Eastern Police Region,
- 139 fatalities (or 38.0%) occurred within major cities, 122 fatalities (or 33.3%) occurred within inner regional areas, 69 fatalities (or 18.9%) occurred within outer regional areas, 26 fatalities (or 7.1%) occurred within remote areas and 10 fatalities (or 2.7%) occurred within very remote areas▲,
- 189 fatalities (or 51.6%) occurred along State controlled roads and 177 fatalities (or 48.4%) occurred along locally controlled roads,
- 108 fatalities (or 29.5%) occurred between 2pm and 7pm and 101 fatalities (or 27.6%) occurred between 10pm and 3am,
- 77 fatalities (or 21.0%) occurred on Sundays, 73 fatalities (or 19.9%) occurred on Saturdays and 63 fatalities (or 17.2%) occurred on Fridays,
- 292 fatalities (or 79.8%) occurred away from intersections and 46 fatalities (or 12.6%) occurred at T Junction intersections,
- 162 fatalities (or 44.3%) occurred during daylight, 93 fatalities (or 25.4%) occurred during darkness – not lighted and 87 fatalities (or 23.8%) occurred during darkness – street lighting,
- 147 fatalities (or 40.2%) were as a result of crashes involving speeding drivers or riders, 140 fatalities (or 38.3%) were as a result of alcohol/drug related crashes and 109 fatalities (or 29.8%) were as a result of crashes involving drink drivers or riders.

4.2.6 Heavy Freight Vehicles

Includes all people killed in crashes which involved at least one of the following vehicle types: rigid truck, articulated truck and Road train/B-Double/B-Triple.

During 1 January to 31 December 2010, there were 47 fatalities as a result of crashes involving heavy freight vehicles within Queensland, which represents 18.9% of the Queensland road toll. This is 10 fatalities (or 17.5%) fewer than the previous year and 13 fatalities (or 21.7%) fewer than the previous five year average. Of the 47 fatalities, four fatalities (or 8.5%) were heavy freight vehicle drivers, one fatality (or 2.1%) was a passenger of a heavy freight vehicle and 42 fatalities (or 89.4%) were other road users (drivers, riders, passengers, pedestrians or bicyclists).

The key characteristics of heavy freight vehicle drivers (n=291) involved in fatal crashes within Queensland, 1 January 2006 to 31 December 2010, were:

- 119 (or 40.9%) were articulated trucks, 111 (or 38.1%) were rigid trucks and 61 (or 21.0%) were Road trains/B-doubles/B-triples,
- 117 (or 40.2%) were considered at fault,
- 87 (or 31.6%) were aged 40 to 49 years, 69 (or 25.1%) were aged 50 to 59 years and 62 (or 22.5%) were aged 30 to 39 years, where age was known,
- 273 (or 99.3%) were male and two (or 0.7%) were female, where gender was known,
- 242 (or 94.9%) held an open licence, 11 (or 4.3%) were unlicensed and two (or 0.8%) held a provisional licence, where licence type was known,
- 250 (or 96.5%) were Queensland licence holders, where state licensed in was known,
- 27 (or 9.3%) were fatigue related,
- 231 (or 81.1%) were 'transport and storage' type of business, where type of business was known,
- 242 (or 84.0%) were going straight ahead, 15 (or 5.2%) were making a right turn and 12 (or 4.2%) were parked, where intended action was known,
- Of the heavy freight vehicles, 240 (or 86.3%) contained one occupant, 34 (or 12.2%) contained two occupants and four (or 1.4%) contained three occupants, where the number of occupants was known,
- 10 (or 4.2%) were carrying dangerous goods, where carrying dangerous goods was known,
- eight (or 2.7%) were driving defective vehicles.

The key characteristics of fatalities (n=299) as a result of crashes involving heavy freight vehicles within Queensland, 1 January 2006 to 31 December 2010 were:

- 64 fatalities (or 21.4%) were heavy freight vehicle drivers, 10 fatalities (or 3.3%) were passengers of heavy freight vehicles and 225 fatalities (or 75.3%) were other road users (drivers, riders, passengers, pedestrians or bicyclists),
- 105 fatalities (or 35.1%) occurred as a result of head-on type crashes and 60 fatalities (or 20.1%) occurred as a result of angle type crashes,

- 67 fatalities (or 22.4%) occurred within the North Coast Police Region, 63 fatalities (or 21.1%) occurred within the Southern Police Region and 60 fatalities (or 20.1%) occurred within the Central Police Region,
- 100 fatalities (or 33.4%) occurred within outer regional areas, 92 fatalities (or 30.8%) occurred within inner regional areas, 76 fatalities (or 25.4%) occurred within major cities, 26 fatalities (or 8.7%) occurred within remote areas and five fatalities (or 1.7%) occurred within very remote areas▲,
- 237 fatalities (or 79.3%) occurred along State controlled roads and 62 fatalities (or 20.7%) occurred along locally controlled roads,
- Of the vehicle occupant fatalities, 34 vehicle occupant fatalities (or 25.6%) were unrestrained, where restraint use was known,
- 141 fatalities (or 47.2%) occurred between 10am and 5pm,
- 250 fatalities (or 83.6%) occurred on weekdays,
- 181 fatalities (or 60.5%) occurred within 100-110 km/h speed zones,
- 242 fatalities (or 80.9%) occurred away from intersections, 27 fatalities (or 9.0%) occurred at Cross intersections, 26 fatalities (or 8.7%) occurred at T Junction intersections and 10 fatalities (or 3.3%) occurred at bridges or causeways,
- 257 fatalities (or 86.0%) occurred under no traffic control and 23 fatalities (or 7.7%) occurred at give way signs,
- 201 fatalities (or 67.2%) occurred during daylight and 70 fatalities (or 23.4%) occurred during darkness – not lighted, where lighting conditions were known.

4.2.7 Motorcycles

Includes all people killed in crashes which involved motorcycles. This includes two or three wheeled motor vehicles designed to transport people, such as motorcycles with or without a sidecar, motor scooters, trail bikes, mini bikes and mopeds.

During 1 January to 31 December 2010, there were 51 fatalities as a result of crashes involving motorcycles within Queensland, which represents 20.5% of the Queensland road toll. This is nine fatalities (or 15.0%) fewer than the previous year and 16 fatalities (or 23.7%) fewer than the previous five year average. Of the 51 fatalities, 49 fatalities (or 96.1%) were motorcycle riders, one fatality (or 2.0%) was a motorcycle pillion and one fatality (or 2.0%) was another road user (drivers, riders, passengers, pedestrians or bicyclists).

The key characteristics of motorcycle riders (n=319) involved in fatal crashes within Queensland, 1 January 2006 to 31 December 2010 were:

- 262 (or 82.1%) were considered at fault,
- 88 (or 27.7%) were aged 30 to 39 years, 77 (or 24.2%) were aged 17 to 24 years and 59 (or 18.6%) were aged 40 to 49 years, where age was known,
- 306 (or 95.9%) were male and 13 (or 4.1%) were female,

- 202 (or 67.1%) held an open licence, 55 (or 18.3%) were unlicensed, 24 (or 8.0%) held a provisional licence, 14 (or 4.7%) held a learner licence, five (or 1.7%) held a restricted licence and one (or 0.3%) was not licensed within Australia, where licence type was known,
- 124 (or 38.9%) were speeding, 96 (or 30.1%) were alcohol/drug related, 75 (or 23.5%) were drink driving and 40 (or 12.5%) were performing illegal manoeuvres,
- 273 (or 85.6%) were going straight ahead and 19 (or 6.0%) were performing an overtaking manoeuvre.

The key characteristics of fatalities (n=319) as a result of crashes involving motorcycles within Queensland, 1 January 2006 to 31 December 2010 were:

- 300 fatalities (or 94.0%) were motorcycle riders, 13 fatalities (or 4.1%) were motorcycle pillion, and six fatalities (or 1.9%) were other road users (drivers, riders, passengers, pedestrians or bicyclists),
- Of motorcyclist fatalities, 20 motorcyclist fatalities (or 7.1%) were not wearing a helmet, where helmet use was known,
- 106 fatalities (or 33.2%) occurred as a result of hit object type crashes, 90 fatalities (or 28.2%) occurred as a result of angle type crashes, 43 fatalities (or 13.5%) occurred as a result of fall from vehicle type crashes and 34 fatalities (or 10.7%) occurred as a result of head-on type crashes,
- 74 fatalities (or 23.2%) occurred within the South Eastern Police Region and 68 fatalities (or 21.3%) occurred within the North Coast Police Region,
- 154 fatalities (or 48.3%) occurred within major cities, 87 fatalities (or 27.3%) occurred within inner regional areas, 66 fatalities (or 20.7%) occurred within outer regional areas, 10 fatalities (or 3.1%) occurred within remote areas and two fatalities (or 0.6%) occurred within very remote areas▲,
- 170 fatalities (or 53.3%) occurred along locally controlled roads and 149 fatalities (or 46.7%) occurred along State controlled roads,
- 110 fatalities (or 34.5%) occurred between 3pm and 7pm and 67 fatalities (or 21.0%) occurred between 11am and 3pm,
- 137 fatalities (or 42.9%) occurred on weekends,
- 114 fatalities (or 35.7%) occurred within 60 km/h speed zones and 84 fatalities (or 26.3%) occurred within 100-110 km/h speed zones,
- 220 fatalities (or 69.0%) occurred away from intersections and 58 fatalities (or 18.2%) occurred at T Junction intersections,
- 200 fatalities (or 62.7%) occurred during daylight.

4.2.8 Fatigue

Includes all people killed in crashes where a driver or rider involved was attributed with either the contributing circumstance of "Driver - Fatigue/Fell Asleep" or "Driver - Fatigue Related By

Definition". "Driver - Fatigue Related By Definition" refers to single vehicle crashes in a speed zone of 100 km/h or greater during the typical fatigue times of 2pm to 4pm or 10pm to 6am.

During 1 January to 31 December 2010, there were 30 fatalities as a result of fatigue related crashes within Queensland, which represents 12.0% of the Queensland road toll. This is 15 fatalities (or 33.3%) fewer than the previous year and 20 fatalities (or 39.5%) fewer than the previous five year average.

The key characteristics of drivers and riders (n=221) involved in fatigue related fatal crashes within Queensland, 1 January 2006 to 31 December 2010, were:

- 183 (or 82.8%) were light passenger vehicle drivers, 27 (or 12.2%) were truck drivers and 11 (or 5.0%) were motorcycle riders,
- 50 (or 22.7%) were aged 17 to 24 years, 47 (or 21.4%) were aged 30 to 39 years, 39 (or 17.7%) were aged 40 to 49 years and 36 (or 16.4%) were aged 50 to 59 years, where age was known,
- 180 (or 81.8%) were male and 40 (or 18.2%) were female, where gender was known,
- 124 (or 60.8%) held an open licence, 44 (or 21.6%) held a provisional licence, 25 (or 12.3%) were unlicensed, five (or 2.5%) held a learner licence, four (or 2.0%) were not licensed within Australia and two (or 1.0%) held a restricted licence, where licence type was known,
- 81 (or 36.7%) were also alcohol/drug related, 75 (or 33.9%) were also drink driving, 38 (or 17.2%) were also speeding and 21 (or 9.5%) were also performing illegal manoeuvres.

The key characteristics of fatalities (n=225) as a result of fatigue related crashes within Queensland, 1 January 2006 to 31 December 2010 were:

- Of the vehicle occupant fatalities, 62 vehicle occupant fatalities (or 41.3%) were unrestrained, where restraint use was known,
- 127 fatalities (or 56.4%) occurred as a result of hit object type crashes, 60 fatalities (or 26.7%) occurred as a result of overturned type crashes and 29 fatalities (or 12.9%) occurred as a result of head-on type crashes,
- 58 fatalities (or 25.8%) occurred within the North Coast Police Region, 55 fatalities (or 24.4%) occurred within the Central Police Region and 51 fatalities (or 22.7%) occurred within the Southern Police Region,
- 85 fatalities (or 37.8%) occurred within inner regional areas, 72 fatalities (or 32.0%) occurred within outer regional areas, 33 fatalities (or 14.7%) occurred within remote areas, 22 fatalities (or 9.8%) occurred within major cities and 13 fatalities (or 5.8%) occurred within very remote areas▲,
- 181 fatalities (or 80.4%) occurred along State controlled roads and 44 fatalities (or 19.6%) occurred along locally controlled roads,
- 45 fatalities (or 20.0%) occurred on Saturdays, 38 fatalities (or 16.9%) occurred on Fridays, 36 fatalities (or 16.0%) occurred on Sundays and 36 fatalities (or 16.0%) occurred on Thursdays.

4.2.9 Unrestrained

This includes vehicle occupants (drivers and passengers) who were not restrained where a restraint was available, were not wearing an appropriate restraint or were travelling in part of the vehicle which was not fitted with a restraint.

During 1 January to 31 December 2010, there were 164 vehicle occupant fatalities as a result of crashes within Queensland, which represents 65.9% of the Queensland road toll. Of these 164 vehicle occupant fatalities, restraint use was known for 108 (or 65.9%).

During 1 January to 31 December 2010, there were 31 unrestrained vehicle occupant fatalities as a result of crashes within Queensland, which represents 28.7% of vehicle occupant fatalities within Queensland, where restraint use was known (n=108). This is 12 fatalities (or 27.9%) fewer than the previous year and nine fatalities (or 21.7%) fewer than the previous five year average.

During 1 January 2006 to 31 December 2010, there were 1,061 vehicle occupant fatalities as a result of crashes within Queensland, which represents 66.2% of the Queensland road toll. Of these 1,061 vehicle occupant fatalities, restraint use was known for 701 (or 66.1%).

The key characteristics of unrestrained vehicle occupant fatalities (n=191) as a result of crashes within Queensland, 1 January 2006 to 31 December 2010 were:

- 50 fatalities (or 26.2%) were aged 17 to 24 years, 41 fatalities (or 21.5%) were aged 30 to 39 years, 31 fatalities (or 16.2%) were aged 40 to 49 years and 25 fatalities (or 13.1%) were aged 25 to 29 years,
- 155 fatalities (or 81.2%) were male and 36 fatalities (or 18.8%) were female,
- 135 fatalities (or 70.7%) were drivers and 56 fatalities (or 29.3%) were passengers,
- 162 fatalities (or 86.2%) were positioned in the front seat and 18 fatalities (or 9.6%) were positioned in the back seat, where seating position was known,
- 83 fatalities (or 43.5%) were as a result of hit object type crashes and 61 fatalities (or 31.9%) were as a result of overturned type crashes,
- 43 fatalities (or 22.5%) occurred within the Southern Police Region, 33 fatalities (or 17.3%) occurred within the Central Police Region, 32 fatalities (or 16.8%) occurred within the North Coast Police Region and 29 fatalities (or 15.2%) occurred within the South Eastern Police Region,
- 49 fatalities (or 25.7%) occurred within outer regional areas, 45 fatalities (or 23.6%) occurred within inner regional areas, 44 fatalities (or 23.0%) occurred within major cities, 28 fatalities (or 14.7%) occurred within remote areas and 25 fatalities (or 13.1%) occurred within very remote areas▲,
- 114 fatalities (or 59.7%) occurred within 100-110 km/h speed zones,
- 41 fatalities (or 21.5%) occurred on Saturdays, 40 fatalities (or 20.9%) occurred on Sundays and 34 fatalities (or 17.8%) occurred on Fridays.

4.2.10 Senior Adult Drivers and Riders

Includes all people killed in crashes which involved a senior driver/rider, aged 60 years or over. This includes fatalities of all ages and all road user types (drivers, riders, passengers, pedestrians and bicyclists).

During 1 January to 31 December 2010, there were 58 fatalities as a result of crashes involving senior adult drivers or riders (aged 60 years or over), within Queensland, which represents 23.3% of the Queensland road toll. This is 12 fatalities (or 17.1%) fewer than the previous year and nine fatalities (or

13.4%) fewer than the previous five year average. Of the 58 fatalities, 28 fatalities (or 48.3%) were senior adult drivers or riders, 10 fatalities (or 17.2%) were passengers of senior adult drivers or riders and 20 fatalities (or 34.5%) were other road users (drivers, riders, passengers, pedestrians or bicyclists).

The key characteristics of senior adult drivers and riders (n=313) involved in fatal crashes within Queensland, 1 January 2006 to 31 December 2010, were:

- 253 (or 80.8%) were light passenger vehicle drivers, 31 (or 9.9%) were truck drivers and 17 (or 5.4%) were motorcycle riders,
- 202 (or 64.5%) were considered at fault,
- 214 (or 68.4%) were aged 60 to 74 years and 99 (or 31.6%) were aged 75 years or over,
- 243 (or 77.6%) were male and 70 (or 22.4%) were female,
- 54 (or 17.3%) were performing illegal manoeuvres and 41 (or 13.1%) failed to give way or stop,
- 231 (or 75.5%) were going straight ahead and 46 (or 15.0%) were making a right turn, where intended action was known,
- Of the light passenger vehicles, 145 (or 57.3%) contained one occupant, 96 (or 37.9%) contained two occupants and 12 (or 4.7%) contained three or more occupants, where the number of occupants was known.

The key characteristics of fatalities (n=327) as a result of crashes involving senior adult drivers or riders within Queensland, 1 January 2006 to 31 December 2010 were:

- 161 fatalities (or 49.2%) were senior adult drivers or riders, 53 fatalities (or 16.2%) were passengers of senior adult drivers or riders and 113 fatalities (or 34.6%) were other road users (drivers, riders, passengers, pedestrians or bicyclists),
- 107 fatalities (or 32.7%) occurred as a result of head-on type crashes, 90 fatalities (or 27.5%) occurred as a result of angle type crashes and 57 (or 17.4%) occurred as a result of hit object type crashes,
- 102 fatalities (or 31.2%) occurred within the North Coast Police Region, 59 fatalities (or 18.0%) occurred within the Southern Police Region, 42 fatalities (or 12.8%) occurred within the South Eastern Police Region and 37 fatalities (or 11.3%) occurred within the Central Police Region,
- 116 fatalities (or 35.5%) occurred within inner regional areas, 102 fatalities (or 31.2%) occurred within major cities, 83 fatalities (or 25.4%) occurred within outer regional areas, 16 fatalities (or 4.9%) occurred within remote areas and 10 fatalities (or 3.1%) occurred within very remote areas▲,
- 231 fatalities (or 70.6%) occurred along State controlled roads and 96 fatalities (or 29.4%) occurred along locally controlled roads,
- 108 fatalities (or 33.0%) occurred between 2pm and 6pm and 98 fatalities (or 30.0%) occurred during 9am and 1pm,
- 252 fatalities (or 77.1%) occurred on weekdays,
- 160 fatalities (or 48.9%) occurred within 100-110 km/h speed zones, 71 fatalities (or 21.7%) occurred within 60 km/h speed zones and 58 fatalities (or 17.7%) occurred within 80-90 km/h speed zones,
- 94 fatalities (or 28.7%) occurred at intersections [49 fatalities (or 15.0%) occurred at T Junction intersections and 38 fatalities (or 11.6%) occurred at Cross intersections],

- 261 fatalities (or 79.8%) occurred under no traffic control, 37 fatalities (or 11.3%) occurred at give way or stop signs and 19 fatalities (or 5.8%) occurred at operating traffic lights,
- 262 fatalities (or 80.1%) occurred during daylight.

4.2.11 Senior Adult Road Users

This includes fatalities of all road user types (drivers, riders, passengers, pedestrians and bicyclists) aged 60 years or over.

During 1 January to 31 December 2010, there were 46 senior adult road user fatalities (aged 60 years or over) as a result of crashes within Queensland, which represents 18.5% of the Queensland road toll. This is nine fatalities (or 16.4%) fewer than the previous year and 10 fatalities (or 18.4%) fewer than the previous five year average.

The key characteristics of senior adult road user fatalities (n=276) as a result of crashes within Queensland, 1 January 2006 to 31 December 2010 were:

- 145 fatalities (or 52.5%) were aged 60 to 74 years and 131 fatalities (or 47.5%) were aged 75 years or over,
- 179 fatalities (or 64.9%) were male and 97 fatalities (or 35.1%) were female,
- 144 fatalities (or 52.2%) were drivers, 61 fatalities (or 22.1%) were passengers, 46 fatalities (or 16.7%) were pedestrians, 18 fatalities (or 6.5%) were motorcycle riders or pillions and seven fatalities (or 2.5%) were bicyclists,
- Of the vehicle occupant fatalities, 23 vehicle occupant fatalities (or 16.8%) were unrestrained, where restraint use was known,
- 78 fatalities (or 28.3%) occurred as a result of angle type crashes, 58 fatalities (or 21.0%) occurred as a result of head-on type crashes, 56 fatalities (or 20.3%) occurred as a result of hit object type crashes and 43 fatalities (or 15.6%) occurred as a result of hit pedestrian type crashes,
- 61 fatalities (or 22.1%) were as a result of illegal manoeuvres, 54 fatalities (or 19.6%) were as a result of failing to give way or stop and 35 fatalities (or 12.7%) were alcohol/drug related,
- 74 fatalities (or 26.8%) occurred within the North Coast Police Region, 56 fatalities (or 20.3%) occurred within the Southern Police Region and 38 fatalities (or 13.8%) occurred within the Central Police Region,
- 94 fatalities (or 34.1%) occurred within inner regional areas, 92 fatalities (or 33.3%) occurred within major cities, 67 fatalities (or 24.3%) occurred within outer regional areas, 13 fatalities (or 4.7%) occurred within remote areas and 10 fatalities (or 3.6%) occurred within very remote areas♠,
- 175 fatalities (or 63.4%) occurred along State controlled roads and 101 fatalities (or 36.6%) occurred along locally controlled roads,
- 179 fatalities (or 64.9%) occurred between 9am and 5pm,
- 53 fatalities (or 19.2%) occurred on Thursdays and 49 fatalities (or 17.8%) occurred on Mondays,
- 226 fatalities (or 81.9%) occurred during daylight.

4.2.12 Illegal Manoeuvre

Includes all people killed in crashes where a driver or rider involved was attributed with either the contributing circumstance of "Violation - Improper Overtaking", "Violation - Cross Double Lines", "Violation - Fail To Signal Intention", "Violation - Improper Turn - Other Than U-Turn", "Violation - Fail To Keep Left", "Violation - Unsafe Lane Change", "Violation - Improper U-Turn", "Violation - Overtaking Stationary Vehicle At Pedestrian Crossing", "Violation - Illegally Parked" or "Violation - Turn In Face Of Oncoming Traffic".

During 1 January to 31 December 2010, there were 54 fatalities as a result of crashes involving drivers or riders performing illegal manoeuvres within Queensland, which represents 21.7% of the Queensland road toll. This is three fatalities (or 5.3%) fewer than the previous year and four fatalities (or 6.6%) fewer than the previous five year average.

The key characteristics of drivers and riders, performing illegal manoeuvres, (n=252) involved in fatal crashes within Queensland, 1 January 2006 to 31 December 2010, were:

- 194 (or 77.0%) were light passenger vehicle drivers, 40 (or 15.9%) were motorcycle riders and 14 (or 5.6%) were truck drivers,
- 48 (or 19.1%) were aged 17 to 24 years, 48 (or 19.1%) were aged 30 to 39 years and 40 (or 15.9%) were aged 40 to 49 years, where age was known,
- 187 (or 74.5%) were male and 64 (or 25.5%) were female,
- 184 (or 77.3%) held an open licence, 29 (or 12.2%) held a provisional licence, 17 (or 7.1%) were unlicensed, four (or 1.7%) were not licensed within Australia, two (or 0.8%) held a learner licence and two (or 0.8%) held a restricted licence, where licence type was known,
- 52 (or 20.6%) were also alcohol/drug related, 36 (or 14.3%) were also drink driving and 23 (or 9.1%) were also speeding,
- 158 (or 62.7%) were going straight ahead, 42 (or 16.7%) were making a right turn, 33 (or 13.1%) were performing an overtaking manoeuvre and 11 (or 4.4%) were making a U turn,
- Of the light passenger vehicles, 127 (or 65.5%) contained one occupant, 47 (or 24.2%) contained two occupants and 20 (or 10.3%) contained three or more occupants.

The key characteristics of fatalities (n=289) as a result of crashes involving drivers or riders, performing illegal manoeuvres, within Queensland, 1 January 2006 to 31 December 2010, were:

- Of the vehicle occupant fatalities, 12 vehicle occupant fatalities (or 8.9%) were unrestrained, where restraint use was known,
- 185 fatalities (or 64.0%) were as a result of head-on type crashes, 72 fatalities (or 24.9%) were as a result of angle type crashes and 21 fatalities (or 7.3%) were as a result of sideswipe crashes,
- 66 fatalities (or 22.8%) occurred within the North Coast Police Region, 57 fatalities (or 19.7%) occurred within the Central Police Region and 54 fatalities (or 18.7%) occurred within the Southern Police Region,
- 95 fatalities (or 32.9%) occurred within inner regional areas, 88 fatalities (or 30.4%) occurred within outer regional areas, 83 fatalities (or 28.7%) occurred within major cities, 21 fatalities (or 7.3%) occurred within remote areas and two fatalities (or 0.7%) occurred within very remote areas ♠,

- 220 fatalities (or 76.1%) occurred along State controlled roads and 69 fatalities (or 23.9%) occurred along locally controlled roads,
- 134 fatalities (or 46.4%) occurred between 1pm and 6pm,
- 53 fatalities (or 18.3%) occurred on Wednesdays, 50 fatalities (or 17.3%) occurred on Fridays, 48 fatalities (or 16.6%) occurred on Thursdays and 40 fatalities (or 13.8%) occurred on Saturdays,
- 160 fatalities (or 55.4%) occurred within 100-110 km/h speed zones, 58 fatalities (or 20.1%) occurred within 60 km/h speed zones and 49 fatalities (or 17.0%) occurred within 80-90 km/h speed zones,
- 235 fatalities (or 81.3%) occurred away from intersections and 41 fatalities (or 14.2%) occurred at T Junction intersections,
- 267 fatalities (or 92.4%) occurred under no traffic control and 20 fatalities (or 6.9%) occurred at operating traffic lights,
- 222 fatalities (or 76.8%) occurred during daylight.

4.2.13 Alcohol Related

Includes all people killed in crashes where a driver or rider involved was attributed with either the contributing circumstance of "Violation - Over prescribed concentration of alcohol (Illegal BAC)" or "Condition - Under influence of liquor or drug (Not necessarily BAC)".

During 1 January to 31 December 2010, there were 72 fatalities as a result of alcohol related crashes within Queensland, which represents 28.9% of the Queensland road toll. This is 30 fatalities (or 29.4%) fewer than the previous year and 47 fatalities (or 39.4%) fewer than the previous five year average.

The key characteristics of all controllers (drivers, riders, bicyclists, pedestrians etc) with a positive Blood Alcohol Concentration (BAC) (n=521) involved in fatal crashes within Queensland, 1 January 2006 to 31 December 2010, were:

- 330 (or 63.3%) were light passenger vehicle drivers, 96 (or 18.4%) were motorcycle riders and 81 (or 15.5%) were pedestrians,
- 140 (or 26.9%) were aged 17 to 24 years and 139 (or 26.7%) were aged 30 to 39 years,
- 456 (or 87.5%) were male and 65 (or 12.5%) were female,
- Of the drivers and riders, 230 (or 57.2%) held an open licence, 85 (or 21.1%) were unlicensed, 59 (or 14.7%) held a provisional licence, 17 (or 4.2%) held a learner licence, eight (or 2.0%) held a restricted licence and three (or 0.7%) were not licensed within Australia, where licence type was known,
- Of the drivers and riders, 97 (or 22.8%) had a BAC between 0.15 and 0.19, 88 (or 20.7%) had a BAC between 0.10 and 0.14, 77 (or 18.1%) had a BAC between 0.20 and 0.24 and 70 (or 16.5%) had a BAC between 0.01 and 0.04, where BAC was known,
- Of the pedestrians, 27 (or 33.3%) had a BAC of 0.25 or over, 15 (or 18.5%) had a BAC between 0.20 and 0.24, 14 (or 17.3%) had a BAC between 0.15 and 0.19 and 12 (or 14.8%) had a BAC between 0.10 and 0.14, where BAC was known,
- 182 (or 34.9%) were also speeding, 81 (or 15.5%) were alcohol impaired pedestrians and 81 (or 15.5%) were also fatigue related,

- 400 (or 76.8%) were going straight ahead, 38 (or 7.3%) were remaining stationary and 30 (or 5.8%) were crossing a carriageway,
- Of the light passenger vehicles, 194 (or 58.8%) contained one occupant, 79 (or 23.9%) contained two occupants and 57 (or 17.3%) contained three or more occupants.

The key characteristics of fatalities (n=550) as a result of alcohol related crashes, within Queensland, 1 January 2006 to 31 December 2010, were:

- Of the vehicle occupant fatalities, 94 vehicle occupant fatalities (or 42.0%) were unrestrained, where restraint use was known,
- Of the motorcyclist fatalities, 15 motorcyclist fatalities (or 16.3%) were not wearing a helmet, where helmet use was known,
- Of the bicyclist fatalities, two bicyclist fatalities (or 25.0%) were not wearing a helmet, where helmet use was known,
- 237 fatalities (or 43.1%) were as a result of hit object type crashes and 86 fatalities (or 15.6%) were as a result of hit pedestrian type crashes,
- 117 fatalities (or 21.3%) occurred within the North Coast Police Region, 101 fatalities (or 18.4%) occurred within the South Eastern Police Region, 85 fatalities (or 15.5%) occurred within the Central Police Region and 81 fatalities (or 14.7%) occurred within the Southern Police Region,
- 181 fatalities (or 32.9%) occurred within major cities, 166 fatalities (or 30.2%) occurred within inner regional areas, 131 fatalities (or 23.8%) occurred within outer regional areas, 49 fatalities (or 8.9%) occurred within remote areas and 23 fatalities (or 4.2%) occurred within very remote areas♠,
- 281 fatalities (or 51.1%) occurred along State controlled roads and 269 fatalities (or 48.9%) occurred along locally controlled roads,
- 172 fatalities (or 31.3%) occurred between 10pm and 2am and 148 fatalities (or 26.9%) occurred between 5pm and 9pm,
- 259 fatalities (or 47.1%) occurred on weekends,
- 300 fatalities (or 54.5%) occurred on a road-related area,
- 215 fatalities (or 39.1%) occurred within 100-110 km/h speed zones and 143 fatalities (or 26.0%) occurred within 60 km/h speed zones,
- 457 fatalities (or 83.1%) occurred away from intersections and 56 fatalities (or 10.2%) occurred at T Junction intersections,
- 511 fatalities (or 92.9%) occurred under no traffic control,
- 209 fatalities (or 38.0%) occurred during darkness – no lighting, 167 fatalities (or 30.4%) occurred during darkness – street lighting and 148 fatalities (or 26.9%) occurred during daylight.

5 Hospitalised Casualties as a result of crashes within Queensland, 1 July 2008 to 30 June 2009

(Note: Data extracted on 16 May 2011)

5.1 Major characteristics and relative increases and decreases of Hospitalised Casualties within Queensland, 1 July 2008 to 30 June 2009

5.1.1 Major Characteristics:

The major characteristics of hospitalised casualties within Queensland during 1 July 2008 to 30 June 2009 were:

- Involving young adult drivers or riders aged 17 to 24 years - 2,418 hospitalised casualties (or 35.9%),
- Young adult road users aged 17 to 24 years - 1,656 hospitalised casualties (or 24.6%),
- Involving senior adult drivers or riders aged 60 years or over - 1,278 hospitalised casualties (or 19.0%),
- Alcohol related crashes - 1,117 hospitalised casualties (or 16.6%),
- Mature adult road users aged 30 to 39 years - 1,105 hospitalised casualties (or 16.4%),
- Mature adult road users aged 40 to 49 years - 1,056 hospitalised casualties (or 15.7%),
- Involving motorcycles - 1,033 hospitalised casualties (or 15.3%),
- Involving drivers or riders performing illegal manoeuvres - 1,031 hospitalised casualties (or 15.3%).

Please note that for the purpose of this report, major characteristics of hospitalised casualties as a result of road traffic crashes within Queensland have been defined as characteristics representing 15% or more of all hospitalised casualties within Queensland.

5.1.2 Increases:

The major relative increases of hospitalised casualties within Queensland during 1 July 2008 to 30 June 2009 compared with 2007/2008 and the 2003/2004 to 2007/2008 average:

- Involving senior adult drivers or riders aged 60 years or over - 1,278 hospitalised casualties (or 19.0%) which is 128 hospitalised casualties (or 11.1%) greater than 2007/08 and 212 hospitalised casualties (or 19.9%) greater than the 2003/04 to 2007/08 average,
- Alcohol related crashes - 1,117 hospitalised casualties (or 16.6%) which is 75 hospitalised casualties (or 7.2%) greater than 2007/08 and 187 hospitalised casualties (or 20.1%) greater than the 2003/04 to 2007/08 average,
- Mature adult road users aged 40 to 49 years - 1,056 hospitalised casualties (or 15.7%) which is 102 hospitalised casualties (or 10.7%) greater than 2007/08 and 182 hospitalised casualties (or 20.9%) greater than the 2003/04 to 2007/08 average,

- Senior adult road users aged 60 years or over - 879 hospitalised casualties (or 13.1%) which is 96 hospitalised casualties (or 12.3%) greater than 2007/08 and 153 hospitalised casualties (or 21.1%) greater than the 2003/04 to 2007/08 average.

Please note that for the purpose of this report, relative increases have been defined as factors that represent at least 13% of all hospitalised casualties during 1 July 2008 to 30 June 2009 and have also had an increase when compared with the previous five year average (approximately 15%).

5.1.3 Decreases:

There were no major relative decreases of hospitalised casualties within Queensland during 1 July 2008 to 30 June 2009 compared with 2007/2008 and the 2003/2004 to 2007/2008 average.

Please note that for the purpose of this report, relative decreases have been defined as factors that represent at least 13% of all hospitalised casualties during 1 July 2008 to 30 June 2009 and have also had a decrease when compared with the previous five year average (approximately 5%).

5.2 Characteristics of the Hospitalised Casualties as a result of crashes within Queensland, 1 July 2004 to 30 June 2009

5.2.1 All

During 1 July 2008 to 30 June 2009, there were 6,743 hospitalised casualties as a result of crashes within Queensland. This is 208 hospitalised casualties (or 3.2%) greater than the previous year and 541 hospitalised casualties (or 8.7%) greater than the previous five year average.

The key characteristics of drivers and riders (n=41,869) involved in hospitalisation crashes within Queensland, 1 July 2004 to 30 June 2009, were:

- 34,378 (or 82.1%) were light passenger vehicle drivers and 4,693 (or 11.2%) were motorcycle riders,
- 10,390 (or 25.8%) were aged 17 to 24 years, 8,156 (or 20.2%) were aged 30 to 39 years and 7,034 (or 17.4%) were aged 40 to 49 years, where age was known,
- 26,440 (or 65.3%) were male and 14,063 (or 34.7%) were female, where gender was known,
- 29,978 (or 76.8%) held an open licence, 5,584 (or 14.3%) held a provisional licence, 2,080 (or 5.3%) were unlicensed, 852 (or 2.2%) held a learner licence, 373 (or 1.0%) were not licensed within Australia and 150 (or 0.4%) held a restricted licence, where licence type was known,
- 3,643 (or 8.7%) were performing illegal manoeuvres, 3,545 (or 8.5%) were alcohol/drug related, 3,496 (or 8.3%) failed to give way or stop and 2,629 (or 6.3%) were drink driving,
- 25,785 (or 67.2%) were going straight ahead and 5,471 (or 14.3%) were making a right turn, where intended action was known,
- Of the light passenger vehicles, 21,671 (or 64.7%) contained one occupant, 7,548 (or 22.5%) contained two occupants and 4,268 (or 12.7%) contained three or more occupants, where the number of occupants was known.

The key characteristics of hospitalised casualties (n=31,654) as a result of crashes within Queensland, 1 July 2004 to 30 June 2009 were:

- 8,450 hospitalised casualties (or 26.8%) were aged 17 to 24 years, 5,328 hospitalised casualties (or 16.9%) were aged 30 to 39 years and 4,581 hospitalised casualties (or 14.5%) were aged 40 to 49 years, where age was known,
- 18,426 hospitalised casualties (or 58.3%) were male and 13,194 hospitalised casualties (or 41.7%) were female, where gender was known,
- 16,494 hospitalised casualties (or 52.1%) were drivers, 6,833 hospitalised casualties (or 21.6%) were passengers, 4,730 hospitalised casualties (or 14.9%) were motorcycle riders or pillion, 2,083 hospitalised casualties (or 6.6%) were pedestrians and 1,514 hospitalised casualties (or 4.8%) were bicyclists,
- Of the vehicle occupant hospitalised casualties, 1,192 vehicle occupant hospitalised casualties (or 6.5%) were unrestrained, where restraint use was known,
- Of the motorcyclist hospitalised casualties, 185 motorcyclist hospitalised casualties (or 4.2%) were not wearing a helmet, where helmet use was known,
- Of the bicyclist hospitalised casualties, 193 bicyclist hospitalised casualties (or 14.0%) were not wearing a helmet, where helmet use was known,

- 9,737 hospitalised casualties (or 30.8%) were as a result of angle type crashes and 8,043 hospitalised casualties (or 25.4%) were as a result of hit object type crashes,
- 5,891 hospitalised casualties (or 18.6%) occurred within the North Coast Police Region, 5,337 hospitalised casualties (or 16.9%) occurred within the South Eastern Police Region, 4,628 hospitalised casualties (or 14.6%) occurred within the Metropolitan South Police Region and 4,491 hospitalised casualties (or 14.2%) occurred within the Metropolitan North Police region, where Police Region was known,
- 17,033 hospitalised casualties (or 53.9%) occurred within major cities, 7,069 hospitalised casualties (or 22.4%) occurred within inner regional areas, 5,845 hospitalised casualties (or 18.5%) occurred within outer regional areas, 1,039 hospitalised casualties (or 3.3%) occurred within remote areas and 638 hospitalised casualties (or 2.0%) occurred within very remote areas▲,
- 16,733 hospitalised casualties (or 52.9%) occurred along locally controlled roads and 14,921 hospitalised casualties (or 47.1%) occurred along State controlled roads,
- 9,345 hospitalised casualties (or 29.5%) occurred between 2pm and 6pm and 6,478 hospitalised casualties (or 20.5%) occurred between 10am and 2pm,
- 5,284 hospitalised casualties (or 16.7%) occurred on Fridays, 4,944 hospitalised casualties (or 15.6%) occurred on Saturdays and 4,560 hospitalised casualties (or 14.4%) occurred on Thursdays,
- 14,388 hospitalised casualties (or 45.5%) occurred within 60 km/h speed zones and 7,139 hospitalised casualties (or 22.6%) occurred within 100-110 km/h speed zones,
- 18,868 hospitalised casualties (or 59.6%) occurred away from intersections, 6,094 hospitalised casualties (or 19.3%) occurred at T Junction intersections and 4,967 hospitalised casualties (or 15.7%) occurred at Cross intersections,
- 23,100 hospitalised casualties (or 73.0%) occurred under no traffic control, 4,203 hospitalised casualties (or 13.3%) occurred at operating traffic lights and 2,934 hospitalised casualties (or 9.3%) occurred at give way signs,
- 20,689 hospitalised casualties (or 65.4%) occurred during daylight, where lighting conditions were known.

5.2.2 Speed

Includes all people hospitalised in crashes where a driver or rider involved was attributed with either the contributing circumstance of "Violation – Exceeding speed limit" or "Excessive speed for circumstances".

During 1 July 2008 to 30 June 2009, there were 416 hospitalised casualties as a result of crashes involving speeding drivers or riders within Queensland, which represents 6.2% of all hospitalised casualties within Queensland. This is 72 hospitalised casualties (or 14.8%) fewer than the previous year and 56 hospitalised casualties (or 11.8%) fewer than the previous five year average.

The key characteristics of speeding drivers and riders (n=1,725) involved in hospitalisation crashes within Queensland, 1 July 2004 to 30 June 2009, were:

- 1,273 (or 73.8%) were light passenger vehicle drivers and 371 (or 21.5%) were motorcycle riders,
- 833 (or 49.0%) were aged 17 to 24 years, where age was known,

- 1,431 (or 83.7%) were male and 279 (or 16.3%) were female, where gender was known,
- 798 (or 48.6%) held an open licence, 415 (or 25.3%) held a provisional licence, 310 (or 18.9%) were unlicensed, 92 (or 5.6%) held a learner licence, 15 (or 0.9%) were not licensed within Australia and 12 (or 0.7%) held a restricted licence, where licence type was known,
- 548 (or 31.8%) were also alcohol/drug related, 428 (or 24.8%) were also drink driving and 198 (or 11.5%) were also rain/wet road related,
- Of the light passenger vehicles, 644 (or 50.7%) contained one occupant, 339 (or 26.7%) contained two occupants and 287 (or 22.6%) contained three or more occupants, where the number of occupants was known.

The key characteristics of hospitalised casualties (n=2,342) as a result of crashes involving speeding drivers or riders within Queensland, 1 July 2004 to 30 June 2009 were:

- 1,173 hospitalised casualties (or 50.1%) were as a result of hit object type crashes,
- 475 hospitalised casualties (or 20.4%) occurred within the North Coast Police Region and 439 hospitalised casualties (or 18.8%) occurred within the South Eastern Police Region,
- 1,164 hospitalised casualties (or 49.9%) occurred within major cities, 586 hospitalised casualties (or 25.1%) occurred within inner regional areas, 406 hospitalised casualties (or 17.4%) occurred within outer regional areas, 98 hospitalised casualties (or 4.2%) occurred within remote areas and 80 hospitalised casualties (or 3.4%) occurred within very remote areas▲, where the ABS remoteness index was known,
- 1,443 hospitalised casualties (or 61.6%) occurred along locally controlled roads and 899 hospitalised casualties (or 38.4%) occurred along State controlled roads,
- 715 hospitalised casualties (or 30.5%) occurred between 3pm and 8pm,
- 492 hospitalised casualties (or 21.0%) occurred on Saturdays, 428 hospitalised casualties (or 18.3%) occurred on Fridays and 402 hospitalised casualties (or 17.2%) occurred on Sundays,
- 967 hospitalised casualties (or 41.3%) occurred within 60 km/h speed zones,
- 1,670 hospitalised casualties (or 71.3%) occurred away from intersections,
- 1,144 hospitalised casualties (or 48.9%) occurred during daylight, 666 hospitalised casualties (or 28.4%) occurred during darkness – street lighting and 401 hospitalised casualties (or 17.1%) occurred during darkness – not lighted, where lighting conditions were known,
- 1,126 hospitalised casualties (or 48.1%) occurred along curved roads.

5.2.3 Drink Driving

Includes all people hospitalised in crashes where a driver or rider involved was attributed with the contributing circumstance "Violation - Over prescribed concentration of alcohol (Illegal BAC)".

During 1 July 2008 to 30 June 2009, there were 747 hospitalised casualties as a result of crashes involving drink drivers or riders within Queensland, which represents 11.1% of all hospitalised casualties within Queensland. This is 49 hospitalised casualties (or 7.0%) greater than the previous year and 102 hospitalised casualties (or 15.7%) greater than the previous five year average.

The key characteristics of drink drivers and riders (n=2,629) involved in hospitalisation crashes within Queensland, 1 July 2004 to 30 June 2009, were:

- 2,289 (or 87.1%) were light passenger vehicle drivers and 313 (or 11.9%) were motorcycle riders,
- 1,029 (or 39.2%) were aged 17 to 24 years, 593 (or 22.6%) were aged 30 to 39 years and 475 (or 18.1%) were aged 25 to 29 years, where age was known,
- 2,138 (or 81.3%) were male and 491 (or 18.7%) were female,
- 1,307 (or 51.7%) held an open licence, 579 (or 22.9%) were unlicensed, 459 (or 18.2%) held a provisional licence, 135 (or 5.3%) held a learner licence, 32 (or 1.3%) held a restricted licence and 15 (or 0.6%) were not licensed within Australia, where licence type was known,
- 2,037 (or 77.5%) had a BAC (Blood Alcohol Concentration) between 0.05 and 0.19, where BAC was known,
- 428 (or 16.3%) were also speeding, 261 (or 9.9%) were also fatigue related, 186 (or 7.1%) were also driving dangerously and 151 (or 5.7%) were performing illegal manoeuvres,
- Of the light passenger vehicles, 1,428 (or 62.4%) contained one occupant, 512 (or 22.4%) contained two occupants and 348 (or 15.2%) contained three or more occupants, where the number of occupants was known.

The key characteristics of hospitalised casualties (n=3,391) as a result of crashes involving drink drivers or riders within Queensland, 1 July 2004 to 30 June 2009 were:

- 1,810 hospitalised casualties (or 53.4%) were as a result of hit object type crashes,
- 699 hospitalised casualties (or 20.6%) occurred within the South Eastern Police Region and 616 hospitalised casualties (or 18.2%) occurred within the North Coast Police Region, where Police Region was known,
- 1,761 hospitalised casualties (or 52.0%) occurred within major cities, 754 hospitalised casualties (or 22.3%) occurred within inner regional areas, 660 hospitalised casualties (or 19.5%) occurred within outer regional areas, 116 hospitalised casualties (or 3.4%) occurred within remote areas and 97 hospitalised casualties (or 2.9%) occurred within very remote areas[▲], where the ABS remoteness index was known,
- 2,058 hospitalised casualties (or 60.7%) occurred along locally controlled roads and 1,333 hospitalised casualties (or 39.3%) occurred along State controlled roads,
- 1,045 hospitalised casualties (or 30.8%) occurred between 10pm and 2am and 892 hospitalised casualties (or 26.3%) occurred between 5pm and 9pm,
- 873 hospitalised casualties (or 25.7%) occurred on Saturdays, 750 hospitalised casualties (or 22.1%) occurred on Sundays and 548 hospitalised casualties (or 16.2%) occurred on Fridays,
- 1,440 hospitalised casualties (or 42.5%) occurred within 60 km/h speed zones, 702 hospitalised casualties (or 20.7%) occurred within 100-110 km/h speed zones and 623 hospitalised casualties (or 18.4%) occurred within 0-50 km/h speed zones,
- 1,559 hospitalised casualties (or 46.0%) occurred during darkness - street lighting, 823 hospitalised casualties (or 24.3%) occurred during darkness – not lighted and 798 hospitalised casualties (or 23.6%) occurred during daylight, where lighting conditions were known,
- 1,224 hospitalised casualties (or 36.1%) occurred along curved roads.

5.2.4 Young Adult Drivers and Riders

Includes all people hospitalised in crashes which involved a young adult driver/rider, aged 17 to 24 years. This includes hospitalised casualties of all ages and all road user types (drivers, riders, passengers, pedestrians and bicyclists).

During 1 July 2008 to 30 June 2009, there were 2,418 hospitalised casualties as a result of crashes involving young adult drivers or riders (aged 17 to 24 years) within Queensland, which represents 35.9% of all hospitalised casualties within Queensland. This is 53 hospitalised casualties (or 2.1%) fewer than the previous year and 13 hospitalised casualties (or 0.5%) greater than the previous five year average. Of the 2,418 hospitalised casualties, 1,093 hospitalised casualties (or 45.2%) were young adult drivers or riders, 474 hospitalised casualties (or 19.6%) were passengers of young adult drivers or riders and 851 hospitalised casualties (or 35.2%) were other road users (drivers, riders, passengers, pedestrians or bicyclists).

The key characteristics of young adult drivers and riders (n=10,390) involved in hospitalisation crashes within Queensland, 1 July 2004 to 30 June 2009, were:

- 9,178 (or 88.3%) were light passenger vehicle drivers and 1,043 (or 10.0%) were motorcycle riders,
- 7,495 (or 72.1%) were considered at fault,
- 5,742 (or 55.3%) were aged 17 to 20 years and 4,648 (or 44.7%) were aged 21 to 24 years,
- 6,674 (or 64.2%) were male and 3,715 (or 35.8%) were female, where gender was known,
- 4,912 (or 48.8%) held a provisional licence, 3,590 (or 35.7%) held an open licence, 790 (or 7.9%) were unlicensed, 510 (or 5.1%) held a learner licence, 139 (or 1.4%) held a restricted licence and 116 (or 1.2%) were not licensed within Australia, where licence type was known,
- 1,253 (or 12.1%) were alcohol/drug related, 1,029 (or 9.9%) were drink driving and 1,027 (or 9.9%) were performing illegal manoeuvres,
- Of the light passenger vehicles, 5,501 (or 60.0%) contained one occupant, 2,274 (or 24.8%) contained two occupants and 1,394 (or 15.2%) contained three or more occupants, where the number of occupants was known.

The key characteristics of hospitalised casualties (n=12,008) as a result of crashes involving young adult drivers or riders within Queensland, 1 July 2004 to 30 June 2009 were:

- 5,600 hospitalised casualties (or 46.6%) were young adult drivers or riders, 2,377 hospitalised casualties (or 19.8%) were passengers of young adult drivers or riders and 4,031 hospitalised casualties (or 33.6%) were other road users (drivers, riders, passengers, pedestrians or bicyclists),
- 4,088 hospitalised casualties (or 34.0%) were as a result of angle type crashes, 3,092 hospitalised casualties (or 25.7%) were as a result of hit object type crashes and 1,933 hospitalised casualties (or 16.1%) were as a result of rear-end type crashes,
- 2,177 hospitalised casualties (or 18.1%) occurred within the South Eastern Police Region, 2,139 hospitalised casualties (or 17.8%) occurred within the North Coast Police Region, 1,882 hospitalised casualties (or 15.7%) occurred within the Metropolitan South Police Region and 1,672 hospitalised casualties (or 13.9%) occurred within the Metropolitan North Police Region,

- 6,865 hospitalised casualties (or 57.2%) occurred within major cities, 2,601 hospitalised casualties (or 21.7%) occurred within inner regional areas, 2,041 hospitalised casualties (or 17.0%) occurred within outer regional areas, 323 hospitalised casualties (or 2.7%) occurred within remote areas and 169 hospitalised casualties (or 1.4%) occurred within very remote areas[▲], where the ABS remoteness index was known,
- 6,521 hospitalised casualties (or 54.3%) occurred along locally controlled roads and 5,487 hospitalised casualties (or 45.7%) occurred along State controlled roads,
- 4,818 hospitalised casualties (or 40.1%) occurred between 2pm and 8pm,
- 2,107 hospitalised casualties (or 17.5%) occurred on Saturdays and 2,069 hospitalised casualties (or 17.2%) occurred on Fridays,
- 5,765 hospitalised casualties (or 48.0%) occurred within 60 km/h speed zones and 2,277 hospitalised casualties (or 19.0%) occurred within 100-110 km/h speed zones,
- 5,138 hospitalised casualties (or 42.8%) occurred at intersections [2,429 hospitalised casualties (or 20.2%) occurred at T Junction intersections and 2,049 hospitalised casualties (or 17.1%) occurred at Cross intersections],
- 8,477 hospitalised casualties (or 70.6%) occurred under no traffic control, 1,869 hospitalised casualties (or 15.6%) occurred at operating traffic lights and 1,570 hospitalised casualties (or 13.1%) occurred at stop or give way signs,
- 6,939 hospitalised casualties (or 57.8%) occurred during daylight and 2,980 hospitalised casualties (or 24.8%) occurred during darkness – street lighting, where lighting conditions were known.

5.2.5 Young Adult Road Users

This includes hospitalised casualties of all road user types (drivers, riders, passengers, pedestrians and bicyclists) aged 17 to 24 years.

During 1 July 2008 to 30 June 2009, there were 1,656 young adult road user hospitalised casualties (aged 17 to 24 years) as a result of crashes within Queensland, which represents 24.6% of all hospitalised casualties within Queensland, where age was known. This is 61 hospitalised casualties (or 3.6%) fewer than the previous year and 45 hospitalised casualties (or 2.6%) fewer than the previous five year average.

The key characteristics of young adult road user hospitalised casualties (n=8,450) as a result of crashes within Queensland, 1 July 2004 to 30 June 2009 were:

- 4,797 hospitalised casualties (or 56.8%) were aged 17 to 20 years and 3,653 hospitalised casualties (or 43.2%) were aged 21 to 24 years,
- 4,950 hospitalised casualties (or 58.6%) were male and 3,499 hospitalised casualties (or 41.4%) were female, where gender was known,
- 4,592 hospitalised casualties (or 54.3%) were drivers, 2,089 hospitalised casualties (or 24.7%) were passengers, 1,072 hospitalised casualties (or 12.7%) were motorcycle riders or pillion, 456 hospitalised casualties (or 5.4%) were pedestrians and 241 hospitalised casualties (or 2.9%) were bicyclists,

- Of the vehicle occupant hospitalised casualties, 411 vehicle occupant hospitalised casualties (or 8.0%) were unrestrained, where restraint use was known,
- 1,499 hospitalised casualties (or 17.8%) occurred within the South Eastern Police Region and 1,498 hospitalised casualties (or 17.7%) occurred within the North Coast Police Region, where Police Region was known,
- 4,583 hospitalised casualties (or 54.3%) occurred within major cities, 1,875 hospitalised casualties (or 22.2%) occurred within inner regional areas, 1,505 hospitalised casualties (or 17.8%) occurred within outer regional areas, 303 hospitalised casualties (or 3.6%) occurred within remote areas and 177 hospitalised casualties (or 2.1%) occurred within very remote areas[▲], where the ABS remoteness index was known,
- 4,652 hospitalised casualties (or 55.1%) occurred along locally controlled roads and 3,798 hospitalised casualties (or 44.9%) occurred along State controlled roads,
- 2,680 hospitalised casualties (or 31.7%) occurred between 2pm and 7pm,
- 1,592 hospitalised casualties (or 18.8%) occurred on Saturdays, 1,404 hospitalised casualties (or 16.6%) occurred on Fridays and 1,349 hospitalised casualties (or 16.0%) occurred on Sundays,
- 4,479 hospitalised casualties (or 53.0%) occurred during daylight and 2,242 hospitalised casualties (or 26.6%) occurred during darkness – street lighting, where lighting conditions were known.

5.2.6 Heavy Freight Vehicles

Includes all people hospitalised in crashes which involved at least one of the following vehicle types: rigid truck, articulated truck and Road train/B-Double/B-Triple.

During 1 July 2008 to 30 June 2009, there were 478 hospitalised casualties as a result of crashes involving heavy freight vehicles within Queensland, which represents 7.1% of all hospitalised casualties within Queensland. This is three hospitalised casualties (or 0.6%) fewer than the previous year and 40 hospitalised casualties (or 9.0%) greater than the previous five year average. Of the 478 hospitalised casualties, 128 hospitalised casualties (or 26.8%) were heavy freight vehicle drivers, 13 hospitalised casualties (or 2.7%) were passengers of heavy freight vehicles and 337 hospitalised casualties (or 70.5%) were other road users (drivers, riders, passengers, pedestrians or bicyclists).

The key characteristics of heavy freight vehicle drivers (n=2,016) involved in hospitalisation crashes within Queensland, 1 July 2004 to 30 June 2009, were:

- 1,155 (or 57.3%) were rigid trucks, 671 (or 33.3%) were articulated trucks and 190 (or 9.4%) were Road train/B-double/Triples,
- 1,206 (or 59.8%) were considered at fault,
- 565 (or 29.9%) were aged 40 to 49 years, 491 (or 26.0%) were aged 30 to 39 years and 414 (or 21.9%) were aged 50 to 59 years, where age was known,
- 1,868 (or 98.7%) were male and 24 (or 1.3%) were female, where gender was known,
- 1,697 (or 94.7%) held an open licence, 49 (or 2.7%) were unlicensed, 41 (or 2.3%) held a provisional licence, three (or 0.2%) were not licensed within Australia, one (or 0.1%) held a learner licence and one (or 0.1%) held a restricted licence, where licence type was known,
- 1,716 (or 95.2%) were Queensland licence holders, where state licensed in was known,

- 161 (or 8.0%) were performing illegal manoeuvres and 155 (or 7.7%) were fatigue related,
- 1,247 (or 63.4%) were 'transport and storage' type of business, where type of business was known,
- 1,296 (or 67.6%) were going straight ahead, 171 (or 8.9%) were making a right turn, 142 (or 7.4%) were slowing or stopping, 87 (or 4.5%) were parked, 81 (or 4.2%) were making a left turn and 78 (or 4.1%) were changing lanes, where intended action was known,
- Of the heavy freight vehicles, 1,716 (or 88.2%) contained one occupant, 191 (or 9.8%) contained two occupants and 38 (or 2.0%) contained three or more occupants, where the number of occupants was known,
- 62 (or 4.6%) were carrying dangerous goods, where carrying dangerous goods was known,
- 124 (or 6.2%) were driving defective vehicles.

The key characteristics of hospitalised casualties (n=2,248) as a result of crashes involving heavy freight vehicles within Queensland, 1 July 2004 to 30 June 2009 were:

- 632 hospitalised casualties (or 28.1%) were heavy freight vehicle drivers, 81 hospitalised casualties (or 3.6%) were passengers of heavy freight vehicles and 1,535 hospitalised casualties (or 68.3%) were other road users (drivers, riders, passengers, pedestrians or bicyclists),
- 574 hospitalised casualties (or 25.5%) were as a result of angle type crashes and 483 hospitalised casualties (or 21.5%) were as a result of rear-end type crashes,
- 422 hospitalised casualties (or 18.8%) occurred within the Southern Police Region and 395 hospitalised casualties (or 17.6%) occurred within the Metropolitan South Police Region, where Police Region was known,
- 1,091 hospitalised casualties (or 48.6%) occurred within major cities, 522 hospitalised casualties (or 23.3%) occurred within inner regional areas, 487 hospitalised casualties (or 21.7%) occurred within outer regional areas, 105 hospitalised casualties (or 4.7%) occurred within remote areas and 39 hospitalised casualties (or 1.7%) occurred within very remote areas[▲], where the ABS remoteness index was known,
- 1,474 hospitalised casualties (or 65.6%) occurred along State controlled roads and 774 hospitalised casualties (or 34.4%) occurred along locally controlled roads,
- 1,144 hospitalised casualties (or 50.9%) occurred during 10am to 5pm,
- 1,979 hospitalised casualties (or 88.0%) occurred on weekdays,
- 870 hospitalised casualties (or 38.7%) occurred within 100-110 km/h speed zones and 788 hospitalised casualties (or 35.1%) occurred within 60 km/h speed zones,
- 1,488 hospitalised casualties (or 66.2%) occurred away from intersections and 760 hospitalised casualties (or 33.8%) occurred at intersections (374 hospitalised casualties (or 16.6%) occurred at T Junction intersections and 283 hospitalised casualties (or 12.6%) occurred at Cross intersections),
- 1,708 hospitalised casualties (or 76.0%) occurred during daylight.

5.2.7 Motorcycles

Includes all people hospitalised in crashes which involved motorcycles. This includes two or three wheeled motor vehicles designed to transport people, such as motorcycles with or without a sidecar, motor scooters, trail bikes, mini bikes and mopeds.

During 1 July 2008 to 30 June 2009, there were 1,033 hospitalised casualties as a result of crashes involving motorcycles within Queensland, which represents 15.3% of all hospitalised casualties within Queensland. This is 14 hospitalised casualties (or 1.4%) greater than the previous year and 109 hospitalised casualties (or 11.7%) greater than the previous five year average. Of the 1,033 hospitalised casualties, 942 hospitalised casualties (or 91.2%) were motorcycle riders, 57 hospitalised casualties (or 5.5%) were motorcycle pillion and 34 hospitalised casualties (or 3.3%) were other road users (drivers, passengers, pedestrians or bicyclists).

The key characteristics of motorcycle riders (n=4,693) involved in hospitalisation crashes within Queensland, 1 July 2004 to 30 June 2009, were:

- 3,170 (or 67.5%) were considered at fault,
- 1,107 (or 23.7%) were aged 30 to 39 years, 1,043 (or 22.3%) were aged 17 to 24 years and 1,035 (or 22.2%) were aged 40 to 49 years, where age was known,
- 4,253 (or 90.9%) were male and 425 (or 9.1%) were female, where gender was known,
- 3,514 (or 77.5%) held an open licence, 487 (or 10.7%) were unlicensed, 318 (or 7.0%) held a provisional licence, 183 (or 4.0%) held a learner licence, 27 (or 0.6%) were not licensed within Australia and eight (or 0.2%) held a restricted licence, where licence type was known,
- 420 (or 8.9%) were alcohol/drug related, 371 (or 7.9%) were speeding and 368 (or 7.8%) were rain/wet road,
- 3,624 (or 77.2%) were going straight ahead, 268 (or 5.7%) were slowing or stopping, 248 (or 5.3%) were making a right turn and 192 (or 4.1%) were performing an overtaking manoeuvre.

The key characteristics of hospitalised casualties (n=4,896) as a result of crashes involving motorcycles within Queensland, 1 July 2004 to 30 June 2009 were:

- 4,455 hospitalised casualties (or 91.0%) were motorcycle riders, 275 hospitalised casualties (or 5.6%) were motorcycle pillion and 166 hospitalised casualties (or 3.4%) were other road users (drivers, passengers, pedestrians or bicyclists),
- Of the motorcyclist hospitalised casualties, 185 motorcyclist hospitalised casualties (or 4.2%) were not wearing a helmet, where helmet use was known,
- 1,649 hospitalised casualties (or 33.7%) were as a result of angle type crashes, 1,182 hospitalised casualties (or 24.1%) fell from a vehicle and 879 hospitalised casualties (or 18.0%) were as a result of hit object type crashes,
- 900 hospitalised casualties (or 18.4%) occurred within the North Coast Police Region, 843 hospitalised casualties (or 17.2%) occurred within the Metropolitan North Police Region, 816 hospitalised casualties (or 16.7%) occurred within the South Eastern Police Region and 664 hospitalised casualties (or 13.6%) occurred within the Metropolitan South Police Region,

- 2,597 hospitalised casualties (or 53.1%) occurred within major cities, 1,189 hospitalised casualties (or 24.3%) occurred within inner regional areas, 950 hospitalised casualties (or 19.4%) occurred within outer regional areas, 113 hospitalised casualties (or 2.3%) occurred within remote areas and 41 hospitalised casualties (or 0.8%) occurred within very remote areas[▲], where the ABS remoteness index was known,
- 2,874 hospitalised casualties (or 58.7%) occurred along locally controlled roads and 2,022 hospitalised casualties (or 41.3%) occurred along State controlled roads,
- 1,641 hospitalised casualties (or 33.5%) occurred between 2pm and 6pm and 1,170 hospitalised casualties (or 23.9%) occurred between 10am and 2pm,
- 845 hospitalised casualties (or 17.3%) occurred on Sundays, 771 hospitalised casualties (or 15.7%) occurred on Saturdays and 757 hospitalised casualties (or 15.5%) occurred on Fridays,
- 2,502 hospitalised casualties (or 51.1%) occurred within 60 km/h speed zones,
- 2,773 hospitalised casualties (or 56.6%) occurred away from intersections, 1,114 hospitalised casualties (or 22.8%) occurred at T Junction intersections, 576 hospitalised casualties (or 11.8%) occurred at Cross intersections and 323 hospitalised casualties (or 6.6%) occurred at roundabouts,
- 3,504 hospitalised casualties (or 71.6%) occurred during daylight, where lighting conditions were known,
- 1,525 hospitalised casualties (or 31.1%) occurred along curved roads.

5.2.8 Fatigue

Includes all people hospitalised in crashes where a driver or rider involved was attributed with either the contributing circumstance of "Driver - Fatigue/Fell Asleep" or "Driver - Fatigue Related By

Definition". "Driver - Fatigue Related By Definition" refers to single vehicle crashes in a speed zone of 100 km/h or greater during the typical fatigue times of 2pm to 4pm or 10pm to 6am.

During 1 July 2008 to 30 June 2009, there were 433 hospitalised casualties as a result of fatigue related crashes within Queensland, which represents 6.4% of all hospitalised casualties within Queensland. This is 31 hospitalised casualties (or 6.7%) fewer than the previous year and 28 hospitalised casualties (or 6.0%) fewer than the previous five year average.

The key characteristics of drivers and riders (n=1,790) involved in fatigue related hospitalisation crashes within Queensland, 1 July 2004 to 30 June 2009, were:

- 1,505 (or 84.1%) were light passenger vehicle drivers, 155 (or 8.7%) were truck drivers and 103 (or 5.8%) were motorcycle riders,
- 589 (or 33.2%) were aged 17 to 24 years, 340 (or 19.2%) were aged 30 to 39 years and 270 (or 15.2%) were aged 40 to 49 years, where age was known,
- 1,317 (or 74.2%) were male and 459 (or 25.8%) were female, where gender was known,
- 1,136 (or 67.8%) held an open licence, 312 (or 18.6%) held a provisional licence, 144 (or 8.6%) were unlicensed, 50 (or 3.0%) held a learner licence, 26 (or 1.6%) were not licensed within Australia and seven (or 0.4%) held a restricted licence, where licence type was known,

- 374 (or 20.9%) were also alcohol/drug related, 260 (or 14.5%) were also drink driving and 158 (or 8.8%) were also rain/wet road related,
- Of the light passenger vehicles, 973 (or 65.0%) contained one occupant, 300 (or 20.0%) contained two occupants and 224 (or 15.0%) contained three or more occupants, where the number of occupants was known.

The key characteristics of hospitalised casualties (n=2,248) as a result of fatigue related crashes within Queensland, 1 July 2004 to 30 June 2009 were:

- 1,501 hospitalised casualties (or 66.8%) were drivers, 622 hospitalised casualties (or 27.7%) were passengers, 111 hospitalised casualties (or 4.9%) were motorcycle riders or pillion, 11 hospitalised casualties (or 0.5%) were pedestrians and three hospitalised casualties (or 0.1%) were bicyclists,
- 506 hospitalised casualties (or 22.5%) occurred within the Southern Police Region, 487 hospitalised casualties (or 21.7%) occurred within the North Coast Police Region and 449 hospitalised casualties (or 20.0%) occurred within the Central Police Region,
- 725 hospitalised casualties (or 32.3%) occurred within outer regional areas, 614 hospitalised casualties (or 27.3%) occurred within inner regional areas, 495 hospitalised casualties (or 22.0%) occurred within major cities, 249 hospitalised casualties (or 11.1%) occurred within remote areas and 163 hospitalised casualties (or 7.3%) occurred within very remote areas♣, where the ABS remoteness index was known,
- 1,745 hospitalised casualties (or 77.6%) occurred along State controlled roads and 503 hospitalised casualties (or 22.4%) occurred along locally controlled roads,
- 870 hospitalised casualties (or 38.7%) occurred on weekends.

5.2.9 Unrestrained

This includes vehicle occupants (drivers and passengers) who were not restrained where a restraint was available, were not wearing an appropriate restraint or were travelling in part of the vehicle which was not fitted with a restraint.

During 1 July 2008 to 30 June 2009, there were 4,964 vehicle occupant hospitalised casualties as a result of crashes within Queensland, which represents 73.6% of all hospitalised casualties within Queensland. Of these 4,964 vehicle occupant hospitalised casualties, restraint use was known for 3,899 (or 78.5%).

During 1 July 2008 to 30 June 2009, there were 186 unrestrained vehicle occupant hospitalised casualties as a result of crashes within Queensland, which represents 4.8% of all vehicle occupant hospitalised casualties within Queensland, where restraint use was known. This is 25 hospitalised casualties (or 11.8%) fewer than the previous year and 66 hospitalised casualties (or 26.1%) fewer than the previous five year average.

During 1 July 2004 to 30 June 2009, there were 23,318 vehicle occupant hospitalised casualties as a result of crashes within Queensland, which represents 73.7% of all hospitalised casualties within Queensland. Of these 23,318 vehicle occupant hospitalised casualties, restraint use was known for 18,390 (or 78.9%).

The key characteristics of unrestrained vehicle occupant hospitalised casualties (n=1,192) as a result of crashes within Queensland, 1 July 2004 to 30 June 2009 were:

- 411 hospitalised casualties (or 35.0%) were aged 17 to 24 years, 169 hospitalised casualties (or 14.4%) were aged 30 to 39 years and 141 hospitalised casualties (or 12.0%) were aged 25 to 29 years, where age was known,
- 745 hospitalised casualties (or 62.6%) were male and 446 hospitalised casualties (or 37.4%) were female, where gender was known,
- 624 hospitalised casualties (or 52.3%) were passengers and 568 hospitalised casualties (or 47.7%) were drivers,
- 815 hospitalised casualties (or 71.7%) were positioned on the front seat, 151 hospitalised casualties (or 13.3%) were positioned on the back seat and 115 hospitalised casualties (or 10.1%) were positioned on bus seats, where seating position was known,
- 485 hospitalised casualties (or 40.7%) were as a result of hit object type crashes,
- 241 hospitalised casualties (or 20.3%) occurred within the North Coast Police Region, 177 hospitalised casualties (or 14.9%) occurred within the South Eastern Police Region and 172 hospitalised casualties (or 14.5%) occurred within the Southern Police Region,
- 492 hospitalised casualties (or 41.5%) occurred within major cities, 281 hospitalised casualties (or 23.7%) occurred within inner regional areas, 250 hospitalised casualties (or 21.1%) occurred within outer regional areas, 84 hospitalised casualties (or 7.1%) occurred within remote areas and 79 hospitalised casualties (or 6.7%) occurred within very remote areas[▲], where the ABS remoteness index was known,
- 716 hospitalised casualties (or 60.1%) occurred along locally controlled roads and 476 hospitalised casualties (or 39.9%) occurred along State controlled roads,
- 290 hospitalised casualties (or 24.3%) occurred between 2pm and 6pm and 243 hospitalised casualties (or 20.4%) occurred between 10pm and 2am,
- 251 hospitalised casualties (or 21.1%) occurred on Saturdays, 200 hospitalised casualties (or 16.8%) occurred on Sundays and 187 hospitalised casualties (or 15.7%) occurred on Fridays.

5.2.10 Senior Adult Drivers and Riders

Includes all people hospitalised in crashes which involved a senior adult driver/rider, aged 60 years or over. This includes hospitalised casualties of all ages and all road user types (drivers, riders, passengers, pedestrians and bicyclists).

During 1 July 2008 to 30 June 2009, there were 1,278 hospitalised casualties as a result of crashes involving senior adult drivers or riders (aged 60 years or over) within Queensland, which represents 19.0% of all hospitalised casualties within Queensland. This is 128 hospitalised casualties (or 11.1%) greater than the previous year and 212 hospitalised casualties (or 19.9%) greater than the previous five year average. Of the 1,278 hospitalised casualties, 593 hospitalised casualties (or 46.4%) were senior adult drivers or riders, 173 hospitalised casualties (or 13.5%) were passengers of senior adult drivers or riders and 512 hospitalised casualties (or 40.1%) were other road users (drivers, riders, passengers, pedestrians or bicyclists).

The key characteristics of senior adult drivers or riders (n=4,723) involved in hospitalisation crashes within Queensland, 1 July 2004 to 30 June 2009, were:

- 4,262 (or 90.2%) were light passenger vehicle drivers,
- 3,083 (or 65.3%) were considered at fault,
- 3,466 (or 73.4%) were aged 60 to 74 years and 1,257 (or 26.6%) were aged 75 years or over,
- 3,084 (or 65.3%) were male and 1,638 (or 34.7%) were female, where gender was known,
- 843 (or 17.8%) failed to give way or stop and 586 (or 12.4%) were performing illegal manoeuvres,
- 2,718 (or 62.9%) were going straight ahead and 948 (or 22.0%) were making a right turn,
- Of the light passenger vehicles, 2,849 (or 66.9%) contained one occupant, 1,188 (or 27.9%) contained two occupants and 223 (or 5.2%) contained three or more occupants, where the number of occupants was known.

The key characteristics of hospitalised casualties (n=5,553) as a result of crashes involving senior adult drivers or riders within Queensland, 1 July 2004 to 30 June 2009 were:

- 2,480 hospitalised casualties (or 44.7%) were senior adult drivers or riders, 789 hospitalised casualties (or 14.2%) were passengers of senior adult drivers or riders and 2,284 hospitalised casualties (or 41.1%) were other road users (drivers, riders, passengers, pedestrians or bicyclists),
- 2,622 hospitalised casualties (or 47.2%) were as a result of angle type crashes, 998 hospitalised casualties (or 18.0%) were as a result of rear-end type crashes and 714 hospitalised casualties (or 12.9%) occurred as a result of hit object type crashes,
- 1,238 hospitalised casualties (or 22.3%) occurred within the North Coast Police Region, 892 hospitalised casualties (or 16.1%) occurred within the South Eastern Police Region and 799 hospitalised casualties (or 14.4%) occurred within the Metropolitan South Police Region,
- 2,910 hospitalised casualties (or 52.4%) occurred within major cities, 1,405 hospitalised casualties (or 25.3%) occurred within inner regional areas, 1,028 hospitalised casualties (or 18.5%) occurred within outer regional areas, 126 hospitalised casualties (or 2.3%) occurred within remote areas and 84 hospitalised casualties (or 1.5%) occurred within very remote areas[▲], where the ABS remoteness index was known,
- 2,940 hospitalised casualties (or 52.9%) occurred along State controlled roads and 2,613 hospitalised casualties (or 47.1%) occurred along locally controlled roads,
- 1,449 hospitalised casualties (or 26.1%) occurred between 2pm and 5pm and 1,422 hospitalised casualties (or 25.6%) occurred between 9am and noon,
- 4,305 hospitalised casualties (or 77.5%) occurred on weekdays,
- 2,672 hospitalised casualties (or 48.1%) occurred within 60 km/h speed zones and 1,178 hospitalised casualties (or 21.2%) occurred within 100-110 km/h speed zones,
- 2,847 hospitalised casualties (or 51.3%) occurred at intersections (1,327 hospitalised casualties (or 23.9%) occurred at Cross intersections and 1,268 hospitalised casualties (or 22.8%) occurred at T Junction intersections),
- 3,467 hospitalised casualties (or 62.4%) occurred under no traffic control, 1,109 hospitalised casualties (or 20.0%) occurred at stop or give way signs and 923 hospitalised casualties (or 16.6%) occurred at operating traffic lights,
- 4,570 hospitalised casualties (or 82.3%) occurred during daylight, where lighting conditions were known.

5.2.11 Senior Adult Road Users

This includes hospitalised casualties of all road user types (drivers, riders, passengers, pedestrians and bicyclists) aged 60 years or over.

During 1 July 2008 to 30 June 2009, there were 879 senior adult road user hospitalised casualties (aged 60 years or over) as a result of crashes within Queensland, which represents 13.1% of all hospitalised casualties within Queensland, where age was known. This is 96 hospitalised casualties (or 12.3%) greater than the previous year and 153 hospitalised casualties (or 21.1%) greater than the previous five year average.

The key characteristics of senior adult road user hospitalised casualties (n=3,772) as a result of crashes within Queensland, 1 July 2004 to 30 June 2009 were:

- 2,491 hospitalised casualties (or 66.0%) were aged 60 to 74 years and 1,281 hospitalised casualties (or 34.0%) were aged 75 years or over,
- 1,893 hospitalised casualties (or 50.2%) were male and 1,877 hospitalised casualties (or 49.8%) were female, where gender was known,
- 2,320 hospitalised casualties (or 61.5%) were drivers, 814 hospitalised casualties (or 21.6%) were passengers, 343 hospitalised casualties (or 9.1%) were pedestrians, 176 hospitalised casualties (or 4.7%) were motorcycle riders or pillion and 119 hospitalised casualties (or 3.2%) were bicyclists,
- Of the vehicle occupant hospitalised casualties, 89 vehicle occupant hospitalised casualties (or 3.4%) were unrestrained, where restraint use was known,
- 1,537 hospitalised casualties (or 40.7%) were as a result of angle type crashes,
- 846 hospitalised casualties (or 22.4%) occurred within the North Coast Police Region, where Police Region was known,
- 1,900 hospitalised casualties (or 50.4%) occurred within major cities, 973 hospitalised casualties (or 25.8%) occurred within inner regional areas, 713 hospitalised casualties (or 18.9%) occurred within outer regional areas, 107 hospitalised casualties (or 2.8%) occurred within remote areas and 78 hospitalised casualties (or 2.1%) occurred within very remote areas[▲], where the ABS remoteness index was known,
- 1,963 hospitalised casualties (or 52.0%) occurred along State controlled roads and 1,809 hospitalised casualties (or 48.0%) occurred along locally controlled roads,
- 2,513 hospitalised casualties (or 66.6%) occurred between 9am and 5pm,
- 2,941 hospitalised casualties (or 78.0%) occurred on weekdays,
- 3,137 hospitalised casualties (or 83.2%) occurred during daylight, where lighting conditions were known.

5.2.12 Illegal Manoeuvre

Includes all people hospitalised in crashes where a driver or rider involved was attributed with either the contributing circumstance of "Violation - Improper Overtaking", "Violation - Cross Double Lines", "Violation - Fail To Signal Intention", "Violation - Improper Turn - Other Than U-Turn", "Violation - Fail To Keep Left", "Violation - Unsafe Lane Change", "Violation - Improper U-Turn", "Violation - Overtaking Stationary

Vehicle At Pedestrian Crossing”, “Violation - Illegally Parked” or “Violation - Turn In Face Of Oncoming Traffic”.

During 1 July 2008 to 30 June 2009, there were 1,031 hospitalised casualties as a result of crashes involving drivers or riders performing illegal manoeuvres within Queensland, which represents 15.3% of all hospitalised casualties within Queensland. This is 67 hospitalised casualties (or 7.0%) greater than the previous year and 99 hospitalised casualties (or 10.7%) greater than the previous five year average.

The key characteristics of drivers and riders, performing illegal manoeuvres, (n=3,643) involved in hospitalisation crashes within Queensland, 1 July 2004 to 30 June 2009, were:

- 3,124 (or 85.8%) were light passenger vehicle drivers, 315 (or 8.6%) were motorcycle riders and 161 (or 4.4%) were truck drivers,
- 1,027 (or 28.7%) were aged 17 to 24 years, 619 (or 17.3%) were aged 30 to 39 years and 540 (or 15.1%) were aged 40 to 49 years, where age was known,
- 2,314 (or 64.4%) were male and 1,281 (or 35.6%) were female, where gender was known,
- 2,486 (or 72.3%) held an open licence, 621 (or 18.1%) held a provisional licence, 155 (or 4.5%) were unlicensed, 101 (or 2.9%) held a learner licence, 64 (or 1.9%) were not licensed within Australia and 11 (or 0.3%) held a restricted licence, where licence type was known,
- 224 (or 6.1%) were also alcohol/drug related and 151 (or 4.1%) were also drink driving,
- 2,026 (or 55.8%) were making a right turn, 600 (or 16.5%) were going straight ahead, 314 (or 8.7%) were changing lanes, 308 (or 8.5%) were making a U turn and 279 (or 7.7%) were performing an overtaking manoeuvre, where intended action was known,
- Of the light passenger vehicles, 2,068 (or 66.3%) contained one occupant, 721 (or 23.1%) contained two occupants and 332 (or 10.6%) contained three or more occupants, where number of occupants was known.

The key characteristics of hospitalised casualties (n=4,761) as a result of crashes involving drivers or riders, performing illegal manoeuvres, within Queensland, 1 July 2004 to 30 June 2009, were:

- Of the vehicle occupant hospitalised casualties, 98 vehicle occupant hospitalised casualties (or 3.3%) were unrestrained, where restraint use was known,
- 3,154 hospitalised casualties (or 66.2%) were as a result of angle type crashes, 870 hospitalised casualties (or 18.3%) were as a result of head-on type crashes and 522 hospitalised casualties (or 11.0%) were as a result of sideswipe crashes,
- 861 hospitalised casualties (or 18.1%) occurred within the North Coast Police Region, 845 hospitalised casualties (or 17.8%) occurred within the South Eastern Police Region, 830 hospitalised casualties (or 17.4%) occurred within the Metropolitan South Police Region and 769 hospitalised casualties (or 16.2%) occurred within the Metropolitan North Police Region, where the Police Region was known,
- 2,899 hospitalised casualties (or 60.9%) occurred within major cities, 970 hospitalised casualties (or 20.4%) occurred within inner regional areas, 802 hospitalised casualties (or 16.9%) occurred within outer regional areas, 73 hospitalised casualties (or 1.5%) occurred within remote areas and 14 hospitalised casualties (or 0.3%) occurred within very remote areas▲, where the ABS remoteness index was known,

- 2,473 hospitalised casualties (or 51.9%) occurred along locally controlled roads and 2,288 hospitalised casualties (or 48.1%) occurred along State controlled roads,
- 1,967 hospitalised casualties (or 41.3%) occurred between 2pm and 7pm,
- 881 hospitalised casualties (or 18.5%) occurred on Fridays and 765 hospitalised casualties or (16.1%) occurred on Thursdays,
- 2,546 hospitalised casualties (or 53.5%) occurred within 60 km/h speed zones,
- 2,711 hospitalised casualties (or 56.9%) occurred at intersections [1,413 hospitalised casualties (or 29.7%) occurred at T Junction intersections and 1,195 hospitalised casualties (or 25.1%) occurred at Cross intersections],
- 3,236 hospitalised casualties (or 68.0%) occurred under no traffic control and 1,403 hospitalised casualties (or 29.5%) occurred at operating traffic lights,
- 3,347 hospitalised casualties (or 70.4%) occurred during daylight, where lighting conditions were known.

5.2.13 Alcohol Related

Includes all people hospitalised in crashes where a driver or rider involved was attributed with either the contributing circumstance of "Violation - Over prescribed concentration of alcohol (Illegal BAC)" " or "Condition - Under influence of liquor or drug Not necessarily BAC)".

During 1 July 2008 to 30 June 2009, there were 1,117 hospitalised casualties as a result of alcohol related crashes within Queensland, which represents 16.6% of all hospitalised casualties within Queensland. This is 75 hospitalised casualties (or 7.2%) greater than the previous year and 187 hospitalised casualties (or 20.1%) greater than the previous five year average.

The key characteristics of all controllers (drivers, riders, bicyclists, pedestrians etc) with a positive Blood Alcohol Concentration (BAC) (n=3,937) involved in hospitalisation crashes within Queensland, 1 July 2004 to 30 June 2009, were:

- 3,074 (or 78.1%) were light passenger vehicle drivers, 419 (or 10.6%) were motorcycle riders and 347 (or 8.8%) were pedestrians,
- 1,395 (or 35.6%) were aged 17 to 24 years, 905 (or 23.1%) were aged 30 to 39 years and 700 (or 17.9%) were aged 25 to 29 years, where age was known,
- 3,172 (or 80.7%) were male and 761 (or 19.3%) were female, where gender was known,
- Of the drivers and riders, 1,880 (or 55.6%) held an open licence, 724 (or 21.4%) were unlicensed, 552 (or 16.3%) held a provisional licence, 169 (or 5.0%) held a learner licence, 33 (or 1.0%) held a restricted licence and 21 (or 0.6%) were not licensed within Australia, where licence type was known,
- Of the drivers and riders, 788 (or 24.8%) had a BAC between 0.10 and 0.14, 704 (or 22.2%) had a BAC between 0.15 and 0.19 and 545 (or 17.2%) had a BAC between 0.05 and 0.09, where BAC was known,
- Of the pedestrians, three (or 20.0%) had a BAC of 0.25 or over, three (or 20.0%) had a BAC between 0.20 and 0.24 and three (or 20.0%) had a BAC between 0.05 and 0.09, where BAC was known,

- 546 (or 13.9%) were also speeding, 374 (or 9.5%) were also fatigue related and 347 (or 8.8%) were alcohol impaired pedestrians,
- 2,924 (or 74.3%) were going straight ahead, 280 (or 7.1%) were making a right turn and 217 (or 5.5%) were crossing a carriageway,
- Of the light passenger vehicles, 1,936 (or 63.0%) contained one occupant, 680 (or 22.1%) contained two occupants and 455 (or 14.8%) contained three or more occupants.

The key characteristics of hospitalised casualties (n=4,918) as a result of alcohol related crashes, within Queensland, 1 July 2004 to 30 June 2009, were:

- Of the vehicle occupant hospitalised casualties, 354 vehicle occupant hospitalised casualties (or 14.6%) were unrestrained, where restraint use was known,
- Of the motorcyclist hospitalised casualties, 100 motorcyclist hospitalised casualties (or 22.0%) were not wearing a helmet, where helmet use was known,
- Of the bicyclist hospitalised casualties, 27 bicyclist hospitalised casualties (or 35.5%) were not wearing a helmet, where helmet use was known,
- 2,247 hospitalised casualties (or 45.7%) were as a result of hit object type crashes,
- 1,002 hospitalised casualties (or 20.4%) occurred within the South Eastern Police Region and 906 hospitalised casualties (or 18.5%) occurred within the North Coast Police Region, where Police Region was known,
- 2,580 hospitalised casualties (or 52.5%) occurred within major cities, 1,064 hospitalised casualties (or 21.7%) occurred within inner regional areas, 959 hospitalised casualties (or 19.5%) occurred within outer regional areas, 171 hospitalised casualties (or 3.5%) occurred within remote areas and 136 hospitalised casualties (or 2.8%) occurred within very remote areas, where the ABS remoteness index was known,
- 2,951 hospitalised casualties (or 60.0%) occurred along locally controlled roads and 1,967 hospitalised casualties (or 40.0%) occurred along State controlled roads,
- 1,401 hospitalised casualties (or 28.5%) occurred between 10pm and 2am and 1,344 hospitalised casualties (or 27.3%) occurred between 5pm and 9pm,
- 2,207 hospitalised casualties (or 44.9%) occurred on weekends,
- 2,677 hospitalised casualties (or 54.4%) occurred on a road-related area,
- 2,103 hospitalised casualties (or 42.8%) occurred within 60 km/h speed zones, 1,027 hospitalised casualties (or 20.9%) occurred within 100-110 km/h speed zones and 910 hospitalised casualties (or 18.5%) occurred within 0-50 km/h speed zones,
- 3,479 hospitalised casualties (or 70.7%) occurred away from intersections, 721 hospitalised casualties (or 14.7%) occurred at T Junction intersections and 454 hospitalised casualties (or 9.2%) occurred at Cross intersections,
- 4,133 hospitalised casualties (or 84.0%) occurred under no traffic control,
- 2,116 hospitalised casualties (or 43.1%) occurred during darkness – street lighting, 1,330 hospitalised casualties (or 27.1%) occurred during daylight and 1,175 hospitalised casualties (or 23.9%) occurred during darkness – no lighting.

5.2.14 Mature Adult Road Users, Aged 40 to 49 years

This includes all road user types (drivers, riders, passengers, pedestrians and bicyclists) aged 40 to 49 years.

During 1 July 2008 to 30 June 2009, there were 1,056 mature adult road user hospitalised casualties (aged 40 to 49 years) as a result of crashes within Queensland, which represents 15.7% of all hospitalised casualties within Queensland, where age was known. This is 102 hospitalised casualties (or 10.7%) greater than the previous year and 182 hospitalised casualties (or 20.9%) greater than the previous five year average.

The key characteristics of mature adult road user hospitalised casualties, aged 40 to 49 years, (n=4,581) as a result of crashes within Queensland, 1 July 2004 to 30 June 2009 were:

- 2,742 hospitalised casualties (or 59.9%) were male and 1,839 hospitalised casualties (or 40.1%) were female,
- 2,559 hospitalised casualties (or 55.9%) were drivers, 1,044 hospitalised casualties (or 22.8%) were motorcycle riders or pillion, 507 hospitalised casualties (or 11.1%) were passengers, 255 hospitalised casualties (or 5.6%) were bicyclists and 216 hospitalised casualties (or 4.7%) were pedestrians,
- Of the vehicle occupant hospitalised casualties, 101 vehicle occupant hospitalised casualties (or 4.1%) were unrestrained, where restraint use was known,
- 1,465 hospitalised casualties (or 32.0%) were as a result of angle type crashes, 920 hospitalised casualties (or 20.1%) were as a result of hit object type crashes and 774 hospitalised casualties (or 16.9%) were as a result of rear-end type crashes,
- 870 hospitalised casualties (or 19.0%) occurred within the North Coast Police Region, 718 hospitalised casualties (or 15.7%) occurred within the South Eastern Police Region, 708 hospitalised casualties (or 15.5%) occurred within the Metropolitan South Police Region and 637 hospitalised casualties (or 13.9%) occurred within the Metropolitan North Police Region, where Police Region was known,
- 2,422 hospitalised casualties (or 52.9%) occurred within major cities, 1,037 hospitalised casualties (or 22.7%) occurred within inner regional areas, 885 hospitalised casualties (or 19.3%) occurred within outer regional areas, 151 hospitalised casualties (or 3.3%) occurred within remote areas and 82 hospitalised casualties (or 1.8%) occurred within very remote areas[▲], where the ABS remoteness index was known,
- 2,292 hospitalised casualties (or 50.0%) occurred along State controlled roads and 2,289 hospitalised casualties (or 50.0%) occurred along locally controlled roads,
- 2,057 hospitalised casualties (or 44.9%) occurred within 60 km/h speed zones and 1,109 hospitalised casualties (or 24.2%) occurred within 100-110 km/h speed zones,
- 1,418 hospitalised casualties (or 31.0%) occurred between 2pm and 6pm,
- 3,192 hospitalised casualties (or 69.7%) occurred during daylight, where lighting conditions were known.

5.2.15 Mature Adult Road Users, Aged 30 to 39 years

This includes all road user types (drivers, riders, passengers, pedestrians and bicyclists) aged 30 to 39 years.

During 1 July 2008 to 30 June 2009, there were 1,105 mature adult road user hospitalised casualties (aged 30 to 39 years) as a result of crashes within Queensland, which represents 16.4% of all hospitalised casualties within Queensland, where age was known. This is 18 hospitalised casualties (or 1.7%) greater than the previous year and 63 hospitalised casualties (or 6.1%) greater than the previous five year average.

The key characteristics of mature adult road user hospitalised casualties, aged 30 to 39 years, (n=5,328) as a result of crashes within Queensland, 1 July 2004 to 30 June 2009 were:

- 3,288 hospitalised casualties (or 61.7%) were male and 2,040 hospitalised casualties (or 38.3%) were female,
- 3,064 hospitalised casualties (or 57.5%) were drivers, 1,093 hospitalised casualties (or 20.5%) were motorcycle riders or pillion, 692 hospitalised casualties (or 13.0%) were passengers, 256 hospitalised casualties (or 4.8%) were bicyclists and 223 hospitalised casualties (or 4.2%) were pedestrians,
- Of the vehicle occupant hospitalised casualties, 169 vehicle occupant hospitalised casualties (or 5.9%) were unrestrained, where restraint use was known,
- 1,599 hospitalised casualties (or 30.0%) were as a result of angle type crashes and 1,311 hospitalised casualties (or 24.6%) were as a result of hit object type crashes,
- 926 hospitalised casualties (or 17.4%) occurred within the South Eastern Police Region, 915 hospitalised casualties (or 17.2%) occurred within the North Coast Police Region, 845 hospitalised casualties (or 15.9%) occurred within the Metropolitan North Police Region and 815 hospitalised casualties (or 15.3%) occurred within the Metropolitan South Police Region, where Police Region was known,
- 2,941 hospitalised casualties (or 55.3%) occurred within major cities, 1,155 hospitalised casualties (or 21.7%) occurred within inner regional areas, 950 hospitalised casualties (or 17.9%) occurred within outer regional areas, 162 hospitalised casualties (or 3.0%) occurred within remote areas and 112 hospitalised casualties (or 2.1%) occurred within very remote areas[▲], where the ABS remoteness index was known,
- 2,820 hospitalised casualties (or 52.9%) occurred along locally controlled roads and 2,508 hospitalised casualties (or 47.1%) occurred along State controlled roads,
- 2,477 hospitalised casualties (or 46.5%) occurred within 60 km/h speed zones and 1,205 hospitalised casualties (or 22.6%) occurred within 100-110 km/h speed zones,
- 1,566 hospitalised casualties (or 29.4%) occurred between 2pm and 6pm,
- 3,464 hospitalised casualties (or 65.1%) occurred during daylight, where lighting conditions were known.

[▲] These figures are extracted using the Australian Bureau of Statistics (ABS) Australian Standard Geographical Classification (ASGC) Remoteness Classification.