

# Queensland Road Crash Weekly Report

Report No: 916

Data Extracted: 17 Aug 2015

## Fatalities: Year to Date to Sunday, 16 August 2015

Table 1: Comparative Queensland Road Toll

	2010	2011	2012	2013	2014	2015	Variation in 2015 from 2014		Variation in 2015 from the 2010 to 2014 Avg	
							no.	%	no.*	%
	Year to Date to 16 August									
<b>Total fatal crashes</b>	137	141	155	158	123	131	8	6.5%	-12	-8.3%
<b>Total fatalities</b>	146	164	167	177	134	147	13	9.7%	-11	-6.7%
Driver fatalities	64	64	76	91	65	63	-2	-3.1%	-9	-12.5%
Passenger fatalities	32	43	30	40	26	31	5	19.2%	-3	-9.4%
Motorcycle/Moped rider and pillion fatalities	27	29	39	28	25	36	11	44.0%	6	21.6%
Bicycle rider and pillion fatalities	6	5	3	4	6	3	-3	-50.0%	-2	-37.5%
Pedestrian fatalities	17	22	19	14	12	14	2	16.7%	-3	-16.7%
Other fatalities <sup>^</sup>	0	1	0	0	0	0	0	-	0	-100.0%
Fatalities involving heavy freight vehicles <sup>^^</sup>	28	38	45	29	25	26	1	4.0%	-7	-21.2%

Note:

Figures are preliminary.

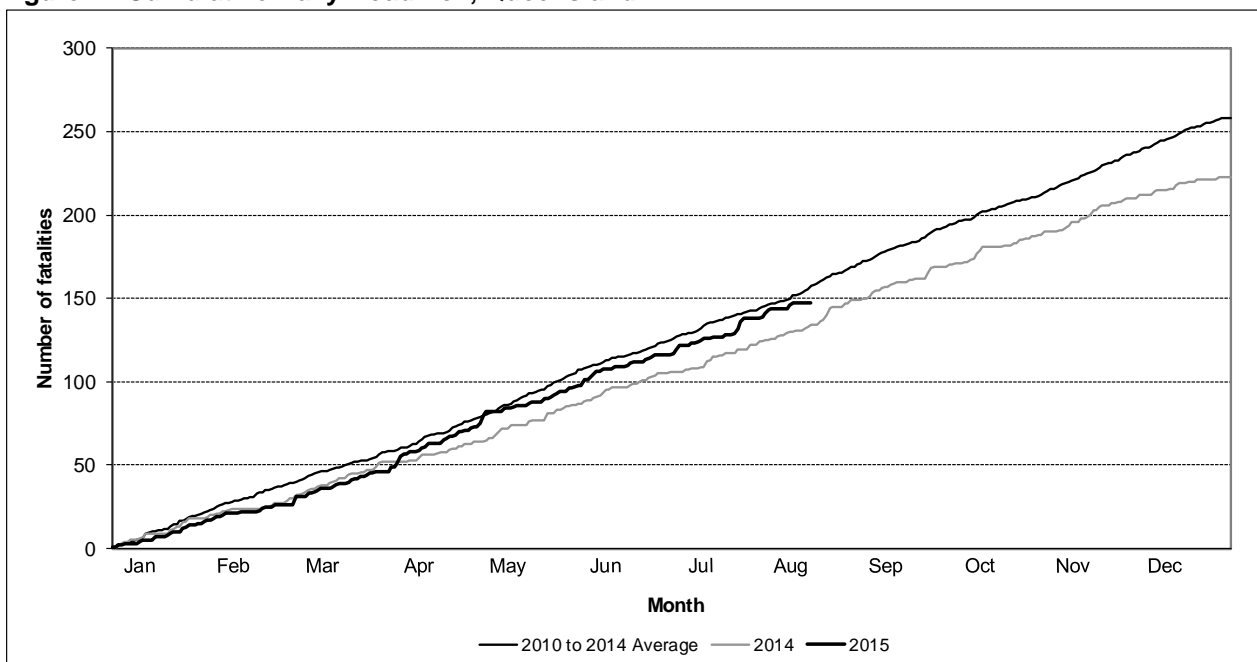
\* Figures are rounded to the nearest whole number.

<sup>^</sup> Includes other fatalities such as horse riders and train drivers and passengers.

<sup>^^</sup> Includes all fatalities as a result of crashes involving heavy freight vehicles. These figures are also included in the road user type breakdown above (e.g. drivers, passengers, etc).

During 1 January to 16 August 2015, there were 147 fatalities as a result of crashes within Queensland, which is 13 fatalities (or 9.7%) greater than the same period for the previous year and 11 fatalities (or 6.7%) fewer than the previous five year average for the same period (Table 1).

Figure 1: Cumulative Daily Road Toll, Queensland



**Table 2: Fatalities by Police Region**

Police Region	2010	2011	2012	2013	2014	2015	Variation in 2015 from 2014		Variation in 2015 from the 2010 to 2014 Avg	
							Year to Date to 16 August		no.*	%
							no.	%		
Northern	24	17	21	26	25	38	13	52.0%	15	68.1%
Central	50	63	66	59	34	39	5	14.7%	-15	-28.3%
Southern	38	38	35	54	40	35	-5	-12.5%	-6	-14.6%
South Eastern	12	28	28	23	15	19	4	26.7%	-2	-10.4%
Brisbane	22	18	17	15	20	16	-4	-20.0%	-2	-13.0%

Note:

Figures are preliminary.

Where Police Region was known.

\* Figures are rounded to the nearest whole number.

**Table 3: Fatalities by Transport and Main Roads – Transport Region**

Transport and Main Roads - Transport Region	2010	2011	2012	2013	2014	2015	Variation in 2015 from 2014		Variation in 2015 from the 2010 to 2014 Avg	
							Year to Date to 16 August		no.*	%
							no.	%		
Central	25	34	30	33	10	23	13	130.0%	-3	-12.9%
Northern	24	17	21	24	25	38	13	52.0%	16	71.2%
SEQ North	25	31	41	38	20	34	14	70.0%	3	9.7%
SEQ South	40	49	45	42	32	31	-1	-3.1%	-11	-25.5%
Southern	32	33	30	40	47	21	-26	-55.3%	-15	-42.3%

Note:

Figures are preliminary.

Where Transport Region was known.

\* Figures are rounded to the nearest whole number.

**Table 4: Fatalities by Transport and Main Roads – Roads Region**

Transport and Main Roads - Roads Region	2010	2011	2012	2013	2014	2015	Variation in 2015 from 2014		Variation in 2015 from the 2010 to 2014 Avg	
							Year to Date to 16 August		no.*	%
							no.	%		
North Queensland	24	17	21	24	25	38	13	52.0%	16	71.2%
Central Queensland	25	34	30	33	10	23	13	130.0%	-3	-12.9%
North Coast and Wide Bay/Burnett	36	44	52	48	34	38	4	11.8%	-5	-11.2%
Downs South West	23	14	14	34	29	12	-17	-58.6%	-11	-47.4%
Metropolitan	24	26	20	13	20	16	-4	-20.0%	-5	-22.3%
South Coast	14	29	30	25	16	20	4	25.0%	-3	-12.3%

Note

Figures are preliminary.

Where Roads Region was known.

\* Figures are rounded to the nearest whole number.

## Fatalities: 1 January 2009 to 31 December 2014 and Year to Date to 31 March 2015

**Table 5: Fatalities by characteristic**

Behaviour / Characteristic: Fatalities as a result of crashes	2009					2010		2011		2012		2013		2014		Variation in 2014 from 2013		Variation in 2014 from the 2009 to 2013 Avg		Year to Date to 31 March 2015	
	1 January 2009 to 31 December 2014 and Year to Date to 31 March 2015														no.	%	no.*	%	no.	%	
<b>All fatalities</b>	<b>331</b>	<b>249</b>	<b>269</b>	<b>280</b>	<b>271</b>	<b>223</b>	-	<b>-48</b>	<b>-17.7%</b>	<b>-57</b>	<b>-20.4%</b>	<b>46</b>	-								
Involving speeding drivers/riders	75	55	48	59	47	65	29.1%	18	38.3%	8	14.4%	11	23.9%								
Involving drink drivers/riders	70	50	56	45	64	43	19.3%	-21	-32.8%	-14	-24.6%	11	23.9%								
Fatigue related crashes (involving drivers/riders)	45	30	41	48	41	31	13.9%	-10	-24.4%	-10	-24.4%	3	6.5%								
Involving young adult drivers/riders, aged 16 to 24 years	94	64	79	84	70	55	24.7%	-15	-21.4%	-23	-29.7%	14	30.4%								
Involving young adult drivers/riders, aged 16 years	1	1	6	8	1	0	0.0%	-1	-100.0%	-3	-100.0%	0	0.0%								
Involving young adult drivers/riders, aged 17 to 20 years	51	40	38	52	39	31	13.9%	-8	-20.5%	-13	-29.5%	8	17.4%								
Involving young adult drivers/riders, aged 21 to 24 years	45	26	35	32	30	25	11.2%	-5	-16.7%	-9	-25.6%	7	15.2%								
Involving senior adult drivers/riders, aged 60 to 74 years	51	45	40	54	41	35	15.7%	-6	-14.6%	-11	-24.2%	6	13.0%								
Involving senior adult drivers/riders, aged 75 years or over	21	17	17	17	25	11	4.9%	-14	-56.0%	-8	-43.3%	6	13.0%								
Involving learner drivers/riders	16	4	6	22	11	2	0.9%	-9	-81.8%	-10	-83.1%	0	0.0%								
Involving provisional/P1/P2 drivers/riders	50	41	44	47	35	25	11.2%	-10	-28.6%	-18	-42.4%	9	19.6%								
Involving unlicensed drivers/riders	28	28	26	31	22	31	13.9%	9	40.9%	4	14.8%	4	8.7%								
Involving heavy freight vehicles	57	47	54	73	53	41	18.4%	-12	-22.6%	-16	-27.8%	10	21.7%								
Involving motorcycles (excluding mopeds)	59	47	44	59	42	37	16.6%	-5	-11.9%	-13	-26.3%	14	30.4%								
Involving mopeds	1	4	2	1	3	0	0.0%	-3	-100.0%	-2	-100.0%	0	0.0%								
Involving buses	10	4	8	7	6	1	0.4%	-5	-83.3%	-6	-85.7%	0	0.0%								
Child road user fatalities, aged 16 years or younger <sup>^</sup>	27	16	29	15	24	13	5.8%	-11	-45.8%	-9	-41.4%	0	0.0%								
Young adult road user fatalities, aged 17 to 24 years <sup>^</sup>	72	57	49	60	51	42	18.8%	-9	-17.6%	-16	-27.3%	9	19.6%								
Mature adult road user fatalities, aged 25 to 59 years <sup>^</sup>	177	130	140	146	139	119	53.4%	-20	-14.4%	-27	-18.7%	29	63.0%								
Senior adult road user fatalities, aged 60 to 74 years <sup>^</sup>	31	25	31	35	30	35	15.7%	5	16.7%	5	15.1%	3	6.5%								
Senior adult road user fatalities, aged 75 years or over <sup>^</sup>	24	21	20	24	27	14	6.3%	-13	-48.1%	-9	-39.7%	5	10.9%								
Vehicle occupant fatalities	223	164	181	183	192	158	-	-34	-17.7%	-31	-16.2%	27	-								
Vehicle occupant fatalities, where restraint use was known	151	108	112	110	122	102	-	-20	-16.4%	-19	-15.4%	23	-								
Unrestrained vehicle occupant fatalities <sup>#</sup>	43	31	33	23	35	36	35.3%	-	23.0% <sup>#</sup>	-	29.0% <sup>#</sup>	4	17.4%								

Note:  
 Figures are preliminary.  
 \* Figures are rounded to the nearest whole number.  
<sup>^</sup> Where age was known.  
<sup>#</sup> Restraint use is not applicable for all road user types (i.e. pedestrians, motorcycle riders/pillions, etc) and is not always known. Therefore the variation in unrestrained vehicle occupant casualties is measured as a change in the percentage of all vehicle occupant casualties, instead of the change in number, where restraint use was known.

## Fatalities per 100,000 population: 12 months to 31 July 2015

Table 6: Fatalities per 100,000 population, by state

State	August 2013 to July 2014			August 2014 to July 2015			Percentage difference in rate with previous 12 month period
	Fatalities	Population ('000) as at Jan 2014	Fatalities per 100,000 population	Fatalities	Population ('000) as at Jan 2015	Fatalities per 100,000 population	
Queensland	230	4,693.1	4.90	238	4,754.3	5.01	2.1%
New South Wales	330	7,474.2	4.42	321	7,572.6	4.24	-4.0%
Victoria	254	5,795.8	4.38	249	5,893.3	4.23	-3.6%
South Australia	86	1,678.6	5.12	108	1,692.5	6.38	24.5%
Western Australia	163	2,546.2	6.40	169	2,583.7	6.54	2.2%
Tasmania	41	514.1	7.98	37	515.3	7.18	-10.0%
Northern Territory	42	243.5	17.25	42	244.1	17.21	-0.2%
Australian Capital Territory	8	383.9	2.08	13	388.0	3.35	60.8%
Rest of Australia	924	18,639.5	4.96	939	18,892.6	4.97	0.3%
Australian Total	1,154	23,332.5	4.95	1,177	23,647.0	4.98	0.6%

Data source:

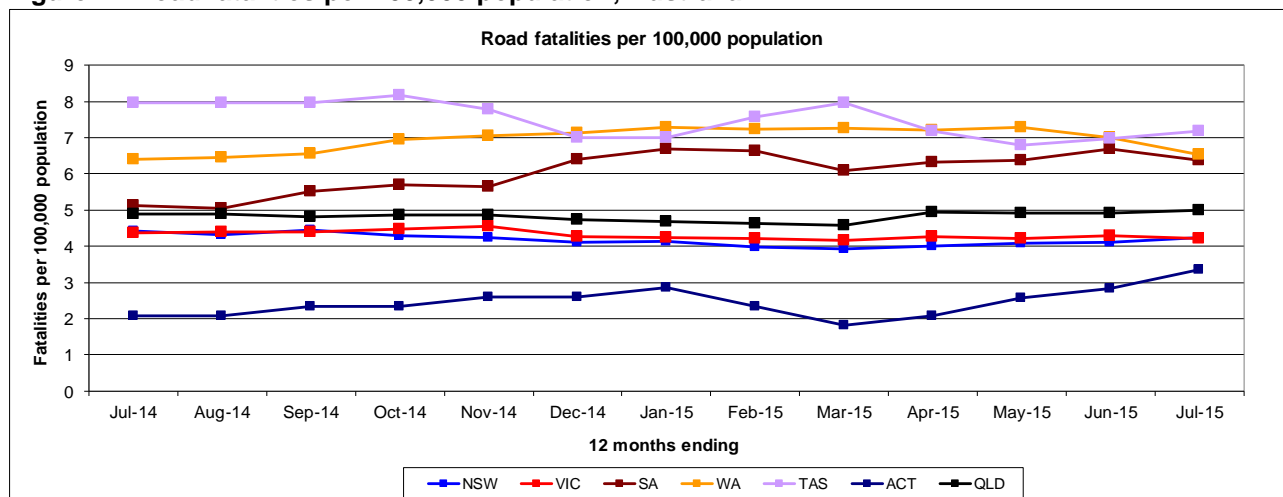
Population: Australian Bureau of Statistics - Catalog 3101.0

Interstate fatalities: Relevant State Authority

Note:

Figures are preliminary

Figure 2: Road fatalities per 100,000 population, Australia



For the 12 month period, 1 August 2014 to 31 July 2015:

- There were 238 fatalities within Queensland, which is eight fatalities (or 3.5%) greater than the previous 12 month period (230).
- The road fatality rate for Queensland was 5.01 fatalities per 100,000 population which is 2.1% higher than the previous 12 month period (4.9) and is fourth behind the Australian Capital Territory (3.35), Victoria (4.23) and New South Wales (4.24).
- There were 1,177 fatalities within Australia, which is 23 fatalities (or 2.0%) greater than the previous 12 month period (1,154).
- The road fatality rate for Australia was 4.98 fatalities per 100,000 population which is 0.6% greater than the previous 12 month period (4.95).

## Hospitalised Casualties: 1 January to 31 December 2013

Table 7: Comparative Queensland Hospitalised Casualties

	2008	2009	2010	2011	2012	2013	Variation in 2013 from 2012		Variation in 2013 from the 2008 to 2012 Avg	
							no.	%	no.*	%
<b>Total hospitalisation crashes</b>	<b>5,527</b>	<b>5,470</b>	<b>5,253</b>	<b>5,207</b>	<b>5,361</b>	<b>5,702</b>	<b>341</b>	<b>6.4%</b>	<b>338</b>	<b>6.3%</b>
<b>Total hospitalised casualties</b>	<b>6,838</b>	<b>6,674</b>	<b>6,499</b>	<b>6,389</b>	<b>6,557</b>	<b>6,948</b>	<b>391</b>	<b>6.0%</b>	<b>357</b>	<b>5.4%</b>
Driver hospitalised casualties	3,623	3,573	3,599	3,600	3,611	3,884	273	7.6%	283	7.9%
Passenger hospitalised casualties	1,440	1,365	1,327	1,258	1,277	1,339	62	4.9%	6	0.4%
Motorcycle/Moped rider and pillion hospitalised casualties	1,029	955	809	832	935	977	42	4.5%	65	7.1%
Bicycle rider and pillion hospitalised casualties	320	354	344	282	352	364	12	3.4%	34	10.2%
Pedestrian hospitalised casualties	425	424	419	414	380	382	2	0.5%	-30	-7.4%
Other hospitalised casualties <sup>^</sup>	1	3	1	3	2	2	0	0.0%	0	0.0%
Hospitalised casualties involving heavy freight vehicles <sup>^^</sup>	478	463	470	508	461	514	53	11.5%	38	8.0%

Note:

Figures are preliminary.

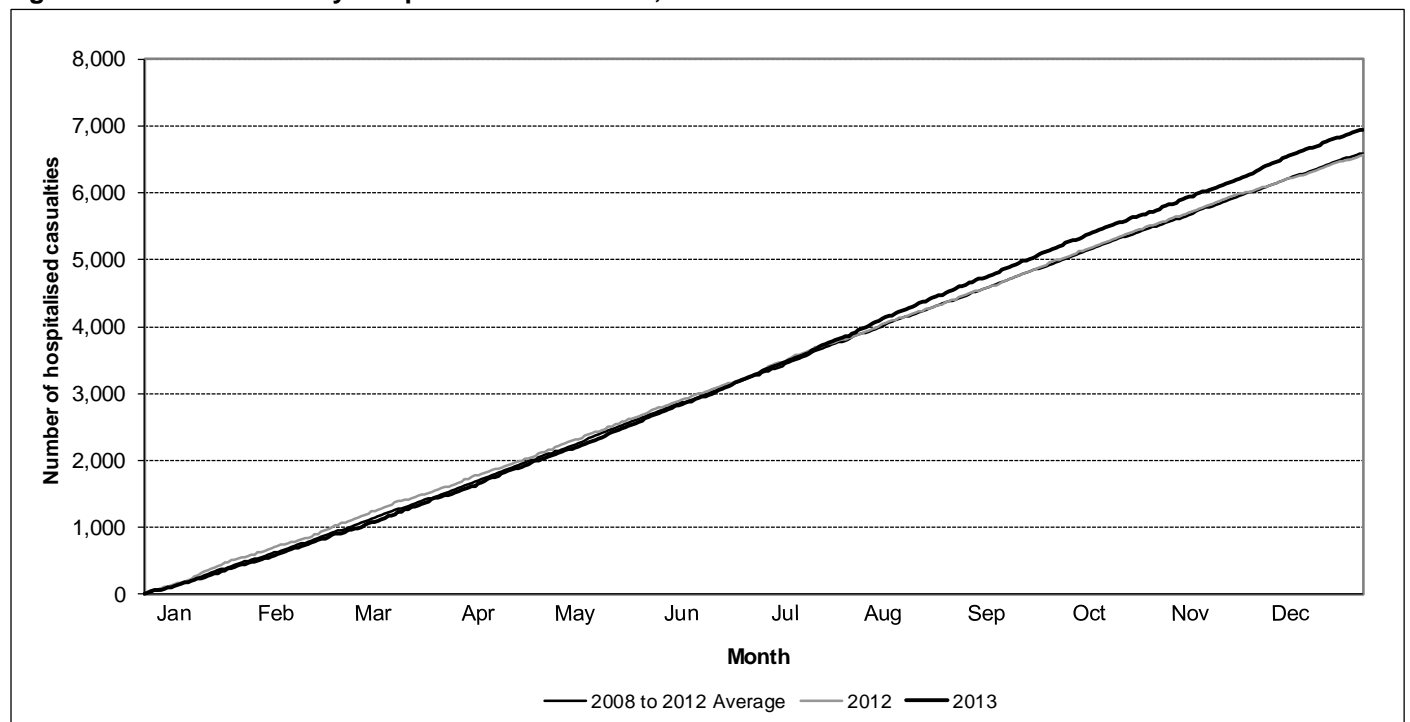
\* Figures are rounded to the nearest whole number.

<sup>^</sup> Includes other hospitalised casualties such as horse riders and train drivers and passengers.

<sup>^^</sup> Includes all hospitalised casualties as a result of crashes involving heavy freight vehicles. These figures are also included in the road user type breakdown above (e.g. drivers, passengers, etc).

During 1 January to 31 December 2013, there were 6,948 hospitalised casualties as a result of crashes within Queensland, which is 391 hospitalised casualties (or 6.0%) greater than the previous year and 357 hospitalised casualties (or 5.4%) greater than the previous five year average (Table 7).

Figure 3: Cumulative Daily Hospitalised Casualties, Queensland



**Table 8: Hospitalised Casualties by Police Region**

Police Region	2008	2009	2010	2011	2012	2013	Variation in 2013 from 2012		Variation in 2013 from the 2008 to 2012 Avg	
							no.	%	no.*	%
							Northern	971	921	902
Central	1,519	1,465	1,428	1,487	1,553	1,701	148	9.5%	211	14.1%
Southern	1,258	1,305	1,162	1,244	1,296	1,247	-49	-3.8%	-6	-0.5%
South Eastern	1,165	1,061	1,070	1,057	1,046	1,130	84	8.0%	50	4.6%
Brisbane	1,921	1,922	1,937	1,736	1,776	1,939	163	9.2%	81	4.3%

Note:

Figures are preliminary.

Where Police Region was known.

\* Figures are rounded to the nearest whole number.

**Table 9: Hospitalised Casualties by Transport and Main Roads – Transport Region**

Transport and Main Roads - Transport Region	2008	2009	2010	2011	2012	2013	Variation in 2013 from 2012		Variation in 2013 from the 2008 to 2012 Avg	
							no.	%	no.*	%
							Central	703	734	662
Northern	964	915	897	858	857	901	44	5.1%	3	0.3%
SEQ North	1,752	1,712	1,760	1,688	1,762	1,823	61	3.5%	88	5.1%
SEQ South	2,496	2,387	2,346	2,170	2,180	2,372	192	8.8%	56	2.4%
Southern	919	926	834	943	919	940	21	2.3%	32	3.5%

Note:

Figures are preliminary.

Where Transport Region was known.

\* Figures are rounded to the nearest whole number.

**Table 10: Hospitalised Casualties by Transport and Main Roads – Roads Region**

Transport and Main Roads - Roads Region	2008	2009	2010	2011	2012	2013	Variation in 2013 from 2012		Variation in 2013 from the 2008 to 2012 Avg	
							no.	%	no.*	%
							North Queensland	964	915	897
Central Queensland	703	734	662	729	820	890	70	8.5%	160	22.0%
North Coast and Wide Bay/Burnett	1,482	1,420	1,403	1,429	1,458	1,553	95	6.5%	115	8.0%
Downs South West	482	538	477	494	519	496	-23	-4.4%	-6	-1.2%
Metropolitan	2,002	1,987	1,964	1,805	1,819	1,946	127	7.0%	31	1.6%
South Coast	1,201	1,080	1,096	1,073	1,065	1,140	75	7.0%	37	3.4%

Note:

Figures are preliminary.

Where Roads Region was known.

\* Figures are rounded to the nearest whole number.

## Hospitalised Casualties: 1 January 2008 to 31 December 2013

Table 11: Hospitalised Casualties by Characteristic

Behaviour / Characteristic: Hospitalised casualties as a result of crashes  1 January 2008 to 31 December 2013	2008	2009	2010	2011	2012	2013		Variation in 2013 from 2012		Variation in 2013 from the 2008 to 2012 Avg	
	no.	no.	no.	no.	no.	no.	%	no.	%	no.*	%
<b>All hospitalised casualties</b>	<b>6,838</b>	<b>6,674</b>	<b>6,499</b>	<b>6,389</b>	<b>6,557</b>	<b>6,948</b>	-	<b>391</b>	<b>6.0%</b>	<b>357</b>	<b>5.4%</b>
Involving speeding drivers/riders	452	435	370	276	344	295	4.2%	-49	-14.2%	-80	-21.4%
Involving drink drivers/riders	752	743	639	629	586	576	8.3%	-10	-1.7%	-94	-14.0%
Fatigue related crashes (involving drivers/riders)	447	438	445	467	522	478	6.9%	-44	-8.4%	14	3.1%
Involving young adult drivers/riders, aged 16 to 24 years	2,562	2,400	2,375	2,209	2,231	2,370	34.1%	139	6.2%	15	0.6%
Involving young adult drivers/riders, aged 16 years	41	64	60	62	52	52	0.7%	0	0.0%	-4	-6.8%
Involving young adult drivers/riders, aged 17 to 20 years	1,487	1,276	1,317	1,196	1,217	1,275	18.4%	58	4.8%	-24	-1.8%
Involving young adult drivers/riders, aged 21 to 24 years	1,155	1,170	1,119	1,074	1,079	1,134	16.3%	55	5.1%	15	1.3%
Involving senior adult drivers/riders, aged 60 to 74 years	929	979	1,061	1,013	1,117	1,183	17.0%	66	5.9%	163	16.0%
Involving senior adult drivers/riders, aged 75 years or over	398	338	361	420	375	408	5.9%	33	8.8%	30	7.8%
Involving learner drivers/riders	198	268	243	257	279	231	3.3%	-48	-17.2%	-18	-7.2%
Involving provisional/P1/P2 drivers/riders	1,551	1,211	1,349	1,207	1,258	1,394	20.1%	136	10.8%	79	6.0%
Involving unlicensed drivers/riders	643	565	458	416	447	408	5.9%	-39	-8.7%	-98	-19.3%
Involving heavy freight vehicles	478	463	470	508	461	514	7.4%	53	11.5%	38	8.0%
Involving motorcycles (excluding mopeds)	999	920	781	794	890	931	13.4%	41	4.6%	54	6.2%
Involving mopeds	62	67	55	52	65	81	1.2%	16	24.6%	21	34.6%
Involving buses	179	153	135	138	130	130	1.9%	0	0.0%	-17	-11.6%
Child road user hospitalised casualties, aged 16 years or younger <sup>^</sup>	596	559	565	514	423	470	6.8%	47	11.1%	-61	-11.6%
Young adult road user hospitalised casualties, aged 17 to 24 years <sup>^</sup>	1,727	1,630	1,630	1,536	1,577	1,650	23.8%	73	4.6%	30	1.9%
Mature adult road user hospitalised casualties, aged 25 to 59 years <sup>^</sup>	3,612	3,597	3,414	3,411	3,545	3,763	54.3%	218	6.1%	247	7.0%
Senior adult road user hospitalised casualties, aged 60 to 74 years <sup>^</sup>	558	585	594	608	700	740	10.7%	40	5.7%	131	21.5%
Senior adult road user hospitalised casualties, aged 75 years or over <sup>^</sup>	313	288	285	298	296	303	4.4%	7	2.4%	7	2.4%
Vehicle occupant hospitalised casualties	5,063	4,938	4,926	4,858	4,888	5,223	-	335	6.9%	288	5.8%
Vehicle occupant hospitalised casualties, where restraint use was known	4,008	3,877	3,981	3,887	3,867	4,081	-	214	5.5%	157	4.0%
Unrestrained vehicle occupant hospitalised casualties <sup>#</sup>	201	193	195	167	170	156	3.8%	-	-13.0% <sup>#</sup>	-	-19.0% <sup>#</sup>

Note:

Figures are preliminary.

\* Figures are rounded to the nearest whole number.

<sup>^</sup> Where age was known.

<sup>#</sup> Restraint use is not applicable for all road user types (i.e. pedestrians, motorcycle riders/pillion, etc) and is not always known. Therefore the variation in unrestrained vehicle occupant casualties is measured as a change in the percentage of all vehicle occupant casualties, instead of the change in number, where restraint use was known.