Transport and Main Roads

Road Traffic Crashes in Queensland

2009

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This report was prepared by staff at the Centre of National Research on Disability and Rehabilitation Medicine (CONROD) at the University of Queensland using data provided by the Department of Transport and Main Roads on 15 December 2011.

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Introduction

This report presents an overview of reported road traffic crashes within Queensland during 2009 in the context of the previous five years, based on data contained in the Queensland RoadCrash Database maintained by the Department of Transport and Main Roads.

Chapter 1 analyses crash outcomes for 2009 in terms of past trends, other states of Australia, and the increase in population and vehicles. Chapter 2 provides information on road fatalities and hospitalised casualties in terms of their gender, age group, type of road user, time of day, day of week and geographic location. Chapter 3 examines types of units and controllers involved in fatal and hospitalisation crashes and in terms of rate of crash involvement per 100,000 licence holders, per 10,000 registered vehicles and per 100 million kilometres travelled. Chapter 4 looks at characteristics of fatal and hospitalisation crashes in terms of crash type, crash nature and Definitions for Coding Accidents (DCA) groups. Chapter 5 provides information on the contributing factors and characteristics to road traffic crashes resulting in fatalities and hospitalised casualties and examines the involvement and impact of alcohol and drink driving, speeding, fatigue, young drivers, senior drivers, heavy freight vehicles and motorcycles. The Appendix provides a series of statistical reference tables on the characteristics of casualties, units, controllers, and crashes, with each section broken down by crash or casualty severity.

Background

The Department of Transport and Main Roads are the official source of Queensland road traffic crash statistics. Validation and enhancement of unprocessed data is completed by the RoadCrash Database Group in the Queensland Treasury Office of Economic and Statistical Research. This data originates from the Queensland Police Service's Queensland Police Records and Information Management Exchange (QPRIME). Additional information supplied by Queensland Health's Forensic and Scientific Services is used for the analysis of alcohol involvement in road crashes, in particular those involving a fatality. Registration and licensing information is also supplied by the Department of Transport and Main Roads' Transport Registration and Integrated Licensing System (TRAILS).

Implementation of the Australian Road Rules in Queensland in December 1999 has affected the figures in this report. In particular, the definition of a 'property damage only' crash was altered to include crashes where the damage was greater than $2500 to property other than vehicles or at least one vehicle was towed away.

Amendments in 2000 to the *Motor Accident Insurance Act (MAIA) 1994* have also affected the figures in this report. The amendments changed the requirement for notification of crashes. Prior to October 2000, a motor accident insurance claimant in a road crash involving an injury was not required, under the MAIA 1994, to report the crash to police. The 2000 amendment required reporting in line with the *Transport Operations (Road Use Management – Road Rules) Regulation 1999*.

There was a significant increase in the number of reported crashes in the categories of minor injury, medical treatment and hospitalisation in 2001 as a result of the MAIA amendments. This meant that there was a series break between 2000 and 2001 for these crash categories. Comparisons of numbers of crashes and injured people between 2002 or 2001 and previous years may not be reliable.

The implementation of new systems in 2006 affected figures for July 2006 to June 2007. The number of all crashes reported during July 2006 to March 2007 is below expected, and there were a greater proportion of minor injury casualties, fewer hospitalised casualties reported, an increase in unknown licence types, an increase in unknown restraint use and an increase in unknown helmet use for motorcyclist and bicyclist casualties.

This means that there has been a change in the data series affecting casualty and crash severity. As a result, non-fatal casualty and crash severity should not be compared. This affects calculations for hospitalised casualties per 100,000 population, severity distribution analysis, and any frequency comparisons involving data from July 2006 to June 2007.

Figures presented in this report are based on the crashes validated in the Queensland Road Crash Database at 15 December 2011.

Main features of road traffic crashes in Queensland 2009

- The Queensland road toll was 331 fatalities during 2009. This is three fatalities greater than 2008 (n=328) but two fatalities fewer than the average for the previous five year period (n=333). These 331 fatalities occurred in 296 crashes involving 495 units
- There were 6,672 hospitalised casualties during 2009. This is 166 fewer than 2008 (n=6,838) but 409 greater than the average for the previous five year period (n=6,263). There were 9,715 units involved in hospitalisation crashes during 2009
- There were 22,911 reported crashes on Queensland roads during 2009, a decrease of 2.6% (n=608) compared with 2008; 296 fatal crashes and 5,468 hospitalisation crashes
- Young adult road users represented 21.8% (n=72) of all fatalities and 24.4% (n=1,630) of all hospitalised casualties during 2009
- Senior adult road users represented 16.6% (n=55) of all fatalities and 13.1% (n=873) of all hospitalised casualties during 2009
- Motorcyclists represented 18.1% (n=60) of all fatalities during 2009, a decrease of 16.7% (n=12) compared with 2008. 14.3% (n=955) of hospitalised casualties were motorcyclists
- During 2009, the greatest percentage of fatalities occurred between 2pm and 4pm (13.9%; n=46). The greatest percentage of hospitalised casualties also occurred between 2pm and 4pm (14.9%, n=993)
- The greatest percentage of fatal crashes were single vehicle crashes (51.4%, n=152). This number is 8.6% (n=12) more than 2008
- The greatest percentage of hospitalisation crashes were multi-vehicle crashes (52.0%, n=2,843). This number is 1.3% (n=37) less than 2008 but 8.0% (n=210.8) more than the previous five year average
- Motorcycles showed a declining trend in fatal crash involvement rates from 2005 to 2009, decreasing from 6.30 to 3.87 per 10,000 registered vehicles
- Articulated trucks had the greatest rate of hospitalisation crash involvement during 2009, decreasing by 20.3% over the past six years, from 107.30 per 10,000 registered vehicles during 2004 to 85.56 per 10,000 registered vehicles during 2009
- Provisional licence holders demonstrated the greatest rate of fatal crash involvement (27.16 per 100,000 licence holders), which was more than double the rate for Open licence holders (11.46 per 100,000 licence holders). The rate for Learner licence holders was 9.62 per 100,000 licence holders during 2009
- Provisional licence holders demonstrated the greatest rate of involvement in hospitalisation crashes (592.14 per 100,000 licence holders). The rate for Open licence holders was 233.55 per 100,000 licence holders and for Learner licence holders was 124.37 per 100,000 licence holders
- The rate of fatal crash involvement for drivers and riders aged 17-20 years has almost halved from 2004 (34.59 per 100,000 licence holders) to 2009 (19.99 per 100,000 licence holders)
- Other than those aged 16 years, drivers and riders aged 60-74 years had the lowest rate of hospitalisation crash involvement during 2009 (158.03 per 100,000 licence holders)
- The most common type of contributing factor/characteristic in fatal crashes during 2009 was alcohol, contributing to 30.8% (n=102) of all fatalities. Speeding contributed to 22.7% (n=75), with illegal manoeuvres (17.2%; n=57) and fatigue (13.6%; n=45) also common. Young drivers aged 17 to 24 years contributed to 28.1% (93) of all fatalities during 2009. There was a decreasing trend in fatal crashes involving young drivers and riders from 2004 (37.3%, n=116) to 2009 (28.1%, n=102). Senior drivers aged 60+ years contributed to 21.1% (n=70) of all fatalities during 2009
- The most common type of contributing factor in hospitalisation crashes during 2009 was illegal manoeuvres, contributing to 15.7% (n=1,047) of all hospitalised casualties. Alcohol contributed to 16.6% (n=1,109), with failure to give way or stop (14.4%, n=960) and drink driving (11.1%, n=743) also common. Young drivers aged 17 to 24 years contributed to 35.1% (2,343) of all hospitalised casualties and senior drivers aged 60+ years contributed to 19.0% (n=1,271) of all hospitalised casualties during 2009.

Glossary

Casualties

Bicyclist/ Cyclist	A person riding a bicycle or a bicycle pillion passenger.
Bicycle pillion passenger	A person other than the rider (controller) travelling on a bicycle.
Bicycle rider	A person in control of a bicycle.
Casualty	An injured person or a fatality.
Casualty severity	A measure of the seriousness of injuries sustained as a result of a road traffic crash. The four levels are: 1. Fatality 2. Hospitalised casualty 3. Medically treated casualty 4. Minor injury.
Child restraint	A device used for restraining a child travelling inside a motor vehicle (eg. baby capsule, baby seat, booster seat, etc).
Child	A person aged 0 to 16 years.
Driver	A person in control of a car, truck, bus or special purpose vehicle. Does not include a person in control of a motorcycle, moped or bicycle.
Fatality	A person who dies within 30 days as a result of injuries sustained in a road traffic crash. Fatalities caused directly and exclusively by a medical condition, suicide or other deliberate act (such as homicide) or where the fatality is not attributable to vehicle movement (such as an insect or animal bite, or the accidental discharge of a weapon) are excluded. However, subsequent fatalities caused as a result of excluded casualties are included. For example, if a controller suffers a heart attack and subsequently dies after being involved in a road traffic crash which results in a pedestrian fatality, the pedestrian fatality is included although the controller fatality is excluded.
Helmet	A protective device worn on the head to prevent injuries in the event of a crash. Motorcyclists and bicyclists are required by legislation to wear a helmet that meets Australian standards.
Hospitalised casualty	A person transported to hospital as a result of a road traffic crash who does not die from injuries sustained in the crash within 30 days of the crash. Hospitalised casualties caused directly and exclusively by a medical condition, attempted suicide or other deliberate act (such as attempted homicide) or where the injury is not attributable to vehicle movement (such as an insect or animal bite, or the accidental discharge of a weapon) are excluded. However, subsequent hospitalised casualties caused as a result of excluded casualties are included. For example, if a controller suffers a heart attack and is subsequently hospitalised after being involved in a road traffic crash which results in a pedestrian hospitalised casualty, the pedestrian hospitalised casualty is included although the controller hospitalised casualty is excluded.

Injury	An injury is recorded when any person involved in a road traffic crash, other than a fatality: 1. Requires hospitalisation 2. Requires medical treatment 3. Receives a minor injury (that is, first aid treatment only).
Injured casualty	A hospitalised casualty, medically treated casualty or minor injury casualty.
Mature adult	A person aged from 25 to 59 years.
Medically treated casualty	A person requiring medical treatment (but not hospitalised) as a result of a road traffic crash.
Minor injury casualty	A person sustaining minor injuries such as sprains and bruises (that is, injuries requiring no medical treatment, requiring first-aid treatment only or extent of injury unknown) as a result of a road traffic crash.
Motorcyclist	A person riding a motorcycle, or a motorcycle pillion passenger (including sidecar passengers).
Motorcycle pillion passenger	A person other than the rider (controller) travelling on a motorcycle.
Motorcycle rider	A person in control of a motorcycle.
Passenger	A person other than the driver travelling in or on a car, truck or bus. Does not include motorcycle or bicycle pillion passengers.
Pedestrian	A person on foot (walking, running, standing, playing etc.), or a person using a pedestrian conveyance (e.g. non-motorised wheelchair, roller skates, roller blades, child's tricycle, skateboard, scooter or other non-powered vehicle, excluding bicycles). Includes a person who is alighting or boarding a vehicle.
Pillion passenger	A person on a motorcycle or bicycle who is not the rider in control of the unit.
Restraint	A device designed to hold a person within the body of a vehicle and limit movement. Includes inertia reel, fixed lap or sash seat belts and child restraints such as capsules. The device must meet the relevant Australian vehicle design rules and the Australian Standards. Restraint use is recorded for drivers and passengers of motor vehicles (except motorcycles and special purpose vehicles).
Rider	A person in control of a motorcycle, moped or bicycle.
Road Toll	The road toll is a count of fatalities resulting from road traffic crashes. Does not include other casualty severities.
Road user type	Logical categories classifying road users according to their role at the time of a road traffic crash. Road users and road user types relate to people, NOT to vehicles or animals. Road user types include: 1. Drivers of motor vehicles 2. Passengers of motor vehicles 3. Motorcycle riders 4. Motorcycle pillion passengers 5. Bicycle riders 6. Bicycle pillion passengers 7. Horse riders 8. Pedestrians.
Senior adult	A senior adult is a person aged 60 years or older.

Units and Controllers

Alcohol related A contributing factor where any controller involved, including pedestrians and bicycle riders, was attributed as having an “Over prescribed concentration of alcohol" or “Under influence of liquor or drug". This indicates that alcohol impairment (of any degree) was a contributing factor, not necessarily that an illegal BAC was involved (though it may have been).

Articulated truck A combination vehicle consisting of a prime mover or a rigid truck towing one or more trailers.

B-Double/Triple A B-Double is a prime mover towing two semi-trailers which are joined by a turntable (not a dolly). A B-Triple is a prime mover towing three semi-trailer units connected by turntables. A B-Triple is an example of a Road Train although a B-Double is not.

Bicycle A two or three wheeled vehicle designed to be propelled solely by human power, or a two or three wheeled vehicle that is a power assisted pedal cycle.

Blood Alcohol Concentration (BAC) A measure of the percentage of alcohol in a person’s blood. This reading is typically obtained using a breathalyser or by conducting a blood test. Where a breathalyser has been used the results are recorded as a proportion of alcohol in a person's blood. Blood alcohol concentration is measured as grams of alcohol per 100ml of blood. A BAC of 0.05 grams/100ml is equivalent to a BAC of 0.05gm%. The BAC is measured for all controllers involved in fatal crashes, with some exceptions. These exceptions include young children who are cyclists or pedestrians. Where possible, a post-mortem blood analysis is carried out on a fatally injured road user.

Bus/Coach A large motor vehicle, having a long body, equipped with seats or benches for passengers, usually operating as part of a scheduled service.

Car A unit type category that includes the following vehicle types: car, station wagon, utility, panel van and four-wheel drive.

Contributing factor/ Characteristic A factor or characteristic that may have contributed to the cause or severity of the outcome of a road traffic crash, however may not be the primary cause of the crash. Contributing factors and characteristics are attributed to each unit/controller involved in a crash, so a single crash may have more than one instance of the same contributing factor (if that contributing factor is recorded for more than one of the units/controllers involved). Therefore, each casualty resulting from a crash may have multiple contributing factors and characteristics associated with them. As a result, the total number of casualties associated with each contributing factor/characteristic should not be totalled and may not equal the total number of casualties in each year.

Controller A person who exercises control over their movements at the time of a crash (i.e. driver, rider or pedestrian). Passengers and pillions are not regarded as controllers.

Drink driving related A contributing factor attributed to the controller (i.e. a driver or rider) of a motor vehicle who had an illegal Blood Alcohol Concentration (BAC) for their licence level (e.g. Learner licence), vehicle type (e.g. heavy freight vehicle) or purpose of vehicle use (e.g. taxi) at the time of the crash. In Queensland, there is a general BAC limit of 0.05% for open licence holders, however a 0.00% alcohol limit applies to various licence levels, vehicle types and purpose of vehicle use. Drivers and riders involved in crashes with an illegal BAC are attributed as having an “Over prescribed concentration of alcohol". This assessment is based on the laws in place at the time of the crash.

Drink walker	A pedestrian road user with a positive blood alcohol concentration.
Fatigue related	A contributing factor, determined by the reporting police officer, where any controller involved, including pedestrians and bicycle riders, is attributed with a reduction in driving or riding ability as a result of prolonged driving or being tired while driving. It should be noted that other factors, such as the elapsed time since the person last slept, the time of the day or night, as well as the human circadian rhythm may be involved. A single vehicle crash occurring in a speed zone of 100 km/hr or greater during the typical fatigue times of 2pm to 4pm or 10pm to 6am is deemed as 'Fatigue related by definition'.
Fatigued driver/rider	A driver/rider whose driving/riding ability has become impaired due to fatigue.
Graduated Licensing System (GLS)	A licensing system introduced in Queensland in July 2007 which included 13 initiatives aimed at reducing the crash involvement of young drivers. Among these new initiatives were: • a reduction in the minimum learner age to 16 years • an increased length of time required to hold a learner permit (1 year) • a two phased probationary licence period (P1 and P2) • a peer-passenger restriction on the P1 licence • the requirement to gain 100 hours of supervised driving during the learner permit phase.
Heavy freight vehicle	A unit type grouping that includes the following unit types: rigid truck, articulated truck and road train/B-Double/Triple. Heavy Freight Vehicles have a GVM/ATM greater than 4.5 tonnes.
Intended action	An action that was intended by the unit just prior to the road traffic crash. These actions may be active (e.g. overtake, make right turn, change lanes) but may also be passive, especially for unattended units (e.g. remained parked).
Licensed	A driver or rider who holds a valid Learner, Provisional (P1 or P2) or Open licence type.
Light passenger vehicle	A unit type grouping that includes the following unit types: car, station wagon, four-wheel drive, utility and panel van. Excludes motorcycles.
Moped	A motorcycle with a motor of 50 millilitres (ml) capacity or less with a manufacturers' top rated speed of 50 kilometres per hour (km/h) and complies with the Australian Design Rules. Excludes mini-bikes/pocket rockets, quad bikes, trikes, motorised wheelchairs, unregisterable noncompliant vehicles, motorised scooters, power assisted bicycles and powered wheeled recreational devices. A car or motorcycle licence is required to ride a moped on roads or road-related areas. Mopeds have been reported as a separate unit type since 2009.
Motorcycle	A two or three wheeled motor vehicle designed to transport people. Includes motorcycles with or without a sidecar, motorised scooters, trail bikes, mini bikes, and mopeds.
Motor vehicle	A unit type grouping that includes the following unit types: car, station wagon, four-wheel drive, utility, panel van, rigid truck, articulated truck, bus, motorcycle, road train/B-Double/Triple and special purpose vehicle (e.g. tractor, ambulance, motorised wheelchair). Pedestrians, bicycles, towed devices, wheeled recreational devices and animals are NOT motor vehicles.

Other (Contributing factor)

A contributing factor that includes the following:

- Driver - Attempted Suicide; Deliberate Act
- Animal Uncontrolled - On Road
- Accidental Interference To A Unit
- Police Chase
- Deliberate Passenger Interference To A Unit In Transport
- Vehicle Entering Driveway
- Cross Median Crash
- Miscellaneous
- Lighting - Sunlight Glare (Dawn/Dusk/Reflection)
- Lighting - Headlight Glare
- Lighting - Headlights Off/No Lights On Vehicle
- Lighting - No Street Lighting
- Lighting - Wearing Dark Clothing
- Lighting - Heavily Overcast
- Lighting Conditions - Miscellaneous
- Atmospheric Conditions – Fog, dust etc.

Other driver (Contributing factor)

A contributing factor that includes the following:

- Medical Condition (Heart Attack; Epilepsy Etc.)
- Taking Avoiding Action To A Road Hazard
- Taking Avoiding Action To Miss Another Road User
- Underage (Inexperience)
- Driver Conditions – Miscellaneous.

Responsible controller

The controller involved in a road traffic crash who was considered by police to be the most responsible for the crash; or a controller involved in a road traffic crash who was attributed with a contributing factor/characteristic. Every crash has a controller who is considered "most responsible".

Rigid truck

A vehicle constructed primarily for load carrying with a gross vehicle mass (GVM) exceeding 4.5 tonnes.

Road conditions (Contributing factor)

A contributing factor where unfavourable road environment features or road surface conditions may have contributed to the crash, including:

- Road Surface (Gravel/Dirt, Potholes, Water Covering, Rough Surface)
- Road Gradient (Crest/Dip - View Obscured, Steep Grade)
- Road Quality (Narrow Bitumen, Rough Shoulder)
- Road Works
- Road – Other (Temporary Object On Carriageway, Miscellaneous).

Road train

A combination vehicle (other than B-Doubles) consisting of a prime mover towing at least two trailers, or a rigid truck towing at least one trailer (a converter dolly supporting a semi-trailer counting as one trailer) where the whole combination of truck and trailer is longer than 19 metres, through designated routes.

Special purpose vehicle

A unit type including tractors, emergency service vehicles (e.g. ambulance, fire truck) and motorised wheelchairs.

Speed related

A contributing factor where any controller of a unit involved in a crash was attributed with either exceeding the speed limit or was deemed to be travelling at excessive speed for the circumstances. For controllers of units involved in fatal crashes, "Exceeding speed limit" may be determined by extensive investigation by the Accident Investigation Squad, Police investigation, and witness accounts. In this case, the evidence shows that the unit was clearly travelling faster than the prescribed speed limit for that section of road. "Excessive speed for circumstances" is determined in situations where a controller of a unit was possibly travelling faster than appropriate for the conditions. The driver may not necessarily be exceeding the speed limit.

Speeding driver/rider A driver/rider attributed with exceeding the speed limit or travelling at excessive speed for the circumstances.

Type of business A classification based on whether or not a vehicle was being used in a commercial capacity at the time of the crash. Type of Business is only applicable for road vehicle units and does not apply to pedestrian, animal or railway units.

Unit Any motor vehicle, bicycle, pedestrian, towed device (e.g. trailer, caravan), railway unit or animal involved in a crash. A unit involved in a crash may not have a controller at the time of the crash (e.g. the unit is an unattended motor vehicle/parked car, a towed device or animal) or may have a controller, but details about that controller are unknown (e.g. a 'hit and run'-type scenario where it was witnessed that a 'car' was involved, but the driver was never identified). As such, the number of units involved in crashes may be greater than the number of controllers involved in crashes.

Unit type Logical categories into which units are classified, and include:

1. Car, station wagon
2. Utility, panel van
3. Rigid truck
4. Articulated truck
5. Bus/Coach
6. Motorcycle
7. Four-wheel drive
8. Road train/B-Double/Triple
9. Special purpose vehicle (e.g. tractor, ambulance, motorised wheelchair)
10. Towed device (e.g. caravan, trailer)
11. Bicycle
12. Pedestrian
13. Wheeled recreation device
14. Animal - ridden or animal conveyance
15. Animal - stock
16. Animal - other
17. Railway rolling stock.

Unlicensed A driver/rider with any of the following licence conditions:

1. Never held a licence
2. Inappropriate class of licence for vehicle
3. Cancelled licence or disqualified driver/rider
4. Expired licence.

The licence status is determined by the class of licence held by the controller of a motor vehicle in relation to the motor vehicle being controlled.

Vehicle A device upon which any person or property may be transported or drawn upon a road. Includes bicycles but excludes trailers, pedestrians and animals.

Vehicle occupant A person travelling in or on a car, station wagon, four-wheel drive, utility, panel van, rigid truck, articulated truck, bus, road train/B-Double/Triple at the time of the crash. This term does not apply to motorcycle or bicycle riders or pillion passengers.

Young adult A person aged from 17 to 24 years.

Crashes

Angle crash — A crash in which units collide at any angle other than rear-end, head-on or sideswipe.

Accessibility/ Remoteness Index of Australia (ARIA) — A geographical measure of remoteness based on the road distance from a locality to the nearest service centre. These values can be categorised into five remoteness areas: Major Cities; Inner Regional; Outer Regional; Remote; and Very Remote.

Casualty crash — A road traffic crash where there was at least one injured person or a fatality. Does not include property damage only crashes.

Crash nature — A descriptive category for classifying road traffic crashes into logical groups of similar nature, and is determined by the initial event in any sequence of events. Subsequent events have no bearing on the determination of the crash nature. Examples of crash nature are hit parked vehicle, angle, rear-end, head-on, sideswipe, overturned, hit fixed object, fall from moving vehicle, hit pedestrian or hit animal.

Crash severity — A measure of the seriousness of a road traffic crash derived from the most severe casualty resulting from the crash, or if no casualty, from the dollar value of property damage. The five crash severity levels are:

1. Fatal crash
2. Hospitalisation crash (injury crash requiring hospitalisation)
3. Medical treatment crash (injury crash requiring medical treatment)
4. Minor injury crash (injury crash requiring no medical treatment - i.e., minor injury, first-aid only required or extent of injury unknown)
5. Property damage only crash.

Crash type — A descriptive category for classifying road traffic crashes into logical groups of similar type, and is determined by the initial event in any sequence of events. Subsequent events have no bearing on the determination of the crash type. Examples of crash type are single vehicle, multi-vehicle, hit pedestrian or other (which Includes hit animal, struck by internal/external load and miscellaneous collision/non-collision).

Definitions for Coding Accidents (DCA) — A system for classifying crash types based on the movement of units prior to the collision. The DCA crash types are defined in the Australian Road Research Board Report ARR227, July 1992.

Fatal Crash — A road traffic crash where there was at least one fatality.

Horizontal alignment — The physical horizontal road alignment along a section of road where the road traffic crash occurred. Horizontal alignment types are:

1. Straight
2. Curved-view obscured
3. Curved-view open.

Hospitalisation crash — A road traffic crash which resulted in the most severe casualty being a hospitalised casualty.

Injury crash — A road traffic crash which resulted in at least one injured casualty. Does not include fatal crashes or property damage only crashes.

Local Government Area (LGA) — An administrative geographic boundary used by a city or shire council. These areas collectively comprise the entire state.

Medical treatment crash

A road traffic crash which resulted in the most severe casualty being a medically treated casualty.

Minor injury crash

A road traffic crash which resulted in the most severe casualty being a person with minor injuries (that is, an injury requiring no medical treatment, requiring first-aid treatment only or extent of injury unknown).

Multi-vehicle crash

A crash which involves an initial collision between any two (or more) moving motor vehicles (hitting a parked car is NOT considered a multi vehicle crash). Multi-vehicle crash types are not determined using the number of units involved. For example a motor vehicle may hit a power pole and subsequently collide with other vehicles. This is a single vehicle crash as determined by its initial event.
The multi-vehicle crash natures are:

1. Angle
2. Side Swipe
3. Rear-End
4. Head-on.

Police Region

A geographic area of the state treated as one for Police administrative and statistical purposes. The eight Police Regions are Far Northern, Northern, Central, North Coast, Southern, South Eastern, Metropolitan North and Metropolitan South.

Police District

A smaller geographic subdivision within each Police Region. There are 31 Police Districts within eight Police Regions in Queensland.

Property damage only crash

A crash where no person was a fatality or injured casualty and,

- at least one vehicle is towed away, or
- there was $2500 damage to property other than vehicles (after 1 December 1999) or;
- there was $2500 damage to vehicle and property (1 December 1991 to 1 December 1999) or;
- the value of property damage is greater than $1000 (prior to December 1991).

Railway level crossing

A crossing on one level (that is, without using a bridge or tunnel) at the intersection of a railway line and a road.

Road

The entire way devoted to public travel where that way is in a surveyed road reserve, including the entire width between abutting property boundaries where the way is open to the public for travel purposes as a matter of right or custom. A road includes:

1. Carriageway
2. Footpath inside a road reserve
3. Cycle path inside a road reserve
4. Median strip
5. Railway level crossing for vehicular use
6. Traffic island
7. Driveway access inside a road reserve.

A road excludes:

1. Off-road parking area (that is, outside surveyed road reserve)
2. Beach, picnic, sport or recreational area
3. Drive-in theatre
4. Footpath or cycle path outside the road reserve
5. Vehicular thoroughfare in hospital, university, or any other such grounds where thoroughfare is not in a declared road reserve
6. Private property
7. Road or length of road temporarily closed to the public.

Road Traffic Crash

A road traffic crash is a crash reported to police which resulted from the movement of at least one motor vehicle on a road and involved death or injury to any person, or property damage. A road traffic crash must meet the following criteria:

- the crash occurs on a public road, and
- a person is a fatality or a casualty, or
- the value of the property damage is:
  a) $2500 to property other than vehicles (after 1 December 1999)
  b) $2500 to vehicle and property (1 December 1991 to 1 December 1999)
  c) $1000 value of property damage is greater than (prior to December 1991) or;
- at least one vehicle was towed away.

See 'In/Out of Scope' for more detailed information.

Roadway feature

Describes the physical road configuration or other descriptive characteristic of a road or road section where the road traffic crash occurred. The roadway features are:

1. Cross road
2. T-junction
3. Y-junction
4. Multiple road
5. Interchange
6. Roundabout
7. Bridge or causeway
8. Railway crossing
9. Median opening
10. Merge lane
11. Forestry/national park road
12. Bikeway.

Single vehicle crash

A crash in which only one moving vehicle is involved in the initial event, either in a collision (e.g. with a roadside pole) or a non-collision (e.g. a roll over). A collision with a parked car is considered a single vehicle crash because the characteristics of this type of crash are similar to crashes where a vehicle collides with a roadside object. Single vehicle crash types are not determined using the number of units involved. For example a motor vehicle may hit a power pole and subsequently collide with other vehicles. This is a single vehicle crash as determined by its initial event. The single vehicle crash natures are:

1. Hit Parked Vehicle
2. Hit Fixed Object or Temporary Object
3. Overturned
4. Fall From Moving Vehicle
5. Motorcycle or Pedal Cycle Overturn, Fall or Drop.

Traffic control

Describes by what method (if any) traffic was being directed at the time of a road traffic crash. Common controls are traffic lights or give way and stop signs. Other controls include railway lights, pedestrian crossings or Police.

CRASH VALIDITY & “IN/OUT OF SCOPE” STATUS

To be included in this report, a crash must meet the criteria for a ROAD TRAFFIC CRASH and be determined to be "In Scope". A crash’s status as “in/out of scope” can on occasion be difficult to determine, and discussion between several agencies examining the finer points of the crash in question may be required. Examples of crashes that would be deemed “in scope” include:

1. A crash in which a vehicle on a road or road-related area runs out of control and crashes outside of the road-related area (e.g. a vehicle drives off the road into water and occupants are injured before the situation has been stabilised)
2. A crash in which a pedal cyclist collides with a pedestrian & injures him/herself and/or the pedestrian, provided the pedal cycle is moving on the road or road-related area
3. A crash involving a person boarding or alighting from a bus or other vehicle operating on the road or road-related area. Vehicle can be stationary-in-transit or moving
4. A crash involving a driverless unit (excluding an unridden animal) if attributable to vehicle movement (e.g. a towed device such as a caravan or horse float inadvertently detaches from a vehicle, and the driverless unit rolls down a hill and collides with a pedestrian)
5. A crash involving the load or part of the vehicle falling from, or moving within, a moving vehicle, or from any device attached to a moving vehicle
6. Inadvertent (non-deliberate) explosion/fire within vehicle
7. Inadvertent (non-deliberate) poisoning from carbon monoxide or other chemicals from vehicle.

Example of crashes that would be deemed “out of scope” include:

1. A crash initiating in an area outside the road or road related area
2. A collision where no moving road vehicle is involved (e.g. a pedestrian injures him/herself on a parked vehicle, a pedestrian collides with another pedestrian or object, a train collides with a pedestrian only)
3. An incident involving a person not directly involved in the road crash (e.g. a pedestrian suffers shock after witnessing a crash)
4. An incident occurring after the situation has been stabilised (e.g. subsequently falling out of a tree and being injured as a result, after a car drives into a river and the occupants have escaped to the safety of a tree)
5. A crash involving deliberate intent (e.g. suicide or homicide)
6. A crash involving legal intervention (e.g. ramming a police roadblock)
7. An incident not attributable to vehicle movement (a parked car falling off a cliff due to a cliff-face collapse)
8. A crash occurring on a road or length of road temporarily closed to the public (e.g. on account of adverse weather conditions)
9. A crash occurring in a car park or driveway.

Furthermore, casualties (as opposed to crashes) caused directly and exclusively by a medical condition, attempted suicide or other deliberate act (such as attempted homicide) or where the injury is not attributable to vehicle movement (such as an insect or animal bite, or the accidental discharge of a weapon) are excluded. However, subsequent casualties caused as a result of excluded casualties are included. For example, if a driver/rider suffers a heart attack and suddenly or subsequently dies and as a consequence of this is involved in a road traffic crash which results in a pedestrian fatality, the pedestrian fatality is included although the driver/rider fatality is excluded.

1 Road toll in context

This chapter provides an analysis of the occurrence and severity of road traffic crashes in Queensland for 2009 and provides a comparison to trends in fatalities and vehicle registrations over the past 30 years. In addition, road fatality trends for Queensland and other states in Australia are compared.

1.1 Road fatality trends

There were 331 road fatalities recorded within Queensland during 2009. This is three fatalities greater than 2008 (n=328; representing an increase of 0.9%) and two fatalities fewer than the average for the previous five year period between 2004 and 2008 (n=333; representing a decrease of 0.6%).

Figure 1.1 shows the longer-term trend in Queensland's annual road toll between 1979 and 2009. Since 1979 (n=613), the road toll has decreased by 46.0% overall. The greatest number of fatalities within this 30 year period occurred during 1982 (n=616) and the fewest occurred during 1998 (n=279); the road toll during 1998 was the lowest since 1955. Over the last 10 years, between 2000 and 2009, the number of fatalities remained relatively constant, with the fewest number of fatalities occurring during 2003 (n=310), the greatest number occurring during 2007 (n=360), and the average road toll being 326 fatalities over this time period.

Figure 1.1: Annual road toll, Queensland 1979-2009

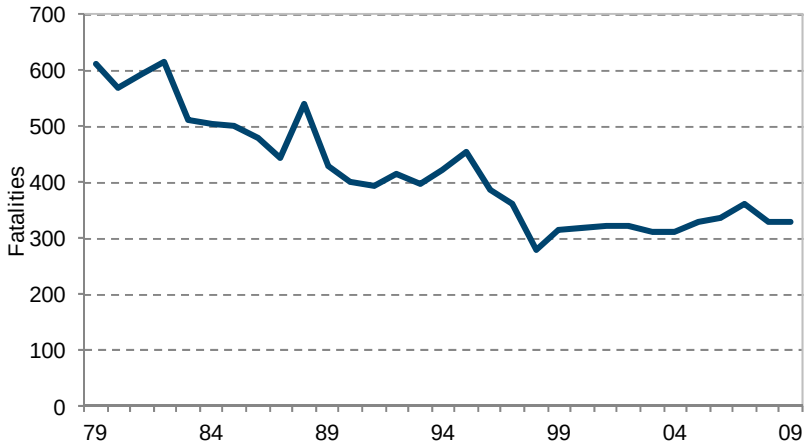


Figure 1.2 shows trends in the road toll against trends in vehicle registrations since 1979. While the number of fatalities during 2009 (n=331) decreased by 46.0% compared with 1979 (n=613), the number of vehicle registrations during 2009 (3.28 million) increased by 171% compared with 1979 (1.21 million).

Figure 1.2: Road toll and motor vehicle registration trends, Queensland 1979-2009

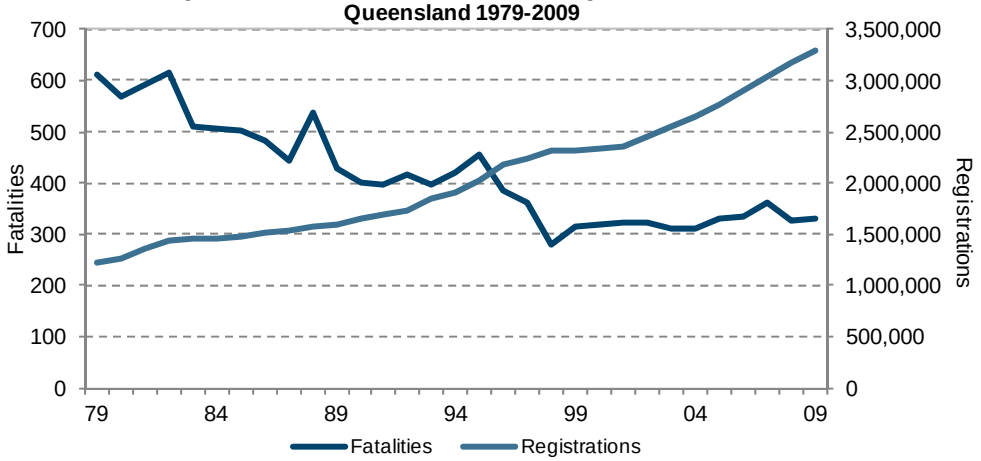


Table 1.1 shows fatality rates per 100,000 population and per 10,000 vehicles registered in Queensland between 1979 and 2009. There were 27.68 fatalities per 100,000 population during 1979 compared with 7.58 fatalities per 100,000 population during 2009, representing a decrease of 72.6%. There were 5.05 fatalities per 10,000 Queensland-registered vehicles during 1979, compared with 1.01 fatalities per 10,000 Queensland-registered vehicles during 2009, representing a decrease of 80.0%.

Table 1.1: Fatality rates per 100,000 population and per 10,000 vehicles registered to Queensland 1979-2009

Year	Road Toll	Population* ('000)	Fatality rate per 100,000 population	Vehicles on register** ('000)	Fatality rate per 10,000 vehicles
1979	613	2,214.8	27.68	1,213.4	5.05
1984	505	2,523.9	20.01	1,462.8	3.45
1989	428	2,827.6	15.14	1,593.2	2.69
1994	422	3,187.1	13.24	1,910.7	2.21
1999	314	3,508.6	8.95	2,315.6	1.36
2004	311	3,900.9	7.97	2,656.0	1.17
2009	331	4,365.4	7.58	3,283.2	1.01

* ABS Cat. No. 3101.0

** ABS Cat. No. 9309.0

1.2 Road casualty trends

There were 19,017 casualties from crashes occurring on Queensland roads during 2009. This was 6.4% less than the number of causalities during 2008 (n=20,319). Casualties are categorised, in order of severity, into four severity levels: 'fatalities', 'hospitalised', 'medically treated', and 'minor injuries'.

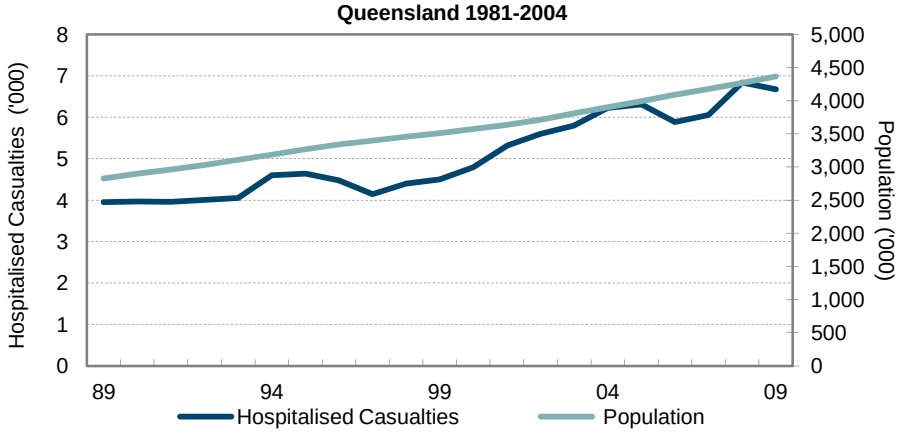
Table 1.2 shows the number of casualties within each severity level between 2004 and 2009. The percentage of casualties within each severity level has remained relatively constant over the five-year period, with the exception of minor injuries, which decreased by 23.5% during 2009 (n=4,069) compared with the previous five year average (n=5,024). During 2009, over one-third (36.8%, n=7,003) of casualties were either fatalities or hospitalised casualties.

Table 1.2: Severity of road crash casualties, Queensland 2004-2009

Casualty severity	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Fatalities	311	330	335	360	328	331	1.7%	3	0.9%	-1.8	-0.5%
Hospitalised	6,228	6,309	5,887	6,055	6,838	6,672	35.1%	-166	-2.4%	408.6	6.5%
Medically treated	7,359	7,305	7,413	7,549	8,004	7,945	41.8%	-59	-0.7%	419.0	5.6%
Minor injuries	4,589	4,385	4,908	6,089	5,149	4,069	21.4%	-1,080	-21.0%	-955.0	-19.0%
Total	**18,487**	**18,329**	**18,543**	**20,053**	**20,319**	**19,017**	**100.0%**	**-1,302**	**-6.4%**	**-129.2**	**-0.7%**

Figure 1.3 shows hospitalised casualties in the context of Queensland's population since 1989. Between 1989 and 2009, the state's population increased by 54.4% (n=1.54 million), while the number of hospitalised casualties increased by 68.7% (n=2,718). Between 1998 and 2005, the rate of increase in hospitalised casualties was greater than Queensland's population growth. On average, the number of hospitalised casualties increased by 5.3% per year within the eight year period, whereas the Queensland population increased by 2.1% per year.

Figure 1.3: Crash related hospitalised casualties and population trends, Queensland 1981-2004



1.3 Road crash trends

There were 22,911 reported crashes on Queensland roads during 2009, a decrease of 2.6% (n=608) compared with 2008.

Table 1.3 shows the number of crashes in each severity level between 2004 and 2009. There were 296 fatal crashes recorded within Queensland during 2009. This was two fatal crashes greater than 2008 (n=294; representing an increase of 0.7%) and 10 fatal crashes fewer than the previous five year average (n=306; representing a decrease of 3.3%).

The percentage of crashes in each severity level has remained relatively constant over the five-year period, with the exception of crashes resulting in minor injuries, which decreased by 34.1% during 2009 (n=2,472) compared with the previous five year average (n=3,316). During 2009, 38.9% of all crashes were 'property damage only', while just over one-quarter (25.1%, n=5,764) of crashes resulted in either fatalities or hospitalised casualties.

Table 1.3: Severity of road crashes, Queensland 2004-2009

Crash severity	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Fatal	289	296	313	338	294	296	1.3%	2	0.7%	-10.0	-3.3%
Hospitalisation	4,985	5,135	4,855	5,031	5,526	5,468	23.9%	-58	-1.0%	361.6	7.1%
Medical treatment	5,467	5,433	5,523	5,534	5,832	5,758	25.1%	-74	-1.3%	200.2	3.6%
Minor injury	3,222	3,070	3,361	3,810	3,116	2,472	10.8%	-644	-20.7%	-843.8	-25.4%
Property damage only	9,483	9,155	8,409	8,136	8,751	8,917	38.9%	166	1.9%	130.2	1.5%
Total	**23,446**	**23,089**	**22,461**	**22,849**	**23,519**	**22,911**	**100.0%**	**-608**	**-2.6%**	**-161.8**	**-0.7%**

1.4 Queensland in relation to Australia

The Australian road toll during 2009 was 1,490 fatalities, an increase of 3.3% (n=48) compared with 2008. Queensland's fatality rate of 7.58 fatalities per 100,000 population during 2009 was 10.8% more than the national average of 6.84 fatalities per 100,000 population.

Table 1.4 shows the number of fatalities during 2008 and 2009, and the 2009 fatality rate for all Australian states and territories. Queensland experienced the second greatest road toll during 2009 (n=331), which was the fourth greatest per 100,000 population. The Australian Capital Territory had the fewest fatalities

per 100,000 population (3.39 fatalities per 100,000 population) and the Northern Territory had the greatest (13.67 fatalities per 100,000 population).

Table 1.4: Road toll in 2009 compared with 2008, States and Territories of Australia

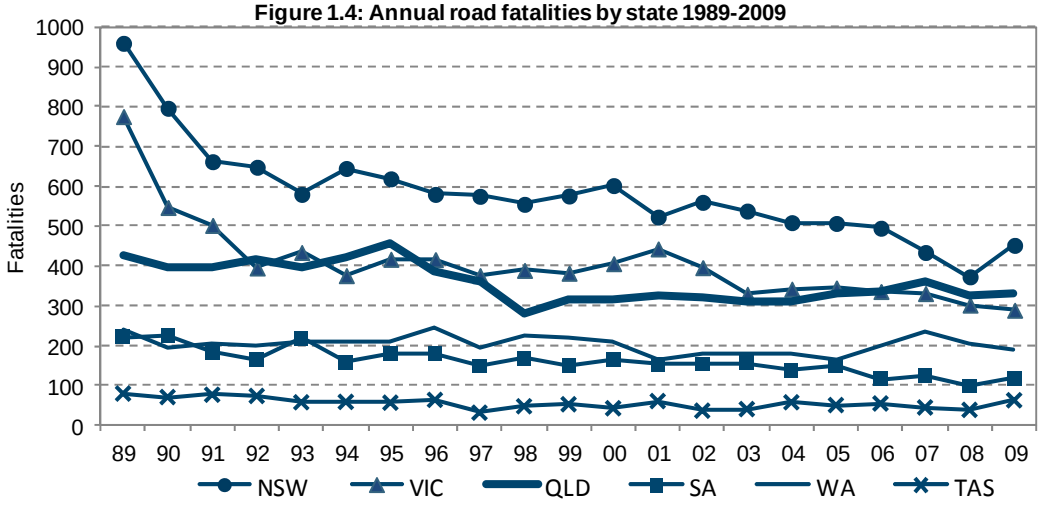
	Fatalities				Fatality rate	
	2009 No.	2008 No.	Variation No.	Variation per cent	per 100,000 population*	per 10,000 vehicles on register**
New South Wales	453	374	79	21.1%	6.41	0.99
Queensland	331	328	3	0.9%	7.58	1.01
Victoria	290	303	-13	-4.3%	5.38	0.72
Western Australia	190	209	-19	-9.1%	8.46	1.04
South Australia	119	99	20	20.2%	7.37	0.98
Tasmania	64	40	24	60.0%	12.70	1.60
Northern Territory	31	75	-44	-58.7%	13.67	2.41
Australian Capital Territory	12	14	-2	-14.3%	3.39	0.49
Australia	**1,490**	**1,442**	**48**	**3.3%**	**6.84**	**0.95**

*ABS Cat. No. 3101.0

** ABS Cat. No. 9309.0

Figure 1.4 shows annual road fatalities by State for the period between 1989 and 2009. The road tolls in South Australia, Western Australia and Tasmania have remained relatively static throughout the period. New South Wales and Victoria experienced marked improvements in the early 1990s, and continued to demonstrate a downward trend over the previous ten year period. Queensland experienced a noticeable improvement between 1995 and 1998, and has remained relatively constant since.

Figure 1.4: Annual road fatalities by state 1989-2009



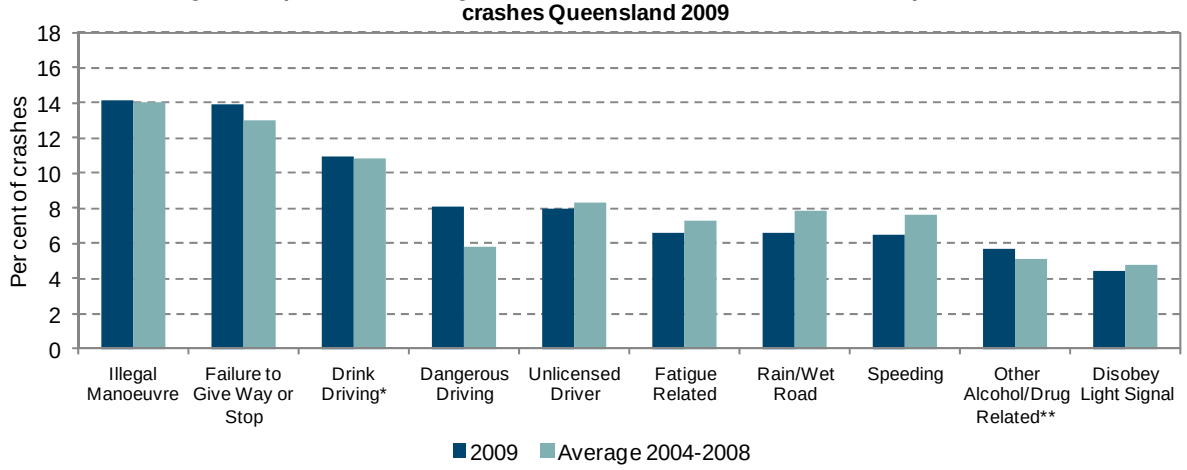
1.5 Major contributing factors and characteristics of fatal and hospitalisation crashes during 2009

Figure 1.5 shows the top ten contributing factors and characteristics that were assessed as having contributed to fatal or hospitalisation crashes during 2009. A crash may have more than one contributing factor/characteristic assigned to it, and as such, the categories outlined in Figure 1.5 are not mutually exclusive.

Illegal manoeuvres contributed to 14.2% (n=816) of all fatal and hospitalisation crashes occurring within Queensland during 2009. Additionally, failure to give way or stop contributed to 14.0% (n=805), and drink driving contributed to 11.0% (n=634).

For all contributing factors and characteristics, the differences between 2009 and the previous five year average (2004-2008) were minimal.

Fig. 1.5: Top ten contributing factors and characteristics in fatal and hospitalisation crashes Queensland 2009



* 'Drink Driving' relates to crashes where the controller of a motor vehicle had an illegal Blood Alcohol Concentration (BAC) for their licence level

** 'Other Alcohol/Drug Related' indicates that alcohol or drug impairment (other than drink driving) was a contributing factor

2 Characteristics of casualties

2.1 Introduction

This chapter provides detailed information on the characteristics of both fatalities and hospitalised casualties that occurred as a result of road traffic crashes during 2009. The chapter also includes comparisons between 2009 and 2008, and between 2009 and the average from the previous five year period between 2004 and 2008 (Note: this period will be referred to as 'the previous five year average' throughout this chapter). For both severity groups, casualties are described in terms of demographic information (gender; age) and road user type. Temporal (time of day; day of week) and geographic location information relating to the crash is also provided.

All fatalities and hospitalised casualties are further examined for 2009 using the following age categories: child (0-16 years); young adult (17-24 years); mature adult (25-59 years); and senior adult (60 years and older). For each of these age groups, information will be provided on the type of road user involved and restraint use; temporal information relating to the crash is also provided.

In the instance when information is classified as 'unknown', percentages are calculated based on the total number of known cases for that variable only.

2.2 Fatalities

2.2.1 Gender and age

Table 2.1 shows the distribution of road fatalities within Queensland between 2004 and 2009 by gender.

During 2009, the total number of road fatalities decreased by 0.5% (n=1.8) compared with the previous five year average. Female fatalities accounted for 27.3% (n=90) of Queensland's 2009 road toll, an increase of 15.4% (n=12) compared with 2008. Male fatalities accounted for 72.7% (n=240) of the 2009 road toll, a decrease of 4.0% (n=10) compared with 2008. Compared with the previous five year average, the number of female fatalities has increased by 7.4% (n=6.2), while the number of male fatalities has decreased by 3.5% (n=8.6).

Table 2.1: All fatalities by gender, Queensland 2004-2009

Gender	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Female	85	83	75	98	78	90	27.3%	12	15.4%	6.2	7.4%
Male	226	245	260	262	250	240	72.7%	-10	-4.0%	-8.6	-3.5%
Unknown	0	2	0	0	0	1	-	-	-	-	-
Total	**311**	**330**	**335**	**360**	**328**	**331**	**100.0%**	**3**	**0.9%**	**-1.8**	**-0.5%**

Table 2.2 shows the distribution of road fatalities within Queensland between 2004 and 2009 by age group, and Figure 2.1 shows this information for 2009.

During 2009, the greatest percentage of fatalities occurred among the 30-39 years age group (17.2%, n=57), while the 12-16 years age group had the fewest fatalities (2.4%, n=8). Compared with the previous five year average, the 5-11 years age group increased by 114.3% (n=4.8), while the 12-16 years age group decreased by 36.5% (n=4.6). However, these variations should be interpreted with caution given the small numbers in these groups.

Table 2.2: All fatalities* by age group, Queensland 2004-2009

Age group	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
0-4 years	8	12	7	6	6	10	3.0%	4	66.7%	2.2	28.2%
5-11 years	6	3	1	5	6	9	2.7%	3	50.0%	4.8	114.3%
12-16 years	11	16	13	15	8	8	2.4%	0	0.0%	-4.6	-36.5%
17-20 years	56	40	46	45	46	36	10.9%	-10	-21.7%	-10.6	-22.7%
21-24 years	32	33	38	35	27	36	10.9%	9	33.3%	3.0	9.1%
25-29 years	25	48	33	38	36	37	11.2%	1	2.8%	1.0	2.8%
30-39 years	46	55	69	64	64	57	17.2%	-7	-10.9%	-2.6	-4.4%
40-49 years	39	39	48	41	47	48	14.5%	1	2.1%	5.2	12.1%
50-59 years	30	32	28	46	30	35	10.6%	5	16.7%	1.8	5.4%
60-74 years	23	29	21	38	30	31	9.4%	1	3.3%	2.8	9.9%
75 years and over	35	23	31	27	28	24	7.3%	-4	-14.3%	-4.8	-16.7%
Total	**311**	**330**	**335**	**360**	**328**	**331**	**100.0%**	**3**	**0.9%**	**-1.8**	**-0.5%**

* Includes fatalities of unknown gender

Figure 2.1: Fatalities by age group, Queensland 2009

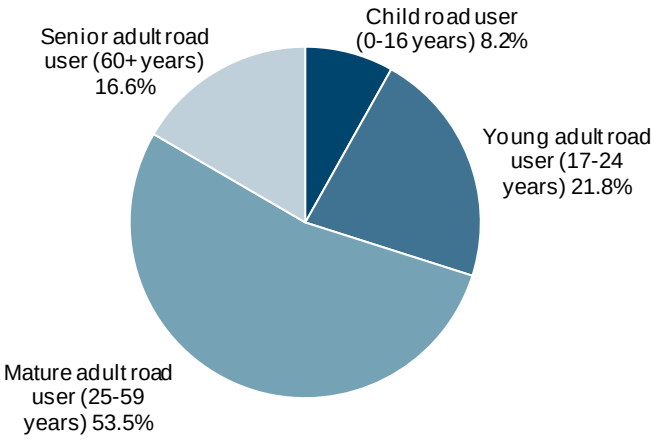


Table 2.3 and Table 2.4 show the distribution of Queensland road fatalities by age group for females and males, respectively, from 2004 to 2009.

The greatest number of female fatalities during 2009 (n=11) occurred across four different age groups: 17-20 years; 21-24 years; 40-49 years; and 50-59 years. Each of these age groups accounted for 12.2% (n=11) of all female fatalities during 2009. The fewest number of female fatalities during 2009 occurred in the 0-4 years and 12-16 years age groups, each accounting for 4.4% (n=4) of all female fatalities. The 5-11 years age group had the greatest increase in fatalities during 2009 compared with the previous five year average (233.3%, n=4.2), while the 75 years and over age group decreased by 53.7% (n=5.8).

Table 2.3: Female fatalities by age group, Queensland 2004-2009

Age group	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
0-4 years	4	5	2	1	3	4	4.4%	1	33.3%	1.0	33.3%
5-11 years	1	1	1	3	3	6	6.7%	3	100.0%	4.2	233.3%
12-16 years	4	8	4	5	3	4	4.4%	1	33.3%	-0.8	-16.7%
17-20 years	16	10	8	9	13	11	12.2%	-2	-15.4%	-0.2	-1.8%
21-24 years	4	10	6	10	0	11	12.2%	11	-	5.0	83.3%
25-29 years	5	8	3	12	5	10	11.1%	5	100.0%	3.4	51.5%
30-39 years	6	9	9	7	11	9	10.0%	-2	-18.2%	0.6	7.1%
40-49 years	13	7	15	11	8	11	12.2%	3	37.5%	0.2	1.9%
50-59 years	13	7	5	17	7	11	12.2%	4	57.1%	1.2	12.2%
60-74 years	9	10	9	11	14	8	8.9%	-6	-42.9%	-2.6	-24.5%
75 years and over	10	8	13	12	11	5	5.6%	-6	-54.5%	-5.8	-53.7%
Total	**85**	**83**	**75**	**98**	**78**	**90**	**100.0%**	**12**	**15.4%**	**6.2**	**7.4%**

The greatest number of male fatalities during 2009 occurred in the 30-39 years age group, accounting for 20.0% (n=48) of all male fatalities. Although this age group represented the greatest number of male fatalities during 2009, there was a 9.4% (n=5) decrease compared with 2008, and a 6.3% (n=3.2) decrease compared with the previous five year average. The 5-11 years age group had the fewest male fatalities during 2009 (1.3%, n=3), demonstrating no change since 2008, and a 25.0% (n=0.6) increase compared with the previous five year average.

Table 2.4: Male fatalities by age group, Queensland 2004-2009

Age group	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
0-4 years	4	5	5	5	3	5	2.1%	2	66.7%	0.6	13.6%
5-11 years	5	2	0	2	3	3	1.3%	0	0.0%	0.6	25.0%
12-16 years	7	8	9	10	5	4	1.7%	-1	-20.0%	-3.8	-48.7%
17-20 years	40	30	38	36	33	25	10.4%	-8	-24.2%	-10.4	-29.4%
21-24 years	28	23	32	25	27	25	10.4%	-2	-7.4%	-2.0	-7.4%
25-29 years	20	40	30	26	31	27	11.3%	-4	-12.9%	-2.4	-8.2%
30-39 years	40	46	60	57	53	48	20.0%	-5	-9.4%	-3.2	-6.3%
40-49 years	26	32	33	30	39	37	15.4%	-2	-5.1%	5.0	15.6%
50-59 years	17	25	23	29	23	24	10.0%	1	4.3%	0.6	2.6%
60-74 years	14	19	12	27	16	23	9.6%	7	43.8%	5.4	30.7%
75 years and over	25	15	18	15	17	19	7.9%	2	11.8%	1.0	5.6%
Total	**226**	**245**	**260**	**262**	**250**	**240**	**100.0%**	**-10**	**-4.0%**	**-8.6**	**-3.5%**

Table 2.5 shows fatalities within gender and age group as a percentage of the total 2009 road toll. For six age groups (17-20, 21-24, 25-29, 30-39, 40-49, 75+ years), the percentage of road fatalities was greater than the percentage in the population. During 2009, young adult road users aged between 17-24 years accounted for 21.8% of all fatalities; however they only represented 11.4% of Queensland's population. The road fatality rate for 17-20 year olds (14.7 fatalities per 100,000 population) was almost double the overall fatality rate during 2009 (7.6 fatalities per 100,000 population).

Table 2.5: Age and gender of fatalities, Queensland 2009

Age group	Male	Female	Total	Percentage of road toll	Percentage of population	Fatalities per 100,000 persons*
0-4 years	5	4	10**	3.0%	6.9%	3.3
5-11 years	3	6	9	2.7%	9.1%	2.3
12-16 years	4	4	8	2.4%	6.8%	2.7
17-20 years	25	11	36	10.9%	5.6%	14.7
21-24 years	25	11	36	10.9%	5.8%	14.1
25-29 years	27	10	37	11.2%	7.2%	11.7
30-39 years	48	9	57	17.2%	14.2%	9.2
40-49 years	37	11	48	14.5%	14.2%	7.8
50-59 years	24	11	35	10.6%	12.4%	6.5
60-74 years	23	8	31	9.4%	12.3%	5.8
75 years and over	19	5	24	7.3%	5.5%	10.0
Total	**240**	**90**	**331**	**100.0%**	**100.0%**	**7.6**

* ABS Cat. No. 3101.0

** Includes fatalities of unknown gender

2.2.2 Types of road user

Table 2.6 shows all fatalities within Queensland between 2004 and 2009 by road user type, and Figure 2.2 shows this information for 2009.

During 2009, 45.9% (n=152) of all road fatalities in Queensland were drivers. This represented an increase in driver fatalities of 8.6% (n=12) compared with 2008, and a decrease of 0.9% (n=1.4) compared with the previous five year average. Passengers accounted for a further 21.5% (n=71) of road fatalities during 2009, representing a decrease of 7.8% (n=6) compared with 2008, and an increase of 2% (n=1.4) compared with the previous five year average.

There were 60 (18.1%) motorcycle rider and pillion fatalities during 2009, a decrease of 16.7% (n=12) compared with 2008, and 4.8% (n=3.0) less than the previous five year average. Pedestrians accounted for 12.1% (n=40) of all road fatalities during 2009, representing an increase of 33.3% (n=10) compared with 2008, and an increase of 5.3% (n=2.0) compared with the previous five year average. The fatality rate for bicyclists during 2009 was 2.4% (n=8), which was consistent with the previous five year average.

Table 2.6: All fatalities by road user type, Queensland 2004-2009

Road user type	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Drivers	145	156	155	171	140	152	45.9%	12	8.6%	-1.4	-0.9%
Passengers	74	66	67	64	77	71	21.5%	-6	-7.8%	1.4	2.0%
Motorcyclists	48	64	58	73	72	60	18.1%	-12	-16.7%	-3.0	-4.8%
Bicyclists	9	5	9	10	7	8	2.4%	1	14.3%	0.0	0.0%
Pedestrians	34	38	46	42	30	40	12.1%	10	33.3%	2.0	5.3%
Other*	1	1	0	0	2	0	0.0%	-2	-100.0%	-0.8	-100.0%
Total	**311**	**330**	**335**	**360**	**328**	**331**	**100.0%**	**3**	**0.9%**	**-1.8**	**-0.5%**

*Other includes train driver/passenger and animal conveyance

Figure 2.2: All fatalities by road user type, Queensland 2009

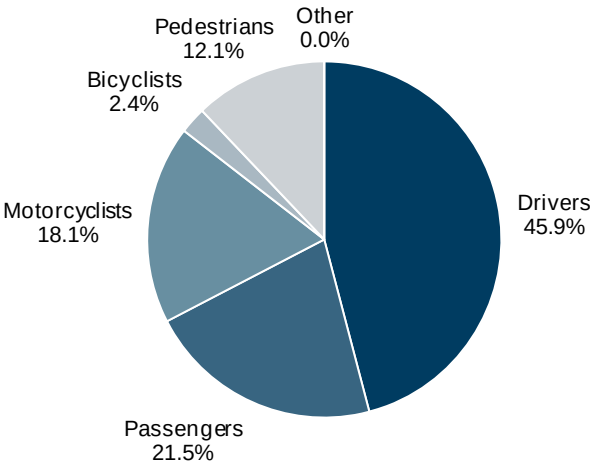


Table 2.7 shows further road user details for all fatalities between 2004 and 2009. During 2009, drivers and passengers of light passenger vehicles accounted for 60.4% (n=200) of all road fatalities.

Table 2.7: Details of all fatalities by road user type, Queensland 2004-2009

Road user type	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Drivers											
Light passenger vehicle	132	141	143	148	125	135	40.8%	10	8.0%	-2.8	-2.0%
Heavy freight vehicle	10	11	9	23	14	14	4.2%	0	0.0%	0.6	4.5%
Bus	0	1	0	0	0	1	0.3%	1	-	0.8	400.0%
Special purpose vehicle	3	3	3	0	1	2	0.6%	1	100.0%	0.0	0.0%
Passengers											
Light passenger vehicle	70	61	62	63	70	65	19.6%	-5	-7.1%	-0.2	-0.3%
Heavy freight vehicle	2	2	4	1	3	1	0.3%	-2	-66.7%	-1.4	-58.3%
Bus	1	2	0	0	4	2	0.6%	-2	-50.0%	0.6	42.9%
Special purpose vehicle	1	1	1	0	0	3	0.9%	3	-	2.4	400.0%
Motorcyclists											
Rider	44	61	56	72	66	57	17.2%	-9	-13.6%	-2.8	-4.7%
Pillion	4	3	2	1	6	3	0.9%	-3	-50.0%	-0.2	-6.3%
Bicyclists											
Rider	9	5	9	10	7	8	2.4%	1	14.3%	0.0	0.0%
Pillion	0	0	0	0	0	0	0.0%	0	-	0.0	-
Pedestrians											
On-foot	33	37	45	42	29	40	12.1%	11	37.9%	2.8	7.5%
Wheeled rec. device	1	1	1	0	1	0	0.0%	-1	-100.0%	-0.8	-100.0%
Other											
Train (driver/passenger)	0	0	0	0	2	0	0.0%	-2	-100.0%	-0.4	-100.0%
Animal conveyance	1	1	0	0	0	0	0.0%	0	-	-0.4	-100.0%
Other	0	0	0	0	0	0	0.0%	0	-	0.0	-
Total	**311**	**330**	**335**	**360**	**328**	**331**	**100.0%**	**3**	**0.9%**	**-1.8**	**-0.5%**

2.2.3 Child road user

Table 2.8 shows fatalities among children (0-16 years) during 2009 by age sub-group and type of road user, and Figure 2.3 shows child fatalities by type of road user for 2009.

There were 27 child road user fatalities on Queensland roads during 2009; 74.1% (n=20) were passengers, 22.2% were pedestrians (n=6), and 3.7% (n=1) were bicyclists.

Table 2.8: Child fatalities by road user type and age group, Queensland 2009

Age group	Drivers	Passengers	Motorcyclists	Bicyclists	Pedestrians	Other	Total
0-4 years	0	8	0	0	2	0	10
5-11 years	0	5	0	1	3	0	9
12-16 years	0	7	0	0	1	0	8
Total	**0**	**20**	**0**	**1**	**6**	**0**	**27**

Figure 2.3: Child fatalities by road user type, Queensland 2009

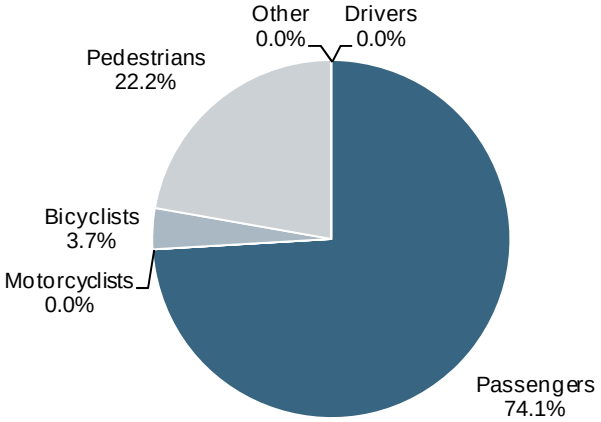


Table 2.9 shows that in cases where restraint use was known, 100% (n=10) of child vehicle occupant fatalities during 2009 were restrained.

Table 2.9: Restraint use of child vehicle occupant fatalities, Queensland 2009

Age group	Unrestrained vehicle occupant fatalities	All vehicle occupant fatalities*	Percentage of vehicle occupant fatalities unrestrained
0-4 years	0	3	0.0%
5-11 years	0	4	0.0%
12-16 years	0	3	0.0%
Total child vehicle occupant fatalities	**0**	**10**	**0.0%**
All vehicle occupant fatalities	43	151	28.5%

* Where restraint use could be determined

Table 2.10 shows fatalities among child road users by time of day. During 2009, 55.5% (n=15) of child fatalities were the result of crashes that occurred between 8am and 4pm. A further 40.7% (n=11) were the result of crashes that occurred between 6pm and 6am.

Table 2.10: Child road user fatalities by time of day, Queensland 2009

Age group	12am-6am	6am-8am	8am-2pm	2pm-4pm	4pm-6pm	6pm-12am	Total
0-4 years	0	0	7	2	0	1	10
5-11 years	1	0	4	0	1	3	9
12-16 years	2	0	1	1	0	4	8
Total	**3**	**0**	**12**	**3**	**1**	**8**	**27**

Table 2.11 shows fatalities among child road users by day of the week. During 2009, 44.4% (n=12) of all child fatalities were a result of crashes that occurred on weekends (Saturday and Sunday). A further 22.2% (n=6) were a result of crashes that occurred on Tuesdays.

Table 2.11: Child road user fatalities by day of week, Queensland 2009

Age group	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
0-4 years	2	2	1	1	0	3	1	10
5-11 years	0	2	1	0	3	1	2	9
12-16 years	0	2	0	1	0	4	1	8
Total	**2**	**6**	**2**	**2**	**3**	**8**	**4**	**27**

2.2.4 Young adult road user

Table 2.12 shows fatalities among young adults (17-24 years) from 2009 by age sub-group and type of road user, and Figure 2.4 shows young adult fatalities by type of road user for 2009.

There were 72 young adult road user fatalities on Queensland roads during 2009. Drivers and passengers accounted for 77.8% (n=56) of all young adult road user fatalities, and motorcyclists accounted for a further 15.3% (n=11).

Table 2.12: Young adult fatalities by road user type and age group, Queensland 2009

Age group	Drivers	Passengers	Motorcyclists	Bicyclists	Pedestrians	Other	Total
17-20 years	16	12	5	1	2	0	36
21-24 years	15	13	6	1	1	0	36
Total	**31**	**25**	**11**	**2**	**3**	**0**	**72**

Figure 2.4: Young adult fatalities by road user type, Queensland 2009

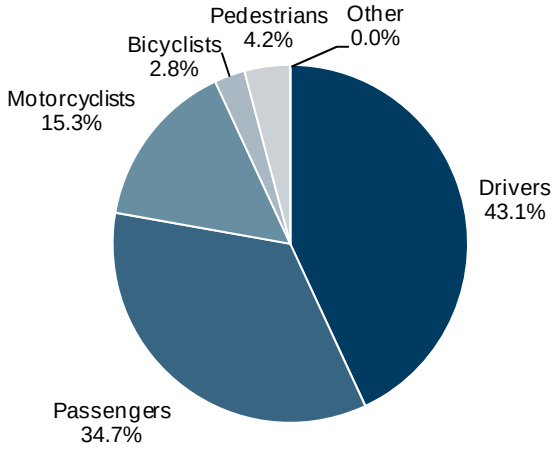


Table 2.13 shows that in cases where restraint use was known, 25.0% (n=11) of young adult vehicle occupant fatalities during 2009 were unrestrained. This compares with 28.5% (n=43) among all vehicle occupant fatalities during 2009.

Table 2.13: Restraint use of young adult vehicle occupant fatalities, Queensland 2009

Age group	Unrestrained vehicle occupant fatalities	All vehicle occupant fatalities*	Percentage of vehicle occupant fatalities unrestrained
17-20 years	6	25	24.0%
21-24 years	5	19	26.3%
Total young adult vehicle occupant fatalities	**11**	**44**	**25.0%**
All vehicle occupant fatalities	43	151	28.5%

* Where restraint use could be determined

Table 2.14 shows fatalities among young adult road users by time of day. During 2009, 31.9% (n=23) of young adult road user fatalities were a result of crashes that occurred between 8am and 4pm. A further 47.2% (n=34) were a result of crashes that occurred between 6pm and 6am, with 27.8% (n=20) occurring between 6pm and 12 midnight.

Table 2.14: Young adult road user fatalities by time of day, Queensland 2009

Age group	12am-6am	6am-8am	8am-2pm	2pm-4pm	4pm-6pm	6pm-12am	Total
17-20 years	7	1	7	5	3	13	36
21-24 years	7	5	6	5	6	7	36
Total	**14**	**6**	**13**	**10**	**9**	**20**	**72**

Table 2.15 shows fatalities among young adult road users by day of the week. During 2009, 58.3% (n=42) of young adult road user fatalities were a result of crashes that occurred on Fridays, Saturdays or Sundays, with the greatest number of fatalities occurring on Sundays (23.6%, n=17). The day with the fewest young adult road user fatalities was Tuesday (8.3%, n=6).

Table 2.15: Young adult road user fatalities by day of week, Queensland 2009

Age group	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
17-20 years	4	3	5	5	6	9	4	36
21-24 years	3	3	4	3	5	5	13	36
Total	**7**	**6**	**9**	**8**	**11**	**14**	**17**	**72**

2.2.5 Mature adult road user

Table 2.16 shows fatalities among mature adults (25-59 years) from 2009 by age sub-group and type of road user. Figure 2.5 shows mature adult fatalities by type of road user for 2009.

There were 177 mature adult road user fatalities on Queensland roads during 2009. Of all mature adult road user fatalities, drivers accounted for 51% (n=91), and motorcyclists accounted for 26.0% (n=46).

Table 2.16: Mature adult fatalities by road user type and age group, Queensland 2009

Age group	Drivers	Passengers	Motorcyclists	Bicyclists	Pedestrians	Other	Total
25-29 years	17	8	6	0	6	0	37
30-39 years	30	6	17	2	2	0	57
40-49 years	20	1	18	0	9	0	48
50-59 years	24	2	5	2	2	0	35
Total	**91**	**17**	**46**	**4**	**19**	**0**	**177**

Figure 2.5: Mature adult fatalities by road user type, Queensland 2009

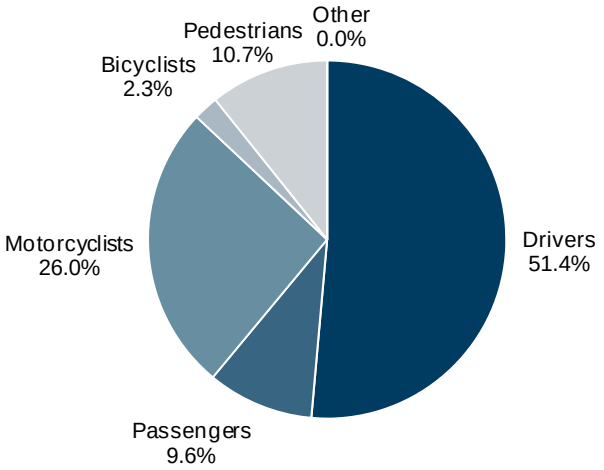


Table 2.17 shows that in cases where restraint use was known, 34.3% (n=24) of mature adult vehicle occupant fatalities during 2009 were unrestrained. This compares with 28.5% (n=43) among all vehicle occupant fatalities during 2009.

Table 2.17: Restraint use of mature adult vehicle occupant fatalities, Queensland 2009

Age group	Unrestrained vehicle occupant fatalities	All vehicle occupant fatalities*	Percentage of vehicle occupant fatalities unrestrained
25-29 years	4	14	28.6%
30-39 years	11	25	44.0%
40-49 years	6	14	42.9%
50-59 years	3	17	17.6%
Total mature adult vehicle occupant fatalities	**24**	**70**	**34.3%**
All vehicle occupant fatalities	43	151	28.5%

* Where restraint use could be determined

Table 2.18 shows fatalities among mature adult road users by time of day. During 2009, 39.0% (n=69) of mature adult road user fatalities were a result of crashes that occurred between 8am and 4pm. A further 39.5% (n=70) were a result of crashes that occurred between 6pm and 6am, with 19.2% (n=34) occurring between 6pm and 12 midnight.

Table 2.18: Mature adult road user fatalities by time of day, Queensland 2009

Age group	12am-6am	6am-8am	8am-2pm	2pm-4pm	4pm-6pm	6pm-12am	Total
25-29 years	7	2	12	6	4	6	37
30-39 years	11	4	12	8	7	15	57
40-49 years	12	3	8	9	7	9	48
50-59 years	6	6	8	6	5	4	35
Total	**36**	**15**	**40**	**29**	**23**	**34**	**177**

Table 2.19 shows fatalities among mature adult road users by day of the week. During 2009, 45.8% (n=81) of mature adult fatalities were a result of crashes that occurred on Fridays, Saturdays or Sundays. The greatest number of mature adult fatalities occurred on Wednesdays (18.6%, n=33), and the fewest occurred on Mondays (7.3%, n=13).

Table 2.19: Mature adult road user fatalities by day of week, Queensland 2009

Age group	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
25-29 years	1	6	3	3	6	12	6	37
30-39 years	6	6	16	9	7	5	8	57
40-49 years	1	5	7	11	10	8	6	48
50-59 years	5	5	7	5	1	5	7	35
Total	**13**	**22**	**33**	**28**	**24**	**30**	**27**	**177**

2.2.6 Senior adult road user

Table 2.20 shows fatalities among senior adults (60 years and over) from 2009 by age sub-group and type of road user. Figure 2.6 shows senior adult fatalities by type of road user for 2009.

There were 55 senior adult road user fatalities on Queensland roads during 2009. Of all senior adult road fatalities, drivers accounted for 54.5% (n=30) and pedestrians accounted for 21.8% (n=12).

Table 2.20: Senior adult fatalities by road user type and age group, Queensland 2009

Age group	Drivers	Passengers	Motorcyclists	Bicyclists	Pedestrians	Other	Total
60-74 years	16	7	2	0	6	0	31
75 years and over	14	2	1	1	6	0	24
Total	**30**	**9**	**3**	**1**	**12**	**0**	**55**

Figure 2.6: Senior adult fatalities by road user type, Queensland 2009

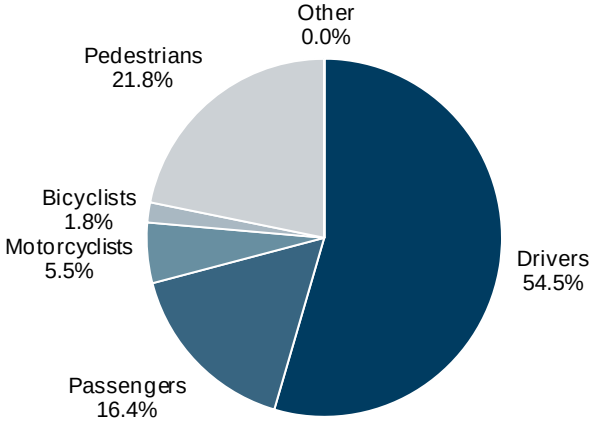


Table 2.21 shows that in cases where restraint use was known, 29.6% (n=8) of senior adult vehicle occupant fatalities during 2009 were unrestrained. This compares with 28.5% (n=43) among all vehicle occupant fatalities during 2009.

Table 2.21: Restraint use of senior adult vehicle occupant fatalities, Queensland 2009

Age group	Unrestrained vehicle occupant fatalities	All vehicle occupant fatalities*	Percentage of vehicle occupant fatalities unrestrained
60-74 years	4	17	23.5%
75 years and over	4	10	40.0%
Total senior adult vehicle occupant fatalities	**8**	**27**	**29.6%**
All vehicle occupant fatalities	43	151	28.5%

* Where restraint use could be determined

Table 2.22 shows fatalities among senior adult road users by time of day. During 2009, 49.1% (n=27) of senior adult road user fatalities were a result of crashes that occurred between 8am and 4pm. A further 20.0% (n=11) were a result of crashes that occurred between 6pm and 6am, with 12.7% (n=7) occurring between 6pm and 12 midnight.

Table 2.22: Senior adult road user fatalities by time of day, Queensland 2009

Age group	12am-6am	6am-8am	8am-2pm	2pm-4pm	4pm-6pm	6pm-12am	Total
60-74 years	4	3	12	3	5	4	31
75 years and over	0	3	11	1	6	3	24
Total	**4**	**6**	**23**	**4**	**11**	**7**	**55**

Table 2.23 shows fatalities among senior adult road users by day of the week. During 2009, 34.5% (n=19) of senior adult road user fatalities were a result of crashes that occurred on Fridays, Saturdays or Sundays. The greatest number of senior adult fatalities occurred on Thursdays (20.0%, n=11), and the fewest occurred on Saturdays (5.5%, n=3).

Table 2.23: Senior adult road user fatalities by day of week, Queensland 2009

Age group	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
60-74 years	7	4	3	4	7	2	4	31
75 years and over	1	6	4	7	2	1	3	24
Total	**8**	**10**	**7**	**11**	**9**	**3**	**7**	**55**

2.2.7 Time of day and day of week

Figure 2.7 shows all Queensland road fatalities occurring during 2009 by time of day and day of week. Each bar in the figure represents a two hour time period, where for each day the first bar shows the number of fatalities that occurred between midnight and 2am, and the last bar shows the number of fatalities that occurred between 10pm and midnight.

During 2009, the greatest number of fatalities generally occurred in the mid to late afternoon hours, except for on Saturdays, when the greatest number of fatalities occurred between midnight and 2am.

Figure 2.7: Fatalities by time of day and day of week, Queensland 2009

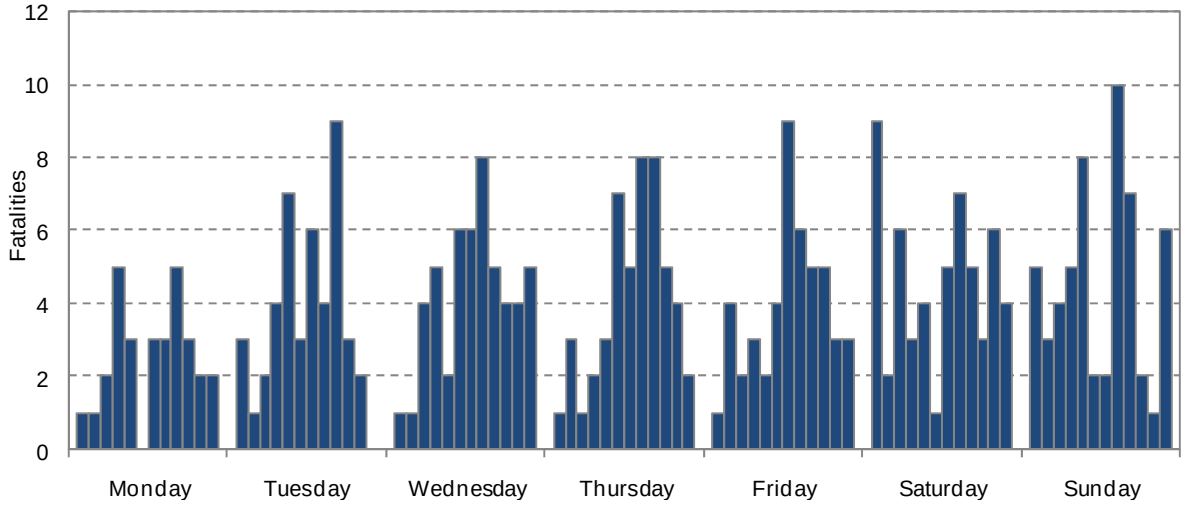


Table 2.24 shows all Queensland road fatalities by time of day. During 2009, the greatest percentage of fatalities occurred between 2pm and 4pm, accounting for 13.9% (n=46) of the road toll. This number was consistent with the previous five year average. The fewest fatalities occurred between 2am and 4am, accounting for 4.5% (n=15) of the road toll. This represented a decrease of 21.1% (n=4) compared with 2008, and a decrease of 27.9% (n=5.8) compared with the previous five year average.

Compared with the previous five year average, fatalities occurring between 8am and 10am demonstrated the greatest increase, rising by 46.5% (n=9.2), and fatalities occurring between 6pm and 8pm demonstrated the greatest decrease, falling by 29.4% (n=10.4).

Table 2.24: All road fatalities by time of day, Queensland 2004-2009

Time	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Midnight-2am	16	18	19	33	17	21	6.3%	4	23.5%	0.4	1.9%
2am-4am	21	24	23	17	19	15	4.5%	-4	-21.1%	-5.8	-27.9%
4am-6am	22	24	13	22	13	21	6.3%	8	61.5%	2.2	11.7%
6am-8am	25	16	23	24	24	27	8.2%	3	12.5%	4.6	20.5%
8am-10am	22	25	16	20	16	29	8.8%	13	81.3%	9.2	46.5%
10am-noon	16	33	26	30	30	23	6.9%	-7	-23.3%	-4.0	-14.8%
Noon-2pm	33	21	32	33	28	36	10.9%	8	28.6%	6.6	22.4%
2pm-4pm	38	51	44	48	46	46	13.9%	0	0.0%	0.6	1.3%
4pm-6pm	40	39	43	45	40	44	13.3%	4	10.0%	2.6	6.3%
6pm-8pm	41	32	40	32	32	25	7.6%	-7	-21.9%	-10.4	-29.4%
8pm-10pm	23	24	30	29	23	22	6.6%	-1	-4.3%	-3.8	-14.7%
10pm-midnight	14	23	26	27	40	22	6.6%	-18	-45.0%	-4.0	-15.4%
Total	**311**	**330**	**335**	**360**	**328**	**331**	**100.0%**	**3**	**0.9%**	**-1.8**	**-0.5%**

Table 2.25 shows all Queensland fatalities by day of week. During 2009, the greatest number of fatalities occurred on Saturdays and Sundays, each accounting for 16.6% (n=55) of the road toll. The fewest fatalities occurred on Mondays (9.1%, n=30).

Compared with the previous five year average, the greatest increase in fatalities was seen on Tuesdays (28.7%, n=9.8), and the greatest decrease in fatalities was seen on Saturdays (18.4%, n=12.4).

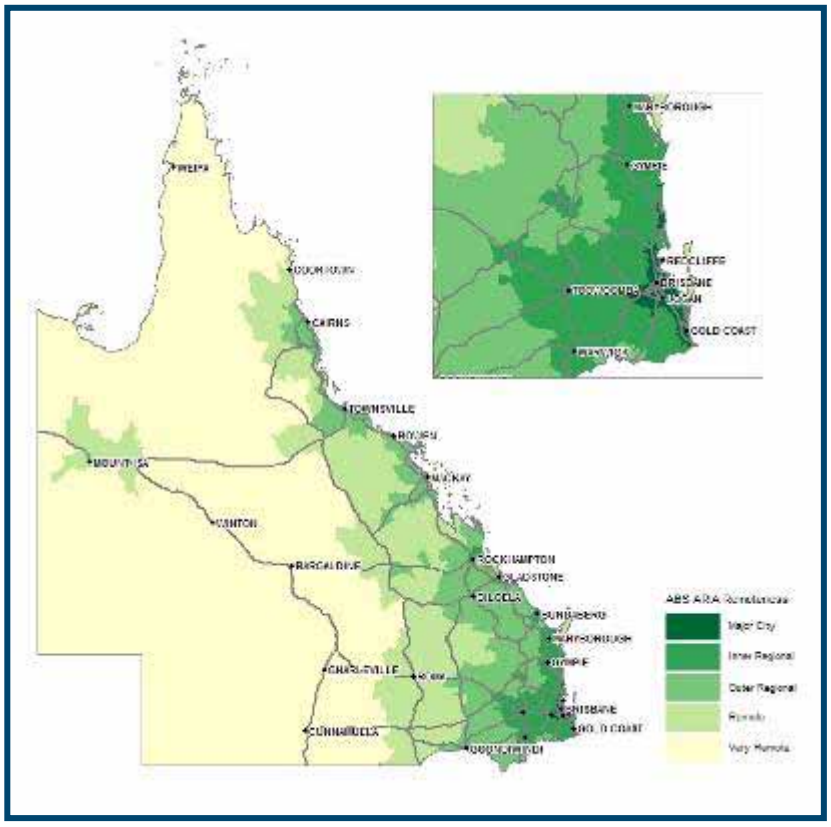
Table 2.25: All road fatalities by day of week, Queensland 2004-2009

Day	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Monday	24	31	50	40	29	30	9.1%	1	3.4%	-4.8	-13.8%
Tuesday	28	49	34	36	24	44	13.3%	20	83.3%	9.8	28.7%
Wednesday	37	41	40	59	34	51	15.4%	17	50.0%	8.8	20.9%
Thursday	51	36	41	55	58	49	14.8%	-9	-15.5%	0.8	1.7%
Friday	40	39	61	59	61	47	14.2%	-14	-23.0%	-5.0	-9.6%
Saturday	71	88	61	57	60	55	16.6%	-5	-8.3%	-12.4	-18.4%
Sunday	60	46	48	54	62	55	16.6%	-7	-11.3%	1.0	1.9%
Total	**311**	**330**	**335**	**360**	**328**	**331**	**100.0%**	**3**	**0.9%**	**-1.8**	**-0.5%**

2.2.8 Geographic location

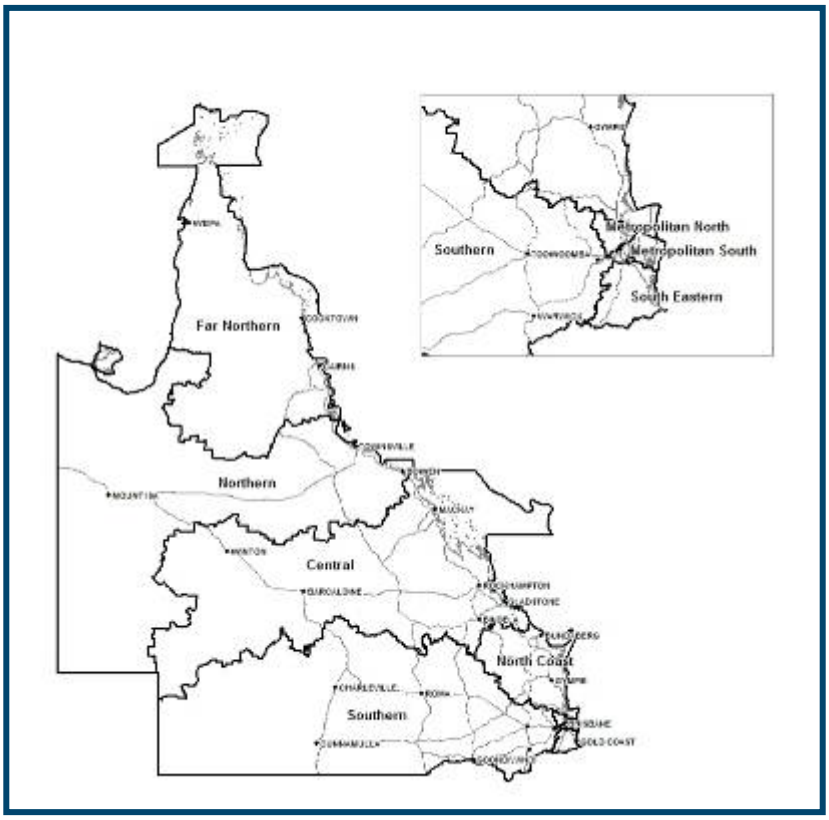
This section provides information on the geographic location of road fatalities that occurred in Queensland between 2004 and 2009. All road fatalities are examined using four different classifications of geographic location: Accessibility/Remoteness Index of Australia (ARIA); Police Region; Police District; and Local Government Area (LGA).

Figure 2.8: Map of Queensland divided by ARIA classification



ARIA is a geographic measure of remoteness based on the road distance from a locality to the nearest service centre. These values can be categorised into five remoteness areas: Major Cities; Inner Regional; Outer Regional; Remote; and Very Remote (Figure 2.8).

Figure 2.9: Map of Queensland divided by Police Region



A Police Region is a geographic area of the state treated as one for Police administrative and statistical purposes. Police Regions are further divided into Police Districts. The eight Police Regions are Far Northern, Northern, Central, North Coast, Southern, South Eastern, Metropolitan North and Metropolitan South (Figure 2.9).

An LGA is an administrative geographic boundary administered by a city or shire council. These areas collectively comprise the entire state.

2.2.8.1 ARIA

Table 2.26 shows the number of road fatalities within Queensland by ARIA remoteness area. During 2009, the greatest number of fatalities occurred within Inner Regional areas, accounting for 31.7% (n=105) of the road toll. Compared with the previous five year average, fatalities within Major City areas decreased by 19.2% (n=22.8) during 2009, while the number of fatalities within Remote areas increased by 29.5% (n=6.6).

Table 2.26: ARIA remoteness of road fatalities, Queensland 2004-2009

ARIA Remoteness Index	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Major Cities	125	99	124	135	111	96	29.0%	-15	-13.5%	-22.8	-19.2%
Inner Regional	100	104	92	115	110	105	31.7%	-5	-4.5%	0.8	0.8%
Outer Regional	57	95	83	70	78	89	26.9%	11	14.1%	12.4	16.2%
Remote	17	22	27	25	21	29	8.8%	8	38.1%	6.6	29.5%
Very Remote	12	10	9	15	8	12	3.6%	4	50.0%	1.2	11.1%
Unknown	0	0	0	0	0	0	-	-	-	-	-
Total	**311**	**330**	**335**	**360**	**328**	**331**	**100.0%**	**3**	**0.9%**	**-1.8**	**-0.5%**

2.2.8.2 Police Region

Table 2.27 shows the number of road fatalities within Queensland by Police Region. During 2009, the greatest number of fatalities occurred within the North Coast region, accounting for 26.9% (n=89) of the road toll. The fewest fatalities occurred within the Metropolitan North region, accounting for 4.8% (n=16) of the road toll. Compared with the previous five year average, fatalities within the Metropolitan South region decreased by 35.1% (n=10.8) during 2009, while the number of fatalities within the Far Northern region increased by 63.9% (n=15.6).

Table 2.27: Police Region of road fatalities, Queensland 2004-2009

Police Region	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Far Northern	12	28	29	25	28	40	12.1%	12	42.9%	15.6	63.9%
Northern	22	28	33	19	35	20	6.0%	-15	-42.9%	-7.4	-27.0%
Central	36	46	46	57	33	55	16.6%	22	66.7%	11.4	26.1%
North Coast	81	77	64	78	89	89	26.9%	0	0.0%	11.2	14.4%
Southern	59	57	62	53	48	52	15.7%	4	8.3%	-3.8	-6.8%
South Eastern	46	48	48	69	59	39	11.8%	-20	-33.9%	-15.0	-27.8%
Metropolitan North	12	19	25	23	16	16	4.8%	0	0.0%	-3.0	-15.8%
Metropolitan South	43	27	28	36	20	20	6.0%	0	0.0%	-10.8	-35.1%
Unknown	0	0	0	0	0	0	-	-	-	-	-
Total	**311**	**330**	**335**	**360**	**328**	**331**	**100.0%**	**3**	**0.9%**	**-1.8**	**-0.5%**

2.2.8.3 Police District

Table 2.28 shows the number of road fatalities within Queensland by Police District. During 2009, the greatest number of fatalities occurred within the Sunshine Coast district, accounting for 10.6% (n=35) of the road toll. This was a 34.6% (n=9) increase compared with 2008, and a 50.9% (n=11.8) increase compared with the previous five year average.

Table 2.28: Police District of road fatalities, Queensland 2004-2009

Police District	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Far Northern											
Cairns	4	11	16	14	12	18	5.4%	6	50.0%	6.6	57.9%
Innisfail	4	6	6	5	10	6	1.8%	-4	-40.0%	-0.2	-3.2%
Mareeba	4	11	7	6	6	16	4.8%	10	166.7%	9.2	135.3%
Northern											
Mount Isa	8	4	8	7	9	4	1.2%	-5	-55.6%	-3.2	-44.4%
Townville	14	24	25	12	26	16	4.8%	-10	-38.5%	-4.2	-20.8%
Central											
Gladstone	3	7	3	11	8	4	1.2%	-4	-50.0%	-2.4	-37.5%
Longreach	1	1	1	2	0	2	0.6%	2	-	1.0	100.0%
Mackay	19	25	21	21	16	28	8.5%	12	75.0%	7.6	37.3%
Rockhampton	13	13	21	23	9	21	6.3%	12	133.3%	5.2	32.9%
North Coast											
Bundaberg	12	14	8	19	7	16	4.8%	9	128.6%	4.0	33.3%
Caboolture	11	12	11	11	11	9	2.7%	-2	-18.2%	-2.2	-19.6%
Gympie	13	13	11	12	18	11	3.3%	-7	-38.9%	-2.4	-17.9%
Maryborough	17	15	11	7	19	16	4.8%	-3	-15.8%	2.2	15.9%
Redcliffe	4	1	3	5	8	2	0.6%	-6	-75.0%	-2.2	-52.4%
Sunshine Coast	24	22	20	24	26	35	10.6%	9	34.6%	11.8	50.9%
Southern											
Charleville	2	1	1	3	2	2	0.6%	0	0.0%	0.2	11.1%
Dalby	4	8	6	5	9	5	1.5%	-4	-44.4%	-1.4	-21.9%
Ipswich	18	15	25	13	7	19	5.7%	12	171.4%	3.4	21.8%
Roma	2	6	3	6	4	4	1.2%	0	0.0%	-0.2	-4.8%
Toowoomba	21	16	20	19	18	17	5.1%	-1	-5.6%	-1.8	-9.6%
Warwick	12	11	7	7	8	5	1.5%	-3	-37.5%	-4.0	-44.4%
South Eastern											
Coomera	16	13	13	27	17	14	4.2%	-3	-17.6%	-3.2	-18.6%
Gold Coast	10	12	18	23	19	7	2.1%	-12	-63.2%	-9.4	-57.3%
Logan	20	23	17	19	23	18	5.4%	-5	-21.7%	-2.4	-11.8%
Metropolitan North											
Brisbane Central	1	1	3	5	1	2	0.6%	1	100.0%	-0.2	-9.1%
Brisbane West	6	8	8	6	5	6	1.8%	1	20.0%	-0.6	-9.1%
North Brisbane	4	5	8	4	7	8	2.4%	1	14.3%	2.4	42.9%
Pine Rivers	1	5	6	8	3	0	0.0%	-3	-100.0%	-4.6	-100.0%
Metropolitan South											
Oxley	9	8	9	12	7	8	2.4%	1	14.3%	-1.0	-11.1%
South Brisbane	18	12	11	14	5	5	1.5%	0	0.0%	-7.0	-58.3%
Wynnum	16	7	8	10	8	7	2.1%	-1	-12.5%	-2.8	-28.6%
Unknown	0	0	0	0	0	0	-	-	-	-	-
Total	**311**	**330**	**335**	**360**	**328**	**331**	**100.0%**	**3**	**0.9%**	**-1.8**	**-0.5%**

2.2.8.4 Local Government Area

Table 2.29 shows the number of road fatalities within Queensland by LGA. During 2009, the greatest number of fatalities occurred within the Sunshine Coast LGA, accounting for 10.6% (n=35) of the road toll. This was a 34.6% (n=9) increase compared with 2008, and a 52.2% (n=12) increase compared with the previous five year average.

Table 2.29: Local Government Area of road fatalities, Queensland 2004-2009

Local Government Area	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Aurukun Shire	0	0	0	0	0	0	0.0%	0	-	0.0	-
Balonne Shire	0	1	0	1	0	0	0.0%	0	-	-0.4	-100.0%
Banana Shire	0	3	1	6	0	1	0.3%	1	-	-1.0	-50.0%
Barcaldine Region	0	0	1	1	0	1	0.3%	1	-	0.6	150.0%
Barcoo Shire	0	0	0	0	0	0	0.0%	0	-	0.0	-
Blackall Tambo Region	0	0	0	0	0	1	0.3%	1	-	1.0	-
Boulia Shire	0	0	0	1	1	0	0.0%	-1	-100.0%	-0.4	-100.0%
Brisbane City	47	35	43	45	28	30	9.1%	2	7.1%	-9.6	-24.2%
Bulloo Shire	0	0	0	0	2	0	0.0%	-2	-100.0%	-0.4	-100.0%
Bundaberg Region	11	12	8	18	7	15	4.5%	8	114.3%	3.8	33.9%
Burdekin Shire	1	3	2	1	6	1	0.3%	-5	-83.3%	-1.6	-61.5%
Burke Shire	1	1	2	1	0	0	0.0%	0	-	-1.0	-100.0%
Cairns Region	4	9	15	9	12	18	5.4%	6	50.0%	8.2	83.7%
Carpentaria Shire	4	0	1	0	1	1	0.3%	0	0.0%	-0.2	-16.7%
Cassowary Coast Region	2	6	3	5	8	4	1.2%	-4	-50.0%	-0.8	-16.7%
Central Highlands Region	5	4	6	8	4	5	1.5%	1	25.0%	-0.4	-7.4%
Charters Towers Region	0	3	4	0	5	6	1.8%	1	20.0%	3.6	150.0%
Cherbourg Aboriginal Shire	0	0	0	0	0	0	0.0%	0	-	0.0	-
Cloncurry Shire	2	2	2	1	2	0	0.0%	-2	-100.0%	-1.8	-100.0%
Cook Shire	1	1	4	5	0	2	0.6%	2	-	-0.2	-9.1%
Croydon Shire	0	0	0	0	0	0	0.0%	0	-	0.0	-
Diamantina Shire	0	0	0	0	0	0	0.0%	0	-	0.0	-
Doomadgee Aboriginal Shire	0	0	0	0	0	0	0.0%	0	-	0.0	-
Etheridge Shire	1	2	0	0	0	0	0.0%	0	-	-0.6	-100.0%
Flinders Shire	1	0	0	0	0	0	0.0%	0	-	-0.2	-100.0%
Fraser Coast Region	13	14	10	7	14	9	2.7%	-5	-35.7%	-2.6	-22.4%
Gladstone Region	3	5	3	6	8	3	0.9%	-5	-62.5%	-2.0	-40.0%
Gold Coast City	24	22	31	43	36	18	5.4%	-18	-50.0%	-13.2	-42.3%
Goondiwindi Region	2	7	5	2	1	3	0.9%	2	200.0%	-0.4	-11.8%
Gympie Region	7	7	7	7	18	12	3.6%	-6	-33.3%	2.8	30.4%
Hinchinbrook Shire	1	3	1	4	3	1	0.3%	-2	-66.7%	-1.4	-58.3%
Hope Vale Aboriginal Shire	0	0	0	0	0	0	0.0%	0	-	0.0	-
Ipswich City	9	9	12	4	3	13	3.9%	10	333.3%	5.6	75.7%
Isaac Region	5	4	6	6	7	16	4.8%	9	128.6%	10.4	185.7%
Kowanyama Aboriginal Shire	0	0	0	0	0	0	0.0%	0	-	0.0	-
Lockhart River Aboriginal Shire	0	0	0	0	0	0	0.0%	0	-	0.0	-
Lockyer Valley Region	6	6	2	8	6	3	0.9%	-3	-50.0%	-2.6	-46.4%
Logan City	18	21	14	18	20	16	4.8%	-4	-20.0%	-2.2	-12.1%

Longreach Region	1	0	0	1	0	1	0.3%	1	-	0.6	150.0%
Mackay Region	10	19	11	11	7	11	3.3%	4	57.1%	-0.6	-5.2%
Mapoon Aboriginal Shire	0	0	0	0	0	0	0.0%	0	-	0.0	-
Maranoa Region	1	4	3	1	3	1	0.3%	-2	-66.7%	-1.4	-58.3%
McKinlay Shire	0	0	0	0	1	1	0.3%	0	0.0%	0.8	400.0%
Moreton Bay Region	15	20	21	23	21	12	3.6%	-9	-42.9%	-8.0	-40.0%
Mornington Shire	0	0	0	1	0	0	0.0%	0	-	-0.2	-100.0%
Mount Isa City	2	1	3	3	4	2	0.6%	-2	-50.0%	-0.6	-23.1%
Murweh Shire	2	1	0	0	0	1	0.3%	1	-	0.4	66.7%
Napranum Aboriginal Shire	0	0	0	0	0	0	0.0%	0	-	0.0	-
North Burnett Region	5	3	0	1	4	5	1.5%	1	25.0%	2.4	92.3%
Northern Peninsula Area Region	0	1	0	0	0	0	0.0%	0	-	-0.2	-100.0%
Palm Island Aboriginal Shire	0	1	0	0	0	0	0.0%	0	-	-0.2	-100.0%
Paroo Shire	0	0	1	2	0	0	0.0%	0	-	-0.6	-100.0%
Pormpuraaw Aboriginal Shire	0	0	0	0	0	0	0.0%	0	-	0.0	-
Quilpie Shire	0	0	0	1	0	0	0.0%	0	-	-0.2	-100.0%
Redland City	8	2	4	6	5	4	1.2%	-1	-20.0%	-1.0	-20.0%
Richmond Shire	0	0	1	0	0	0	0.0%	0	-	-0.2	-100.0%
Rockhampton Region	8	9	15	15	5	16	4.8%	11	220.0%	5.6	53.8%
Scenic Rim Region	7	9	6	14	4	7	2.1%	3	75.0%	-1.0	-12.5%
Somerset Region	6	4	10	4	4	5	1.5%	1	25.0%	-0.6	-10.7%
South Burnett Region	6	6	5	5	1	2	0.6%	1	100.0%	-2.6	-56.5%
Southern Downs Region	10	2	2	5	7	3	0.9%	-4	-57.1%	-2.2	-42.3%
Sunshine Coast Region	24	22	19	24	26	35	10.6%	9	34.6%	12.0	52.2%
Tablelands Region	3	9	7	6	6	14	4.2%	8	133.3%	7.8	125.8%
Toowoomba Region	15	16	20	13	16	14	4.2%	-2	-12.5%	-2.0	-12.5%
Torres Shire	0	0	0	0	0	0	0.0%	0	-	0.0	-
Torres Strait Island Region	0	0	0	0	0	0	0.0%	0	-	0.0	-
Townsville City	6	12	12	5	12	9	2.7%	-3	-25.0%	-0.4	-4.3%
Weipa Town	0	0	0	0	1	0	0.0%	-1	-100.0%	-0.2	-100.0%
Western Downs Region	5	4	4	6	6	7	2.1%	1	16.7%	2.0	40.0%
Whitsunday Region	9	4	8	6	2	2	0.6%	0	0.0%	-3.8	-65.5%
Winton Shire	0	1	0	0	0	0	0.0%	0	-	-0.2	-100.0%
Woorabinda Aboriginal Shire	0	0	0	0	0	0	0.0%	0	-	0.0	-
Wujal Wujal Aboriginal Shire	0	0	0	0	0	0	0.0%	0	-	0.0	-
Yarrabah Aboriginal Shire	0	0	0	0	1	0	0.0%	-1	-100.0%	-0.2	-100.0%
Unknown	0	0	0	0	0	0	-	-	-	-	-
Total	**311**	**330**	**335**	**360**	**328**	**331**	**100.0%**	**3**	**0.9%**	**-1.8**	**-0.5%**

2.3 Hospitalised Casualties

2.3.1 Gender and age

Table 2.30 shows the distribution of Queensland hospitalised casualties by gender between 2004 and 2009.

During 2009, the total number of hospitalised casualties increased by 6.5% (n=408.6) compared with the previous five year average. Females accounted for 43.0% (n=2,870) of Queensland's hospitalised casualties during 2009, a decrease of 1.3% (n=38) compared with 2008. Males accounted for 57.0% (n=3,799) of all hospitalised casualties during 2009, a decrease of 3.1% (n=123) compared with 2008. Compared with the previous five year average, the number of female hospitalised casualties increased by 9.4% (n=246.2), and the number of male hospitalised casualties increased by 4.6% (n=166.4).

Table 2.30: All hospitalised casualties by gender, Queensland 2004-2009

Gender	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Female	2,595	2,680	2,426	2,510	2,908	2,870	43.0%	-38	-1.3%	246.2	9.4%
Male	3,625	3,625	3,454	3,537	3,922	3,799	57.0%	-123	-3.1%	166.4	4.6%
Unknown	8	4	7	8	8	3	-	-	-	-	-
Total	**6,228**	**6,309**	**5,887**	**6,055**	**6,838**	**6,672**	**100.0%**	**-166**	**-2.4%**	**408.6**	**6.5%**

Table 2.31 shows the distribution of hospitalised casualties within Queensland between 2004 and 2009 by age group, and Figure 2.10 shows this information for 2009.

During 2009, the greatest percentage of hospitalised casualties occurred in the 30-39 years age group (16.7%, n=1,116), while the 0-4 years age group had the fewest hospitalised casualties (0.8%, n=52). Compared with the previous five year average, the 60-74 years age group increased by 21.0% (n=101.4), while the 0-4 years age group decreased by 25.5% (n=17.8).

Table 2.31: All hospitalised casualties* by age group, Queensland 2004-2009

Age group	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
0-4 years	80	84	50	56	79	52	0.8%	-27	-34.2%	-17.8	-25.5%
5-11 years	169	191	160	125	201	200	3.0%	-1	-0.5%	30.8	18.2%
12-16 years	300	305	281	267	317	307	4.6%	-10	-3.2%	13.0	4.4%
17-20 years	982	1,014	872	943	1,013	902	13.5%	-111	-11.0%	-62.8	-6.5%
21-24 years	789	776	695	709	714	728	10.9%	14	2.0%	-8.6	-1.2%
25-29 years	663	630	618	654	761	726	10.9%	-35	-4.6%	60.8	9.1%
30-39 years	1,009	1,062	1,037	1,017	1,101	1,116	16.8%	15	1.4%	70.8	6.8%
40-49 years	858	879	815	889	1,028	1,018	15.3%	-10	-1.0%	124.2	13.9%
50-59 years	616	625	654	663	721	735	11.0%	14	1.9%	79.2	12.1%
60-74 years	461	468	431	500	558	585	8.8%	27	4.8%	101.4	21.0%
75 years and over	262	254	232	210	313	288	4.3%	-25	-8.0%	33.8	13.3%
Unknown	39	21	42	22	32	15	-	-	-	-	-
Total	**6,228**	**6,309**	**5,887**	**6,055**	**6,838**	**6,672**	**100.0%**	**-166**	**-2.4%**	**408.6**	**6.5%**

* Includes hospitalised casualties of unknown gender

Figure 2.10: All hospitalised casualties by age group, Queensland 2009

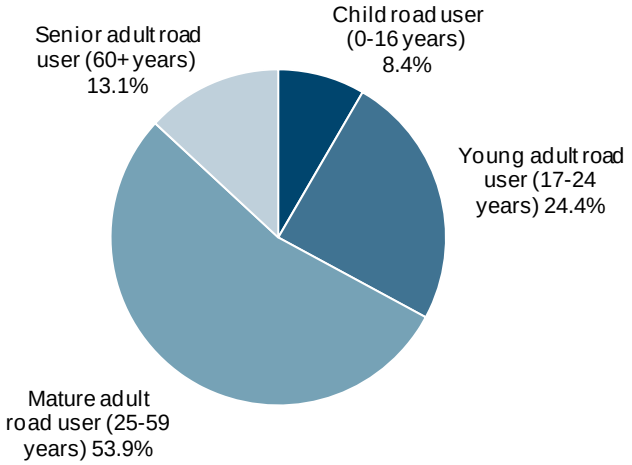


Table 2.32 and Table 2.33 show the distribution of Queensland hospitalised casualties by age group for females and males, respectively, between 2004 and 2009.

During 2009, the greatest number of female hospitalised casualties occurred within the 30-39 years age group (15.8%, n=453). The fewest female hospitalised casualties occurred within the 0-4 years age group (0.6%, n=17), where there was a decrease of 50.0% (n=17) compared with 2008. The 12-16 years age group had the greatest increase in hospitalised casualties during 2009 compared with the previous five year average (23.6%, n=30.0), while the 0-4 years age group demonstrated the greatest decrease (48.8%, n=16.2).

Table 2.32: Female hospitalised casualties by age group, Queensland 2004-2009

Age group	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
0-4 years	41	40	25	26	34	17	0.6%	-17	-50.0%	-16.2	-48.8%
5-11 years	67	75	67	47	87	84	2.9%	-3	-3.4%	15.4	22.4%
12-16 years	111	137	126	116	145	157	5.5%	12	8.3%	30.0	23.6%
17-20 years	424	440	349	432	431	429	15.0%	-2	-0.5%	13.8	3.3%
21-24 years	301	307	257	290	298	291	10.2%	-7	-2.3%	0.4	0.1%
25-29 years	256	245	222	243	288	296	10.3%	8	2.8%	45.2	18.0%
30-39 years	394	422	393	364	438	453	15.8%	15	3.4%	50.8	12.6%
40-49 years	371	325	342	352	438	398	13.9%	-40	-9.1%	32.4	8.9%
50-59 years	266	288	288	294	303	318	11.1%	15	5.0%	30.2	10.5%
60-74 years	216	244	207	239	284	279	9.7%	-5	-1.8%	41.0	17.2%
75 years and over	130	146	126	100	149	142	5.0%	-7	-4.7%	11.8	9.1%
Unknown	18	11	24	7	13	6	-	-	-	-	-
Total	**2,595**	**2,680**	**2,426**	**2,510**	**2,908**	**2,870**	**100.0%**	**-38**	**-1.3%**	**246.2**	**9.4%**

During 2009, the greatest number of male hospitalised casualties occurred within the 30-39 years age group, accounting for 17.5% (n=663) of all male hospitalised casualties, showing no change compared with 2008. The 0-4 years age group had the fewest male hospitalised casualties during 2009 (0.9%, n=35), which represented a decrease of 22.2% (n=10) compared with 2008. The 60-74 years age group demonstrated the greatest increase in male hospitalised casualties compared with 2008 (12.1%, n=33), and compared with the previous five year average (24.8%, n=60.8).

Table 2.33: Male hospitalised casualties by age group, Queensland 2004-2009

Age group	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
0-4 years	39	44	25	30	45	35	0.9%	-10	-22.2%	-1.6	-4.4%
5-11 years	102	116	93	78	114	116	3.1%	2	1.8%	15.4	15.3%
12-16 years	189	168	155	151	172	150	4.0%	-22	-12.8%	-17.0	-10.2%
17-20 years	558	574	523	511	582	473	12.5%	-109	-18.7%	-76.6	-13.9%
21-24 years	488	469	438	418	416	437	11.5%	21	5.0%	-8.8	-2.0%
25-29 years	407	385	396	411	473	430	11.3%	-43	-9.1%	15.6	3.8%
30-39 years	615	640	644	653	663	663	17.5%	0	0.0%	20.0	3.1%
40-49 years	487	554	473	537	590	620	16.3%	30	5.1%	91.8	17.4%
50-59 years	350	337	365	369	418	417	11.0%	-1	-0.2%	49.2	13.4%
60-74 years	245	224	223	261	273	306	8.1%	33	12.1%	60.8	24.8%
75 years and over	132	108	106	110	164	146	3.8%	-18	-11.0%	22.0	17.7%
Unknown	13	6	13	8	12	6	-	-	-	-	-
Total	**3,625**	**3,625**	**3,454**	**3,537**	**3,922**	**3,799**	**100.0%**	**-123**	**-3.1%**	**166.4**	**4.6%**

Table 2.34 shows hospitalised casualties within gender and age group as a percentage of all 2009 hospitalised casualties. For five age groups (17-20, 21-24, 25-29, 30-39, 40-49 years), the percentage of hospitalised casualties was greater than the percentage in the population. During 2009, young adult road users aged between 17-24 years accounted for 24.4% of all hospitalised casualties; however they only represented 11.4% of Queensland's population. The hospitalised casualty rate for 17-20 year olds (368.8 hospitalised casualties per 100,000 population) was more than double the overall hospitalised casualty rate during 2009 (152.8 hospitalised casualties per 100,000 population).

Table 2.34: Age and gender of hospitalised casualties, Queensland 2009

Age group	Male	Female	Total	Percentage of hospitalised casualties	Percentage of population	Hospitalised casualties per 100,000 persons*
0-4 years	35	17	52	0.8%	6.9%	17.3
5-11 years	116	84	200	3.0%	9.1%	50.2
12-16 years	150	157	307	4.6%	6.8%	103.2
17-20 years	473	429	902	13.5%	5.6%	368.8
21-24 years	437	291	728	10.9%	5.8%	285.6
25-29 years	430	296	726	10.9%	7.2%	230.2
30-39 years	663	453	1,116	16.8%	14.2%	180.1
40-49 years	620	398	1,018	15.3%	14.2%	164.6
50-59 years	417	318	735	11.0%	12.4%	135.7
60-74 years	306	279	585	8.8%	12.3%	109.4
75 years and over	146	142	288	4.3%	5.5%	120.3
Unknown	6	6	15**	-	-	-
Total	**3,799**	**2,870**	**6,672**	**100.0%**	**100.0%**	152.8

* ABS Cat. No. 3101.0

** Includes hospitalised casualties of unknown gender

2.3.2 Types of road user

Table 2.35 shows all hospitalised casualties within Queensland between 2004 and 2009 by road user type, and Figure 2.11 shows this information for 2009.

During 2009, 53.5% (n=3,571) of hospitalised casualties in Queensland were drivers. This represented a decrease of 1.4% (n=52) compared with 2008, and an increase of 9.8% (n=319.4) compared with the previous five year average. Passengers accounted for a further 20.5% (n=1,365) of hospitalised casualties during 2009, which represented a decrease of 5.2% (n=75) compared with 2008, and a decrease of 1.0% (n=14.2) compared with the previous five year average.

There were 955 (14.3%) motorcycle rider and pillion hospitalised casualties during 2009, a decrease of 7.1% (n=73) compared with 2008, and 3.8% (n=35.0) more than the previous five year average. Pedestrians accounted for 6.4% (n=424) of all hospitalised casualties during 2009, which is consistent with the previous five year average. Bicyclists represented 5.3% (n=354) of all hospitalised casualties during 2009, demonstrating an increase of 10.6% (n=34) compared with 2008, and an increase of 19.7% (n=58.2) compared with the previous five year average.

Table 2.35: All hospitalised casualties by road user type, Queensland 2004-2009

Road user type	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Drivers	3,264	3,197	3,037	3,137	3,623	3,571	53.5%	-52	-1.4%	319.4	9.8%
Passengers	1,476	1,478	1,241	1,261	1,440	1,365	20.5%	-75	-5.2%	-14.2	-1.0%
Motorcyclists	774	891	963	944	1,028	955	14.3%	-73	-7.1%	35.0	3.8%
Bicyclists	307	312	260	280	320	354	5.3%	34	10.6%	58.2	19.7%
Pedestrians	405	429	385	431	426	424	6.4%	-2	-0.5%	8.8	2.1%
Other*	2	2	1	2	1	3	0.0%	2	200.0%	1.4	87.5%
Total	**6,228**	**6,309**	**5,887**	**6,055**	**6,838**	**6,672**	**100.0%**	**-166**	**-2.4%**	**408.6**	**6.5%**

*Other includes train driver/passenger and animal conveyance

Figure 2.11: All hospitalised casualties by road user type, Queensland 2009

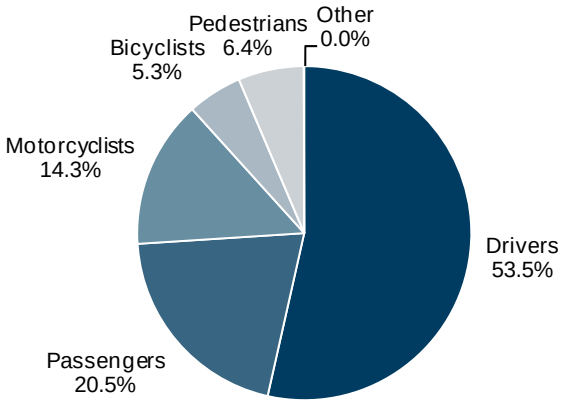


Table 2.36 shows further road user details for all hospitalised casualties between 2004 and 2009. During 2009, drivers and passengers of light passenger vehicles accounted for 70.6% (n=4,708) of all hospitalised casualties.

Table 2.36: Details of all hospitalised casualties by road user type, Queensland 2004-2009

Road user type	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Drivers											
Light passenger vehicle	3,116	3,038	2,894	2,981	3,434	3,403	51.0%	-31	-0.9%	310.4	10.0%
Heavy freight vehicle	121	129	114	118	141	110	1.6%	-31	-22.0%	-14.6	-11.7%
Bus	14	15	13	21	24	18	0.3%	-6	-25.0%	0.6	3.4%
Special purpose vehicle	13	15	16	17	24	40	0.6%	16	66.7%	23.0	135.3%
Passengers											
Light passenger vehicle	1,405	1,382	1,180	1,215	1,360	1,305	19.6%	-55	-4.0%	-3.4	-0.3%
Heavy freight vehicle	12	21	11	17	20	9	0.1%	-11	-55.0%	-7.2	-44.4%
Bus	56	69	41	22	50	39	0.6%	-11	-22.0%	-8.6	-18.1%
Special purpose vehicle	3	6	9	7	10	12	0.2%	2	20.0%	5.0	71.4%
Motorcyclists											
Rider	725	835	899	887	976	901	13.5%	-75	-7.7%	36.6	4.2%
Pillion	49	56	64	57	52	54	0.8%	2	3.8%	-1.6	-2.9%
Bicyclists											
Rider	305	312	260	278	320	354	5.3%	34	10.6%	59.0	20.0%
Pillion	2	0	0	2	0	0	0.0%	0	-	-0.8	-100.0%
Pedestrians											
On-foot	403	424	381	424	417	409	6.1%	-8	-1.9%	-0.8	-0.2%
Wheeled rec. device	2	5	4	7	9	15	0.2%	6	66.7%	9.6	177.8%
Other											
Train (driver/passenger)	2	0	1	1	1	3	0.0%	2	200.0%	2.0	200.0%
Animal conveyance	0	2	0	1	0	0	0.0%	0	-	-0.6	-100.0%
Other	0	0	0	0	0	0	0.0%	0	-	0.0	-
Total	**6,228**	**6,309**	**5,887**	**6,055**	**6,838**	**6,672**	**100.0%**	**-166**	**-2.4%**	**408.6**	**6.5%**

2.3.3 Child road user

Table 2.37 shows hospitalised casualties among children (0-16 years) during 2009 by age sub-group and type of road user, and Figure 2.12 shows child hospitalised casualties by type of road user for 2009.

There were 559 children hospitalised following a road traffic crash during 2009; 61.4% (n=343) were passengers, 18.6% (n=104) were pedestrians, 13.1% (n=73) were bicyclists, 4.5% (n=25) were drivers and 2.5% (n=14) were motorcyclists.

Table 2.37: Child hospitalised casualties by road user type and age group, Queensland 2009

Age group	Drivers	Passengers	Motorcyclists	Bicyclists	Pedestrians	Other	Total
0-4 years	0	43	0	0	9	0	52
5-11 years	0	133	2	25	40	0	200
12-16 years	25	167	12	48	55	0	307
Total	**25**	**343**	**14**	**73**	**104**	**0**	**559**

Figure 2.12: Child hospitalised casualties by road user type, Queensland 2009

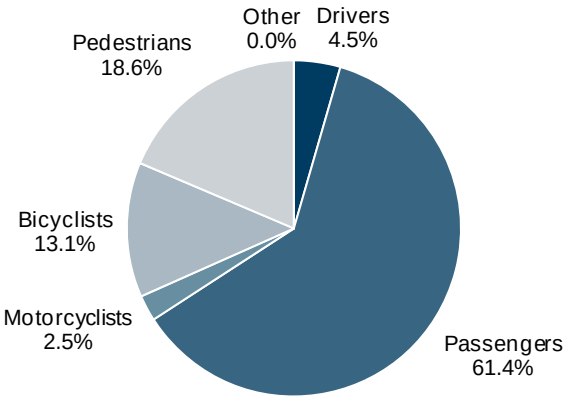


Table 2.38 shows that in cases where restraint use was known, 9.9% (n=28) of child vehicle occupants who were hospitalised during 2009 were unrestrained. This compares with 5.0% (n=193) among all vehicle occupant hospitalised casualties during 2009.

Table 2.38: Restraint use of child vehicle occupant hospitalised casualties, Queensland 2009

Age group	Unrestrained vehicle occupant hospitalised casualties	All vehicle occupant hospitalised casualties*	Percentage of vehicle occupant hospitalised casualties unrestrained
0-4 years	3	33	9.1%
5-11 years	7	113	6.2%
12-16 years	18	138	13.0%
Total child vehicle occupant hospitalised casualties	**28**	**284**	**9.9%**
All vehicle occupant hospitalised casualties	193	3,876	5.0%

* Where restraint use could be determined

Table 2.39 shows hospitalised casualties among child road users by time of day. During 2009, 49.9% (n=279) of child hospitalised casualties were a result of crashes that occurred between 8am and 4pm. A further 27.5% (n=154) were a result of crashes that occurred between 6pm and 6am, with 19.1% (n=107) occurring between 6pm and 12 midnight.

Table 2.39: Child road user hospitalised casualties by time of day, Queensland 2009

Age group	12am-6am	6am-8am	8am-2pm	2pm-4pm	4pm-6pm	6pm-12am	Total
0-4 years	2	3	28	6	8	5	52
5-11 years	6	11	67	52	38	26	200
12-16 years	39	16	67	59	50	76	307
Total	**47**	**30**	**162**	**117**	**96**	**107**	**559**

Table 2.40 shows hospitalised casualties among child road users by day of the week. During 2009, 15.7% (n=88) of child hospitalised casualties were a result of crashes that occurred on Saturdays. The day with the fewest child hospitalised casualties was Monday (11.4%, n=64).

Table 2.40: Child road user hospitalised casualties by day of week, Queensland 2009

Age group	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
0-4 years	10	6	11	5	7	3	10	52
5-11 years	25	36	39	30	26	24	20	200
12-16 years	29	44	36	51	49	61	37	307
Total	**64**	**86**	**86**	**86**	**82**	**88**	**67**	**559**

2.3.4 Young adult road user

Table 2.41 shows hospitalised casualties among young adults (17-24 years) during 2009 by age sub-group and type of road user, and Figure 2.13 shows young adult hospitalised casualties by type of road user for 2009.

There were 1,630 young adult hospitalised casualties during 2009. Of all young adult hospitalised casualties, drivers and passengers accounted for 80.0% (n=1,304), and motorcyclists accounted for 10.4% (n=170).

Table 2.41: Young adult hospitalised casualties by road user type and age group, Queensland 2009

Age group	Drivers	Passengers	Motorcyclists	Bicyclists	Pedestrians	Other*	Total
17-20 years	502	255	59	24	61	1	902
21-24 years	422	125	111	23	47	0	728
Total	**924**	**380**	**170**	**47**	**108**	**1**	**1,630**

*Other includes train driver/passenger and animal conveyance

Figure 2.13: Young adult hospitalised casualties by road user type, Queensland 2009

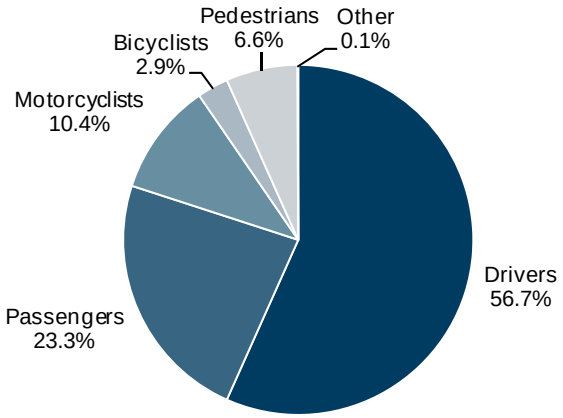


Table 2.42 shows that in cases where restraint use was known, 5.7% (n=57) of young adult vehicle occupants who were hospitalised during 2009 were unrestrained. This compares with 5% (n=193) among all vehicle occupants who were hospitalised casualties during 2009.

Table 2.42: Restraint use of young adult vehicle occupant hospitalised casualties, Queensland 2009

Age group	Unrestrained vehicle occupant hospitalised casualties	All vehicle occupant hospitalised casualties*	Percentage of vehicle occupant hospitalised casualties unrestrained
17-20 years	39	585	6.7%
21-24 years	18	414	4.3%
Total young adult vehicle occupant hospitalised casualties	**57**	**999**	**5.7%**
All vehicle occupant hospitalised casualties	193	3,876	5.0%

* Where restraint use could be determined

Table 2.43 shows hospitalised casualties among young adult road users by time of day. During 2009, 34.8% (n=568) of young adult hospitalised casualties were a result of crashes that occurred between 8am and 4pm. A further 44.6% (n=727) were a result of crashes that occurred between 6pm and 6am, with 28.4% (n=463) occurring between 6pm and 12 midnight.

Table 2.43: Young adult road user hospitalised casualties by time of day, Queensland 2009

Age group	12am-6am	6am-8am	8am-2pm	2pm-4pm	4pm-6pm	6pm-12am	Total
17-20 years	140	62	204	100	121	275	902
21-24 years	124	55	175	89	97	188	728
Total	**264**	**117**	**379**	**189**	**218**	**463**	**1,630**

Table 2.44 shows hospitalised casualties among young adult road users by day of the week. During 2009, 49.9% (n=814) of young adult hospitalised casualties were a result of crashes that occurred on Fridays, Saturdays or Sundays, with the greatest number of hospitalised casualties occurring on Saturdays (19.2%, n=313). The day with the fewest young adult hospitalised casualties was Tuesday (11.6%, n=189).

Table 2.44: Young adult road user hospitalised casualties by day of week, Queensland 2009

Age group	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
17-20 years	104	107	131	117	134	172	137	902
21-24 years	96	82	88	91	110	141	120	728
Total	**200**	**189**	**219**	**208**	**244**	**313**	**257**	**1,630**

2.3.5 Mature adult road user

Table 2.45 shows hospitalised casualties among mature adults (25-59 years) during 2009 by age sub-group and type of road user, and Figure 2.14 shows mature adult hospitalised casualties by type of road user for 2009.

There were 3,595 mature adult hospitalised casualties during 2009. Of all mature adult hospitalised casualties, drivers accounted for 57.9% (n=2,082), motorcyclists accounted for 19.6% (n=705) and passengers accounted for 13.0% (n=466).

Table 2.45: Mature adult hospitalised casualties by road user type and age group, Queensland 2009

Age group	Drivers	Passengers	Motorcyclists	Bicyclists	Pedestrians	Other*	Total
25-29 years	430	120	116	28	31	1	726
30-39 years	659	148	199	62	48	0	1,116
40-49 years	558	110	245	63	42	0	1,018
50-59 years	435	88	145	43	24	0	735
Total	**2,082**	**466**	**705**	**196**	**145**	**1**	**3,595**

*Other includes train driver/passenger and animal conveyance

Figure 2.14: Mature adult hospitalised casualties by road user type, Queensland 2009

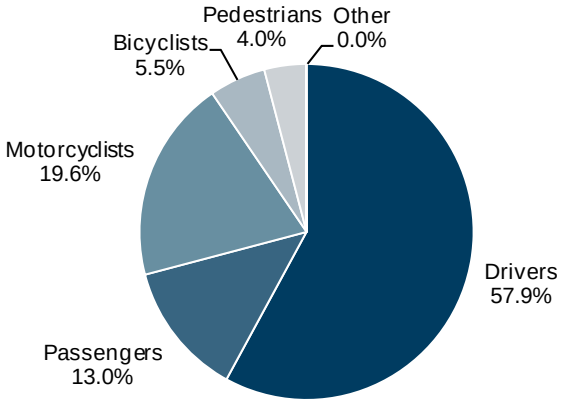


Table 2.46 shows that in cases where restraint use was known, 4.6% (n=92) of mature adult vehicle occupants who were hospitalised during 2009 were unrestrained. This compares with 5.0% (n=193) among all vehicle occupants who were hospitalised casualties during 2009.

Table 2.46: Restraint use of mature adult vehicle occupant hospitalised casualties, Queensland 2009

Age group	Unrestrained vehicle occupant hospitalised casualties	All vehicle occupant hospitalised casualties*	Percentage of vehicle occupant hospitalised casualties unrestrained
25-29 years	25	415	6.0%
30-39 years	30	621	4.8%
40-49 years	19	534	3.6%
50-59 years	18	433	4.2%
Total mature adult vehicle occupant hospitalised casualties	**92**	**2,003**	**4.6%**
All vehicle occupant hospitalised casualties	193	3,876	5.0%

* Where restraint use could be determined

Table 2.47 shows hospitalised casualties among mature adult road users by time of day. During 2009, 46.7% (n=1,680) of mature adult hospitalised casualties were a result of crashes that occurred between 8am and 4pm. A further 29.7% (n=1,067) were a result of crashes that occurred between 6pm and 6am, with 19.5% (n=700) occurring between 6pm and 12 midnight.

Table 2.47: Mature adult road user hospitalised casualties by time of day, Queensland 2009

Age group	12am-6am	6am-8am	8am-2pm	2pm-4pm	4pm-6pm	6pm-12am	Total
25-29 years	102	74	191	83	89	187	726
30-39 years	131	105	347	144	148	241	1,116
40-49 years	90	92	356	154	149	177	1,018
50-59 years	44	75	273	132	116	95	735
Total	**367**	**346**	**1,167**	**513**	**502**	**700**	**3,595**

Table 2.48 shows hospitalised casualties among mature adult road users by day of the week. During 2009, the greatest number of mature adult hospitalised casualties occurred on Thursdays (17.1%, n=616) and Fridays (14.6%, n=524), and the fewest occurred on Sundays (13.1%, n=470).

Table 2.48: Mature adult road user hospitalised casualties by day of week, Queensland 2009

Age group	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
25-29 years	90	115	100	129	110	98	84	726
30-39 years	154	161	137	191	167	149	157	1,116
40-49 years	141	137	158	173	148	130	131	1,018
50-59 years	113	91	116	123	99	95	98	735
Total	**498**	**504**	**511**	**616**	**524**	**472**	**470**	**3,595**

2.3.6 Senior adult road user

Table 2.49 shows hospitalised casualties among senior adults (60 years and over) from 2009 by age sub-group and type of road user, and Figure 2.15 shows senior adult hospitalised casualties by type of road user for 2009.

There were 873 senior adult hospitalised casualties during 2009. Drivers and passengers accounted for 80.5% (n=702) of all senior adult hospitalised casualties, pedestrians accounted for 7.7% (n=67) and motorcyclists accounted for 7.4% (n=65).

Table 2.49: Senior adult hospitalised casualties by road user type and age group, Queensland 2009

Age group	Drivers	Passengers	Motorcyclists	Bicyclists	Pedestrians	Other*	Total
60-74 years	367	88	62	33	34	1	585
75 years and over	173	74	3	5	33	0	288
Total	**540**	**162**	**65**	**38**	**67**	**1**	**873**

*Other includes train driver/passenger and animal conveyance

Figure 2.15: Senior adult hospitalised casualties by road user type, Queensland 2009

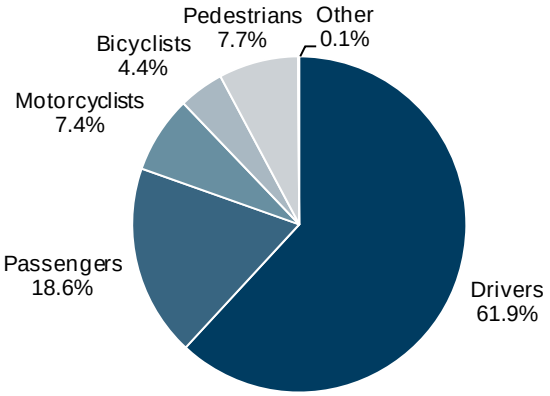


Table 2.50 shows that in cases where restraint use was known, 2.7% (n=16) of senior adult vehicle occupants who were hospitalised during 2009 were unrestrained. This compares with 5.0% (n=193) among all vehicle occupants who were hospitalised casualties during 2009.

Table 2.50: Restraint use of senior adult vehicle occupant hospitalised casualties, Queensland 2009

Age group	Unrestrained vehicle occupant hospitalised casualties	All vehicle occupant hospitalised casualties*	Percentage of vehicle occupant hospitalised casualties unrestrained
60-74 years	10	379	2.6%
75 years and over	6	210	2.9%
Total senior adult vehicle occupant hospitalised casualties	**16**	**589**	**2.7%**
All vehicle occupant hospitalised casualties	193	3,876	5.0%

* Where restraint use could be determined

Table 2.51 shows hospitalised casualties among senior adult road users by time of day. During 2009, 66.9% (n=584) of senior adult hospitalised casualties were a result of crashes that occurred between 8am and 4pm. A further 10.8% (n=94) were a result of crashes that occurred between 6pm and 6am, with 8.8% (n=77) occurring between 6pm and 12 midnight.

Table 2.51: Senior adult road user hospitalised casualties by time of day, Queensland 2009

Age group	12am-6am	6am-8am	8am-2pm	2pm-4pm	4pm-6pm	6pm-12am	Total
60-74 years	16	51	250	113	92	63	585
75 years and over	1	12	165	56	40	14	288
Total	**17**	**63**	**415**	**169**	**132**	**77**	**873**

Table 2.52 shows hospitalised casualties among senior adult road users by day of the week. During 2009, the greatest number of senior adult hospitalised casualties occurred on Fridays (18.0%, n=157) and Tuesdays (16.7%, n=146), and the fewest occurred on Sundays (10.5%, n=92).

Table 2.52: Senior adult road user hospitalised casualties by day of week, Queensland 2009

Age group	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
60-74 years	71	90	101	79	109	70	65	585
75 years and over	41	56	39	43	48	34	27	288
Total	**112**	**146**	**140**	**122**	**157**	**104**	**92**	**873**

2.3.7 Time of day and day of week

Figure 2.16 shows all Queensland hospitalised casualties occurring during 2009 by time of day and day of week. Each bar in the figure represents a two hour time period, where for each day the first bar shows the number of fatalities that occurred between midnight and 2am, and the last bar shows the number of fatalities that occurred between 10pm and midnight.

During 2009, the greatest number of hospitalised casualties generally occurred in the mid to late afternoon hours, except for on Saturdays, when the greatest number of hospitalised casualties occurred between 10am and 2pm.

Figure 2.16: Hospitalised casualties by time of day and day of week, Queensland 2009

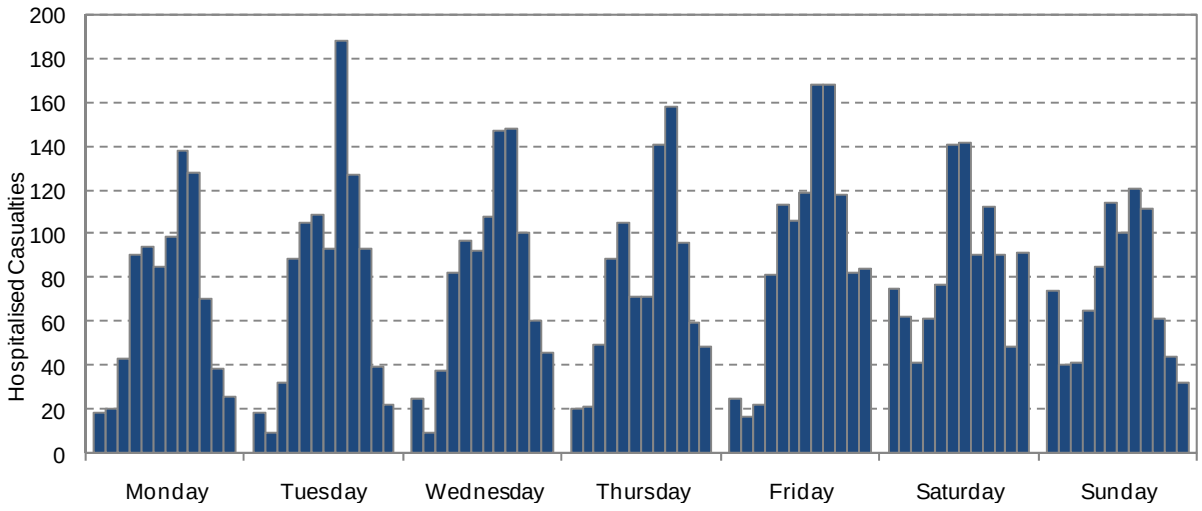


Table 2.53 shows all Queensland hospitalised casualties by time of day. During 2009, the greatest percentage of hospitalised casualties occurred between 2pm and 4pm, accounting for 14.9% (n=993) of all hospitalised casualties. This was a 0.5% (n=5) decrease compared with 2008, and an 11.2% (n=100.0) increase compared with the previous five year average. The fewest hospitalised casualties occurred between 2am and 4am, accounting for 2.7% (n=177) of all hospitalised casualties. This represented an increase of 1.1% (n=2) compared with 2008, and an increase of 10.1% (n=16.2) compared with the previous five year average.

Compared with the previous five year average, hospitalised casualties occurring between 6am and 8am demonstrated the greatest increase (17.6%, n=83.4), and hospitalised casualties occurring between 8pm and 10pm demonstrated the greatest decrease (2.9%, n=11.0).

Table 2.53: All hospitalised casualties by time of day, Queensland 2004-2009

Time	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Midnight-2am	243	287	228	231	267	255	3.8%	-12	-4.5%	3.8	1.5%
2am-4am	143	161	149	176	175	177	2.7%	2	1.1%	16.2	10.1%
4am-6am	223	234	226	246	240	265	4.0%	25	10.4%	31.2	13.3%
6am-8am	444	454	439	480	551	557	8.3%	6	1.1%	83.4	17.6%
8am-10am	639	669	644	641	747	676	10.1%	-71	-9.5%	8.0	1.2%
10am-noon	664	631	584	633	683	718	10.8%	35	5.1%	79.0	12.4%
Noon-2pm	660	666	614	613	682	732	11.0%	50	7.3%	85.0	13.1%
2pm-4pm	892	870	885	820	998	993	14.9%	-5	-0.5%	100.0	11.2%
4pm-6pm	962	987	841	915	1,058	952	14.3%	-106	-10.0%	-0.6	-0.1%
6pm-8pm	619	682	548	598	657	628	9.4%	-29	-4.4%	7.2	1.2%
8pm-10pm	385	366	391	376	387	370	5.5%	-17	-4.4%	-11.0	-2.9%
10pm-midnight	354	302	338	326	393	349	5.2%	-44	-11.2%	6.4	1.9%
Total	**6,228**	**6,309**	**5,887**	**6,055**	**6,838**	**6,672**	**100.0%**	**-166**	**-2.4%**	**408.6**	**6.5%**

Table 2.54 shows all Queensland hospitalised casualties by day of week. During 2009, the greatest number of hospitalised casualties occurred on Fridays, accounting for 16.5% (n=1,102) of all hospitalised casualties. The fewest hospitalised casualties occurred on Mondays (12.7%, n=849).

Compared with the previous five year average, the greatest increase in hospitalised casualties was seen on Tuesdays (11.1%, n=92.6).

Table 2.54: All hospitalised casualties by day of week, Queensland 2004-2009

Day	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Monday	758	842	718	814	852	849	12.7%	-3	-0.4%	52.2	6.6%
Tuesday	819	808	780	810	940	924	13.8%	-16	-1.7%	92.6	11.1%
Wednesday	901	839	825	800	966	951	14.3%	-15	-1.6%	84.8	9.8%
Thursday	915	878	833	881	1,001	928	13.9%	-73	-7.3%	26.4	2.9%
Friday	1,069	1,009	1,016	1,014	1,116	1,102	16.5%	-14	-1.3%	57.2	5.5%
Saturday	966	1,029	964	874	1,081	1,030	15.4%	-51	-4.7%	47.2	4.8%
Sunday	800	904	751	862	882	888	13.3%	6	0.7%	48.2	5.7%
Total	**6,228**	**6,309**	**5,887**	**6,055**	**6,838**	**6,672**	**100.0%**	**-166**	**-2.4%**	**408.6**	**6.5%**

2.3.8 Geographic location

This section provides information on the geographic location of hospitalised casualties that occurred in Queensland between 2004 and 2009. All hospitalised casualties are examined using four different classifications of geographic location: Accessibility/Remoteness Index of Australia (ARIA); Police Region; Police District; and Local Government Area (LGA).

ARIA is a geographic measure of remoteness based on the road distance from a locality to the nearest service centre. These values can be categorised into five remoteness areas: Major Cities; Inner Regional; Outer Regional; Remote; and Very Remote (refer to Figure 2.8, page 31).

A Police Region is a geographic area of the state treated as one for Police administrative and statistical purposes. Police Regions are further divided into Police Districts. The eight Police Regions are Far Northern, Northern, Central, North Coast, Southern, South Eastern, Metropolitan North and Metropolitan South (refer to Figure 2.9, page 31).

An LGA is an administrative geographic boundary administered by a city or shire council. These areas collectively comprise the entire state.

2.3.8.1 ARIA

Table 2.55 shows the number of hospitalised casualties within Queensland by ARIA remoteness area. During 2009, the greatest number of hospitalised casualties occurred within Major City areas, accounting for 52.7% (n=3,515) of all hospitalised casualties.

Compared with the previous five year average, the number of hospitalised casualties increased within all ARIA remoteness areas during 2009, with the greatest increase occurring within Very Remote areas (36.3%, n=45.0).

Table 2.55: ARIA remoteness of hospitalised casualties, Queensland 2004-2009

ARIA Remoteness Index	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Major Cities	3,377	3,391	3,188	3,266	3,677	3,515	52.7%	-162	-4.4%	135.2	4.0%
Inner Regional	1,402	1,407	1,275	1,384	1,483	1,539	23.1%	56	3.8%	148.8	10.7%
Outer Regional	1,093	1,157	1,116	1,073	1,338	1,231	18.5%	-107	-8.0%	75.6	6.5%
Remote	201	226	195	199	211	217	3.3%	6	2.8%	10.6	5.1%
Very Remote	144	123	105	123	125	169	2.5%	44	35.2%	45.0	36.3%
Unknown	11	5	8	10	4	1	-	-	-	-	-
Total	**6,228**	**6,309**	**5,887**	**6,055**	**6,838**	**6,672**	**100.0%**	**-166**	**-2.4%**	**408.6**	**6.5%**

2.3.8.2 Police Region

Table 2.56 shows the number of hospitalised casualties within Queensland by Police Region. During 2009, the greatest number of hospitalised casualties occurred within the North Coast region, accounting for 17.6% (n=1,171) of all hospitalised casualties. The fewest hospitalised casualties occurred within the Northern region, accounting for 7.0% (n=466) of all hospitalised casualties.

Compared with the previous five year average, hospitalised casualties within the South Eastern region decreased by 1.0% (n=11.0) during 2009, while the number of hospitalised casualties within the Southern region increased by 19.0% (n=139.6).

Table 2.56: Police Region of hospitalised casualties, Queensland 2004-2009

Police Region	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Far Northern	424	469	465	452	490	489	7.3%	-1	-0.2%	29.0	6.3%
Northern	400	399	416	391	517	466	7.0%	-51	-9.9%	41.4	9.8%
Central	582	611	526	588	656	690	10.3%	34	5.2%	97.4	16.4%
North Coast	1,208	1,194	1,136	1,094	1,255	1,171	17.6%	-84	-6.7%	-6.4	-0.5%
Southern	752	721	635	735	829	874	13.1%	45	5.4%	139.6	19.0%
South Eastern	1,096	1,093	973	1,022	1,166	1,059	15.9%	-107	-9.2%	-11.0	-1.0%
Metropolitan North	856	868	862	901	939	946	14.2%	7	0.7%	60.8	6.9%
Metropolitan South	899	949	866	862	982	976	14.6%	-6	-0.6%	64.4	7.1%
Unknown	11	5	8	10	4	1	-	-	-	-	-
Total	**6,228**	**6,309**	**5,887**	**6,055**	**6,838**	**6,672**	**100.0%**	**-166**	**-2.4%**	**408.6**	**6.5%**

2.3.8.3 Police District

Table 2.57 shows the number of hospitalised casualties within Queensland by Police District. During 2009, the greatest number of hospitalised casualties occurred within the Gold Coast and South Brisbane districts, each accounting for 6.7% (Gold Coast n=446; South Brisbane n=447) of all hospitalised casualties.

Table 2.57: Police District of hospitalised casualties, Queensland 2004-2009

Police District	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Far Northern											
Cairns	283	330	275	284	305	307	4.6%	2	0.7%	11.6	3.9%
Innisfail	48	39	78	57	74	64	1.0%	-10	-13.5%	4.8	8.1%
Mareeba	93	100	112	111	111	118	1.8%	7	6.3%	12.6	12.0%
Northern											
Mount Isa	70	76	61	60	76	73	1.1%	-3	-3.9%	4.4	6.4%
Townville	330	323	355	331	441	393	5.9%	-48	-10.9%	37.0	10.4%
Central											
Gladstone	123	101	87	82	137	119	1.8%	-18	-13.1%	13.0	12.3%
Longreach	34	23	18	18	27	29	0.4%	2	7.4%	5.0	20.8%
Mackay	242	273	226	258	250	270	4.0%	20	8.0%	20.2	8.1%
Rockhampton	183	214	195	230	242	272	4.1%	30	12.4%	59.2	27.8%
North Coast											
Bundaberg	150	183	138	158	204	181	2.7%	-23	-11.3%	14.4	8.6%
Caboolture	196	191	211	216	243	240	3.6%	-3	-1.2%	28.6	13.5%
Gympie	147	130	130	131	116	129	1.9%	13	11.2%	-1.8	-1.4%
Maryborough	175	188	169	152	188	153	2.3%	-35	-18.6%	-21.4	-12.3%
Redcliffe	108	122	98	90	114	105	1.6%	-9	-7.9%	-1.4	-1.3%
Sunshine Coast	432	380	390	347	390	363	5.4%	-27	-6.9%	-24.8	-6.4%
Southern											
Charleville	16	22	21	28	19	23	0.3%	4	21.1%	1.8	8.5%
Dalby	54	66	64	55	86	96	1.4%	10	11.6%	31.0	47.7%
Ipswich	284	256	249	297	343	332	5.0%	-11	-3.2%	46.2	16.2%
Roma	44	63	43	45	54	37	0.6%	-17	-31.5%	-12.8	-25.7%
Toowoomba	251	224	198	226	259	307	4.6%	48	18.5%	75.4	32.6%
Warwick	103	90	60	84	68	79	1.2%	11	16.2%	-2.0	-2.5%
South Eastern											
Coomera	231	210	214	239	230	259	3.9%	29	12.6%	34.2	15.2%
Gold Coast	447	491	414	406	479	446	6.7%	-33	-6.9%	-1.4	-0.3%
Logan	418	392	345	377	457	354	5.3%	-103	-22.5%	-43.8	-11.0%
Metropolitan North											
Brisbane Central	201	218	188	217	208	186	2.8%	-22	-10.6%	-20.4	-9.9%
Brisbane West	184	187	222	234	255	231	3.5%	-24	-9.4%	14.6	6.7%
North Brisbane	341	338	331	303	347	366	5.5%	19	5.5%	34.0	10.2%
Pine Rivers	130	125	121	147	129	163	2.4%	34	26.4%	32.6	25.0%
Metropolitan South											
Oxley	262	273	266	254	294	265	4.0%	-29	-9.9%	-4.8	-1.8%
South Brisbane	411	429	416	416	453	447	6.7%	-6	-1.3%	22.0	5.2%
Wynnum	226	247	184	192	235	264	4.0%	29	12.3%	47.2	21.8%
Unknown	11	5	8	10	4	1	-	-	-	-	-
Total	**6,228**	**6,309**	**5,887**	**6,055**	**6,838**	**6,672**	**100.0%**	**-166**	**-2.4%**	**408.6**	**6.5%**

2.3.8.4 Local Government Area

Table 2.58 shows the number of hospitalised casualties within Queensland by LGA. During 2009, the greatest number of hospitalised casualties occurred within Brisbane City, accounting for 23.8% (n=1,586) of all hospitalised casualties. This was a 3.2% (n=52) decrease compared with 2008, but a 3.1% (n=48.4) increase compared with the previous five year average.

Table 2.58: Local Government Area of hospitalised casualties, Queensland 2004-2009

Local Government Area	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Aurukun Shire	0	0	0	0	0	2	0.0%	2	-	2.0	-
Balonne Shire	8	13	17	4	8	10	0.1%	2	25.0%	0.0	0.0%
Banana Shire	37	21	21	24	35	34	0.5%	-1	-2.9%	6.4	23.2%
Barcaldine Region	10	8	8	9	6	6	0.1%	0	0.0%	-2.2	-26.8%
Barcoo Shire	6	0	2	0	2	0	0.0%	-2	-100.0%	-2.0	-100.0%
Blackall Tambo Region	3	2	0	0	10	1	0.0%	-9	-90.0%	-2.0	-66.7%
Boulia Shire	2	2	2	0	5	6	0.1%	1	20.0%	3.8	172.7%
Brisbane City	1,487	1,537	1,511	1,515	1,638	1,586	23.8%	-52	-3.2%	48.4	3.1%
Bulloo Shire	2	0	1	3	3	3	0.0%	0	0.0%	1.2	66.7%
Bundaberg Region	143	174	128	145	195	172	2.6%	-23	-11.8%	15.0	9.6%
Burdekin Shire	22	17	22	19	22	24	0.4%	2	9.1%	3.6	17.6%
Burke Shire	6	3	5	3	0	2	0.0%	2	-	-1.4	-41.2%
Cairns Region	249	304	265	254	272	257	3.9%	-15	-5.5%	-11.8	-4.4%
Carpentaria Shire	2	3	4	6	12	14	0.2%	2	16.7%	8.6	159.3%
Cassowary Coast Region	43	31	56	46	66	59	0.9%	-7	-10.6%	10.6	21.9%
Central Highlands Region	50	58	58	59	59	68	1.0%	9	15.3%	11.2	19.7%
Charters Towers Region	20	27	18	17	19	36	0.5%	17	89.5%	15.8	78.2%
Cherbourg Aboriginal Shire	0	4	3	0	2	0	0.0%	-2	-100.0%	-1.8	-100.0%
Cloncurry Shire	14	12	6	8	11	10	0.1%	-1	-9.1%	-0.2	-2.0%
Cook Shire	26	22	13	23	21	33	0.5%	12	57.1%	12.0	57.1%
Croydon Shire	0	1	2	0	1	2	0.0%	1	100.0%	1.2	150.0%
Diamantina Shire	3	6	1	1	2	1	0.0%	-1	-50.0%	-1.6	-61.5%
Doomadgee Aboriginal Shire	2	4	0	0	0	0	0.0%	0	-	-1.2	-100.0%
Etheridge Shire	8	1	1	10	8	9	0.1%	1	12.5%	3.4	60.7%
Flinders Shire	16	9	5	3	2	2	0.0%	0	0.0%	-5.0	-71.4%
Fraser Coast Region	152	172	141	130	154	128	1.9%	-26	-16.9%	-21.8	-14.6%
Gladstone Region	92	78	65	60	100	87	1.3%	-13	-13.0%	8.0	10.1%
Gold Coast City	659	680	615	623	695	672	10.1%	-23	-3.3%	17.6	2.7%
Goondiwindi Region	43	36	17	19	27	26	0.4%	-1	-3.7%	-2.4	-8.5%
Gympie Region	97	80	83	106	78	79	1.2%	1	1.3%	-9.8	-11.0%
Hinchinbrook Shire	16	11	25	21	13	32	0.5%	19	146.2%	14.8	86.0%
Hope Vale Aboriginal Shire	6	0	0	1	0	2	0.0%	2	-	0.6	42.9%
Ipswich City	197	204	181	220	247	250	3.7%	3	1.2%	40.2	19.2%
Isaac Region	52	60	45	46	54	51	0.8%	-3	-5.6%	-0.4	-0.8%
Kowanyama Aboriginal Shire	0	0	0	0	0	3	0.0%	3	-	3.0	-
Lockhart River Aboriginal Shire	0	0	1	0	1	3	0.0%	2	200.0%	2.6	650.0%
Lockyer Valley Region	62	41	43	54	71	75	1.1%	4	5.6%	20.8	38.4%
Logan City	400	360	320	352	441	336	5.0%	-105	-23.8%	-38.6	-10.3%

Longreach Region	10	9	6	5	4	12	0.2%	8	200.0%	5.2	76.5%
Mackay Region	164	179	157	170	156	189	2.8%	33	21.2%	23.8	14.4%
Mapoon Aboriginal Shire	0	0	2	0	2	0	0.0%	-2	-100.0%	-0.8	-100.0%
Maranoa Region	20	32	20	30	30	7	0.1%	-23	-76.7%	-19.4	-73.5%
McKinlay Shire	11	7	5	8	8	6	0.1%	-2	-25.0%	-1.8	-23.1%
Moreton Bay Region	440	440	430	454	501	518	7.8%	17	3.4%	65.0	14.3%
Mornington Shire	2	1	4	3	0	2	0.0%	2	-	0.0	0.0%
Mount Isa City	28	38	35	31	43	33	0.5%	-10	-23.3%	-2.0	-5.7%
Murweh Shire	10	13	13	15	10	8	0.1%	-2	-20.0%	-4.2	-34.4%
Napranum Aboriginal Shire	0	1	1	1	0	1	0.0%	1	-	0.4	66.7%
North Burnett Region	26	19	32	28	37	27	0.4%	-10	-27.0%	-1.4	-4.9%
Northern Peninsula Area Region	5	3	4	7	1	2	0.0%	1	100.0%	-2.0	-50.0%
Palm Island Aboriginal Shire	0	1	0	1	6	3	0.0%	-3	-50.0%	1.4	87.5%
Paroo Shire	2	5	7	3	1	8	0.1%	7	700.0%	4.4	122.2%
Pormpuraaw Aboriginal Shire	0	0	0	0	0	0	0.0%	0	-	0.0	-
Quilpie Shire	0	3	0	7	3	3	0.0%	0	0.0%	0.4	15.4%
Redland City	119	144	88	88	117	151	2.3%	34	29.1%	39.8	35.8%
Richmond Shire	4	0	0	0	3	2	0.0%	-1	-33.3%	0.6	42.9%
Rockhampton Region	135	157	140	170	185	205	3.1%	20	10.8%	47.6	30.2%
Scenic Rim Region	76	66	67	79	66	70	1.0%	4	6.1%	-0.8	-1.1%
Somerset Region	61	55	50	65	85	74	1.1%	-11	-12.9%	10.8	17.1%
South Burnett Region	54	51	50	31	42	57	0.9%	15	35.7%	11.4	25.0%
Southern Downs Region	59	47	38	62	37	51	0.8%	14	37.8%	2.4	4.9%
Sunshine Coast Region	433	375	388	344	388	364	5.5%	-24	-6.2%	-21.6	-5.6%
Tablelands Region	85	98	109	102	104	105	1.6%	1	1.0%	5.4	5.4%
Toowoomba Region	196	215	177	182	208	252	3.8%	44	21.2%	56.4	28.8%
Torres Shire	1	4	5	3	3	1	0.0%	-2	-66.7%	-2.2	-68.8%
Torres Strait Island Region	0	2	0	2	0	0	0.0%	0	-	-0.8	-100.0%
Townsville City	217	230	252	253	338	263	3.9%	-75	-22.2%	5.0	1.9%
Weipa Town	1	0	4	1	0	3	0.0%	3	-	1.8	150.0%
Western Downs Region	55	57	50	52	84	95	1.4%	11	13.1%	35.4	59.4%
Whitsunday Region	61	62	57	58	76	63	0.9%	-13	-17.1%	0.2	0.3%
Winton Shire	7	5	2	4	7	11	0.2%	4	57.1%	6.0	120.0%
Woorabinda Aboriginal Shire	0	2	0	2	1	0	0.0%	-1	-100.0%	-1.0	-100.0%
Wujal Wujal Aboriginal Shire	0	0	0	0	0	0	0.0%	0	-	0.0	-
Yarrabah Aboriginal Shire	0	2	1	3	8	4	0.1%	-4	-50.0%	1.2	42.9%
Unknown	11	5	8	10	4	1	-	-	-	-	-
Total	**6,228**	**6,309**	**5,887**	**6,055**	**6,838**	**6,672**	**100.0%**	**-166**	**-2.4%**	**408.6**	**6.5%**

3 Units and controllers involved in crashes

3.1 Introduction

This chapter provides information on the various units, and the controllers of those units, that were involved in road traffic crashes within Queensland during 2009. The chapter also includes comparisons between 2009 and 2008, and between 2009 and the average from the previous five year period between 2004 and 2008 (Note: this period will be referred to as 'the previous five year average' throughout this chapter).

A unit is any motor vehicle, bicycle, pedestrian, towed device (e.g. trailer, caravan), railway unit or animal involved in a crash. A controller is a person who exercises control over the unit at the time of a crash (i.e. driver, rider or pedestrian). Passengers and pillions are not regarded as controllers. A unit involved in a crash may not have a controller at the time of the crash (e.g. the unit is an unattended motor vehicle/parked car, a towed device or animal) or may have a controller, but details about that controller are unknown (e.g. a 'hit and run'-type scenario where it was witnessed that a 'car' was involved, but the driver was never identified). As such, the number of units involved in crashes may be greater than the number of controllers involved in crashes.

Contextual information regarding the number of Queensland registered vehicles, the number of vehicle kilometres travelled, the age of Queensland licence holders and the level of licence held is provided below. Units involved in fatal and hospitalisation crashes (i.e. a crash resulting in a fatality or hospitalised casualty) are examined in terms of the type of unit involved (e.g. car, truck, motorcycle etc), and in terms of the rate of crash involvement per 10,000 registered vehicles and per 100 million kilometres travelled. Licensed drivers and riders of motor vehicles involved in fatal or hospitalisation crashes are examined in terms of the age of the licensee and the level of licence held (Learner, Provisional or Open) at the time of the crash.

3.1.1 Queensland registered vehicles

Table 3.1 shows the number of motor vehicles on register in Queensland between 2004 and 2009 and Figure 3.1 shows the percentage of motor vehicles on register in Queensland during 2009 by motor vehicle type.

During 2009, the total number of motor vehicles on register increased by 2.9% (n=93,010) compared with 2008, and increased by 23.5% (n=631,037) compared with 2004.

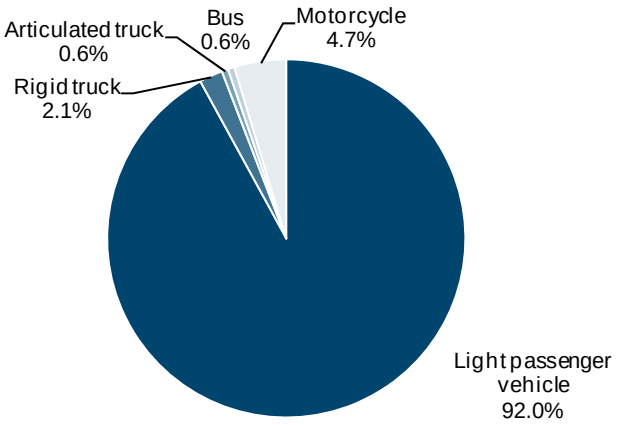
The number of motorcycles registered within Queensland increased by 6.7% (n=9,707) during 2009 compared with 2008, and by 68.4% (n=63,046) compared with 2004.

Table 3.1: Motor vehicles on register*, Queensland 2004-2009

Motor vehicle type	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Light passenger vehicle	2,509,959	2,625,347	2,733,877	2,855,862	2,976,146	3,057,439	92.0%	81,293	2.7%	547,480	21.8%
Rigid truck	56,867	59,246	61,582	65,070	68,971	70,104	2.1%	1,133	1.6%	13,237	23.3%
Articulated truck	14,632	15,564	16,276	17,383	18,482	18,935	0.6%	453	2.5%	4,303	29.4%
Bus	17,331	17,797	18,439	19,264	19,878	20,302	0.6%	424	2.1%	2,971	17.1%
Motorcycle	92,174	101,656	115,870	130,786	145,513	155,220	4.7%	9,707	6.7%	63,046	68.4%
Total	**2,690,963**	**2,819,610**	**2,946,044**	**3,088,365**	**3,228,990**	**3,322,000**	**100.0%**	**93,010**	**2.9%**	**631,037**	**23.5%**

* Vehicles on register data as at 30th June

Figure 3.1: Motor vehicles on register, Queensland 2009



3.1.2 Vehicle kilometres travelled

Table 3.2 shows the number of vehicle kilometres travelled by Queensland registered vehicles between 2004 and 2009. During 2009, the total number of vehicle kilometres travelled increased by 3.4% (n=1,644 million) compared with 2008, and increased by 19.5% (n=8,107 million) compared with 2004.

In line with the increase in motorcycle registrations during 2009, the number of kilometres travelled by motorcycles increased by the largest percentage compared with 2008 (9.0%, n=55 million). The number of kilometres travelled by rigid trucks demonstrated the greatest increase (30.5%, n=549) compared with 2004.

Table 3.2: Vehicles kilometres travelled ('000,000)*, Queensland 2004-2009

Motor vehicle type	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Light passenger vehicle	37,330	40,066	40,980	41,153	42,806	44,228	89.0%	1,422	3.3%	6,898	18.5%
Rigid truck	1,801	2,062	1,968	2,119	2,262	2,350	4.7%	88	3.9%	549	30.5%
Articulated truck	1,435	1,563	1,587	1,692	1,803	1,851	3.7%	48	2.7%	416	29.0%
Bus	511	416	464	488	573	604	1.2%	31	5.4%	93	18.2%
Motorcycle	517	362	364	550	613	668	1.3%	55	9.0%	151	29.2%
Total	**41,594**	**44,469**	**45,363**	**46,002**	**48,058**	**49,701**	**100.0%**	**1,644**	**3.4%**	**8,107**	**19.5%**

* Vehicle Kilometres Travelled data – Source: Australian Bureau of Statistics – Catalogue 9208.0

(Please note Vehicle Kilometres Travelled data for 2008 to 2009 were extrapolated)

3.1.3 Age of Queensland licence holders

Table 3.3 shows the age group of all Queensland licence holders on record between 2004 and 2009 and Figure 3.2 shows the percentage of Queensland licences held during 2009 by age group.

During 2009, the total number of Queensland licence holders increased by 4.4% (n=127,412) compared with 2008, and increased by 17.8% (n=460,886) compared with 2004.

During 2009, the largest percentage of Queensland licence holders were aged between 40 and 49 years (19.5%, n=593,122). The number of licences held by those aged 60–74 years increased by 34.2% (n=124,236) during 2009 compared with 2004. An increase of 25.5% (n=28,578) was also seen for senior adult road users aged 75 years and over in 2009 compared with 2004.

Those aged 16 years demonstrated the largest increase in the number of licences held during 2009, however this is mainly due to changes to the Graduated Licensing System in Queensland which were implemented on July 1, 2007. These changes included lowering the age for obtaining a Learner licence from 16.5 years to 16 years, and increasing the minimum duration for holding a Learner licence from 6 months to 12 months.

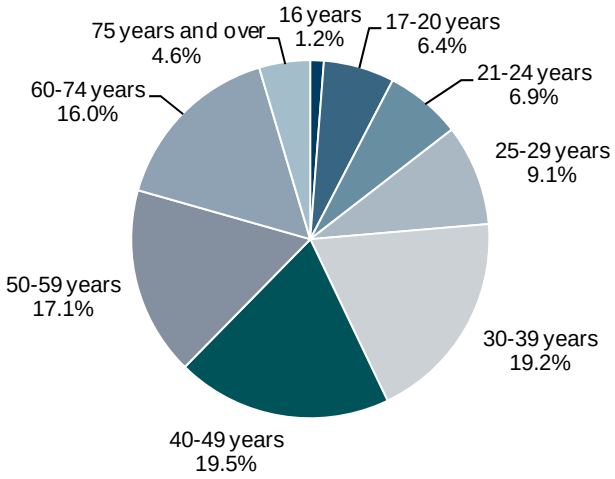
Table 3.3: Age of licence holders on record*, Queensland 2004-2009

Age group	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
16 years†	11,782	12,454	12,872	18,805	30,043	37,130	1.2%	7,087	23.6%	25,348	215.1%
17-20 years	167,692	167,027	170,060	181,514	180,295	195,054	6.4%	14,759	8.2%	27,362	16.3%
21-24 years	183,044	187,250	192,189	199,449	199,705	210,224	6.9%	10,519	5.3%	27,180	14.8%
25-29 years	231,542	231,409	238,477	249,570	261,051	278,486	9.1%	17,435	6.7%	46,944	20.3%
30-39 years	527,575	534,021	544,387	560,146	571,579	586,782	19.2%	15,203	2.7%	59,207	11.2%
40-49 years	534,225	542,615	552,858	566,303	577,868	593,122	19.5%	15,254	2.6%	58,897	11.0%
50-59 years	456,767	470,842	485,501	494,768	506,040	519,901	17.1%	13,861	2.7%	63,134	13.8%
60-74 years	363,001	383,112	403,694	434,560	460,459	487,237	16.0%	26,778	5.8%	124,236	34.2%
75 years and over	112,007	110,546	118,523	126,304	134,069	140,585	4.6%	6,516	4.9%	28,578	25.5%
Total	**2,587,635**	**2,639,276**	**2,718,561**	**2,831,419**	**2,921,109**	**3,048,521**	**100.0%**	**127,412**	**4.4%**	**460,886**	**17.8%**

* Age of licence holders data as at 30th June

† Changes to the Graduated Licensing System in Queensland were implemented on July 1, 2007.

Figure 3.2: Age of licence holders on record, Queensland 2009



3.1.4 Level of Queensland licence holders

Table 3.4 shows the level of licence for all Queensland licence holders on record between 2004 and 2009.

During 2009, 89.3% (n=2,723,155) of all Queensland licence holders held Open licences, 5.6% (n=169,385) held any level of Provisional licence, and 5.1% (n=155,981) held Learner licences.

Changes to the Graduated Licensing System in Queensland were implemented on July 1, 2007, and included the introduction of P1 and P2 licences which are issued depending on age. Provisional licences were no longer issued after this time, hence the large decrease in the number of Provisional licences seen in Table 3.4. In addition, the minimum duration for holding a Learner licence increased from 6 months to 12 months, which is also reflected in Table 3.4 with the large increase in Learner licence holders during 2009.

Table 3.4: Level of licence holders on record*, Queensland 2004-2009

Licence level	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Learner	92,505	90,332	91,730	105,751	106,699	155,981	5.1%	49,282	46.2%	63,476	68.6%
Provisional	160,253	163,683	168,964	179,338	124,247	79,745	2.6%	-44,502	-35.8%	-80,508	-50.2%
P1	-	-	-	-	51,589	51,377	1.7%	-212	-0.4%	-	-
P2	-	-	-	-	8,670	38,263	1.3%	29,593	341.3%	-	-
Open	2,334,884	2,385,263	2,457,869	2,546,330	2,629,904	2,723,155	89.3%	93,251	3.5%	388,271	16.6%
Total	**2,587,642**	**2,639,278**	**2,718,563**	**2,831,419**	**2,921,109**	**3,048,521**	**100.0%**	**127,412**	**4.4%**	**460,879**	**17.8%**

* Changes to the Graduated Licensing System in Queensland were implemented on July 1, 2007

3.2 Units involved in fatal crashes

3.2.1 All unit types involved in fatal crashes

Table 3.5 shows the number of units involved in fatal crashes within Queensland between 2004 and 2009 by unit type (including non-motorised vehicles, i.e. bicycles, pedestrians and animals). During 2009, the total number of units involved in fatal crashes decreased by 2.8% (n=14.2) compared with the previous five year average.

The most common type of unit involved in fatal crashes during 2009 were cars (including station wagons), accounting for 46.1% (n=228) of all units involved in fatal crashes. This is 1.8% (n=4) more than the number of cars involved in fatal crashes occurring during 2008, but 6.7% (n=16.4) less than the previous five year average.

Utility vehicles and panel vans were the second most common unit involved in fatal crashes during 2009 (16.8%, n=83), followed by motorcycles (12.1%, n=60) and pedestrians (8.5%, n=42).

Table 3.5: All unit types involved in fatal crashes, Queensland 2004-2009

Unit type	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Car/Station wagon	244	245	235	274	224	228	46.1%	4	1.8%	-16.4	-6.7%
Utility/Panel van	75	75	86	73	72	83	16.8%	11	15.3%	6.8	8.9%
Rigid truck	25	13	17	23	32	18	3.6%	-14	-43.8%	-4.0	-18.2%
Articulated truck	11	17	26	35	26	18	3.6%	-8	-30.8%	-5.0	-21.7%
Bus/Coach	6	7	5	7	8	8	1.6%	0	0.0%	1.4	21.2%
Motorcycle	48	64	61	76	70	60	12.1%	-10	-14.3%	-3.8	-6.0%
Special Purpose Vehicle	10	8	8	7	4	5	1.0%	1	25.0%	-2.4	-32.4%
Towed device	0	0	0	1	2	1	0.2%	-1	-50.0%	0.4	66.7%
Bicycle	9	5	10	10	8	8	1.6%	0	0.0%	-0.4	-4.8%
Pedestrian	36	44	51	51	31	42	8.5%	11	35.5%	-0.6	-1.4%
Animal - ridden	1	1	0	0	0	0	0.0%	0	-	-0.4	-100.0%
Animal - stock	1	0	2	1	1	1	0.2%	0	0.0%	0.0	0.0%
Animal - other	1	1	0	1	0	1	0.2%	1	-	0.4	66.7%
Railway unit	2	1	1	1	5	1	0.2%	-4	-80.0%	-1.0	-50.0%
Road train/B-double/triple	5	11	10	8	11	21	4.2%	10	90.9%	12.0	133.3%
Unknown/Not Stated	1	1	1	0	3	0	-	-3	-100.0%	-1.2	-100.0%
Total	**475**	**493**	**513**	**568**	**497**	**495**	**100.0%**	**-2**	**-0.4%**	**-14.2**	**-2.8%**

3.2.2 Motor vehicles involved in fatal crashes

Motor vehicles in this section are grouped into the following categories: light passenger vehicles; rigid trucks; articulated trucks; buses; and motorcycles. These groups are based on the categories used by the Australian Bureau of Statistics. Light passenger vehicles include cars, station wagons, 4-wheel drives, utility vehicles and panel vans. Articulated trucks include road trains/B-double/triple unit types, and motorcycles include mopeds. Special Purpose Vehicles (e.g. fire trucks, ambulances, tractors) are not included in the following three sections which refer specifically to types of motor vehicles, but are included in subsequent sections.

Table 3.6 shows the number of motor vehicles involved in fatal crashes within Queensland between 2004 and 2009 by motor vehicle type, and Figure 3.3 shows the percentage of motor vehicles involved in fatal crashes within Queensland during 2009 by motor vehicle type. Please note that the fatality may not necessarily be the driver or passenger of the motor vehicle.

During 2009, the total number of motor vehicles involved in fatal crashes decreased by 2.0% (n=9.0) compared with the previous five year average.

The most common type of motor vehicle involved in fatal crashes during 2009 were light passenger vehicles, accounting for 71.3% (n=311) of all motor vehicles involved in fatal crashes. This is 5.1% (n=15) more than 2008, but 3.0% (n=9.6) less than the previous five year average. Motorcycles accounted for 13.8% (n=60) of all motor vehicles involved in fatal crashes during 2009. This is 14.3% (n=10) less than 2008, and 6.0% (n=3.8) less than the previous five year average. Motorcycles accounted for 4.7% of all Queensland registered vehicles during 2009 (see Table 3.1).

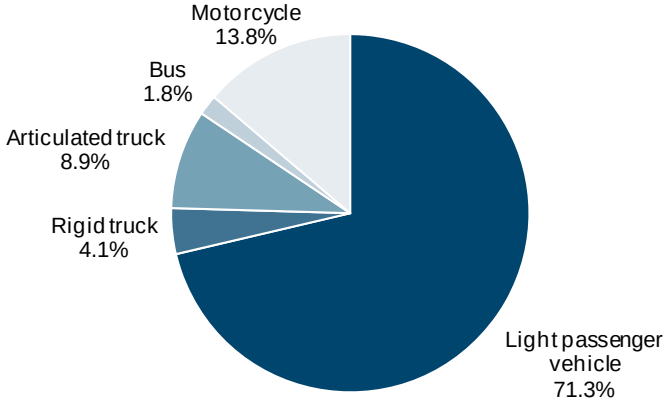
Articulated trucks accounted for 8.9% of all motor vehicles involved in fatal crashes during 2009, however accounted for 0.6% of all Queensland registered vehicles during 2009 (see Table 3.1).

Table 3.6: Motor vehicles involved in fatal crashes, Queensland 2004-2009

Motor vehicle type*	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Light passenger vehicle	319	320	321	347	296	311	71.3%	15	5.1%	-9.6	-3.0%
Rigid truck	25	13	17	23	32	18	4.1%	-14	-43.8%	-4.0	-18.2%
Articulated truck	16	28	36	43	37	39	8.9%	2	5.4%	7.0	21.9%
Bus	6	7	5	7	8	8	1.8%	0	0.0%	1.4	21.2%
Motorcycle	48	64	61	76	70	60	13.8%	-10	-14.3%	-3.8	-6.0%
Total	**414**	**432**	**440**	**496**	**443**	**436**	**100.0%**	**-7**	**-1.6%**	**-9.0**	**-2.0%**

* Excluding Special Purpose Vehicles

Figure 3.3: Motor vehicles involved in fatal crashes, Queensland 2009



3.2.3 Motor vehicle involvement in fatal crashes per 10,000 vehicles registered to Queensland

Table 3.7 shows the number of motor vehicles involved in fatal crashes per 10,000 vehicles on register in Queensland between 2004 and 2009 by motor vehicle type.

During 2009, articulated trucks had the greatest rate of fatal crash involvement (20.60 per 10,000 registered vehicles) and light passenger vehicles had the lowest rate of fatal crash involvement (1.02 per 10,000 registered vehicles). Motorcycles showed a declining trend in fatal crash involvement rates from 2005 to 2009, decreasing from 6.30 to 3.87 per 10,000 registered vehicles during this time period.

Table 3.7: Motor vehicles involved in fatal crashes per 10,000 vehicles on register, Queensland 2004-2009

Motor vehicle type*	2004	2005	2006	2007	2008	2009
Light passenger vehicle	1.27	1.22	1.17	1.22	0.99	1.02
Rigid truck	4.40	2.19	2.76	3.53	4.64	2.57
Articulated truck	10.93	17.99	22.12	24.74	20.02	20.60
Bus	3.46	3.93	2.71	3.63	4.02	3.94
Motorcycle	5.21	6.30	5.26	5.81	4.81	3.87
All motor vehicle types	**1.54**	**1.53**	**1.49**	**1.61**	**1.37**	**1.31**

* Excluding Special Purpose Vehicles

3.2.4 Motor vehicle involvement in fatal crashes per 100 million kilometres travelled

Table 3.8 shows the number of motor vehicles involved in fatal crashes per 100 million kilometres travelled between 2004 and 2009 by motor vehicle type.

During 2009, light passenger vehicles had the lowest rate of fatal crash involvement per 100 million kilometres travelled (0.70 per 100 million kilometres) and motorcycles had the greatest rate of fatal crash involvement per 100 million kilometres travelled (8.99 per 100 million kilometres). For motorcycles, there was a steady decrease in fatal crash involvement from 17.68 per 100 million kilometres travelled during 2005 to 8.99 per 100 million kilometres travelled during 2009.

Table 3.8: Motor vehicles involved in fatal crashes per 100 million kilometres travelled*, Queensland 2004-2009

Motor vehicle type**	2004	2005	2006	2007	2008	2009
Light passenger vehicle	0.85	0.80	0.78	0.84	0.69	0.70
Rigid truck	1.39	0.63	0.86	1.09	1.41	0.77
Articulated truck	1.11	1.79	2.27	2.54	2.05	2.11
Bus	1.17	1.68	1.08	1.43	1.39	1.32
Motorcycle	9.28	17.68	16.76	13.82	11.42	8.99
All motor vehicle types	**1.00**	**0.97**	**0.97**	**1.08**	**0.92**	**0.88**

* Vehicle Kilometres Travelled data – Source: Australian Bureau of Statistics – Catalogue 9208.0

** Excluding Special Purpose Vehicles

3.2.5 Level of licence held by drivers and riders of motor vehicles involved in fatal crashes

Table 3.9 shows the licence level/status of drivers and riders of motor vehicles involved in fatal crashes occurring within Queensland between 2004 and 2009. Of those involved in fatal crashes during 2009, 373 (86.5%) were known to hold a valid driver's licence (i.e. a Learner, Provisional or Open licence). Of the remaining 58 drivers/riders involved in fatal crashes, 26 (6.0%) were unlicensed and licence type was unknown for a further 27 (6.3%).

During 2009, the number of provisional level drivers/riders of motor vehicles involved in fatal crashes decreased by 11.9% (n=6.2) compared with the previous five year average. In contrast, the number of learner level drivers/riders involved in fatal crashes increased by 47.1% (n=4.8) compared with the previous five year average.

Table 3.9: Level of licence* held by drivers and riders of motor vehicles involved in fatal crashes, Queensland 2004-2009

Licence level	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Learner †	15	8	10	12	6	15	3.5%	9	150.0%	4.8	47.1%
Provisional	54	47	45	66	49	46	10.7%	-3	-6.1%	-6.2	-11.9%
Open	291	323	317	333	305	312	72.4%	7	2.3%	-1.8	-0.6%
Unlicensed	40	41	44	42	42	26	6.0%	-16	-38.1%	-15.8	-37.8%
Not licensed Australia	5	6	6	5	4	5	1.2%	1	25.0%	-0.2	-3.8%
Unknown	9	6	19	34	29	27	6.3%	-2	-6.9%	7.6	39.2%
Total	**414**	**431**	**441**	**492**	**435**	**431**	**100.0%**	**-4**	**-0.9%**	**-11.6**	**-2.6%**

* Where applicable

† Changes to the Graduated Licensing System in Queensland were implemented on July 1, 2007

3.2.6 Level of licence held by drivers and riders of motor vehicles involved in fatal crashes per 100,000 licences on record

Table 3.10 shows the licence level/status of drivers and riders of motor vehicles involved in fatal crashes per 100,000 Queensland licences on record between 2004 and 2009. Please note that only Leaner, Provisional and Open licence levels are shown in Table 3.10.

During 2009, provisional licence holders demonstrated the greatest rate of involvement in fatal crashes (27.16 per 100,000 licence holders), which was more than double the rate for Open licence holders (11.46 per 100,000 licence holders). The rate for Learner licence holders (9.62 per 100,000 licence holders) was below the rate for Open licence holders. For Open licence holders, the rate of fatal crash involvement tended to decrease from 2007 (13.08 per 100,000 licence holders) to 2009 (11.46 per 100,000 licence holders).

Table 3.10: Level of licence* held by drivers and riders of motor vehicles involved in fatal crashes per 100,000 licence holders, Queensland 2004-2009

Licence level	2004	2005	2006	2007	2008	2009
Learner†	16.22	8.86	10.90	11.35	5.62	9.62
Provisional	33.70	28.71	26.63	36.80	26.56	27.16
Open	12.46	13.54	12.90	13.08	11.60	11.46
All licence holders	**13.91**	**14.32**	**13.68**	**14.52**	**12.32**	**12.24**

* Where applicable

† Changes to the Graduated Licensing System in Queensland were implemented on July 1, 2007

3.2.7 Age of licensed drivers and riders of motor vehicles involved in fatal crashes

Table 3.11 shows the number of licensed drivers and riders of motor vehicles involved in fatal crashes occurring within Queensland between 2004 and 2009 by age group. Please note that only drivers and riders who held a Learner, Provisional or Open licence are included in Table 3.11.

During 2009, the total number of licensed drivers and riders involved in fatal crashes decreased by 0.9% (n=3.2) compared with the previous five year average. Drivers and riders aged 40-49 years (n=74, 19.8%) were involved in more fatal crashes than any other age group during 2009.

During 2009, the number of drivers and riders aged 25-29 years involved in fatal crashes decreased by 22.5% (n=8.4) compared with the previous five year average. Conversely, the number of drivers and riders aged 50-59 years involved in fatal crashes increased by 40.6% (n=20.2).

Table 3.11: Age of licensed drivers and riders* of motor vehicles involved in fatal crashes, Queensland 2004-2009

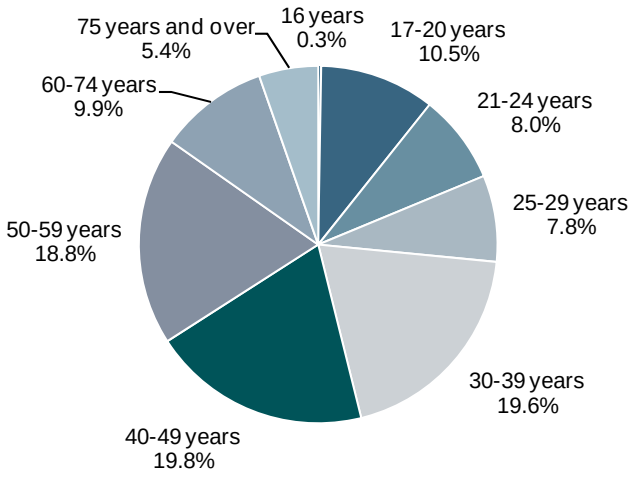
Age group	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
16 years†	1	0	1	0	0	1	0.3%	1	-	0.6	150.0%
17-20 years	58	38	43	54	37	39	10.5%	2	5.4%	-7.0	-15.2%
21-24 years	32	41	38	44	28	30	8.0%	2	7.1%	-6.6	-18.0%
25-29 years	38	43	36	41	29	29	7.8%	0	0.0%	-8.4	-22.5%
30-39 years	76	76	84	92	77	73	19.6%	-4	-5.2%	-8.0	-9.9%
40-49 years	67	67	76	66	71	74	19.8%	3	4.2%	4.6	6.6%
50-59 years	40	55	46	52	56	70	18.8%	14	25.0%	20.2	40.6%
60-74 years	22	39	31	41	41	37	9.9%	-4	-9.8%	2.2	6.3%
75 years and over	26	19	17	21	21	20	5.4%	-1	-4.8%	-0.8	-3.8%
Total	**360**	**378**	**372**	**411**	**360**	**373**	**100.0%**	**13**	**3.6%**	**-3.2**	**-0.9%**

* Licensed drivers and riders refers to those holding a Learner, Provisional or Open licence type

† Changes to the Graduated Licensing System in Queensland were implemented on July 1, 2007.

Figure 3.4 shows the percentage of licensed drivers and riders involved in fatal crashes during 2009 by age group.

Figure 3.4: Age of licensed drivers and riders involved in fatal crashes, Queensland 2009



3.2.8 Age of licensed drivers of motor vehicles involved in fatal crashes per 100,000 licences on record

Table 3.12 shows the age group of licensed drivers and riders of motor vehicles involved in fatal crashes per 100,000 Queensland licences on record between 2004 and 2009. Please note that only drivers and riders who held a Learner, Provisional or Open licence are included in Table 3.12.

During 2009, there were 12.24 drivers and riders of motor vehicles involved in fatal crashes per 100,000 licence holders. Drivers and riders aged 17-20 years had the greatest rate of fatal crash involvement (19.99 per 100,000 licence holders) and, other than those aged 16 years, drivers and riders aged 60-74 years had the lowest rate of fatal crash involvement during 2009 (7.59 per 100,000 licence holders). The rate of fatal crash involvement for drivers and riders aged 17-20 years has almost halved from 2004 (34.59 per 100,000 licence holders) to 2009 (19.99 per 100,000 licence holders).

Table 3.12: Age of licensed drivers and riders* of motor vehicles involved in fatal crashes per 100,000 licences on record, Queensland 2004-2009

Age group	2004	2005	2006	2007	2008	2009
16 years†	8.49	0.00	7.77	0.00	0.00	2.69
17-20 years	34.59	22.75	25.29	29.75	20.52	19.99
21-24 years	17.48	21.90	19.77	22.06	14.02	14.27
25-29 years	16.41	18.58	15.10	16.43	11.11	10.41
30-39 years	14.41	14.23	15.43	16.42	13.47	12.44
40-49 years	12.54	12.35	13.75	11.65	12.29	12.48
50-59 years	8.76	11.68	9.47	10.51	11.07	13.46
60-74 years	6.06	10.18	7.68	9.43	8.90	7.59
75 years and over	23.21	17.19	14.34	16.63	15.66	14.23
All licence holders	**13.91**	**14.32**	**13.68**	**14.52**	**12.32**	**12.24**

* Licensed drivers and riders refers to those holding a Learner, Provisional or Open licence type

† Changes to the Graduated Licensing System in Queensland were implemented on July 1, 2007.

3.3 Units involved in hospitalisation crashes

3.3.1 All unit types involved in hospitalisation crashes

Table 3.13 shows the number of units involved in hospitalisation crashes within Queensland by unit type (including non-motorised vehicles, i.e. bicycles, pedestrians and animals). During 2009, the total number of units involved in hospitalisation crashes increased by 7.5% (n=677.0) compared with the previous five year average.

The most common type of unit involved in hospitalisation crashes during 2009 were cars (including station wagons), accounting for 61.5% (n=5,972) of all units involved in hospitalisation crashes. This was 1.3% (n=76) less than the number of cars involved in hospitalisation crashes during 2008, but 4.6% (n=262.8) more than the previous five year average.

Utility vehicles and panel vans were the second most common unit involved in hospitalisation crashes during 2009 (13.6%, n=1,322), followed by motorcycles (9.8%, n=956) and pedestrians (4.5%, n=437).

Table 3.13: All unit types involved in hospitalisation crashes, Queensland 2004-2009

Unit type	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Car/Station wagon	5,703	5,747	5,530	5,518	6,048	5,972	61.5%	-76	-1.3%	262.8	4.6%
Utility/Panel van	1,061	1,058	911	1,078	1,281	1,322	13.6%	41	3.2%	244.2	22.7%
Rigid truck	239	233	218	225	231	229	2.4%	-2	-0.9%	-0.2	-0.1%
Articulated truck	123	127	106	149	150	122	1.3%	-28	-18.7%	-9.0	-6.9%
Bus/Coach	92	92	85	97	137	117	1.2%	-20	-14.6%	16.4	16.3%
Motorcycle	765	875	946	944	1,025	956	9.8%	-69	-6.7%	45.0	4.9%
Special Purpose Vehicle	39	37	38	57	72	79	0.8%	7	9.7%	30.4	62.6%
Towed device	7	1	3	8	3	7	0.1%	4	133.3%	2.6	59.1%
Bicycle	320	324	275	291	328	365	3.8%	37	11.3%	57.4	18.7%
Pedestrian	417	441	393	441	435	437	4.5%	2	0.5%	11.6	2.7%
Animal - ridden	0	3	0	1	0	0	0.0%	0	-	-0.8	-100.0%
Animal - stock	26	22	19	15	21	30	0.3%	9	42.9%	9.4	45.6%
Animal - other	21	20	27	24	25	27	0.3%	2	8.0%	3.6	15.4%
Railway unit	7	11	5	2	8	7	0.1%	-1	-12.5%	0.4	6.1%
Road train/B-double/triple	34	42	44	30	37	40	0.4%	3	8.1%	2.6	7.0%
Unknown/Not Stated	8	4	4	2	4	5	-	1	25.0%	0.6	13.6%
Total	**8,862**	**9,037**	**8,604**	**8,882**	**9,805**	**9,715**	**100.0%**	**-90**	**-0.9%**	**677.0**	**7.5%**

3.3.2 Motor vehicles involved in hospitalisation crashes

Motor vehicles are grouped into the following categories: light passenger vehicles; rigid trucks; articulated trucks; buses; and motorcycles. These groups are based on the categories used by the Australian Bureau of Statistics. Light passenger vehicles include cars, station wagons, 4-wheel drives, utility vehicles and panel vans. Articulated trucks include road trains/B-double/triple unit types, and motorcycles include mopeds. Special Purpose Vehicles (e.g. fire trucks, ambulances, tractors) are not included in the following three sections which refer specifically to types of motor vehicles, but are included in subsequent sections.

Table 3.14 shows the number of motor vehicles involved in hospitalisation crashes within Queensland between 2004 and 2009 by motor vehicle type and Figure 3.5 shows the percentage of motor vehicles involved in hospitalisation crashes within Queensland during 2009 by motor vehicle type. Please note that the hospitalised casualty may not necessarily be the driver or passenger of the motor vehicle. During 2009, the total number of motor vehicles involved in hospitalisation crashes increased by 6.9% (n=561.8) compared with the previous five year average.

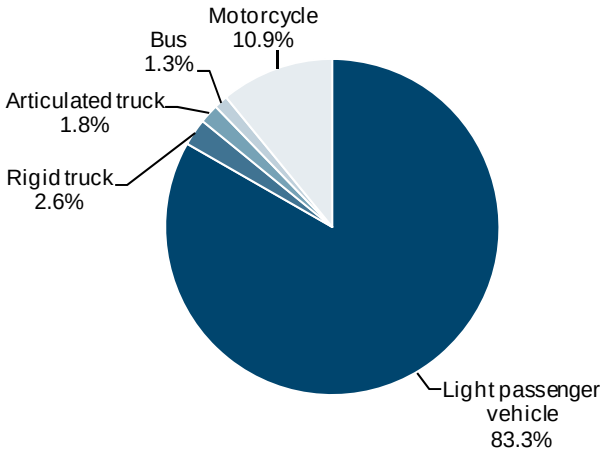
The most common type of motor vehicle involved in hospitalisation crashes during 2009 were light passenger vehicles, accounting for 83.3% (n=7,294) of all motor vehicles involved in hospitalisation crashes. This was 0.5% (n=35) less than the number of light passenger vehicles involved in hospitalisation crashes during 2008, but 7.5% (n=507.0) more than the previous five year average. Motorcycles accounted for 10.9% (n=956) of all motor vehicles involved in hospitalisation crashes during 2009. This was 6.7% (n=69) less compared with 2008, but 4.9% (n=45.0) more than the previous five year average. Motorcycles accounted for 4.7% of all Queensland registered vehicles during 2009.

Table 3.14: Motor vehicles involved in hospitalisation crashes, Queensland 2004-2009

Motor vehicle type*	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Light passenger vehicle	6,764	6,805	6,441	6,596	7,329	7,294	83.3%	-35	-0.5%	507.0	7.5%
Rigid truck	239	233	218	225	231	229	2.6%	-2	-0.9%	-0.2	-0.1%
Articulated truck	157	169	150	179	187	162	1.8%	-25	-13.4%	-6.4	-3.8%
Bus	92	92	85	97	137	117	1.3%	-20	-14.6%	16.4	16.3%
Motorcycle	765	875	946	944	1,025	956	10.9%	-69	-6.7%	45.0	4.9%
Total	**8,017**	**8,174**	**7,840**	**8,041**	**8,909**	**8,758**	**100.0%**	**-151**	**-1.7%**	**561.8**	**6.9%**

* Excluding Special Purpose Vehicles

Figure 3.5: Motor vehicles involved in hospitalisation crashes, Queensland 2009



3.3.3 Motor vehicle involvement in hospitalisation crashes per 10,000 vehicles registered to Queensland

Table 3.15 shows the number of motor vehicles involved in hospitalisation crashes per 10,000 vehicles registered to Queensland between 2004 and 2009 by motor vehicle type. During 2009, articulated trucks had the greatest rate of hospitalisation crash involvement per 10,000 Queensland registered vehicles, however this rate has decreased by 20.3% over the past six years, from 107.30 per 10,000 registered vehicles during 2004 to 85.56 per 10,000 registered vehicles during 2009. Light passenger vehicles had the lowest rate of hospitalisation crash involvement during 2009 (23.86 per 10,000 registered vehicles). Motorcycles showed a steady decrease in hospitalisation crash involvement rates from 2005 to 2009, decreasing from 86.07 to 61.59 per 10,000 registered vehicles during this time period.

Table 3.15: Motor vehicles involved in hospitalisation crashes per 10,000 vehicles on register, Queensland 2004-2009

Motor vehicle type*	2004	2005	2006	2007	2008	2009
Light passenger vehicle	26.95	25.92	23.56	23.10	24.63	23.86
Rigid truck	42.03	39.33	35.40	34.58	33.49	32.67
Articulated truck	107.30	108.58	92.16	102.97	101.18	85.56
Bus	53.08	51.69	46.10	50.35	68.92	57.63
Motorcycle	83.00	86.07	81.64	72.18	70.44	61.59
All motor vehicle types	**29.79**	**28.99**	**26.61**	**26.04**	**27.59**	**26.36**

* Excluding Special Purpose Vehicles

3.3.4 Motor vehicle involvement in hospitalisation crashes per 100 million kilometres travelled

Table 3.16 shows the number of motor vehicles involved in hospitalisation crashes per 100 million kilometres travelled between 2004 and 2009 by motor vehicle type.

During 2009, articulated trucks had the lowest rate of hospitalisation crash involvement per 100 million kilometres travelled (8.75 per 100 million kilometres), whereas motorcycles had the greatest rate of hospitalisation crash involvement per 100 million kilometres travelled (143.22 per 100 million kilometres). For motorcycles, there have been fluctuations in the rate of hospitalisation crash involvement over the past six years, with the rate during 2009 being similar to the rate during 2004 (147.97 per 100 million kilometres).

Table 3.16: Motor vehicles involved in hospitalisation crashes per 100 million kilometres travelled*, Queensland 2004-2009

Motor vehicle type**	2004	2005	2006	2007	2008	2009
Light passenger vehicle	18.12	16.98	15.72	16.03	17.12	16.49
Rigid truck	13.27	11.30	11.08	10.62	10.21	9.75
Articulated truck	10.94	10.81	9.45	10.58	10.37	8.75
Bus	18.00	22.12	18.32	19.88	23.89	19.36
Motorcycle	147.97	241.71	259.89	171.64	167.17	143.22
All motor vehicle types	**19.27**	**18.38**	**17.28**	**17.48**	**18.54**	**17.62**

* Vehicle Kilometres Travelled data – Source: Australian Bureau of Statistics – Catalogue 9208.0

** Excluding Special Purpose Vehicles

3.3.5 Level of licence held by drivers and riders of motor vehicles involved in hospitalisation crashes

Table 3.17 shows the licence level/status of drivers and riders of motor vehicles involved in hospitalisation crashes occurring within Queensland between 2004 and 2009. Of those involved in hospitalisation crashes during 2009, 7,557 (87.6%) were known to hold a valid driver's licence (i.e. a Learner, Provisional or Open licence). Of the remaining 1,070 drivers/riders involved in hospitalisation crashes, 441 (5.1%) were unlicensed and licence type was unknown for 576 (6.7%).

During 2009, the number of provisional level drivers/riders involved in hospitalisation crashes decreased by 12.4% (n=141.4) compared with the previous five year average. In contrast, the number of learner level drivers/riders involved in hospitalisation crashes increased by 12.8% (n=22.0) compared with the previous five year average.

Table 3.17: Level of licence* held by drivers and riders of motor vehicles involved in hospitalisation crashes, Queensland 2004-2009

Licence level	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Learner†	197	182	177	148	156	194	2.2%	38	24.4%	22.0	12.8%
Provisional	1,096	1,190	1,048	1,166	1,222	1,003	11.6%	-219	-17.9%	-141.4	-12.4%
Open	5,923	6,026	5,665	5,704	6,277	6,360	73.7%	83	1.3%	441.0	7.5%
Unlicensed	409	388	377	369	515	441	5.1%	-74	-14.4%	29.4	7.1%
Not licensed Australia	119	117	67	47	47	53	0.6%	6	12.8%	-26.4	-33.2%
Unknown	148	152	325	473	552	576	6.7%	24	4.3%	246.0	74.5%
Total	**7,892**	**8,055**	**7,659**	**7,907**	**8,769**	**8,627**	**100.0%**	**-142**	**-1.6%**	**570.6**	**7.1%**

* Where applicable

† Changes to the Graduated Licensing System in Queensland were implemented on July 1, 2007

3.3.6 Level of licence held by drivers and riders of motor vehicles involved in hospitalisation crashes per 100,000 licences on record

Table 3.18 shows the licence level/status of drivers and riders of motor vehicles involved in hospitalisation crashes per 100,000 Queensland licences on record between 2004 and 2009. Please note that only Leaner, Provisional and Open licence types are shown in Table 3.18.

During 2009, provisional licence holders demonstrated the greatest rate of involvement in hospitalisation crashes (592.14 per 100,000 licence holders), which was more than double the rate for Open licence holders (233.55 per 100,000 licence holders). The rate for Learner licence holders (124.37 per 100,000 licence holders) was below the rate for Open licence holders.

Table 3.18: Level of licence* held by drivers and riders of motor vehicles involved in hospitalisation crashes per 100,000 licence holders, Queensland 2004-2009

Licence level	2004	2005	2006	2007	2008	2009
Learner†	212.96	201.48	192.96	139.95	146.21	124.37
Provisional	683.92	727.02	620.25	650.17	662.31	592.14
Open	253.67	252.63	230.48	224.01	238.68	233.55
All licence holders	**278.86**	**280.30**	**253.44**	**247.86**	**262.06**	**247.89**

* Where applicable

† Changes to the Graduated Licensing System in Queensland were implemented on July 1, 2007

3.3.7 Age of licensed drivers and riders of motor vehicles involved in hospitalisation crashes

Table 3.19 shows the number of licensed drivers and riders of motor vehicles involved in hospitalisation crashes occurring within Queensland between 2004 and 2009 by age group. Please note that only drivers and riders who held a Learner, Provisional or Open licence are included in Table 3.19.

During 2009, the total number of licensed drivers and riders involved in hospitalisation crashes increased by 4.4% (n=321.6) compared with the previous five year average. Drivers and riders aged 30-39 years were involved in more hospitalisation crashes than any other age group during 2009 (19.8%, n=1,499). This is an increase of 3.4% (n=48.6) compared with the previous five year average.

During 2009, the number of drivers and riders aged 17-20 years involved in hospitalisation crashes decreased by 13.6% (n=142.8) compared with the previous five year average. Conversely, the number of drivers and riders aged 16 years involved in hospitalisation crashes increased by 102.9% (n=14.2) compared with the previous five year average. This change, however, may, in part, be due to changes to the Graduated Licensing System in Queensland which were implemented on July 1, 2007. These changes included lowering the age for obtaining a Learner licence from 16.5 years to 16 years.

Table 3.19: Age of licensed drivers and riders* of motor vehicles involved in hospitalisation crashes, Queensland 2004-2009

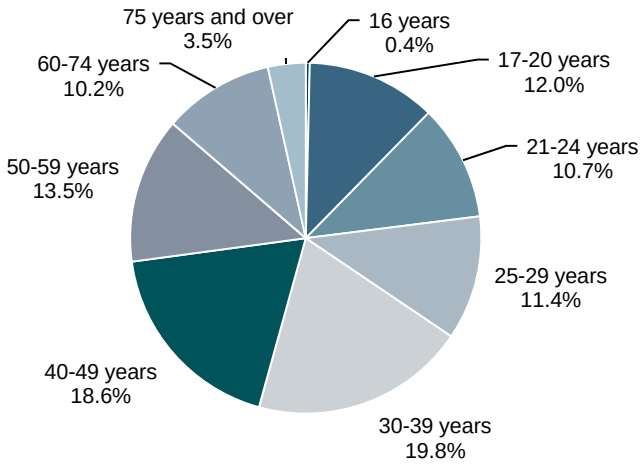
Age group	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
16 years†	16	14	11	13	15	28	0.4%	13	86.7%	14.2	102.9%
17-20 years	1,047	1,125	985	1,025	1,052	904	12.0%	-148	-14.1%	-142.8	-13.6%
21-24 years	842	829	736	782	792	807	10.7%	15	1.9%	10.8	1.4%
25-29 years	813	803	733	737	882	865	11.4%	-17	-1.9%	71.4	9.0%
30-39 years	1,421	1,506	1,424	1,397	1,504	1,499	19.8%	-5	-0.3%	48.6	3.4%
40-49 years	1,291	1,304	1,253	1,252	1,412	1,403	18.6%	-9	-0.6%	100.6	7.7%
50-59 years	893	993	947	916	1,011	1,018	13.5%	7	0.7%	66.0	6.9%
60-74 years	646	599	578	677	696	770	10.2%	74	10.6%	130.8	20.5%
75 years and over	244	221	222	219	290	263	3.5%	-27	-9.3%	23.8	9.9%
Age unknown	3	4	1	0	1	0	-	-	-	-	-
Total	**7,216**	**7,398**	**6,890**	**7,018**	**7,655**	**7,557**	**100.0%**	**-98**	**-1.3%**	**321.6**	**4.4%**

* Licensed drivers and riders refers to those holding a Learner, Provisional or Open licence type

† Changes to the Graduated Licensing System in Queensland were implemented on July 1, 2007.

Figure 3.6 shows the percentage of licensed drivers and riders involved in hospitalisation crashes during 2009 by age group.

Figure 3.6: Age of licensed drivers and riders involved in hospitalisation crashes, Queensland 2009



3.3.8 Age of licensed drivers and riders of motor vehicles involved in hospitalisation crashes per 100,000 licences on record

Table 3.20 shows the age group of licensed drivers and riders of motor vehicles involved in hospitalisation crashes per 100,000 Queensland licences on record between 2004 and 2009. Please note that only drivers and riders who held a Learner, Provisional or Open licence are included in Table 3.20.

During 2009, there were 247.89 drivers and riders of motor vehicles involved in hospitalisation crashes per 100,000 licence holders. Drivers and riders aged 17-20 years had the greatest rate of hospitalisation crash involvement (463.46 per 100,000 licence holders) and, other than those aged 16 years, drivers and riders aged 60-74 years had the lowest rate of hospitalisation crash involvement during 2009 (158.03 per 100,000 licence holders). The rate of hospitalisation crash involvement for drivers and riders aged 17-20

years decreased by almost one-third from 2004 (624.36 per 100,000 licence holders) to 2009 (463.46 per 100,000 licence holders).

Table 3.20: Age of licensed drivers and riders* of motor vehicles involved in hospitalisation crashes per 100,000 licences on record, Queensland 2004-2009

Age group	2004	2005	2006	2007	2008	2009
16 years†	135.80	112.41	85.46	69.13	49.93	75.41
17-20 years	624.36	673.54	579.21	564.69	583.49	463.46
21-24 years	460.00	442.72	382.96	392.08	396.58	383.88
25-29 years	351.12	347.00	307.37	295.31	337.87	310.61
30-39 years	269.35	282.01	261.58	249.40	263.13	255.46
40-49 years	241.66	240.32	226.64	221.08	244.35	236.54
50-59 years	195.50	210.90	195.06	185.14	199.79	195.81
60-74 years	177.96	156.35	143.18	155.79	151.15	158.03
75 years and over	217.84	199.92	187.31	173.39	216.31	187.08
All licence holders	**278.75**	**280.15**	**253.41**	**247.86**	**262.02**	**247.89**

* Licensed drivers and riders refers to those holding a Learner, Provisional or Open licence type

† Changes to the Graduated Licensing System in Queensland were implemented on July 1, 2007.

4 Characteristics of crashes

4.1 Introduction

This chapter provides information on the characteristics of crashes occurring within Queensland during 2009. The chapter also includes comparisons between 2009 and 2008, and between 2009 and the average from the previous five year period between 2004 and 2008 (Note: this period will be referred to as 'the previous five year average' throughout this chapter). Crashes are firstly examined for 2009 in terms of the most severe casualty, and crashes resulting in a fatality or hospitalised casualty are further described in terms of crash type, crash nature and Definitions for Coding Accidents (DCA) groups.

Crash type and crash nature are descriptive categories for classifying road traffic crashes into logical groups of similar type, and are determined by the initial event of the crash. Subsequent events have no bearing on the determination of the crash nature. DCA is a system for classifying crash types based on the movement of units prior to the collision. The DCA crash type groupings are defined in the Australian Road Research Board Report ARR227, July 1992.

Table 4.1 shows the number of crashes of each severity occurring during 2009 by nature and type of crash. The most common crash nature for Fatal and Property Damage Only crashes were hit object crashes (37.5% and 31.8% respectively). The most common crash nature for Hospitalisation, Medical Treatment and Minor Injury crashes were angle-type crashes (30.4%, 30.7% and 31.8% respectively).

Table 4.1: All crashes by crash type, crash nature and crash severity, Queensland 2009

Type/Nature	Fatal		Hospitalisation		Medical Treatment		Minor Injury		Property Damage Only		All Crashes	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Single vehicle												
Hit object	111	37.5%	1,374	25.1%	1,020	17.7%	424	17.2%	2,837	31.8%	5,766	25.2%
Overturned	26	8.8%	360	6.6%	250	4.3%	99	4.0%	420	4.7%	1,155	5.0%
Fall from vehicle	10	3.4%	282	5.2%	155	2.7%	63	2.5%	3	0.0%	513	2.2%
Hit parked vehicle	5	1.7%	142	2.6%	140	2.4%	74	3.0%	603	6.8%	964	4.2%
Multi-vehicle												
Head-on	45	15.2%	180	3.3%	108	1.9%	33	1.3%	130	1.5%	496	2.2%
Angle	43	14.5%	1,662	30.4%	1,768	30.7%	785	31.8%	2,705	30.3%	6,963	30.4%
Rear end	13	4.4%	797	14.6%	1,753	30.4%	763	30.9%	1,692	19.0%	5,018	21.9%
Sideswipe	8	2.7%	204	3.7%	225	3.9%	124	5.0%	357	4.0%	918	4.0%
Hit pedestrian	33	11.1%	392	7.2%	260	4.5%	64	2.6%	0	0.0%	749	3.3%
Other*	2	0.7%	75	1.4%	79	1.4%	43	1.7%	170	1.9%	369	1.6%
Total	**296**	**100.0%**	**5,468**	**100.0%**	**5,758**	**100.0%**	**2,472**	**100.0%**	**8,917**	**100.0%**	**22,911**	**100.0%**

* Includes: hit animal, struck by internal/external load & miscellaneous collision/non-collision

4.2 Fatal Crashes

4.2.1 Crash type

Table 4.2 shows the number of fatal crashes occurring within Queensland between 2004 and 2009 by crash type and Figure 4.1 shows the percentage of fatal crashes occurring during 2009 by crash type.

During 2009, there were 296 fatal crashes resulting in 331 fatalities. This number of fatal crashes is 0.7% (n=2) more than 2008 but 3.3% (n=10.0) less than the previous five year average.

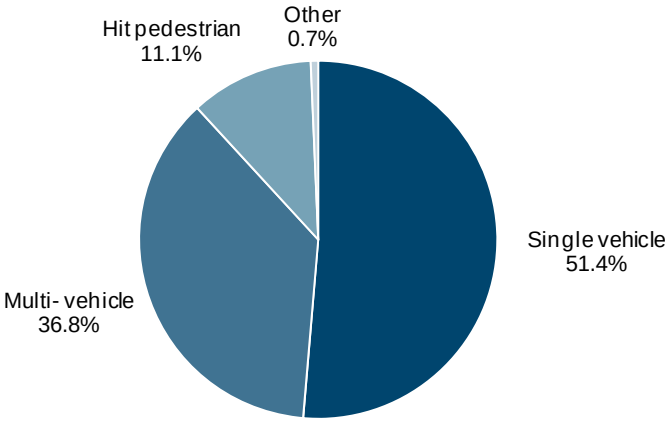
During 2009, the greatest percentage of fatal crashes were single vehicle crashes (51.4%, n=152). This number is 8.6% (n=12) more than 2008, but 0.1% (n=0.2) less than the previous five year average. Multi-vehicle crashes accounted for 36.8% (n=109) of all fatal crashes during 2009, which is 11.4% (n=14) less than 2008, and 4.9% (n=5.6) less than the previous five year average.

Table 4.2: Type of fatal crashes, Queensland 2004-2009

Crash type	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Single vehicle	151	147	155	168	140	152	51.4%	12	8.6%	-0.2	-0.1%
Multi-vehicle	102	108	110	130	123	109	36.8%	-14	-11.4%	-5.6	-4.9%
Hit pedestrian	33	37	45	35	27	33	11.1%	6	22.2%	-2.4	-6.8%
Other*	3	4	3	5	4	2	0.7%	-2	-50.0%	-1.8	-47.4%
Total	**289**	**296**	**313**	**338**	**294**	**296**	**100.0%**	**2**	**0.7%**	**-10.0**	**-3.3%**

* Includes: hit animal, struck by internal/external load & miscellaneous collision/non-collision

Figure 4.1: Type of fatal crashes, Queensland 2009



4.2.2 Crash nature

Table 4.3 shows the number of fatal crashes occurring within Queensland between 2004 and 2009 by crash type and nature.

During 2009, the greatest percentage of fatal crashes were hit object crashes (37.5%, n=111). This number is 20.7% (n=19) more than 2008, and 6.5% (n=6.8) more than the previous five year average.

Head-on multi-vehicle crashes accounted for 15.2% (n=45) of all fatal crashes. This number is 2.2% (n=1) less than 2008, and 0.9% (n=0.4) less than the previous five year average.

Table 4.3: Fatal crashes by crash type and nature, Queensland 2004-2009

Type/Nature	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Single vehicle											
Hit object	98	110	109	112	92	111	37.5%	19	20.7%	6.8	6.5%
Overturned	33	24	37	40	28	26	8.8%	-2	-7.1%	-6.4	-19.8%
Fall from vehicle	15	12	9	13	14	10	3.4%	-4	-28.6%	-2.6	-20.6%
Hit parked vehicle	5	1	0	3	6	5	1.7%	-1	-16.7%	2.0	66.7%
Multi-vehicle											
Head-on	33	48	43	57	46	45	15.2%	-1	-2.2%	-0.4	-0.9%
Angle	45	34	55	47	57	43	14.5%	-14	-24.6%	-4.6	-9.7%
Rear end	14	15	6	15	10	13	4.4%	3	30.0%	1.0	8.3%
Sideswipe	10	11	6	11	10	8	2.7%	-2	-20.0%	-1.6	-16.7%
Hit pedestrian	33	37	45	35	27	33	11.1%	6	22.2%	-2.4	-6.8%
Other	3	4	3	5	4	2	0.7%	-2	-50.0%	-1.8	-47.4%
Total	**289**	**296**	**313**	**338**	**294**	**296**	**100.0%**	**2**	**0.7%**	**-10.0**	**-3.3%**

4.2.3 Crash DCA grouping

Table 4.4 shows the number of fatal crashes within Queensland between 2004 and 2009 by DCA group; DCA is a system for classifying crashes based on the movement of units prior to the collision.

During 2009, the greatest percentage of fatal crashes were categorised as head-on crashes (19.9%, n=59) according to DCA groupings. This number is 15.7% (n=8) more than 2008, and 7.3% (n=4.0) more than the previous five year average.

Table 4.4: Crash DCA grouping of fatal crashes, Queensland 2004-2009

DCA Group	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Intersection from adjacent approaches	18	22	20	22	27	23	7.8%	-4	-14.8%	1.2	5.5%
Head-on	43	60	52	69	51	59	19.9%	8	15.7%	4.0	7.3%
Opposing vehicles turning	17	7	13	14	15	8	2.7%	-7	-46.7%	-5.2	-39.4%
Rear-end	13	15	6	14	9	12	4.1%	3	33.3%	0.6	5.3%
Lane changes	3	1	4	3	5	2	0.7%	-3	-60.0%	-1.2	-37.5%
Parallel lanes turning	3	0	3	2	4	2	0.7%	-2	-50.0%	-0.4	-16.7%
U-turn	1	2	2	2	2	1	0.3%	-1	-50.0%	-0.8	-44.4%
Vehicle leaving driveway	4	2	8	5	6	6	2.0%	0	-	1.0	20.0%
Overtaking same direction	3	0	6	4	0	3	1.0%	3	-	0.4	15.4%
Hit parked vehicle	5	0	0	3	3	1	0.3%	-2	-66.7%	-1.2	-54.5%
Train	2	1	1	1	5	1	0.3%	-4	-80.0%	-1.0	-50.0%
Pedestrian	30	33	41	33	26	24	8.1%	-2	-7.7%	-8.6	-26.4%
Hit permanent obstruction on carriageway	1	3	1	4	2	1	0.3%	-1	-50.0%	-1.2	-54.5%
Hit animal	0	1	2	2	1	1	0.3%	0	-	-0.2	-16.7%
Off carriageway on straight	9	6	13	8	15	10	3.4%	-5	-33.3%	-0.2	-2.0%
Off carriageway on straight hit object	38	32	37	38	37	35	11.8%	-2	-5.4%	-1.4	-3.8%
Out of control on straight	10	4	4	13	6	8	2.7%	2	33.3%	0.6	8.1%
Off carriageway on curve	6	3	6	11	5	4	1.4%	-1	-20.0%	-2.2	-35.5%
Off carriageway on curve hit object	35	59	51	58	40	51	17.2%	11	27.5%	2.4	4.9%
Out of control on curve	9	7	14	10	15	8	2.7%	-7	-46.7%	-3.0	-27.3%
Other	39	34	26	18	18	32	10.8%	14	77.8%	5.0	18.5%
Not determined	0	4	3	4	2	4	1.4%	2	100.0%	1.4	53.8%
Total	**289**	**296**	**313**	**338**	**294**	**296**	**100.0%**	**2**	**0.7%**	**-10.0**	**-3.3%**

4.3 Hospitalisation Crashes

4.3.1 Crash type

Table 4.5 shows the number of hospitalisation crashes occurring within Queensland between 2004 and 2009 by crash type and Figure 4.2 shows the percentage of hospitalisation crashes occurring during 2009 by crash type. During 2009, there were 5,468 hospitalisation crashes. This number of hospitalisation crashes is 1.0% (n=58) less than 2008 but 7.1% (n=361.6) more than the previous five year average.

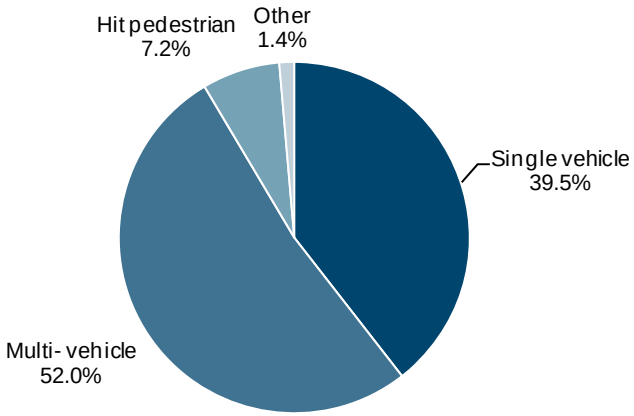
During 2009, the greatest percentage of hospitalisation crashes were multi-vehicle crashes (52.0%, n=2,843). This number is 1.3% (n=37) less than 2008 but 8.0% (n=210.8) more than the previous five year average. Single vehicle crashes accounted for 39.5% (n=2,158) of all hospitalisation crashes during 2009, which is 1.5% (n=32) less than 2008 but 6.5% (n=131.8) more than the previous five year average.

Table 4.5: Type of hospitalisation crashes, Queensland 2004-2009

Crash type	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Single vehicle	1,941	2,033	1,962	2,005	2,190	2,158	39.5%	-32	-1.5%	131.8	6.5%
Multi-vehicle	2,591	2,662	2,461	2,567	2,880	2,843	52.0%	-37	-1.3%	210.8	8.0%
Hit pedestrian	376	371	358	399	387	392	7.2%	5	1.3%	13.8	3.6%
Other*	77	69	74	60	69	75	1.4%	6	8.7%	5.2	7.4%
Total	**4,985**	**5,135**	**4,855**	**5,031**	**5,526**	**5,468**	**100.0%**	**-58**	**-1.0%**	**361.6**	**7.1%**

* Includes: hit animal, struck by internal/external load & miscellaneous collision/non-collision

Figure 4.2: Type of hospitalisation crashes, Queensland 2009



4.3.2 Crash nature

Table 4.6 shows the number of hospitalisation crashes occurring within Queensland between 2004 and 2009 by crash type and nature.

During 2009, the greatest percentage of hospitalisation crashes were angle-type crashes (30.4%, n=1,662). This number is 1.5% (n=25) less than 2008 but 6.7% (n=103.8) more than the previous five year average.

Hit object crashes accounted for 25.1% (n=1,374) of all hospitalisation crashes. This number is 1.9% (n=26) less than 2008 but 6.4% (n=83.0) more than the previous five year average.

Table 4.6: Hospitalisation crashes by crash type and nature, Queensland 2004-2009

Type/Nature	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Single vehicle											
Hit object	1,217	1,301	1,250	1,287	1,400	1,374	25.1%	-26	-1.9%	83.0	6.4%
Overturned	387	345	334	336	379	360	6.6%	-19	-5.0%	3.8	1.1%
Fall from vehicle	221	286	244	262	272	282	5.2%	10	3.7%	25.0	9.7%
Hit parked vehicle	116	101	134	120	139	142	2.6%	3	2.2%	20.0	16.4%
Multi-vehicle											
Head-on	184	171	159	178	220	180	3.3%	-40	-18.2%	-2.4	-1.3%
Angle	1,476	1,595	1,482	1,551	1,687	1,662	30.4%	-25	-1.5%	103.8	6.7%
Rear end	685	680	657	649	757	797	14.6%	40	5.3%	111.4	16.2%
Sideswipe	246	216	163	189	216	204	3.7%	-12	-5.6%	-2.0	-1.0%
Hit pedestrian	376	371	358	399	387	392	7.2%	5	1.3%	13.8	3.6%
Other*	77	69	74	60	69	75	1.4%	6	8.7%	5.2	7.4%
Total	**4,985**	**5,135**	**4,855**	**5,031**	**5,526**	**5,468**	**100.0%**	**-58**	**-1.0%**	**361.6**	**7.1%**

* Includes: hit animal, struck by internal/external load & miscellaneous collision/non-collision

4.3.3 Crash DCA coding

Table 4.7 shows the number of hospitalisation crashes within Queensland between 2004 and 2009 by DCA group; DCA is a system for classifying crashes based on the movement of units prior to the collision.

During 2009, the greatest percentage of hospitalisation crashes were categorised as crashes occurring at an intersection from adjacent approaches (14.5%, n=795). This number is 3.1% (n=24) more than 2008 and 6.2% (n=46.2) more than the previous five year average.

Table 4.7: Crash DCA coding of hospitalisation crashes, Queensland 2004-2009

DCA Coding	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Intersection from adjacent approaches	745	792	680	756	771	795	14.5%	24	3.1%	46.2	6.2%
Head-on	262	252	216	254	297	239	4.4%	-58	-19.5%	-17.2	-6.7%
Opposing vehicles turning	475	498	487	491	556	513	9.4%	-43	-7.7%	11.6	2.3%
Rear-end	663	673	648	633	746	771	14.1%	25	3.4%	98.4	14.6%
Lane changes	140	121	123	140	148	156	2.9%	8	5.4%	21.6	16.1%
Parallel lanes turning	93	109	107	98	109	108	2.0%	-1	-0.9%	4.8	4.7%
U-turn	34	27	35	23	28	20	0.4%	-8	-28.6%	-9.4	-32.0%
Vehicle leaving driveway	158	171	140	156	196	205	3.7%	9	4.6%	40.8	24.8%
Overtaking same direction	32	29	35	24	27	24	0.4%	-3	-11.1%	-5.4	-18.4%
Hit parked vehicle	88	82	79	95	66	74	1.4%	8	12.1%	-8.0	-9.8%
Train	7	10	5	2	7	6	0.1%	-1	-14.3%	-0.2	-3.2%
Pedestrian	347	330	326	366	343	348	6.4%	5	1.5%	5.6	1.6%
Hit permanent obstruction on carriageway	23	24	24	26	34	31	0.6%	-3	-8.8%	4.8	18.3%
Hit animal	47	40	43	37	43	55	1.0%	12	27.9%	13.0	31.0%
Off carriageway on straight	139	136	125	131	145	139	2.5%	-6	-4.1%	3.8	2.8%
Off carriageway on straight hit object	460	504	472	498	566	531	9.7%	-35	-6.2%	31.0	6.2%
Out of control on straight	180	167	135	152	176	176	3.2%	0	0.0%	14.0	8.6%
Off carriageway on curve	82	91	98	84	96	90	1.6%	-6	-6.3%	-0.2	-0.2%
Off carriageway on curve hit object	322	367	413	424	491	438	8.0%	-53	-10.8%	34.6	8.6%
Out of control on curve	137	138	132	149	158	181	3.3%	23	14.6%	38.2	26.8%
Other	493	531	477	433	445	503	9.2%	58	13.0%	27.2	5.7%
Not determined	58	43	55	59	78	65	1.2%	-13	-16.7%	6.4	10.9%
Total	**4,985**	**5,135**	**4,855**	**5,031**	**5,526**	**5,468**	**100.0%**	**-58**	**-1.0%**	**361.6**	**7.1%**

5 Contributing factors and Characteristics

5.1 Introduction

This chapter provides detailed information on the factors that contributed to road traffic crashes resulting in both fatalities and hospitalised casualties during 2009. The chapter also includes comparisons between 2009 and 2008, and between 2009 and the previous five year period between 2004 and 2008 (Note: this period will be referred to as 'the previous five year average' throughout this chapter).

A contributing factor/characteristic is a factor that may have contributed to the cause or outcome of a road traffic crash, however may not be the primary cause of the crash. Contributing factors and characteristics are attributed to each unit/controller involved in a crash, so a single crash may have more than one instance of the same contributing factor (if that contributing factor is recorded for more than one of the units/controllers involved). Therefore, each casualty resulting from a crash may have multiple contributing factors and characteristics associated with them. As a result, the total number of casualties associated with each contributing factor/characteristic should not be totalled and may not equal the total number of casualties in each year.

Crashes involving the following contributing factors and characteristics will be examined in closer detail:

- alcohol and drink driving
- speeding
- fatigue
- young drivers
- senior drivers
- heavy freight vehicles
- motorcycles.

Whether a casualty was an unrestrained vehicle occupant at the time of the crash will also be examined.

The total number of casualties (both fatalities and hospitalised casualties) associated with each contributing factor/characteristic will be broken down by road user type and police region, and the total number of drivers and riders (i.e. controllers) to which the contributing factor/characteristic was attributed, will be analysed by age group and gender for both fatal and hospitalisation crashes. In some instances, details about the controller, such as age group and gender, are unknown. This is likely to occur in 'hit and run'-type scenarios where it was witnessed that a vehicle was 'speeding', but the driver was never identified. Other breakdowns relevant to specific contributing factors/characteristics will also be provided. Please note that when displaying the number of drivers and riders involved in fatal/hospitalisation crashes, they themselves may not necessarily be the fatality/hospitalised casualty.

5.2 Fatal crashes

Table 5.1 shows the number of road fatalities within Queensland between 2004 and 2009 by contributing factor/characteristic.

The most common type of contributing factor/characteristic in fatal crashes during 2009 was alcohol, contributing to 30.8% (n=102) of all fatalities. Speeding contributed to 22.7% (n=75) of all fatalities during 2009, with illegal manoeuvres (17.2%, n=57) and fatigue (13.6%, n=45) also common.

In terms of the age of drivers and riders involved in fatal crashes, young drivers aged 17 to 24 years contributed to 28.1% (n=93) of all fatalities occurring on Queensland roads during 2009. There was a decreasing trend in fatalities as a result of crashes involving young drivers and riders from 2004 (37.3%, n=116) to 2009 (28.1%, n=102). Senior drivers aged 60 years and over contributed to 21.1% (n=70) of all fatalities occurring on Queensland roads during 2009.

Table 5.1: Road fatalities by contributing factors* and characteristics, Queensland 2004-2009

Contributing factors and characteristics	2004		2005		2006		2007		2008		2009	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Involving drivers or riders												
Speeding	55	17.7%	68	20.6%	91	27.2%	95	26.4%	88	26.8%	75	22.7%
Drink driving (Illegal BAC)	69	22.2%	78	23.6%	92	27.5%	97	26.9%	88	26.8%	70	21.1%
Fatigue related	46	14.8%	53	16.1%	41	12.2%	65	18.1%	44	13.4%	45	13.6%
Fail to give way or stop	15	4.8%	25	7.6%	22	6.6%	23	6.4%	27	8.2%	21	6.3%
Disobey traffic light/signal	7	2.3%	6	1.8%	8	2.4%	8	2.2%	16	4.9%	6	1.8%
Illegal manoeuvre	45	14.5%	54	16.4%	56	16.7%	64	17.8%	58	17.7%	57	17.2%
Dangerous driving	14	4.5%	21	6.4%	25	7.5%	12	3.3%	13	4.0%	15	4.5%
Distracted	0	0.0%	0	0.0%	2	0.6%	0	0.0%	0	0.0%	2	0.6%
Vehicle defects	9	2.9%	6	1.8%	8	2.4%	5	1.4%	7	2.1%	3	0.9%
Unlicensed	48	15.4%	41	12.4%	46	13.7%	50	13.9%	46	14.0%	28	8.5%
Aged 17 to 24 years	116	37.3%	109	33.0%	108	32.2%	110	30.6%	98	29.9%	93	28.1%
Aged 60 years or over	56	18.0%	66	20.0%	54	16.1%	70	19.4%	75	22.9%	70	21.1%
Alcohol related	107	34.4%	116	35.2%	127	37.9%	123	34.2%	126	38.4%	102	30.8%
Rain/wet road	20	6.4%	30	9.1%	29	8.7%	19	5.3%	25	7.6%	26	7.9%
Road conditions	4	1.3%	1	0.3%	2	0.6%	5	1.4%	5	1.5%	7	2.1%
Roadworks	0	0.0%	1	0.3%	0	0.0%	1	0.3%	0	0.0%	0	0.0%
Involving												
Heavy freight vehicles	37	11.9%	48	14.5%	54	16.1%	65	18.1%	76	23.2%	57	17.2%
Motorcycles	48	15.4%	66	20.0%	61	18.2%	75	20.8%	72	22.0%	60	18.1%
Mopeds	-	-	-	-	-	-	-	-	-	-	1	0.3%
Buses	6	1.9%	9	2.7%	5	1.5%	7	1.9%	9	2.7%	10	3.0%
Unrestrained vehicle occupants**	40	25.2%	38	24.7%	46	30.9%	35	23.2%	36	25.4%	43	28.5%
All fatalities	**311**		**330**		**335**		**360**		**328**		**331**	

* "Contributing factors" are factors that may have contributed to the cause or outcome of road traffic crashes, however may not be the primary cause of a crash. Road traffic crashes have complex combinations of causal factors and behaviours and characteristics. Multiple behaviours and characteristics may be associated with individual casualties. As a result the total number of casualties as a result of each behaviour and characteristic should not be totalled and may not equal the total number of casualties.

** Percentage of unrestrained vehicle occupants is calculated based on only the vehicle occupants where restraint use was known.

5.2.1 Fatal crashes involving alcohol and drink driving

"Drink driving" is attributed to the controller (i.e. driver and rider) of a motor vehicle who had an illegal Blood Alcohol Concentration (BAC) for their licence level (e.g. Learner licence), vehicle type (e.g. heavy freight vehicle) or purpose of vehicle use (e.g. taxi) at the time of the crash.

Table 5.2 shows the number of fatalities as a result of crashes involving drink drivers or riders within Queensland between 2004 and 2009 by road user type.

During 2009, drink drivers or riders contributed to 21.1% (n=70) of all fatalities, of which 37 were driver fatalities. This is 15.9% (n=7) less than the number of driver fatalities as a result of crashes involving drink drivers or riders during 2008 and 26.3% (n=13.2) less than the previous five year average. During 2009, the number of motorcyclist fatalities as a result of crashes involving drink drivers or riders decreased by 20.0% (n=4) compared with 2008 but increased by 5.3% (n=0.8) compared with the previous five year average. Overall, pedestrians accounted for 5.7% (n=4) of all fatalities as a result of crashes involving drink drivers or riders during 2009.

Table 5.2: Fatalities as a result of crashes involving drink drivers or riders, Queensland 2004-2009

Road user type	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Drivers	39	52	58	58	44	37	52.9%	-7	-15.9%	-13.2	-26.3%
Passengers	20	14	14	16	22	13	18.6%	-9	-40.9%	-4.2	-24.4%
Motorcyclists	10	11	15	20	20	16	22.9%	-4	-20.0%	0.8	5.3%
Bicyclists	0	0	1	0	0	0	0.0%	0	-	-0.2	-100.0%
Pedestrians	0	1	4	3	2	4	5.7%	2	100.0%	2.0	100.0%
Total	**69**	**78**	**92**	**97**	**88**	**70**	**100.0%**	**-18**	**-20.5%**	**-14.8**	**-17.5%**
All fatalities	**311**	**330**	**335**	**360**	**328**	**331**		**3**	**0.9%**	**-1.8**	**-0.5%**

Table 5.3 shows the number of fatalities as a result of crashes involving drink drivers or riders within Queensland between 2004 and 2009 by police region.

During 2009, the greatest number of fatalities as a result of crashes involving drink drivers or riders occurred within the South Eastern police region (21.4%, n=15), followed by the North Coast police region (17.1%, n=12) and the Central police region (15.7%, n=11). The number of fatalities within the North Coast police region as a result of crashes involving drink drivers or riders during 2009 decreased by 47.8% (n=11) compared with 2008. This is the largest decrease seen in any police region over that time period.

Table 5.3: Police Region of fatalities as a result of crashes involving drink drivers or riders, Queensland 2004-2009

Police Region	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Far Northern	5	9	10	6	6	8	11.4%	2	33.3%	0.8	11.1%
Northern	5	4	8	6	10	7	10.0%	-3	-30.0%	0.4	6.1%
Central	9	11	11	21	11	11	15.7%	0	0.0%	-1.6	-12.7%
North Coast	24	16	17	17	23	12	17.1%	-11	-47.8%	-7.4	-38.1%
Southern	8	12	13	15	15	10	14.3%	-5	-33.3%	-2.6	-20.6%
South Eastern	12	14	14	25	15	15	21.4%	0	0.0%	-1.0	-6.3%
Metropolitan North	2	4	5	4	3	1	1.4%	-2	-66.7%	-2.6	-72.2%
Metropolitan South	4	8	14	3	5	6	8.6%	1	20.0%	-0.8	-11.8%
Total	**69**	**78**	**92**	**97**	**88**	**70**	**100.0%**	**-18**	**-20.5%**	**-14.8**	**-17.5%**
All fatalities	**311**	**330**	**335**	**360**	**328**	**331**		**3**	**0.9%**	**-1.8**	**-0.5%**

Table 5.4 shows the number of drink drivers and riders involved in fatal crashes within Queensland between 2004 and 2009 by age group. During 2009, there were 63 drink drivers and riders involved in fatal crashes, with these crashes resulting in 70 fatalities. The number of drink drivers and riders involved in fatal crashes during 2009 is 18.2% (n=14) less than 2008 and 18.8% (n=14.6) less than the previous five year average.

During 2009, drivers and riders aged 30-39 years accounted for 31.7% (n=20) of all drink drivers and riders involved in fatal crashes. This number is 13.8% (n=3.2) less than the previous five year average. The number of drink drivers and riders aged 17-20, 21-24 and 25-29 years involved in fatal crashes during 2009 showed decreases compared with 2008 and compared with the previous five year average.

Table 5.4: Age group of drink drivers and riders involved in fatal crashes, Queensland 2004-2009

Age group	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
0-16 years	1	0	1	3	1	0	0.0%	-1	-100.0%	-1.2	-100.0%
17-20 years	14	14	10	13	14	9	14.3%	-5	-35.7%	-4.0	-30.8%
21-24 years	9	4	11	9	14	9	14.3%	-5	-35.7%	-0.4	-4.3%
25-29 years	10	19	14	14	13	8	12.7%	-5	-38.5%	-6.0	-42.9%
30-39 years	14	21	32	29	20	20	31.7%	0	0.0%	-3.2	-13.8%
40-49 years	8	6	12	9	8	10	15.9%	2	25.0%	1.4	16.3%
50-59 years	4	8	3	12	6	6	9.5%	0	0.0%	-0.6	-9.1%
60-74 years	1	3	1	1	1	1	1.6%	0	0.0%	-0.4	-28.6%
75 years and over	0	0	0	1	0	0	0.0%	0	-	-0.2	-100.0%
Total	**61**	**75**	**84**	**91**	**77**	**63**	**100.0%**	**-14**	**-18.2%**	**-14.6**	**-18.8%**
All drivers and riders involved in fatal crashes	**405**	**423**	**433**	**486**	**432**	**426**		**-6**	**-1.4%**	**-10.0**	**-2.2%**

Table 5.5 shows the number of drink drivers and riders involved in fatal crashes within Queensland between 2004 and 2009 by gender. During 2009, males accounted for 88.9% (n=56) of all drink drivers and riders involved in fatal crashes. This number is 17.6% (n=12) less than 2008 and 18.8% (n=13.0) less than the previous five year average.

Table 5.5: Gender of drink drivers and riders involved in fatal crashes, Queensland 2004-2009

Gender	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Female	9	7	8	10	9	7	11.1%	-2	-22.2%	-1.6	-18.6%
Male	52	68	76	81	68	56	88.9%	-12	-17.6%	-13.0	-18.8%
Total	**61**	**75**	**84**	**91**	**77**	**63**	**100.0%**	**-14**	**-18.2%**	**-14.6**	**-18.8%**
All drivers and riders involved in fatal crashes	**405**	**423**	**433**	**486**	**432**	**426**		**-6**	**-1.4%**	**-10.0**	**-2.2%**

Table 5.6 shows the number of drink drivers and riders involved in fatal crashes within Queensland between 2004 and 2009 by BAC recorded in their test results. Overall between 2004 and 2009, approximately 93.3% – 98.4% of all drink drivers and riders involved in fatal crashes had a BAC above the legal limit of 0.05%. During 2009, 36.5% (n=23) of all drink drivers and riders involved in fatal crashes had a BAC of 0.15 – 0.19 and 20.6% (n=13) had a BAC of 0.10 – 0.14.

Table 5.6: Blood alcohol test results* of drink drivers and riders involved in fatal crashes, Queensland 2004-2009

Blood alcohol concentration	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
0.01 - 0.04	1	5	2	4	4	1	1.6%	-3	-75.0%	-2.2	-68.8%
0.05 - 0.09	10	11	14	15	10	9	14.3%	-1	-10.0%	-3.0	-25.0%
0.10 - 0.14	16	11	21	22	18	13	20.6%	-5	-27.8%	-4.6	-26.1%
0.15 - 0.19	21	24	18	21	21	23	36.5%	2	9.5%	2.0	9.5%
0.20 - 0.24	10	18	18	22	19	11	17.5%	-8	-42.1%	-6.4	-36.8%
0.25 and over	3	6	10	7	5	6	9.5%	1	20.0%	-0.2	-3.2%
Total	**61**	**75**	**83**	**91**	**77**	**63**	**100.0%**	**-14**	**-18.2%**	**-14.4**	**-18.6%**
All drivers and riders involved in fatal crashes	**405**	**423**	**433**	**486**	**432**	**426**		**-6**	**-1.4%**	**-10.0**	**-2.2%**

*Where blood alcohol test results are known

Table 5.7 shows the number of drink drivers and riders involved in fatal crashes within Queensland between 2004 and 2009 by vehicle type. During 2009, the most common vehicle type controlled by drink drivers and riders involved in fatal crashes were light passenger vehicles (79.4%, n=50), followed by motorcycles (20.6%, n=13).

Table 5.7: Vehicle types of drink drivers and riders involved in fatal crashes, Queensland 2004-2009

Vehicle type	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Light passenger vehicles	54	64	67	70	56	50	79.4%	-6	-10.7%	-12.2	-19.6%
Motorcycles	7	10	16	20	19	13	20.6%	-6	-31.6%	-1.4	-9.7%
Heavy freight vehicles	0	1	1	1	2	0	0.0%	-2	-100.0%	-1.0	-100.0%
Other	0	0	0	0	0	0	0.0%	0	-	0.0	-
Total	**61**	**75**	**84**	**91**	**77**	**63**	**100.0%**	**-14**	**-18.2%**	**-14.6**	**-18.8%**
All drivers and riders involved in fatal crashes	**405**	**423**	**433**	**486**	**432**	**426**		**-6**	**-1.4%**	**-10.0**	**-2.2%**

Table 5.8 shows the number of pedestrian fatalities who were alcohol impaired when they were involved in a fatal crash within Queensland between 2004 and 2009 by age group. Pedestrians who were alcohol impaired may be referred to as ‘drink walking’ at the time of the crash.

During 2009, there were 15 pedestrian fatalities out of a total of 40 pedestrian fatalities (37.5%) who were alcohol impaired at the time of their collision with another unit. This is 21.1% (n=4) less than 2008 and 12.8% (n=2.2) less than the previous five year average. Of all pedestrian fatalities who were drink walking, 66.7% (n=10) were aged 25-49 years.

Table 5.8: Age group of alcohol impaired pedestrian fatalities, Queensland 2004-2009

Age group	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
0-16 years	1	1	0	0	0	1	6.7%	1	-	0.6	150.0%
17-20 years	4	2	2	0	4	0	0.0%	-4	-100.0%	-2.4	-100.0%
21-24 years	2	5	3	3	1	0	0.0%	-1	-100.0%	-2.8	-100.0%
25-29 years	2	5	1	3	4	3	20.0%	-1	-25.0%	0.0	0.0%
30-39 years	2	1	5	1	2	2	13.3%	0	0.0%	-0.2	-9.1%
40-49 years	2	2	5	3	4	5	33.3%	1	25.0%	1.8	56.3%
50-59 years	0	1	3	3	3	0	0.0%	-3	-100.0%	-2.0	-100.0%
60-74 years	1	1	1	1	0	3	20.0%	3	-	2.2	275.0%
75 years and over	1	0	0	0	1	1	6.7%	0	0.0%	0.6	150.0%
Total	**15**	**18**	**20**	**14**	**19**	**15**	**100.0%**	**-4**	**-21.1%**	**-2.2**	**-12.8%**
All pedestrian fatalities	**34**	**38**	**46**	**42**	**30**	**40**		**10**	**33.3%**	**2.0**	**5.3%**

Table 5.9 shows the number of pedestrian fatalities who were alcohol impaired when they were involved in a fatal crash within Queensland between 2004 and 2009 by gender. During 2009, males accounted for 80.0% (n=12) of all pedestrian fatalities who were drink walking at the time of the crash.

Table 5.9: Gender of alcohol impaired pedestrian fatalities, Queensland 2004-2009

Gender	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Female	4	3	3	5	1	3	20.0%	2	200.0%	-0.2	-6.3%
Male	11	15	17	9	18	12	80.0%	-6	-33.3%	-2.0	-14.3%
Total	**15**	**18**	**20**	**14**	**19**	**15**	**100.0%**	**-4**	**-21.1%**	**-2.2**	**-12.8%**
All pedestrian fatalities	**34**	**38**	**46**	**42**	**30**	**40**		**10**	**33.3%**	**2.0**	**5.3%**

5.2.2 Fatal crashes involving speeding

Speeding is recorded as a contributing factor in crashes when any controller (i.e. driver and rider) of a unit was exceeding the speed limit at the time of the crash, or was deemed to be travelling at excessive speed for the circumstances (the controller may not necessarily be exceeding the speed limit in this case).

Table 5.10 shows the number of fatalities as a result of crashes involving speeding drivers or riders within Queensland between 2004 and 2009 by road user type. During 2009, speeding drivers or riders contributed to 75 fatalities, of which 40.0% (n=30) were driver fatalities. This is 16.7% (n=6) less than the number of driver fatalities as a result of crashes involving speeding drivers or riders during 2008 and 20.6% (n=7.8) less than the previous five year average. During 2009, the number of motorcyclist fatalities as a result of crashes involving speeding drivers or riders decreased by 29.0% (n=9) compared with 2008 and decreased by 7.6% (n=1.8) compared with the previous five year average. Overall, passengers accounted for 26.7% (n=20) of all fatalities as a result of crashes involving speeding drivers or riders during 2009.

Table 5.10: Fatalities as a result of crashes involving speeding drivers or riders, Queensland 2004-2009

Road user type	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Drivers	31	34	43	45	36	30	40.0%	-6	-16.7%	-7.8	-20.6%
Passengers	10	12	20	14	21	20	26.7%	-1	-4.8%	4.6	29.9%
Motorcyclists	13	20	24	31	31	22	29.3%	-9	-29.0%	-1.8	-7.6%
Bicyclists	0	0	0	1	0	1	1.3%	1	-	0.8	400.0%
Pedestrians	1	2	4	4	0	2	2.7%	2	-	-0.2	-9.1%
Total	**55**	**68**	**91**	**95**	**88**	**75**	**100.0%**	**-13**	**-14.8%**	**-4.4**	**-5.5%**
All fatalities	**311**	**330**	**335**	**360**	**328**	**331**		**3**	**0.9%**	**-1.8**	**-0.5%**

Table 5.11 shows the number of fatalities as a result of crashes involving speeding drivers or riders within Queensland between 2004 and 2009 by police region.

During 2009, the greatest number of fatalities as a result of crashes involving speeding drivers or riders occurred within the North Coast police region (25.3%, n=19), followed by the South Eastern police region (20.0%, n=15). The number of fatalities within the Central police region as a result of crashes involving speeding drivers or riders during 2009 decreased by 33.3% (n=4) compared with 2008 and decreased by 11.1% (n=1.0) compared with the previous five year average. This is the largest percentage decrease seen in any police region between 2008 and 2009.

Table 5.11: Police Region of fatalities as a result of crashes involving speeding drivers or riders, Queensland 2004-2009

Police Region	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Far Northern	3	7	8	6	8	7	9.3%	-1	-12.5%	0.6	9.4%
Northern	4	8	8	3	7	6	8.0%	-1	-14.3%	0.0	0.0%
Central	5	5	11	12	12	8	10.7%	-4	-33.3%	-1.0	-11.1%
North Coast	14	21	22	17	23	19	25.3%	-4	-17.4%	-0.4	-2.1%
Southern	11	7	13	8	9	7	9.3%	-2	-22.2%	-2.6	-27.1%
South Eastern	9	10	11	31	18	15	20.0%	-3	-16.7%	-0.8	-5.1%
Metropolitan North	3	5	9	6	4	5	6.7%	1	25.0%	-0.4	-7.4%
Metropolitan South	6	5	9	12	7	8	10.7%	1	14.3%	0.2	2.6%
Total	**55**	**68**	**91**	**95**	**88**	**75**	**100.0%**	**-13**	**-14.8%**	**-4.4**	**-5.5%**
All fatalities	**311**	**330**	**335**	**360**	**328**	**331**		**3**	**0.9%**	**-1.8**	**-0.5%**

Table 5.12 shows the number of speeding drivers and riders involved in fatal crashes within Queensland between 2004 and 2009 by age group. During 2009, there were 64 speeding drivers and riders involved in fatal crashes, with these crashes resulting in 75 fatalities. The number of speeding drivers and riders involved in fatal crashes during 2009 is 15.8% (n=12) less than 2008 and 10.6% (n=7.6) less than the previous five year average.

During 2009, drivers and riders aged 30-39 years accounted for 23.4% (n=15) of all speeding drivers and riders involved in fatal crashes. This is 31.8% (n=7) less than 2008 and 17.6% (n=3.2) less than the previous five year average. The number of speeding drivers and riders aged 40-49 years involved in fatal crashes tripled during 2009 (n=12) compared with 2008 (n=4) and increased by 76.5% (n=5.2) compared with the previous five year average.

Table 5.12: Age group of speeding drivers and riders involved in fatal crashes, Queensland 2004-2009

Age group	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
0-16 years	0	0	1	3	1	0	0.0%	-1	-100.0%	-1.0	-100.0%
17-20 years	17	15	17	18	18	14	21.9%	-4	-22.2%	-3.0	-17.6%
21-24 years	10	6	14	14	13	9	14.1%	-4	-30.8%	-2.4	-21.1%
25-29 years	6	12	12	12	11	10	15.6%	-1	-9.1%	-0.6	-5.7%
30-39 years	11	14	22	22	22	15	23.4%	-7	-31.8%	-3.2	-17.6%
40-49 years	6	8	9	7	4	12	18.8%	8	200.0%	5.2	76.5%
50-59 years	2	5	2	13	2	4	6.3%	2	100.0%	-0.8	-16.7%
60-74 years	0	1	1	1	4	0	0.0%	-4	-100.0%	-1.4	-100.0%
75 years and over	0	0	0	0	1	0	0.0%	-1	-100.0%	-0.2	-100.0%
Unknown	0	1	0	0	0	0	-	-	-	-	-
Total	**52**	**62**	**78**	**90**	**76**	**64**	**100.0%**	**-12**	**-15.8%**	**-7.6**	**-10.6%**
All drivers and riders involved in fatal crashes	**405**	**423**	**433**	**486**	**432**	**426**		**-6**	**-1.4%**	**-10.0**	**-2.2%**

Table 5.13 shows the number of speeding drivers and riders involved in fatal crashes within Queensland between 2004 and 2009 by gender. During 2009, males accounted for 90.6% (n=58) of all speeding drivers and riders involved in fatal crashes.

Table 5.13: Gender of speeding drivers and riders involved in fatal crashes, Queensland 2004-2009

Gender	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Female	5	4	6	5	6	6	9.4%	0	0.0%	0.8	15.4%
Male	47	58	72	85	70	58	90.6%	-12	-17.1%	-8.4	-12.7%
Total	**52**	**62**	**78**	**90**	**76**	**64**	**100.0%**	**-12**	**-15.8%**	**-7.6**	**-10.6%**
All drivers and riders involved in fatal crashes	**405**	**423**	**433**	**486**	**432**	**426**		**-6**	**-1.4%**	**-10.0**	**-2.2%**

Table 5.14 shows the number of speeding drivers and riders involved in fatal crashes within Queensland between 2004 and 2009 by vehicle type. During 2009, the most common vehicle type controlled by speeding drivers and riders involved in fatal crashes were light passenger vehicles (65.6%, n=42), followed by motorcycles (32.8%, n=21).

Table 5.14: Vehicle types of speeding drivers and riders involved in fatal crashes, Queensland 2004-2009

Vehicle type	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Light passenger vehicles	36	41	52	54	44	42	65.6%	-2	-4.5%	-3.4	-7.5%
Motorcycles	13	19	23	31	30	21	32.8%	-9	-30.0%	-2.2	-9.5%
Heavy freight vehicles	3	1	3	5	2	1	1.6%	-1	-50.0%	-1.8	-64.3%
Other*	0	1	0	0	0	0	0.0%	0	-	-0.2	-100.0%
Total	**52**	**62**	**78**	**90**	**76**	**64**	**100.0%**	**-12**	**-15.8%**	**-7.6**	**-10.6%**
All drivers and riders involved in fatal crashes	**405**	**423**	**433**	**486**	**432**	**426**		**-6**	**-1.4%**	**-10.0**	**-2.2%**

* 'Other' includes special purpose vehicles and buses

5.2.3 Fatigue related fatal crashes

Fatigue is recorded by the reporting police officer as a contributing factor in crashes when any controller involved, including pedestrians and bicycle riders, is attributed with a reduction in driving or riding ability as a result of prolonged driving or being tired while driving. It should be noted that other factors, such as the elapsed time since the person last slept, the time of the day or night, as well as the human circadian rhythm may be involved. A single vehicle crash occurring in a speed zone of 100 km/hr or greater during the typical fatigue times of 2pm to 4pm or 10pm to 6am is deemed as 'Fatigue related by definition'.

Table 5.15 shows the number of fatalities as a result of fatigue related crashes within Queensland between 2004 and 2009 by road user type.

During 2009, fatigue contributed to 45 fatalities, of which 77.8% (n=35) were driver fatalities. This is 52.2% (n=12) more than the number of driver fatalities as a result of fatigue related crashes during 2008 and 10.1% (n=3.2) more than the previous five year average. During 2009, the number of passenger fatalities as a result of fatigue related crashes decreased by 56.3% (n=9) compared with 2008 and decreased by 52.7% (n=7.8) compared with the previous five year average. Overall, motorcyclists accounted for 6.7% (n=3) of all fatalities as a result of fatigue related crashes during 2009.

Table 5.15: Fatalities as a result of fatigue related crashes, Queensland 2004-2009

Road user type	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Drivers	28	36	27	45	23	35	77.8%	12	52.2%	3.2	10.1%
Passengers	15	12	12	19	16	7	15.6%	-9	-56.3%	-7.8	-52.7%
Motorcyclists	2	5	2	1	5	3	6.7%	-2	-40.0%	0.0	0.0%
Bicyclists	0	0	0	0	0	0	0.0%	0	-	0.0	-
Pedestrians	1	0	0	0	0	0	0.0%	0	-	-0.2	-100.0%
Total	**46**	**53**	**41**	**65**	**44**	**45**	**100.0%**	**1**	**2.3%**	**-4.8**	**-9.6%**
All fatalities	**311**	**330**	**335**	**360**	**328**	**331**		**3**	**0.9%**	**-1.8**	**-0.5%**

Table 5.16 shows the number of fatalities as a result of fatigue related crashes within Queensland between 2004 and 2009 by police region.

During 2009, the greatest number of fatalities as a result of fatigue related crashes occurred within the North Coast police region (31.1%, n=14), followed by the Southern police region (20.0%, n=9) and the Central police region (20.0%, n=9). The number of fatalities within the Southern police region as a result of fatigue related crashes during 2009 decreased by 43.8% (n=7) compared with 2008 and decreased by 28.6% (n=3.6) compared with the previous five year average.

Table 5.16: Police Region of road fatalities as a result of fatigue related crashes, Queensland 2004-2009

Police Region	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Far Northern	1	3	6	0	3	4	8.9%	1	33.3%	1.4	53.8%
Northern	6	8	5	8	4	3	6.7%	-1	-25.0%	-3.2	-51.6%
Central	7	15	16	15	5	9	20.0%	4	80.0%	-2.6	-22.4%
North Coast	13	13	5	20	14	14	31.1%	0	0.0%	1.0	7.7%
Southern	17	10	7	13	16	9	20.0%	-7	-43.8%	-3.6	-28.6%
South Eastern	2	3	1	6	2	3	6.7%	1	50.0%	0.2	7.1%
Metropolitan North	0	0	1	1	0	2	4.4%	2	-	1.6	400.0%
Metropolitan South	0	1	0	2	0	1	2.2%	1	-	0.4	66.7%
Total	**46**	**53**	**41**	**65**	**44**	**45**	**100.0%**	**1**	**2.3%**	**-4.8**	**-9.6%**
All fatalities	**311**	**330**	**335**	**360**	**328**	**331**		**3**	**0.9%**	**-1.8**	**-0.5%**

Table 5.17 shows the number of drivers and riders involved in fatigue related fatal crashes within Queensland between 2004 and 2009 by age group.

During 2009, there were 47 drivers and riders involved in fatigue related fatal crashes, with these crashes resulting in 45 fatalities. The number of drivers and riders involved in fatigue related fatal crashes during 2009 is 20.5% (n=8) more than 2008 and 0.9% (n=0.4) more than the previous five year average.

During 2009, drivers and riders aged 40-49 years accounted for 23.4% (n=11) of all drivers and riders involved in fatigue related fatal crashes. This is over double the number seen during 2008 and is 52.8% (n=3.8) more than the previous five year average. The number of drivers and riders aged 50-59 years involved in fatigue related fatal crashes doubled during 2009 (n=10) compared with 2008 (n=5) and increased by 78.6% (n=4.4) compared with the previous five year average.

Table 5.17: Age group of drivers and riders involved in fatigue related fatal crashes, Queensland 2004-2009

Age group	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
0-16 years	0	1	1	1	0	0	0.0%	0	-	-0.6	-100.0%
17-20 years	9	9	7	7	4	5	10.6%	1	25.0%	-2.2	-30.6%
21-24 years	4	3	4	4	8	5	10.6%	-3	-37.5%	0.4	8.7%
25-29 years	3	9	7	7	6	3	6.4%	-3	-50.0%	-3.4	-53.1%
30-39 years	10	10	8	14	8	8	17.0%	0	0.0%	-2.0	-20.0%
40-49 years	8	6	6	11	5	11	23.4%	6	120.0%	3.8	52.8%
50-59 years	1	7	7	8	5	10	21.3%	5	100.0%	4.4	78.6%
60-74 years	4	3	1	6	1	5	10.6%	4	400.0%	2.0	66.7%
75 years and over	2	2	1	3	2	0	0.0%	-2	-100.0%	-2.0	-100.0%
Total	**41**	**50**	**42**	**61**	**39**	**47**	**100.0%**	**8**	**20.5%**	**0.4**	**0.9%**
All drivers and riders involved in fatal crashes	**405**	**423**	**433**	**486**	**432**	**426**		**-6**	**-1.4%**	**-10.0**	**-2.2%**

Table 5.18 shows the number of drivers and riders involved in fatal fatigue related crashes within Queensland between 2004 and 2009 by gender. During 2009, males accounted for 87.2% (n=41) of all drivers and riders involved in fatigue related fatal crashes. This number is 46.4% (n=13) more than 2008 and 11.4% (n=4.2) more than the previous five year average.

Table 5.18: Gender of drivers and riders involved in fatigue related fatal crashes, Queensland 2004-2009

Gender	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Female	11	10	5	12	11	6	12.8%	-5	-45.5%	-3.8	-38.8%
Male	30	40	37	49	28	41	87.2%	13	46.4%	4.2	11.4%
Total	**41**	**50**	**42**	**61**	**39**	**47**	**100.0%**	**8**	**20.5%**	**0.4**	**0.9%**
All drivers and riders involved in fatal crashes	**405**	**423**	**433**	**486**	**432**	**426**		**-6**	**-1.4%**	**-10.0**	**-2.2%**

Table 5.19 shows the number of drivers and riders involved in fatigue related fatal crashes within Queensland between 2004 and 2009 by vehicle type. During 2009, the most common vehicle type controlled by drivers and riders involved in fatigue related fatal crashes were light passenger vehicles (78.7%, n=37), followed by heavy freight vehicles (14.9%, n=7).

Table 5.19: Vehicle types of drivers and riders involved in fatigue related fatal crashes, Queensland 2004-2009

Vehicle type	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Light passenger vehicles	38	35	37	49	33	37	78.7%	4	12.1%	-1.4	-3.6%
Motorcycles	2	5	2	1	4	3	6.4%	-1	-25.0%	0.2	7.1%
Heavy freight vehicles	1	10	3	11	2	7	14.9%	5	250.0%	1.6	29.6%
Other	0	0	0	0	0	0	0.0%	0	-	0.0	-
Total	**41**	**50**	**42**	**62**	**39**	**47**	**100.0%**	**8**	**20.5%**	**0.4**	**0.9%**
All drivers and riders involved in fatal crashes	**405**	**423**	**433**	**486**	**432**	**426**		**-6**	**-1.4%**	**-10.0**	**-2.2%**

5.2.4 Restraint use of vehicle occupant fatalities

Restraints include inertial reel, fixed lap or sash belts and child restraints such as capsules, and must be worn by motor vehicle occupants (i.e. drivers and passengers). Restraint use data is not applicable for motorcycles.

Table 5.20 shows the number of vehicle occupant fatalities within Queensland between 2004 and 2009 by restraint use. Restraint use could be determined in approximately 64% – 74% of vehicle occupant fatalities over this time period. During 2009, there were 43 vehicle occupant fatalities who were unrestrained at the time of the crash. The proportion of vehicle occupant fatalities who were unrestrained (where restraint use was determined) varied between 23.2% in 2007 and 30.9% in 2006.

Table 5.20: Restraint use of vehicle occupant fatalities, Queensland 2004-2009

Restraint Use	2004		2005		2006		2007		2008		2009	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Not determined	56	26.0%	64	29.4%	69	31.7%	84	35.7%	74	34.3%	67	30.7%
Determined	159	74.0%	154	70.6%	149	68.3%	151	64.3%	142	65.7%	151	69.3%
All vehicle occupant fatalities	**215**	**100.0%**	**218**	**100.0%**	**218**	**100.0%**	**235**	**100.0%**	**216**	**100.0%**	**218**	**100.0%**
Determined												
Restrained	119	74.8%	116	75.3%	103	69.1%	116	76.8%	106	74.6%	108	71.5%
Unrestrained	40	25.2%	38	24.7%	46	30.9%	35	23.2%	36	25.4%	43	28.5%
All fatalities where restraint use was known	**159**	**100.0%**	**154**	**100.0%**	**149**	**100.0%**	**151**	**100.0%**	**142**	**100.0%**	**151**	**100.0%**

Table 5.21 shows the number of unrestrained vehicle occupant fatalities within Queensland between 2004 and 2009 by road user type. During 2009, unrestrained drivers accounted for 76.7% (n=33) of all unrestrained vehicle occupant fatalities. This number was 37.5% (n=9) more than 2008 and 26.0% (n=6.8) more than the previous five year average.

Table 5.21: Unrestrained vehicle occupant fatalities, Queensland 2004-2009

Road user type	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Drivers	27	26	31	23	24	33	76.7%	9	37.5%	6.8	26.0%
Passengers	13	12	15	12	12	10	23.3%	-2	-16.7%	-2.8	-21.9%
Total	**40**	**38**	**46**	**35**	**36**	**43**	**100.0%**	**7**	**19.4%**	**4.0**	**10.3%**
All fatalities where restraint use was known	**159**	**154**	**149**	**151**	**142**	**151**		**9**	**6.3%**	**0.0**	**0.0%**

Table 5.22 shows the number of unrestrained vehicle occupant fatalities within Queensland between 2004 and 2009 by police region.

During 2009, the greatest number of unrestrained vehicle occupant fatalities occurred within the Southern police region (27.9%, n=12), followed by the North Coast police region (18.6%, n=8) and the Central police region (18.6%, n=8).

Table 5.22: Police Region of unrestrained vehicle occupant fatalities, Queensland 2004-2009

Police Region	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Far Northern	3	4	7	3	1	5	11.6%	4	400.0%	1.4	38.9%
Northern	6	4	6	4	9	1	2.3%	-8	-88.9%	-4.8	-82.8%
Central	4	10	6	9	2	8	18.6%	6	300.0%	1.8	29.0%
North Coast	12	7	8	5	7	8	18.6%	1	14.3%	0.2	2.6%
Southern	9	7	8	3	10	12	27.9%	2	20.0%	4.6	62.2%
South Eastern	6	5	9	6	6	7	16.3%	1	16.7%	0.6	9.4%
Metropolitan North	0	0	0	1	1	1	2.3%	0	0.0%	0.6	150.0%
Metropolitan South	0	1	2	4	0	1	2.3%	1	-	-0.4	-28.6%
Total	**40**	**38**	**46**	**35**	**36**	**43**	**100.0%**	**7**	**19.4%**	**4.0**	**10.3%**
All fatalities where restraint use was known	**159**	**154**	**149**	**151**	**142**	**151**		**9**	**6.3%**	**0.0**	**0.0%**

Table 5.23 shows the number of unrestrained vehicle occupant fatalities within Queensland between 2004 and 2009 by age group.

During 2009, vehicle occupants aged 30-39 years accounted for 25.6% (n=11) of all unrestrained vehicle occupant fatalities. This number is 83.3% (n=5) more than in 2008 and is 41.0% (n=3.2) more than the previous five year average.

Table 5.23: Age group of unrestrained vehicle occupant fatalities, Queensland 2004-2009

Age group	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
0-16 years	2	4	3	2	3	0	0.0%	-3	-100.0%	-2.8	-100.0%
17-20 years	9	4	6	3	5	6	14.0%	1	20.0%	0.6	11.1%
21-24 years	5	6	6	3	8	5	11.6%	-3	-37.5%	-0.6	-10.7%
25-29 years	2	5	7	5	3	4	9.3%	1	33.3%	-0.4	-9.1%
30-39 years	4	10	9	10	6	11	25.6%	5	83.3%	3.2	41.0%
40-49 years	7	6	10	4	4	6	14.0%	2	50.0%	-0.2	-3.2%
50-59 years	5	3	2	4	2	3	7.0%	1	50.0%	-0.2	-6.3%
60-74 years	4	0	2	2	3	4	9.3%	1	33.3%	1.8	81.8%
75 years and over	2	0	1	2	2	4	9.3%	2	100.0%	2.6	185.7%
Total	**40**	**38**	**46**	**35**	**36**	**43**	**100.0%**	**7**	**19.4%**	**4.0**	**10.3%**
All fatalities where restraint use was known	**159**	**154**	**149**	**151**	**142**	**151**		**9**	**6.3%**	**0.0**	**0.0%**

Table 5.24 shows the number of unrestrained vehicle occupant fatalities within Queensland between 2004 and 2009 by gender. During 2009, males accounted for 79.1% (n=34) of all unrestrained vehicle occupant fatalities. This number is 21.4% (n=6) more than 2008 and 11.8% (n=3.6) more than the previous five year average.

Table 5.24: Gender of unrestrained vehicle occupant fatalities, Queensland 2004-2009

Gender	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Female	11	10	6	8	8	9	20.9%	1	12.5%	0.4	4.7%
Male	29	28	40	27	28	34	79.1%	6	21.4%	3.6	11.8%
Total	**40**	**38**	**46**	**35**	**36**	**43**	**100.0%**	**7**	**19.4%**	**4.0**	**10.3%**
All fatalities where restraint use was known	**159**	**154**	**149**	**151**	**142**	**151**		**9**	**6.3%**	**0.0**	**0.0%**

Table 5.25 shows the number of unrestrained vehicle occupant fatalities within Queensland between 2004 and 2009 by vehicle type. During 2009, the most common vehicle type occupied by unrestrained driver and passenger fatalities were light passenger vehicles (88.4%, n=38), followed by heavy freight vehicles (11.6%, n=5).

Table 5.25: Vehicle types of unrestrained vehicle occupant fatalities, Queensland 2004-2009

Vehicle type	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Light passenger vehicles	36	34	42	31	30	38	88.4%	8	26.7%	3.4	9.8%
Heavy freight vehicles	4	2	4	4	5	5	11.6%	0	0.0%	1.2	31.6%
Other*	0	2	0	0	1	0	0.0%	-1	-100.0%	-0.6	-100.0%
Total	**40**	**38**	**46**	**35**	**36**	**43**	**100.0%**	**7**	**19.4%**	**4.0**	**10.3%**
All fatalities where restraint use was known	**159**	**154**	**149**	**151**	**142**	**151**		**9**	**6.3%**	**0.0**	**0.0%**

* 'Other' includes buses

5.2.5 Fatal crashes involving young drivers and riders

A young driver is defined as a person aged 17-24 years who is in control of a light passenger vehicle, rigid truck, articulated truck, bus or special purpose vehicle. A young rider is defined as a person aged 17-24 years who is in control of a motorcycle (including moped).

Table 5.26 shows the number of fatalities as a result of crashes involving young drivers or riders within Queensland between 2004 and 2009 by road user type.

During 2009, there were 93 fatalities as a result of crashes involving young drivers or riders. This is 5.1% (n=5) less than 2008 and 14.0% (n=15.2) less than the previous five year average. Of these 93 fatalities, 44.1% (n=41) were young drivers or riders themselves, 30.1% (n=28) were passengers of young drivers or riders and 25.8% (n=24) were other road users. The number of fatalities occurring to passengers of young drivers or riders during 2009 increased by 27.3% (n=6) compared with 2008 and increased by 11.1% (n=2.8) compared with the previous five year average.

Table 5.26: Fatalities as a result of crashes involving young drivers or riders, Queensland 2004-2009

Road user type	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Young driver/rider	53	42	55	58	46	41	44.1%	-5	-10.9%	-9.8	-19.3%
Passenger of young driver/rider	30	31	25	18	22	28	30.1%	6	27.3%	2.8	11.1%
Other road users*	33	36	28	34	30	24	25.8%	-6	-20.0%	-8.2	-25.5%
Total	**116**	**109**	**108**	**110**	**98**	**93**	**100.0%**	**-5**	**-5.1%**	**-15.2**	**-14.0%**
All fatalities	**311**	**330**	**335**	**360**	**328**	**331**		**3**	**0.9%**	**-1.8**	**-0.5%**

***** 'Other road users' include all road users who were not occupants of a young driver/rider vehicle and includes all other drivers, passengers, motorcyclists, bicyclists and pedestrians

Table 5.27 shows the number of fatalities as a result of crashes involving young drivers or riders within Queensland between 2004 and 2009 by police region.

During 2009, the greatest number of fatalities as a result of crashes involving young drivers or riders occurred within the North Coast police region (22.6%, n=21), followed by the Southern police region (16.1%, n=15) and the Central police region (16.1%, n=15). The number of fatalities within the South Eastern police region as a result of crashes involving young drivers or riders during 2009 decreased by 52.2% (n=12) compared with 2008 and decreased by 45.0% (n=9.0) compared with the previous five year average.

Table 5.27: Police Region of fatalities as a result of crashes involving young drivers or riders, Queensland 2004-2009

Police Region	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Far Northern	4	7	7	5	5	12	12.9%	7	140.0%	6.4	114.3%
Northern	11	10	11	3	9	8	8.6%	-1	-11.1%	-0.8	-9.1%
Central	17	19	10	15	6	15	16.1%	9	150.0%	1.6	11.9%
North Coast	26	22	18	22	24	21	22.6%	-3	-12.5%	-1.4	-6.2%
Southern	19	20	25	14	16	15	16.1%	-1	-6.3%	-3.8	-20.2%
South Eastern	15	18	17	27	23	11	11.8%	-12	-52.2%	-9.0	-45.0%
Metropolitan North	7	3	12	9	6	3	3.2%	-3	-50.0%	-4.4	-59.5%
Metropolitan South	17	10	8	15	9	8	8.6%	-1	-11.1%	-3.8	-32.2%
Total	**116**	**109**	**108**	**110**	**98**	**93**	**100.0%**	**-5**	**-5.1%**	**-15.2**	**-14.0%**
All fatalities	**311**	**330**	**335**	**360**	**328**	**331**		**3**	**0.9%**	**-1.8**	**-0.5%**

Table 5.28 shows the number of young drivers and riders involved in fatal crashes within Queensland between 2004 and 2009 by gender.

During 2009, there were 83 young drivers and riders involved in 77 fatal crashes, with these crashes resulting in 93 fatalities. The number of young drivers and riders involved in fatal crashes during 2009 is 2.4% (n=2) less than 2008 and 17.8% (n=18.0) less than the previous five year average.

During 2009, males accounted for 74.7% (n=62) of all young drivers and riders involved in fatal crashes. This is 16.2% (n=12) less than 2008 and 23.6% (n=19.2) less than the previous five year average.

Table 5.28: Gender of young drivers and riders involved in fatal crashes, Queensland 2004-2009

Gender	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Female	24	24	17	23	11	21	25.3%	10	90.9%	1.2	6.1%
Male	83	72	86	91	74	62	74.7%	-12	-16.2%	-19.2	-23.6%
Total	**107**	**96**	**103**	**114**	**85**	**83**	**100.0%**	**-2**	**-2.4%**	**-18.0**	**-17.8%**
All drivers and riders involved in fatal crashes	**405**	**423**	**433**	**486**	**432**	**426**		**-6**	**-1.4%**	**-10.0**	**-2.2%**

Table 5.29 shows the number of young drivers and riders involved in fatal crashes within Queensland between 2004 and 2009 by age group and licence type.

Within the 17-20 year age group, the majority of young drivers and riders involved in fatal crashes held a Provisional licence, while the majority held an Open licence within the 21-24 year age group. Overall during 2009, 44.9% (n=35) of all young drivers and riders involved in a fatal crash held a Provisional licence and 34.6% (n=27) held an Open licence.

Table 5.29: Age group and licence type of young drivers and riders involved in fatal crashes, Queensland 2004-2009

Age group and licence type	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
17-20 years											
Learner	9	1	4	4	3	5	6.4%	2	66.7%	0.8	19.0%
Provisional	44	30	32	45	31	29	37.2%	-2	-6.5%	-7.4	-20.3%
Open	5	7	7	5	3	5	6.4%	2	66.7%	-0.4	-7.4%
Unlicensed	6	10	11	4	8	1	1.3%	-7	-87.5%	-6.8	-87.2%
Other*	1	2	0	0	0	2	2.6%	2	-	1.4	233.3%
21-24 years											
Learner	3	1	2	4	0	2	2.6%	2	-	0.0	0.0%
Provisional	4	9	2	9	11	6	7.7%	-5	-45.5%	-1.0	-14.3%
Open	25	31	34	31	16	22	28.2%	6	37.5%	-5.4	-19.7%
Unlicensed	7	5	6	4	9	5	6.4%	-4	-44.4%	-1.2	-19.4%
Other*	1	0	3	1	1	1	1.3%	0	0.0%	-0.2	-16.7%
Total	**105**	**96**	**101**	**107**	**82**	**78**	**100.0%**	**-4**	**-4.9%**	**-20.2**	**-20.6%**
All drivers and riders involved in fatal crashes	**405**	**423**	**433**	**486**	**432**	**426**		**-6**	**-1.4%**	**-10**	**-2.2%**

* Where driver/rider licence type is known

** 'Other' includes not licensed within Australia

Table 5.30 shows the number of young drivers and riders involved in fatal crashes within Queensland between 2004 and 2009 by age group and vehicle type. Overall during 2009, the most common type of vehicle controlled by young drivers and riders involved in fatal crashes were light passenger vehicles (85.6%, n=71), followed by motorcycles (12.0%, n=10). This pattern was consistent in both the 17-20 years and 21-24 years age groups.

Table 5.30: Age group and vehicle type of young drivers and riders involved in fatal crashes, Queensland 2004-2009

Age group and vehicle type	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
17-20 years											
Light passenger vehicles	57	43	43	52	38	38	45.8%	0	0.0%	-8.6	-18.5%
Motorcycles	7	2	10	9	9	4	4.8%	-5	-55.6%	-3.4	-45.9%
Heavy freight vehicles	1	3	0	0	0	0	0.0%	0	-	-0.8	-100.0%
Other*	0	2	1	0	0	1	1.2%	1	-	0.4	66.7%
21-24 years											
Light passenger vehicles	35	34	36	40	26	33	39.8%	7	26.9%	-1.2	-3.5%
Motorcycles	6	7	10	11	7	6	7.2%	-1	-14.3%	-2.2	-26.8%
Heavy freight vehicles	1	4	2	2	5	1	1.2%	-4	-80.0%	-1.8	-64.3%
Other*	0	1	1	0	0	0	0.0%	0	-	-0.4	-100.0%
Total	**107**	**96**	**103**	**114**	**85**	**83**	**100.0%**	**-2**	**-2.4%**	**-18.0**	**-17.8%**
All drivers and riders involved in fatal crashes	**405**	**423**	**433**	**486**	**432**	**426**		**-6**	**-1.4%**	**-10.0**	**-2.2%**

* 'Other' includes special purpose vehicles and buses

Table 5.31 shows the most common contributing factors associated with young drivers and riders involved in fatal crashes within Queensland between 2004 and 2009. During 2009, speed was the most common contributing factor associated with young drivers and riders involved in fatal crashes (27.7%, n=23). This number is 25.8% (n=8) less than 2008 and 19.0% (n=5.4) less than the previous five year average.

Table 5.31: Most common contributing factors* associated with young drivers and riders involved in fatal crashes, Queensland 2004-2009

Contributing factor	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Speed	27	21	31	32	31	23	27.7%	-8	-25.8%	-5.4	-19.0%
Drink driving	23	18	21	22	28	18	21.7%	-10	-35.7%	-4.4	-19.6%
Fatigue	13	12	11	11	13	10	12.0%	-3	-23.1%	-2.0	-16.7%
Illegal manoeuvre	12	8	8	14	9	10	12.0%	1	11.1%	-0.2	-2.0%
Unlicensed	13	15	17	8	17	6	7.2%	-11	-64.7%	-8.0	-57.1%
All young drivers and riders involved in fatal crashes	**107**	**96**	**103**	**114**	**85**	**83**	**100.0%**	**-2**	**-2.4%**	**-18.0**	**-17.8%**

* During 2009, 19.3% (n=16) of young drivers and riders involved in fatal crashes were associated with 'Other driver' or 'Other' contributing factors.

5.2.6 Fatal crashes involving senior drivers and riders

A senior driver is defined as a person aged 60 years or older who is in control of a light passenger vehicle, rigid truck, articulated truck, bus or special purpose vehicle. A senior rider is defined as a person aged 60 years or older who is in control of a motorcycle (including moped).

Table 5.32 shows the number of fatalities as a result of crashes involving senior drivers or riders within Queensland between 2004 and 2009 by road user type.

During 2009, there were 70 fatalities as a result of crashes involving senior drivers or riders. This is 6.7% (n=5) less than 2008 but 9.0% (n=5.8) more than the previous five year average. Of these 70 fatalities, 47.1% (n=33) were senior drivers or riders themselves, 11.4% (n=8) were passengers of senior drivers or riders and 41.1% (n=29) were other road users. The number of fatalities occurring to passengers of senior drivers or riders during 2009 (n=8) decreased by 38.5% (n=5) compared with 2008 and decreased by 23.1% (n=2.4) compared with the previous five year average.

Table 5.32: Fatalities as a result of crashes involving senior drivers or riders, Queensland 2004-2009

Road user type	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Senior driver/rider	35	37	25	38	37	33	47.1%	-4	-10.8%	-1.4	-4.1%
Passenger of senior driver/rider	8	9	10	12	13	8	11.4%	-5	-38.5%	-2.4	-23.1%
Other road users*	13	20	19	20	25	29	41.4%	4	16.0%	9.6	49.5%
Total	**56**	**66**	**54**	**70**	**75**	**70**	**100.0%**	**-5**	**-6.7%**	**5.8**	**9.0%**
All fatalities	**311**	**330**	**335**	**360**	**328**	**331**		**3**	**0.9%**	**-1.8**	**-0.5%**

* 'Other road users' include all road users who were not occupants of a senior driver/rider vehicle and includes all other drivers, passengers, motorcyclists, bicyclists and pedestrians

Table 5.33 shows the number of fatalities as a result of crashes involving senior drivers or riders within Queensland between 2004 and 2009 by police region.

During 2009, the greatest number of fatalities as a result of crashes involving senior drivers or riders occurred within the North Coast police region (40.0%, n=28), followed by the Far Northern police region (20.0%, n=14) and the Southern police region (14.3%, n=10). The number of fatalities within the Far Northern police region as a result of crashes involving senior drivers or riders during 2009 increased by 75.0% (n=6) compared with 2008 and showed a five-fold increase (n=11.4) compared with the previous five year average. This was the largest increase seen in any police region between 2009 and the previous five year average.

Table 5.33: Police Region of fatalities as a result of crashes involving senior drivers or riders, Queensland 2004-2009

Police Region	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Far Northern	0	3	1	1	8	14	20.0%	6	75.0%	11.4	438.5%
Northern	2	7	3	6	5	4	5.7%	-1	-20.0%	-0.6	-13.0%
Central	6	14	10	12	4	4	5.7%	0	0.0%	-5.2	-56.5%
North Coast	20	22	11	16	25	28	40.0%	3	12.0%	9.2	48.9%
Southern	8	9	13	13	10	10	14.3%	0	0.0%	-0.6	-5.7%
South Eastern	10	5	7	10	15	6	8.6%	-9	-60.0%	-3.4	-36.2%
Metropolitan North	2	3	2	5	4	3	4.3%	-1	-25.0%	-0.2	-6.3%
Metropolitan South	8	3	7	7	4	1	1.4%	-3	-75.0%	-4.8	-82.8%
Total	**56**	**66**	**54**	**70**	**75**	**70**	**100.0%**	**-5**	**-6.7%**	**5.8**	**9.0%**
All fatalities	**311**	**330**	**335**	**360**	**328**	**331**		**3**	**0.9%**	**-1.8**	**-0.5%**

Table 5.34 shows the number of senior drivers and riders involved in fatal crashes within Queensland between 2004 and 2009 by gender. During 2009, there were 60 senior drivers and riders involved in 56 fatal crashes, with these crashes resulting in 70 fatalities. The number of senior drivers and riders involved in fatal crashes during 2009 is 15.5% (n=11) less than 2008 and 2.3% (n=1.4) less than the previous five year average.

During 2009, males accounted for 83.3% (n=50) of all senior drivers and riders involved in fatal crashes. This is 3.8% (n=2) less than 2008 but 7.8% (n=3.6) more than the previous five year average.

Table 5.34: Gender of senior drivers and riders involved in fatal crashes, Queensland 2004-2009

Gender	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Female	15	12	11	18	19	10	16.7%	-9	-47.4%	-5.0	-33.3%
Male	40	49	41	50	52	50	83.3%	-2	-3.8%	3.6	7.8%
Total	**55**	**61**	**52**	**68**	**71**	**60**	**100.0%**	**-11**	**-15.5%**	**-1.4**	**-2.3%**
All drivers and riders involved in fatal crashes	**405**	**423**	**433**	**486**	**432**	**426**		**-6**	**-1.4%**	**-10.0**	**-2.2%**

Table 5.35 shows the number of senior drivers and riders involved in fatal crashes within Queensland between 2004 and 2009 by age group and vehicle type. Overall during 2009, the most common type of vehicle controlled by senior drivers and riders involved in fatal crashes were light passenger vehicles (78.3%, n=47), followed by heavy freight vehicles (15.0%, n=9).

Table 5.35: Age group and vehicle type of senior drivers and riders involved in fatal crashes, Queensland 2004-2009

Age group and vehicle type	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
60-74 years											
Light passenger vehicles	21	37	28	37	32	29	48.3%	-3	-9.4%	-2.0	-6.5%
Motorcycles	2	3	0	4	4	2	3.3%	-2	-50.0%	-0.6	-23.1%
Heavy freight vehicles	3	0	3	4	7	8	13.3%	1	14.3%	4.6	135.3%
Other*	0	1	3	1	5	1	1.7%	-4	-80.0%	-1.0	-50.0%
75 years and older											
Light passenger vehicles	27	17	18	20	23	18	30.0%	-5	-21.7%	-3.0	-14.3%
Motorcycles	0	3	0	2	0	1	1.7%	1	-	0.0	0.0%
Heavy freight vehicles	1	0	0	0	0	1	1.7%	1	-	0.8	400.0%
Other*	1	0	0	0	0	0	0.0%	0	-	-0.2	-100.0%
Total	**55**	**61**	**52**	**68**	**71**	**60**	**100.0%**	**-11**	**-15.5%**	**-1.4**	**-2.3%**
All drivers and riders involved in fatal crashes	**405**	**423**	**433**	**486**	**432**	**426**		**-6**	**-1.4%**	**-10.0**	**-2.2%**

* 'Other' includes special purpose vehicles and buses

Table 5.36 shows the most common contributing factors associated with senior drivers and riders involved in fatal crashes within Queensland between 2004 and 2009. During 2009, illegal manoeuvre was the most common contributing factor associated with senior drivers and riders involved in fatal crashes (10.0%, n=6). This is 40.0% (n=4) less than 2008 and 42.3% (n=4.4) less than the previous five year average.

Table 5.36: Most common contributing factors* associated with senior drivers and riders involved in fatal crashes, Queensland 2004-2009

Contributing factor	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Illegal manoeuvre	10	7	13	12	10	6	10.0%	-4	-40.0%	-4.4	-42.3%
Fail to give way or stop	7	8	8	9	11	5	8.3%	-6	-54.5%	-3.6	-41.9%
Fatigue	6	5	2	9	3	5	8.3%	2	66.7%	0.0	0.0%
Alcohol related	6	6	2	3	2	3	5.0%	1	50.0%	-0.8	-21.1%
Rain/wet road	3	3	1	3	4	1	1.7%	-3	-75.0%	-1.8	-64.3%
All senior drivers and riders involved in fatal crashes	**55**	**61**	**52**	**68**	**71**	**60**	**100.0%**	**-11**	**-15.5%**	**-1.4**	**-2.3%**

* During 2009, 38.3% (n=23) of senior drivers and riders involved in fatal crashes were associated with 'Other driver' or 'Other' contributing factors.

5.2.7 Fatal crashes involving heavy freight vehicles

A heavy freight vehicle is defined as having a Gross Vehicular Mass (GVM)/Aggregate Trailer Mass (ATM) greater than 4.5 tonnes. Types of heavy freight vehicles include rigid trucks, articulated trucks and road trains/B-double/triple.

Table 5.37 shows the number of fatalities as a result of crashes involving heavy freight vehicles within Queensland between 2004 and 2009 by road user type.

During 2009, heavy freight vehicles contributed to 57 fatalities, which is 25.0% (n=19) less than 2008 but 1.8% (n=1.0) more than the previous five year average. Of these 57 fatalities, 24.6% (n=14) were the driver of the heavy freight vehicle themselves, 73.7% (n=42) were other road users involved in the crash with the heavy freight vehicle and 1.8% (n=1) were passengers in the heavy freight vehicle. The number of fatalities occurring to other road users during 2009 decreased by 28.8% (n=17) compared with 2008 but increased by 4.5% (n=1.8) compared with the previous five year average.

Table 5.37: Fatalities as a result of crashes involving heavy freight vehicles, Queensland 2004-2009

Road user type	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Heavy freight vehicle driver	10	11	9	23	14	14	24.6%	0	0.0%	0.6	4.5%
Passengers of heavy freight vehicle	2	2	4	1	3	1	1.8%	-2	-66.7%	-1.4	-58.3%
Other road users*	25	35	41	41	59	42	73.7%	-17	-28.8%	1.8	4.5%
Total	**37**	**48**	**54**	**65**	**76**	**57**	**100.0 %**	**-19**	**-25.0%**	**1.0**	**1.8%**
All fatalities	**311**	**330**	**335**	**360**	**328**	**331**		**3**	**0.9%**	**-1.8**	**-0.5%**

* 'Other road users' include pedestrians, bicyclists, and occupants of all other unit types (e.g. light passenger vehicles, motorcycles etc) involved in a crash with a heavy freight vehicle.

Table 5.38 shows the number of fatalities as a result of crashes involving heavy freight vehicles within Queensland between 2004 and 2009 by police region.

During 2009, the greatest number of fatalities as a result of crashes involving heavy freight vehicles occurred within the North Coast police region (22.8%, n=13), followed by the Southern police region (21.1%, n=12) and the Central police region (19.3%, n=11). The number of fatalities within the North Coast police region as a result of crashes involving heavy freight vehicles during 2009 decreased by 45.8% (n=11) compared with 2008 and decreased by 8.5% (n=1.2) compared with the previous five year average. A spike was also seen in 2008 (n=13) within the South Eastern police region.

Table 5.38: Police Region of fatalities as a result of crashes involving heavy freight vehicles, Queensland 2004-2009

Police Region	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Far Northern	0	3	1	3	6	5	8.8%	-1	-16.7%	2.4	92.3%
Northern	3	5	6	5	7	3	5.3%	-4	-57.1%	-2.2	-42.3%
Central	3	9	15	15	10	11	19.3%	1	10.0%	0.6	5.8%
North Coast	11	11	9	16	24	13	22.8%	-11	-45.8%	-1.2	-8.5%
Southern	7	15	12	14	12	12	21.1%	0	0.0%	0.0	0.0%
South Eastern	4	3	3	1	13	6	10.5%	-7	-53.8%	1.2	25.0%
Metropolitan North	1	1	2	4	1	2	3.5%	1	100.0%	0.2	11.1%
Metropolitan South	8	1	6	7	3	5	8.8%	2	66.7%	0.0	0.0%
Total	**37**	**48**	**54**	**65**	**76**	**57**	**100.0%**	**-19**	**-25.0%**	**1.0**	**1.8%**
All fatalities	**311**	**330**	**335**	**360**	**328**	**331**		**3**	**0.9%**	**-1.8**	**-0.5%**

Table 5.39 shows the number of heavy freight vehicle drivers involved in fatal crashes within Queensland between 2004 and 2009 by age group. During 2009, there were 57 heavy freight vehicles involved in 54 fatal crashes, with these crashes resulting in 57 fatalities. There were controllers present in 53 of the vehicles. The number of heavy freight vehicle drivers involved in fatal crashes during 2009 is 19.7% (n=13) less than 2008 but 2.3% (n=1.2) more than the previous five year average.

During 2009, drivers aged 50-59 years accounted for 34.0% (n=18) of all heavy freight vehicle drivers involved in fatal crashes. This number is 12.5% (n=2) more than 2008 and 76.5% (n=7.8) more than the previous five year average. There are very few younger drivers of heavy freight vehicles involved in fatal crashes, with only 18.9% (n=10) aged less than 40 years.

Table 5.39: Age group of heavy freight vehicle drivers involved in fatal crashes, Queensland 2004-2009

Age group	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
0-16 years	0	0	0	0	0	0	0.0%	0	-	0.0	-
17-20 years	1	3	0	0	0	0	0.0%	0	-	-0.8	-100.0%
21-24 years	1	4	2	2	5	1	1.9%	-4	-80.0%	-1.8	-64.3%
25-29 years	4	3	4	6	3	2	3.8%	-1	-33.3%	-2.0	-50.0%
30-39 years	13	8	14	18	14	7	13.2%	-7	-50.0%	-6.4	-47.8%
40-49 years	11	14	19	20	20	16	30.2%	-4	-20.0%	-0.8	-4.8%
50-59 years	4	8	10	13	16	18	34.0%	2	12.5%	7.8	76.5%
60-74 years	3	0	3	4	7	8	15.1%	1	14.3%	4.6	135.3%
75 years and over	1	0	0	0	0	1	1.9%	1	-	0.8	400.0%
Unknown	0	0	0	0	1	0	-	-	-	-	-
Total	**38**	**40**	**52**	**63**	**66**	**53**	**100.0%**	**-13**	**-19.7%**	**1.2**	**2.3%**
All drivers and riders involved in fatal crashes	**405**	**423**	**433**	**486**	**432**	**426**		**-6**	**-1.4%**	**-10.0**	**-2.2%**

Table 5.40 shows the number of heavy freight vehicle drivers involved in fatal crashes within Queensland between 2004 and 2009 by gender. During 2009, males accounted for 100% (n=53) of all heavy freight vehicle drivers involved in fatal crashes.

Table 5.40: Gender of heavy freight vehicle drivers involved in fatal crashes Queensland 2004-2009

Gender	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Female	0	1	0	0	2	0	0.0%	-2	-100.0%	-0.6	-100.0%
Male	38	39	52	63	63	53	100.0%	-10	-15.9%	2.0	3.9%
Unknown	0	0	0	0	1	0	-	-	-	-	-
Total	**38**	**40**	**52**	**63**	**66**	**53**	**100.0%**	**-13**	**-19.7%**	**1.2**	**2.3%**
All drivers and riders involved in fatal crashes	**405**	**423**	**433**	**486**	**432**	**426**		**-6**	**-1.4%**	**-10.0**	**-2.2%**

Table 5.41 shows the number of heavy freight vehicles involved in fatal crashes within Queensland between 2004 and 2009 by vehicle type. During 2009, the most common heavy freight vehicle involved in fatal crashes were road trains/B-doubles/triples (36.8%, n=21). Rigid trucks and articulated trucks each accounted for 31.6% (n=18) of heavy freight vehicles involved in fatal crashes. The number of road trains/B-doubles/triples involved in fatal crashes almost doubled during 2009 compared with 2008 and increased by 133.3% (n=12.0) compared with the previous five year average. In comparison, the number of rigid and articulated trucks involved in fatal crashes decreased over the same time periods.

Table 5.41: Vehicle type of heavy freight vehicles involved in fatal crashes, Queensland 2004-2009

Vehicle type	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Rigid truck	25	13	17	23	32	18	31.6%	-14	-43.8%	-4.0	-18.2%
Articulated truck	11	17	26	35	26	18	31.6%	-8	-30.8%	-5.0	-21.7%
Road train/B-double/triple	5	11	10	8	11	21	36.8%	10	90.9%	12.0	133.3%
Total	**41**	**41**	**53**	**66**	**69**	**57**	**100.0%**	**-12**	**-17.4%**	**3.0**	**5.6%**
All units involved in fatal crashes	**475**	**493**	**513**	**568**	**497**	**495**		**-2**	**-0.4%**	**-14.2**	**-2.8%**

Table 5.42 shows the most common contributing factors associated with heavy freight vehicle drivers involved in fatal crashes within Queensland between 2004 and 2009.

During 2009, fatigue was the most common contributing factor associated with heavy freight vehicle drivers involved in fatal crashes (13.2%, n=7). High risk factors such as speed and drink driving were not common among heavy freight vehicle drivers.

Table 5.42: Most common contributing factors* associated with heavy freight vehicle drivers involved in fatal crashes, Queensland 2004-2009

Contributing factor	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Fatigue	1	10	3	11	2	7	13.2%	5	250.0%	1.6	29.6%
Speed	3	1	3	5	2	1	1.9%	-1	-50.0%	-1.8	-64.3%
Illegal manoeuvre	0	2	2	5	2	1	1.9%	-1	-50.0%	-1.2	-54.5%
Dangerous driving	2	0	3	0	1	1	1.9%	0	0.0%	-0.2	-16.7%
Rain/wet road	2	1	1	0	4	1	1.9%	-3	-75.0%	-0.6	-37.5%
All heavy freight vehicle drivers involved in fatal crashes	**38**	**40**	**52**	**63**	**66**	**53**	**100.0%**	**-13**	**-19.7%**	**1.2**	**2.3%**

* During 2009, 22.6% (n=12) of heavy freight vehicle drivers involved in fatal crashes were associated with 'Other driver' or 'Other' contributing factors.

5.2.8 Fatal crashes involving motorcycles

A motorcycle is defined as a two or three wheeled motor vehicle designed to transport people, and includes motorcycles with or without a sidecar, motor scooters, trail bikes, mini bikes and mopeds.

Table 5.43 shows the number of fatalities as a result of crashes involving motorcycles within Queensland between 2004 and 2009 by road user type.

During 2009, motorcycles contributed to 60 fatalities, which was 16.7% (n=12) less than 2008 and 6.8% (n=4.4) less than the previous five year average. Of these 60 fatalities, 95.0% (n=57) were motorcycle riders themselves, 5.0% (n=3) were motorcycle pillions and there were no other road user fatalities.

Table 5.43: Fatalities as a result of crashes involving motorcycles, Queensland 2004-2009

Road user type	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Motorcycle rider	44	61	56	72	66	57	95.0%	-9	-13.6%	-2.8	-4.7%
Motorcycle pillion	4	3	2	1	6	3	5.0%	-3	-50.0%	-0.2	-6.3%
Other road users*	0	2	3	2	0	0	0.0%	0	-	-1.4	-100.0%
Total	**48**	**66**	**61**	**75**	**72**	**60**	**100.0%**	**-12**	**-16.7%**	**-4.4**	**-6.8%**
All fatalities	**311**	**330**	**335**	**360**	**328**	**331**		**3**	**0.9%**	**-1.8**	**-0.5%**

* 'Other road users' include pedestrians, bicyclists, and occupants of all other unit types (e.g. light passenger vehicles, heavy transport vehicle etc) involved in a crash with a motorcycle.

Table 5.44 shows the number of fatalities as a result of crashes involving motorcycles within Queensland between 2004 and 2009 by police region.

During 2009, the greatest number of fatalities as a result of crashes involving motorcycles occurred within the South Eastern police region (21.7%, n=13), followed by the North Coast police region (20.0%, n=12). The number of fatalities within the South Eastern police region as a result of crashes involving motorcycles during 2009 decreased by 13.3% (n=2) compared with 2008 and decreased by 19.8% (n=3.2) compared with the previous five year average. This was the largest decrease seen within any police region between 2009 and the previous five year average.

Table 5.44: Police Region of fatalities as a result of crashes involving motorcycles, Queensland 2004-2009

Police Region	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Far Northern	5	9	8	8	5	7	11.7%	2	40.0%	0.0	0.0%
Northern	3	2	5	0	5	4	6.7%	-1	-20.0%	1.0	33.3%
Central	7	4	7	4	7	5	8.3%	-2	-28.6%	-0.8	-13.8%
North Coast	8	11	9	15	20	12	20.0%	-8	-40.0%	-0.6	-4.8%
Southern	7	7	6	9	5	6	10.0%	1	20.0%	-0.8	-11.8%
South Eastern	8	17	16	25	15	13	21.7%	-2	-13.3%	-3.2	-19.8%
Metropolitan North	3	6	7	6	7	7	11.7%	0	0.0%	1.2	20.7%
Metropolitan South	7	10	3	8	8	6	10.0%	-2	-25.0%	-1.2	-16.7%
Total	**48**	**66**	**61**	**75**	**72**	**60**	**100.0%**	**-12**	**-16.7%**	**-4.4**	**-6.8%**
All fatalities	**311**	**330**	**335**	**360**	**328**	**331**		**3**	**0.9%**	**-1.8**	**-0.5%**

Table 5.45 shows the number of motorcycle riders involved in fatal crashes within Queensland between 2004 and 2009 by age group.

During 2009, there were 60 motorcycle riders involved in 59 fatal crashes, with these crashes resulting in 60 fatalities. The number of motorcycle riders involved in fatal crashes during 2009 is 14.3% (n=10) less than 2008 but 6.0% (n=3.8) less than the previous five year average.

During 2009, riders aged 40-49 years accounted for 30.0% (n=18) of all motorcycle riders involved in fatal crashes. This number is 28.6% (n=4) more than 2008 and 80.0% (n=8.0) more than the previous five year average. The number of motorcycle riders aged 17-20 years involved in fatal crashes during 2009 (n=4) decreased by 55.6% (n=5) compared with 2008 and decreased by 45.9% (n=3.4) compared with the previous five year average.

Table 5.45: Age group of motorcycle riders involved in fatal crashes, Queensland 2004-2009

Age group	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
0-16 years	0	0	1	5	1	0	0.0%	-1	-100.0%	-1.4	-100.0%
17-20 years	7	2	10	9	9	4	6.7%	-5	-55.6%	-3.4	-45.9%
21-24 years	6	7	10	11	7	6	10.0%	-1	-14.3%	-2.2	-26.8%
25-29 years	7	13	8	6	9	6	10.0%	-3	-33.3%	-2.6	-30.2%
30-39 years	13	16	21	22	18	17	28.3%	-1	-5.6%	-1.0	-5.6%
40-49 years	9	11	8	8	14	18	30.0%	4	28.6%	8.0	80.0%
50-59 years	4	8	3	9	8	6	10.0%	-2	-25.0%	-0.4	-6.3%
60-74 years	2	3	0	4	4	2	3.3%	-2	-50.0%	-0.6	-23.1%
75 years and over	0	3	0	2	0	1	1.7%	1	-	0.0	0.0%
Unknown	0	1	0	0	0	0	-	-	-	-	-
Total	**48**	**64**	**61**	**76**	**70**	**60**	**100.0%**	**-10**	**-14.3%**	**-3.8**	**-6.0%**
All drivers and riders involved in fatal crashes	**405**	**423**	**433**	**486**	**432**	**426**		**-6**	**-1.4%**	**-10.0**	**-2.2%**

Table 5.46 shows the number of motorcycle riders involved in fatal crashes within Queensland between 2004 and 2009 by gender. During 2009, males accounted for 98.3% (n=59) of all motorcycle riders involved in fatal crashes. This number is 11.9% (n=8) less than 2008 and 5.1% (n=3.2) less than the previous five year average

Table 5.46: Gender of motorcycle riders involved in fatal crashes Queensland 2004-2009

Gender	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Female	0	1	1	3	3	1	1.7%	-2	-66.7%	-0.6	-37.5%
Male	48	63	60	73	67	59	98.3%	-8	-11.9%	-3.2	-5.1%
Total	**48**	**64**	**61**	**76**	**70**	**60**	**100.0%**	**-10**	**-14.3%**	**-3.8**	**-6.0%**
All drivers and riders involved in fatal crashes	**405**	**423**	**433**	**486**	**432**	**426**		**-6**	**-1.4%**	**-10.0**	**-2.2%**

Table 5.47 shows the most common contributing factors associated with motorcycle riders involved in fatal crashes within Queensland between 2004 and 2009. During 2009, speed was the most common contributing factor associated with motorcycle riders involved in fatal crashes (35.0%, n=21). This number is 30.0% (n=9) less than 2008 and 9.5% (n=2.2) less than the previous five year average.

Table 5.47: Most common contributing factors* associated with motorcycle riders involved in fatal crashes, Queensland 2004-2009

Contributing factor	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Speed	13	19	23	31	30	21	35.0%	-9	-30.0%	-2.2	-9.5%
Drink driving	7	10	16	20	19	13	21.7%	-6	-31.6%	-1.4	-9.7%
Illegal manoeuvre	5	7	11	8	8	8	13.3%	0	0.0%	0.2	2.6%
Unlicensed	6	8	10	15	13	6	10.0%	-7	-53.8%	-4.4	-42.3%
Fatigue	2	5	2	1	4	3	5.0%	-1	-25.0%	0.2	7.1%
All motorcycle riders involved in fatal crashes	**48**	**64**	**61**	**76**	**70**	**60**	**100.0%**	**-10**	**-14.3%**	**-3.8**	**-6.0%**

* During 2009, 23.3% (n=14) of motorcycle riders involved in fatal crashes were associated with 'Other driver' or 'Other' contributing factors.

5.3 Hospitalisation crashes

Table 5.48 shows the number of hospitalised casualties within Queensland between 2004 and 2009 by contributing factor/characteristic. The most common type of contributing factor in hospitalisation crashes during 2009 was illegal manoeuvres, contributing to 15.7% (n=1,047) of all hospitalised casualties. Alcohol contributed to 16.6% (n=1,109) of all hospitalised casualties during 2009, with failure to give way or stop (14.4%, n=960) and drink driving (11.1%, n=743) also common.

In terms of the age of drivers and riders involved in hospitalisation crashes, young drivers aged 17 to 24 years contributed to 35.1% (n=2,343) of all hospitalised casualties occurring on Queensland roads in 2009. Senior drivers aged 60 years and over contributed to 19.0% (n=1,271) of all hospitalised casualties occurring on Queensland roads during 2009.

Table 5.48: Hospitalised casualties by contributing factors* and characteristics, Queensland 2004-2009

Contributing factors and characteristics	2004		2005		2006		2007		2008		2009	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Involving drivers or riders												
Speeding	448	7.2%	471	7.5%	484	8.2%	486	8.0%	452	6.6%	435	6.5%
Drink driving (Illegal BAC)	593	9.5%	632	10.0%	669	11.4%	664	11.0%	752	11.0%	743	11.1%
Fatigue related	459	7.4%	484	7.7%	462	7.8%	417	6.9%	447	6.5%	438	6.6%
Fail to give way or stop	826	13.3%	886	14.0%	745	12.7%	806	13.3%	934	13.7%	960	14.4%
Disobey traffic light/signal	306	4.9%	325	5.2%	288	4.9%	325	5.4%	372	5.4%	299	4.5%
Illegal manoeuvre	947	15.2%	929	14.7%	882	15.0%	883	14.6%	1,027	15.0%	1,047	15.7%
Dangerous driving	377	6.1%	381	6.0%	409	6.9%	357	5.9%	493	7.2%	595	8.9%
Distracted	23	0.4%	20	0.3%	22	0.4%	14	0.2%	24	0.4%	20	0.3%
Vehicle defects	191	3.1%	163	2.6%	155	2.6%	179	3.0%	159	2.3%	138	2.1%
Unlicensed	557	8.9%	540	8.6%	503	8.5%	464	7.7%	642	9.4%	560	8.4%
Aged 17 to 24 years	2,466	39.6%	2,506	39.7%	2,204	37.4%	2,358	38.9%	2,521	36.9%	2,343	35.1%
Aged 60 years or over	1,099	17.6%	1,010	16.0%	1,022	17.4%	1,038	17.1%	1,275	18.6%	1,271	19.0%
Alcohol related	864	13.9%	875	13.9%	938	15.9%	975	16.1%	1,122	16.4%	1,109	16.6%
Rain/wet road	510	8.2%	496	7.9%	486	8.3%	476	7.9%	486	7.1%	431	6.5%
Road conditions	144	2.3%	110	1.7%	136	2.3%	136	2.2%	151	2.2%	143	2.1%
Roadworks	2	0.0%	5	0.1%	5	0.1%	7	0.1%	10	0.1%	6	0.1%
Involving												
Heavy freight vehicles	448	7.2%	440	7.0%	405	6.9%	449	7.4%	477	7.0%	463	6.9%
Motorcycles	803	12.9%	914	14.5%	996	16.9%	989	16.3%	1,060	15.5%	987	14.8%
Mopeds	-	-	-	-	-	-	-	-	-	-	81	1.2%
Buses	138	2.2%	164	2.6%	116	2.0%	106	1.8%	179	2.6%	153	2.3%
Unrestrained vehicle occupants**	266	6.6%	302	7.6%	227	7.1%	216	6.7%	201	5.0%	193	5.0%
All Fatalities	**6,228**		**6,309**		**5,887**		**6,055**		**6,838**		**6,672**	

* "Contributing factors" are factors that may have contributed to the cause or outcome of road traffic crashes, however may not be the primary cause of a crash. Road traffic crashes have complex combinations of causal factors and behaviours and characteristics. Multiple behaviours and characteristics may be associated with individual casualties. As a result the total number of casualties as a result of each behaviour and characteristic should not be totalled and may not equal the total number of casualties.

** Percentage of unrestrained vehicle occupants is calculated based on only the vehicle occupants where restraint use was known.

5.3.1 Hospitalisation crashes involving alcohol and drink driving

"Drink driving" is attributed to the controller (i.e. driver and rider) of a motor vehicle who had an illegal Blood Alcohol Concentration (BAC) for their licence level (e.g. Learner licence), vehicle type (e.g. heavy freight vehicle) or purpose of vehicle use (e.g. taxi) at the time of the crash.

Table 5.49 shows the number of hospitalised casualties as a result of crashes involving drink drivers or riders within Queensland between 2004 and 2009 by road user type. During 2009, drink drivers or riders contributed to 743 hospitalised casualties, of which 59.6% (n=443) were drivers. This number is 7.3% (n=35) less than 2008 but 12.8% (n=50.4) more than the previous five year average. During 2009, the number of motorcyclists hospitalised as a result of crashes involving drink drivers or riders decreased by 16.7% (n=15) compared with 2008 but increased by 8.4% (n=5.8) compared with the previous five year average. Overall, passengers accounted for 26.6% (n=198) of all hospitalised casualties as a result of crashes involving drink drivers or riders during 2009.

Table 5.49: Hospitalised casualties as a result of crashes involving drink drivers or riders, Queensland 2004-2009

Road user type	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Drivers	351	355	391	388	478	443	59.6%	-35	-7.3%	50.4	12.8%
Passengers	187	193	179	190	171	198	26.6%	27	15.8%	14.0	7.6%
Motorcyclists	40	67	82	67	90	75	10.1%	-15	-16.7%	5.8	8.4%
Bicyclists	4	5	7	0	1	4	0.5%	3	300.0%	0.6	17.6%
Pedestrians	11	12	10	19	12	23	3.1%	11	91.7%	10.2	79.7%
Total	**593**	**632**	**669**	**664**	**752**	**743**	**100.0%**	**-9**	**-1.2%**	**81.0**	**12.2%**
All hospitalised casualties	**6,228**	**6,309**	**5,887**	**6,055**	**6,838**	**6,672**		**-163**	**-2.4%**	**408.6**	**6.5%**

Table 5.50 shows the number of hospitalised casualties as a result of crashes involving drink drivers or riders within Queensland between 2004 and 2009 by police region. During 2009, the greatest number of hospitalised casualties as a result of crashes involving drink drivers or riders occurred within the North Coast police region (19.0%, n=141), followed by the South Eastern police region (17.5%, n=130) and the Southern police region (12.7%, n=94). The number of hospitalised casualties within the South Eastern police region as a result of crashes involving drink drivers or riders during 2009 decreased by 17.2% (n=27) compared with 2008 and decreased by 5.1% (n=7.0) compared with the previous five year average.

Table 5.50: Police Region of hospitalised casualties as a result of crashes involving drink drivers or riders, Queensland 2004-2009

Police Region	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Far Northern	47	63	54	57	56	67	9.0%	11	19.6%	11.6	20.9%
Northern	48	31	64	46	71	61	8.2%	-10	-14.1%	9.0	17.3%
Central	51	82	64	71	68	80	10.8%	12	17.6%	12.8	19.0%
North Coast	113	105	131	116	133	141	19.0%	8	6.0%	21.4	17.9%
Southern	70	61	60	82	90	94	12.7%	4	4.4%	21.4	29.5%
South Eastern	119	133	136	140	157	130	17.5%	-27	-17.2%	-7.0	-5.1%
Metropolitan North	69	67	76	85	87	77	10.4%	-10	-11.5%	0.2	0.3%
Metropolitan South	74	90	83	66	89	93	12.5%	4	4.5%	12.6	15.7%
Unknown	2	0	1	1	1	0	-	-	-	-	-
Total	**593**	**632**	**669**	**664**	**752**	**743**	**100.0%**	**-9**	**-1.2%**	**81.0**	**12.2%**
All hospitalised casualties	**6,228**	**6,309**	**5,887**	**6,055**	**6,838**	**6,672**		**-163**	**-2.4%**	**408.6**	**6.5%**

Table 5.51 shows the number of drink drivers and riders involved in hospitalisation crashes within Queensland between 2004 and 2009 by age group. During 2009, there were 574 drink drivers and riders involved in hospitalisation crashes. The number of drink drivers and riders involved in hospitalisation crashes during 2009 is 4.8% (n=29) less than 2008 but 12.0% (n=61.4) more than the previous five year average.

During 2009, drivers and riders aged 30-39 years accounted for 22.1% (n=127) of all drink drivers and riders involved in hospitalisation crashes. This number is 9.9% (n=14) less than 2008 but 9.7% (n=11.2) more than the previous five year average.

Table 5.51: Age group of drink drivers and riders involved in hospitalisation crashes, Queensland 2004-2009

Age group	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
0-16 years	4	7	10	5	8	6	1.0%	-2	-25.0%	-0.8	-11.8%
17-20 years	75	87	111	105	113	101	17.6%	-12	-10.6%	2.8	2.9%
21-24 years	103	109	103	95	107	113	19.7%	6	5.6%	9.6	9.3%
25-29 years	75	83	88	91	115	113	19.7%	-2	-1.7%	22.6	25.0%
30-39 years	95	118	116	109	141	127	22.1%	-14	-9.9%	11.2	9.7%
40-49 years	63	51	58	59	71	74	12.9%	3	4.2%	13.6	22.5%
50-59 years	29	21	20	27	31	23	4.0%	-8	-25.8%	-2.6	-10.2%
60-74 years	4	11	16	8	16	16	2.8%	0	0.0%	5.0	45.5%
75 years and over	0	1	0	3	0	1	0.2%	1	-	0.2	25.0%
Unknown	0	0	0	0	1	0	-	-	-	-	-
Total	**448**	**488**	**522**	**502**	**603**	**574**	**100.0%**	**-29**	**-4.8%**	**61.4**	**12.0%**
All drivers and riders involved in hospitalisation crashes	**7,892**	**8,055**	**7,659**	**7,907**	**8,769**	**8,627**		**-142**	**-1.6%**	**570.6**	**7.1%**

Table 5.52 shows the number of drink drivers and riders involved in hospitalisation crashes within Queensland between 2004 and 2009 by gender. During 2009, males accounted for 81.0% (n=465) of all drink drivers and riders involved in hospitalisation crashes. This number is 6.3% (n=31) less than 2008 but 11.6% (n=48.2) more than the previous five year average.

Table 5.52: Gender of drink drivers and riders involved in hospitalisation crashes, Queensland 2004-2009

Gender	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Female	72	96	101	103	107	109	19.0%	2	1.9%	13.2	13.8%
Male	376	392	421	399	496	465	81.0%	-31	-6.3%	48.2	11.6%
Total	**448**	**488**	**522**	**502**	**603**	**574**	**100.0%**	**-29**	**-4.8%**	**61.4**	**12.0%**
All drivers and riders involved in hospitalisation crashes	**7,892**	**8,055**	**7,659**	**7,907**	**8,769**	**8,627**		**-142**	**-1.6%**	**570.6**	**7.1%**

Table 5.53 shows the number of drink drivers and riders involved in hospitalisation crashes within Queensland between 2004 and 2009 by BAC recorded in their test results. Overall between 2004 and 2009, approximately 95.2% – 97.6% of all drink drivers and riders involved in hospitalisation crashes had a BAC above the legal limit of 0.05%. During 2009, 32.3% (n=185) of all drink drivers and riders involved in hospitalisation crashes had a BAC of 0.10 – 0.14 and 27.3% (n=156) had a BAC of 0.15 – 0.19.

Table 5.53: Blood alcohol test results* of drink drivers and riders involved in hospitalisation crashes, Queensland 2004-2009

Blood alcohol concentration	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
0.01 - 0.04	11	17	25	14	21	14	2.4%	-7	-33.3%	-3.6	-20.5%
0.05 - 0.09	90	96	118	117	111	125	21.9%	14	12.6%	18.6	17.5%
0.10 - 0.14	136	144	149	158	175	185	32.3%	10	5.7%	32.6	21.4%
0.15 - 0.19	116	131	135	134	174	156	27.3%	-18	-10.3%	18.0	13.0%
0.20 - 0.24	61	69	65	63	85	71	12.4%	-14	-16.5%	2.4	3.5%
0.25 and over	31	30	28	14	37	21	3.7%	-16	-43.2%	-7.0	-25.0%
Total	**445**	**487**	**520**	**500**	**603**	**572**	**100.0%**	**-31**	**-5.1%**	**61.0**	**11.9%**
All drivers and riders involved in hospitalisation crashes	**7,892**	**8,055**	**7,659**	**7,907**	**8,769**	**8,627**		**-142**	**-1.6%**	**570.6**	**7.1%**

* Where blood alcohol test results are known

Table 5.54 shows the number of drink drivers and riders involved in hospitalisation crashes within Queensland between 2004 and 2009 by vehicle type. During 2009, the most common vehicle type controlled by drink drivers and riders involved in hospitalisation crashes were light passenger vehicles (85.9%, n=493), followed by motorcycles (12.4%, n=71).

Table 5.54: Vehicle types of drink drivers and riders involved in hospitalisation crashes, Queensland 2004-2009

Vehicle type	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Light passenger vehicles	408	427	453	443	509	493	85.9%	-16	-3.1%	45.0	10.0%
Motorcycles	36	55	67	56	86	71	12.4%	-15	-17.4%	11.0	18.3%
Heavy freight vehicles	2	5	1	0	4	5	0.9%	1	25.0%	2.6	108.3%
Other*	2	1	1	3	4	5	0.9%	1	25.0%	2.8	127.3%
Total	**448**	**488**	**522**	**502**	**603**	**574**	**100.0%**	**-29**	**-4.8%**	**61.4**	**12.0%**
All drivers and riders involved in hospitalisation crashes	**7,892**	**8,055**	**7,659**	**7,907**	**8,769**	**8,627**		**-142**	**-1.6%**	**570.6**	**7.1%**

* 'Other' includes special purpose vehicles and buses

Table 5.55 shows the number of pedestrian hospitalised casualties who were alcohol impaired when they were involved in a crash within Queensland between 2004 and 2009. Pedestrians who were alcohol impaired may be referred to as ‘drink walking’ at the time of the crash.

During 2009, there were 73 pedestrian hospitalised casualties out of a total of 424 pedestrian hospitalised casualties (17.2%) who were drink walking at the time of their collision with another unit.

Table 5.55: Age group of alcohol impaired pedestrian hospitalised casualties, Queensland 2004-2009

Age group	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
16 years	2	1	1	2	5	1	1.4%	-4	-80.0%	-1.2	-54.5%
17-20 years	7	8	12	10	19	16	21.9%	-3	-15.8%	4.8	42.9%
21-24 years	17	15	10	13	14	12	16.4%	-2	-14.3%	-1.8	-13.0%
25-29 years	11	6	8	12	11	10	13.7%	-1	-9.1%	0.4	4.2%
30-39 years	12	12	6	19	10	14	19.2%	4	40.0%	2.2	18.6%
40-49 years	16	6	15	20	11	12	16.4%	1	9.1%	-1.6	-11.8%
50-59 years	5	2	7	1	4	5	6.8%	1	25.0%	1.2	31.6%
60-74 years	3	3	2	4	2	3	4.1%	1	50.0%	0.2	7.1%
75 years and over	0	0	0	0	0	0	0.0%	0	-	0.0	-
Age unknown	1	0	0	0	0	0	0.0%	0	-	-0.2	-100.0%
Total	**74**	**53**	**61**	**81**	**76**	**73**	**100.0%**	**-3**	**-3.9%**	**4.0**	**5.8%**
All pedestrian hospitalised casualties	**405**	**429**	**385**	**431**	**426**	**424**		**-2**	**-0.5%**	**8.8**	**2.1%**

Table 5.56 shows the number of pedestrian hospitalised casualties who were alcohol impaired when they were involved in a crash within Queensland between 2004 and 2009 by gender. During 2009, males accounted for 75.3% (n=55) of all pedestrian hospitalised casualties who were alcohol impaired at the time of the crash.

Table 5.56: Gender of alcohol impaired pedestrian hospitalised casualties, Queensland 2004-2009

Gender	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Female	17	12	13	22	14	18	24.7%	4	28.6%	2.4	15.4%
Male	57	41	48	59	62	55	75.3%	-7	-11.3%	1.6	3.0%
Total	**74**	**53**	**61**	**81**	**76**	**73**	**100.0%**	**-3**	**-3.9%**	**4.0**	**5.8%**
All pedestrian hospitalised casualties	**405**	**429**	**385**	**431**	**426**	**424**		**-2**	**-0.5%**	**8.8**	**2.1%**

5.3.2 Hospitalisation crashes involving speeding

Speeding is recorded as a contributing factor in crashes when any controller (i.e. driver and rider) of a unit was exceeding the speed limit at the time of the crash, or was deemed to be travelling at excessive speed for the circumstances (the controller may not necessarily be exceeding the speed limit in this case).

Table 5.57 shows the number of hospitalised casualties as a result of crashes involving speeding drivers or riders within Queensland between 2004 and 2009 by road user type. During 2009, speeding drivers or riders contributed to 435 hospitalised casualties, of which 53.1% (n=231) were drivers. The number of motorcyclists hospitalised as a result of crashes involving speeding drivers or riders during 2009 (n=70) decreased by 14.6% (n=12) compared with 2008 and decreased by 13.4% (n=10.8) compared with the previous five year average. Overall, passengers accounted for 29.9% (n=130) of all hospitalised casualties as a result of crashes involving speeding drivers or riders during 2009.

Table 5.57: Hospitalised casualties as a result of crashes involving speeding drivers or riders, Queensland 2004-2009

Road user type	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Drivers	209	215	234	232	232	231	53.1%	-1	-0.4%	6.6	2.9%
Passengers	163	165	154	160	132	130	29.9%	-2	-1.5%	-24.8	-16.0%
Motorcyclists	73	79	84	86	82	70	16.1%	-12	-14.6%	-10.8	-13.4%
Bicyclists	0	2	0	2	0	1	0.2%	1	-	0.2	25.0%
Pedestrians	3	10	12	6	6	3	0.7%	-3	-50.0%	-4.4	-59.5%
Total	**448**	**471**	**484**	**486**	**452**	**435**	**100.0%**	**-17**	**-3.8%**	**-33.2**	**-7.1%**
All hospitalised casualties	**6,228**	**6,309**	**5,887**	**6,055**	**6,838**	**6,672**		**-163**	**-2.4%**	**408.6**	**6.5%**

Table 5.58 shows the number of hospitalised casualties as a result of crashes involving speeding drivers or riders within Queensland between 2004 and 2009 by police region.

During 2009, the greatest number of fatalities as a result of crashes involving speeding drivers or riders occurred within the North Coast police region (21.8%, n=95), followed by the South Eastern police region (18.2%, n=79). The number of hospitalised casualties within the Far Northern police region as a result of crashes involving speeding drivers or riders during 2009 decreased by 40.0% (n=16) compared with 2008 and decreased by 39.4% (n=15.6) compared with the previous five year average..

Table 5.58: Police Region of hospitalised casualties as a result of crashes involving speeding drivers or riders, Queensland 2004-2009

Police Region	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Far Northern	28	42	49	39	40	24	5.5%	-16	-40.0%	-15.6	-39.4%
Northern	36	17	36	32	33	29	6.7%	-4	-12.1%	-1.8	-5.8%
Central	36	49	38	41	48	47	10.8%	-1	-2.1%	4.6	10.8%
North Coast	92	107	96	93	79	95	21.8%	16	20.3%	1.6	1.7%
Southern	59	48	38	57	60	68	15.6%	8	13.3%	15.6	29.8%
South Eastern	76	83	87	106	91	79	18.2%	-12	-13.2%	-9.6	-10.8%
Metropolitan North	54	72	58	61	43	46	10.6%	3	7.0%	-11.6	-20.1%
Metropolitan South	65	51	79	56	57	47	10.8%	-10	-17.5%	-14.6	-23.7%
Unknown	2	2	3	1	1	0	-	-	-	-	-
Total	**448**	**471**	**484**	**486**	**452**	**435**	**100.0%**	**-17**	**-3.8%**	**-33.2**	**-7.1%**
All hospitalised casualties	**6,228**	**6,309**	**5,887**	**6,055**	**6,838**	**6,672**		**-163**	**-2.4%**	**408.6**	**6.5%**

Table 5.59 shows the number of speeding drivers and riders involved in hospitalisation crashes within Queensland between 2004 and 2009 by age group. During 2009, there were 309 speeding drivers and riders involved in hospitalisation crashes. The number of speeding drivers and riders involved in hospitalisation crashes during 2009 is 8.8% (n=30) less than 2008 and 9.8% (n=33.4) less than the previous five year average.

During 2009, drivers and riders aged 17-20 years accounted for 27.6% (n=84) of all speeding drivers and riders involved in hospitalisation crashes. This number is 2.3% (n=2) less than 2008 and 15.7% (n=15.6) less than the previous five year average. The number of speeding drivers and riders aged 40-49 years involved in hospitalisation crashes during 2009 (n=43) increased by 22.9% (n=8) compared with 2008 and increased by 46.3% (n=13.6) compared with the previous five year average.

Table 5.59: Age group of speeding drivers and riders involved in hospitalisation crashes, Queensland 2004-2009

Age group	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
0-16 years	15	9	12	5	11	6	2.0%	-5	-45.5%	-4.4	-42.3%
17-20 years	89	109	106	108	86	84	27.6%	-2	-2.3%	-15.6	-15.7%
21-24 years	64	73	69	71	68	48	15.8%	-20	-29.4%	-21.0	-30.4%
25-29 years	43	46	58	57	50	41	13.5%	-9	-18.0%	-9.8	-19.3%
30-39 years	57	52	66	53	56	55	18.1%	-1	-1.8%	-1.8	-3.2%
40-49 years	20	27	32	33	35	43	14.1%	8	22.9%	13.6	46.3%
50-59 years	12	15	19	11	16	13	4.3%	-3	-18.8%	-1.6	-11.0%
60-74 years	4	5	2	7	11	8	2.6%	-3	-27.3%	2.2	37.9%
75 years and over	0	2	0	0	1	6	2.0%	5	500.0%	5.4	900.0%
Unknown	8	1	12	1	5	5	-	-	-	-	-
Total	**312**	**339**	**376**	**346**	**339**	**309**	**100.0%**	**-30**	**-8.8%**	**-33.4**	**-9.8%**
All drivers and riders involved in hospitalisation crashes	**7,892**	**8,055**	**7,659**	**7,907**	**8,769**	**8,627**		**-142**	**-1.6%**	**570.6**	**7.1%**

Table 5.60 shows the number of speeding drivers and riders involved in hospitalisation crashes within Queensland between 2004 and 2009 by gender. During 2009, males accounted for 81.3% (n=248) of all speeding drivers and riders involved in hospitalisation crashes.

Table 5.60: Gender of speeding drivers and riders involved in hospitalisation crashes, Queensland 2004-2009

Gender	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Female	41	60	52	49	64	57	18.7%	-7	-10.9%	3.8	7.1%
Male	266	279	319	296	271	248	81.3%	-23	-8.5%	-38.2	-13.3%
Unknown	5	0	5	1	4	4	-	-	-	-	-
Total	**312**	**339**	**376**	**346**	**339**	**309**	**100.0%**	**-30**	**-8.8%**	**-33.4**	**-9.8%**
All drivers and riders involved in hospitalisation crashes	**7,892**	**8,055**	**7,659**	**7,907**	**8,769**	**8,627**		**-142**	**-1.6%**	**570.6**	**7.1%**

Table 5.61 shows the number of speeding drivers and riders involved in hospitalisation crashes within Queensland between 2004 and 2009 by vehicle type. During 2009, the most common vehicle type controlled by speeding drivers and riders involved in hospitalisation crashes were light passenger vehicles (74.1%, n=229), followed by motorcycles (20.4%, n=63).

Table 5.61: Vehicle types of speeding drivers and riders involved in hospitalisation crashes, Queensland 2004-2009

Vehicle type	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Light passenger vehicles	231	252	285	254	243	229	74.1%	-14	-5.8%	-24.0	-9.5%
Motorcycles	69	71	77	79	76	63	20.4%	-13	-17.1%	-11.4	-15.3%
Heavy freight vehicles	10	12	11	10	13	12	3.9%	-1	-7.7%	0.8	7.1%
Other*	2	4	3	3	7	5	1.6%	-2	-28.6%	1.2	31.6%
Total	**312**	**339**	**376**	**346**	**339**	**309**	**100.0%**	**-30**	**-8.8%**	**-33.4**	**-9.8%**
All drivers and riders involved in hospitalisation crashes	**7,892**	**8,055**	**7,659**	**7,907**	**8,769**	**8,627**		**-142**	**-1.6%**	**570.6**	**7.1%**

* 'Other' includes special purpose vehicles and buses

5.3.3 Fatigue related hospitalisation crashes

Fatigue is recorded by the reporting police officer as a contributing factor in crashes when any controller involved, including pedestrians and bicycle riders, is attributed with a reduction in driving or riding ability as a result of prolonged driving or being tired while driving. It should be noted that other factors, such as the elapsed time since the person last slept, the time of the day or night, as well as the human circadian rhythm may be involved. A single vehicle crash occurring in a speed zone of 100 km/hr or greater during the typical fatigue times of 2pm to 4pm or 10pm to 6am is deemed as 'Fatigue related by definition'.

Table 5.62 shows the number of hospitalised casualties as a result of fatigue related crashes within Queensland between 2004 and 2009 by road user type.

During 2009, fatigue contributed to 438 hospitalised casualties, of which 66.0% (n=289) were drivers. This is 7.1% (n=22) less than the number of drivers hospitalised as a result of fatigue related crashes during 2008 and 3.6% (n=10.8) less than the previous five year average. The number of motorcyclists hospitalised as a result of fatigue related crashes during 2009 (n=27) increased by 58.8% (n=10) compared with 2008 and increased by 31.1% (n=6.4) compared with the previous five year average. Overall, pedestrians accounted for 27.9% (n=122) of all hospitalised casualties as a result of fatigue related crashes during 2009.

Table 5.62: Hospitalised casualties as a result of fatigue related crashes, Queensland 2004-2009

Road user type	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Drivers	287	316	290	295	311	289	66.0%	-22	-7.1%	-10.8	-3.6%
Passengers	151	146	136	102	118	122	27.9%	4	3.4%	-8.6	-6.6%
Motorcyclists	21	21	30	14	17	27	6.2%	10	58.8%	6.4	31.1%
Bicyclists	0	0	1	1	1	0	0.0%	-1	-100.0%	-0.6	-100.0%
Pedestrians	0	1	5	5	0	0	0.0%	0	-	-2.2	-100.0%
Total	**459**	**484**	**462**	**417**	**447**	**438**	**100.0 %**	**-9**	**-2.0%**	**-15.8**	**-3.5%**
All hospitalised casualties	**6,228**	**6,309**	**5,887**	**6,055**	**6,838**	**6,672**		**-163**	**-2.4%**	**408.6**	**6.5%**

Table 5.63 shows the number of hospitalised casualties as a result of fatigue related crashes within Queensland between 2004 and 2009 by police region.

During 2009, the greatest number of hospitalised casualties as a result of fatigue related crashes occurred within the Southern police region (23.7%, n=104), followed by the North Coast police region (21.9%, n=96) and the Central police region (19.9%, n=87). The number of hospitalised casualties within the Metropolitan South police region as a result of fatigue related crashes during 2009 decreased by 27.3% (n=6) compared with 2008 and decreased by 37.0% (n=9.4) compared with the previous five year average. This is the largest percentage decrease seen in any police region between these time periods.

Table 5.63: Police Region of hospitalised casualties as a result of fatigue related crashes, Queensland 2004-2009

Police Region	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Far Northern	32	32	56	22	33	35	8.0%	2	6.1%	0.0	0.0%
Northern	41	58	47	30	47	43	9.8%	-4	-8.5%	-1.6	-3.6%
Central	107	108	85	94	90	87	19.9%	-3	-3.3%	-9.8	-10.1%
North Coast	99	127	91	82	86	96	21.9%	10	11.6%	-1.0	-1.0%
Southern	99	91	95	101	102	104	23.7%	2	2.0%	6.4	6.6%
South Eastern	32	27	44	47	40	35	8.0%	-5	-12.5%	-3.0	-7.9%
Metropolitan North	24	13	18	14	26	22	5.0%	-4	-15.4%	3.0	15.8%
Metropolitan South	25	28	26	26	22	16	3.7%	-6	-27.3%	-9.4	-37.0%
Unknown	0	0	0	1	1	0	-	-	-	-	-
Total	**459**	**484**	**462**	**417**	**447**	**438**	**100.0%**	**-9**	**-2.0%**	**-15.8**	**-3.5%**
All hospitalised casualties	**6,228**	**6,309**	**5,887**	**6,055**	**6,838**	**6,672**		**-163**	**-2.4%**	**408.6**	**6.5%**

Table 5.64 shows the number of drivers and riders involved in fatigue related hospitalisation crashes within Queensland between 2004 and 2009 by age group.

During 2009, there were 342 drivers and riders involved in fatigue related hospitalisation crashes. The number of drivers and riders involved in fatigue related hospitalisation crashes during 2009 is 1.7% (n=6) less than 2008 and 4.0% (n=14.2) less than the previous five year average. During 2009, drivers and riders aged 30-39 years accounted for 20.2% (n=69) of all drivers and riders involved in fatigue related hospitalisation crashes. This number is 2.8% (n=2) less than 2008 but 0.9% (n=0.6) more than the previous five year average.

Table 5.64: Age group of drivers and riders involved in fatigue related hospitalisation crashes, Queensland 2004-2009

Age group	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
0-16 years	3	4	3	2	1	2	0.6%	1	100.0%	-0.6	-23.1%
17-20 years	61	74	80	66	62	53	15.5%	-9	-14.5%	-15.6	-22.7%
21-24 years	51	58	46	50	46	56	16.4%	10	21.7%	5.8	11.6%
25-29 years	41	38	41	50	35	54	15.8%	19	54.3%	13.0	31.7%
30-39 years	65	70	76	60	71	69	20.2%	-2	-2.8%	0.6	0.9%
40-49 years	66	57	53	48	55	49	14.3%	-6	-10.9%	-6.8	-12.2%
50-59 years	28	38	42	32	40	30	8.8%	-10	-25.0%	-6.0	-16.7%
60-74 years	21	24	22	29	31	23	6.7%	-8	-25.8%	-2.4	-9.4%
75 years and over	12	7	7	4	6	6	1.8%	0	0.0%	-1.2	-16.7%
Unknown	0	4	0	0	1	0	-	-	-	-	-
Total	**348**	**374**	**370**	**341**	**348**	**342**	**100.0%**	**-6**	**-1.7%**	**-14.2**	**-4.0%**
All drivers and riders involved in hospitalisation crashes	**7,892**	**8,055**	**7,659**	**7,907**	**8,769**	**8,627**		**-142**	**-1.6%**	**570.6**	**7.1%**

Table 5.65 shows the number of drivers and riders involved in fatigue related hospitalisation crashes within Queensland between 2004 and 2009 by gender. During 2009, females accounted for 30.4% (n=104) of all drivers and riders involved in fatigue related hospitalisation crashes. This number is 11.8% (n=11) more than 2008 and 13.5% (n=12.4) more than the previous five year average.

Table 5.65: Gender of drivers and riders involved in fatigue related hospitalisation crashes, Queensland 2004-2009

Gender	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Female	92	89	91	93	93	104	30.4%	11	11.8%	12.4	13.5%
Male	256	284	279	248	255	238	69.6%	-17	-6.7%	-26.4	-10.0%
Unknown	0	1	0	0	0	0	-	-	-	-	-
Total	**348**	**374**	**370**	**341**	**348**	**342**	**100.0%**	**-6**	**-1.7%**	**-14.2**	**-4.0%**
All drivers and riders involved in hospitalisation crashes	**7,892**	**8,055**	**7,659**	**7,907**	**8,769**	**8,627**		**-142**	**-1.6%**	**570.6**	**7.1%**

Table 5.66 shows the number of drivers and riders involved in fatigue related hospitalisation crashes within Queensland between 2004 and 2009 by vehicle type. During 2009, the most common vehicle type controlled by drivers and riders involved in fatigue related hospitalisation crashes were light passenger vehicles (84.5%, n=289), followed by motorcycles (7.3%, n=25).

Table 5.66: Vehicle types of drivers and riders involved in fatigue related hospitalisation crashes, Queensland 2004-2009

Vehicle type	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Light passenger vehicles	292	316	307	296	298	289	84.5%	-9	-3.0%	-12.8	-4.2%
Motorcycles	20	20	25	14	16	25	7.3%	9	56.3%	6.0	31.6%
Heavy freight vehicles	32	34	31	25	30	21	6.1%	-9	-30.0%	-9.4	-30.9%
Other*	4	4	7	6	4	7	2.0%	3	75.0%	2.0	40.0%
Total	**348**	**374**	**370**	**341**	**348**	**342**	**100.0%**	**-6**	**-1.7%**	**-14.2**	**-4.0%**
All drivers and riders involved in hospitalisation crashes	**7,892**	**8,055**	**7,659**	**7,907**	**8,769**	**8,627**		**-142**	**-1.6%**	**570.6**	**7.1%**

* 'Other' includes special purpose vehicles and buses

5.3.4 Restraint use for hospitalised casualties

Restraints include inertial reel, fixed lap or sash belts and child restraints such as capsules, and must be worn by motor vehicle occupants (i.e. drivers and passengers). Restraint use data is not applicable for motorcycles.

Table 5.67 shows the number of vehicle occupant hospitalised casualties within Queensland between 2004 and 2009 by restraint use. Restraint use could be determined in approximately 74% – 85% of vehicle occupant hospitalised casualties over this time period. During 2009, there were 193 vehicle occupant hospitalised casualties who were unrestrained at the time of the crash. The proportion of vehicle occupant hospitalised casualties who were unrestrained (where restraint use was determined) varied between 5.0% in 2008 and 2009, and 7.6% in 2005.

Table 5.67: Restraint use of vehicle occupant hospitalised casualties, Queensland 2004-2009

Restraint Use	2004		2005		2006		2007		2008		2009	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Not determined	700	14.8%	702	15.1%	1,047	24.6%	1,140	26.1%	1,021	20.3%	1,008	20.6%
Determined	4,024	85.2%	3,952	84.9%	3,206	75.4%	3,234	73.9%	4,008	79.7%	3,876	79.4%
All vehicle occupant hospitalised casualties	**4,724**	**100.0%**	**4,654**	**100.0%**	**4,253**	**100.0%**	**4,374**	**100.0%**	**5,029**	**100.0%**	**4,884**	**100.0%**
Determined												
Restrained	3,758	93.4%	3,650	92.4%	2,979	92.9%	3,018	93.3%	3,807	95.0%	3,683	95.0%
Unrestrained	266	6.6%	302	7.6%	227	7.1%	216	6.7%	201	5.0%	193	5.0%
All hospitalised casualties where restraint use was known	**4,024**	**100.0%**	**3,952**	**100.0%**	**3,206**	**100.0%**	**3,234**	**100.0%**	**4,008**	**100.0%**	**3,876**	**100.0%**

Table 5.68 shows the number of unrestrained vehicle occupant hospitalised casualties within Queensland between 2004 and 2009 by road user type. During 2009, unrestrained passengers accounted for 51.8% (n=100) of all unrestrained vehicle occupant hospitalised casualties. This number is 7.5% (n=7) more than 2008 but 22.1% (n=28.4) less than the previous five year average.

Table 5.68: Unrestrained vehicle occupant hospitalised casualties, Queensland 2004-2009

Road user type	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Drivers	130	124	95	113	108	93	48.2%	-15	-13.9%	-21.0	-18.4%
Passengers	136	178	132	103	93	100	51.8%	7	7.5%	-28.4	-22.1%
Total	**266**	**302**	**227**	**216**	**201**	**193**	**100.0%**	**-8**	**-4.0%**	**-49.4**	**-20.4%**
All hospitalised casualties where restraint use was known	**4,024**	**3,952**	**3,206**	**3,234**	**4,008**	**3,876**		**-132**	**-3.3%**	**191.2**	**5.2%**

Table 5.69 shows the number of unrestrained vehicle occupant hospitalised casualties within Queensland between 2004 and 2009 by police region.

During 2009, the greatest number of unrestrained vehicle occupant hospitalised casualties occurred within the North Coast police region (19.7%, n=38), followed by the Southern police region (18.7%, n=36) and the South Eastern police region (13.0%, n=25).

Table 5.69: Police Region of unrestrained vehicle occupant hospitalised casualties, Queensland 2004-2009

Police Region	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Far Northern	21	27	39	24	9	19	9.8%	10	111.1%	-5.0	-20.8%
Northern	27	24	15	15	30	16	8.3%	-14	-46.7%	-6.2	-27.9%
Central	28	36	18	32	18	20	10.4%	2	11.1%	-6.4	-24.2%
North Coast	58	79	38	33	37	38	19.7%	1	2.7%	-11.0	-22.4%
Southern	36	36	27	36	27	36	18.7%	9	33.3%	3.6	11.1%
South Eastern	32	36	37	38	36	25	13.0%	-11	-30.6%	-10.8	-30.2%
Metropolitan North	30	39	26	25	20	19	9.8%	-1	-5.0%	-9.0	-32.1%
Metropolitan South	30	25	23	12	23	20	10.4%	-3	-13.0%	-2.6	-11.5%
Unknown	4	0	4	1	1	0	-	-	-	-	-
Total	**266**	**302**	**227**	**216**	**201**	**193**	**100.0%**	**-8**	**-4.0%**	**-49.4**	**-20.4%**
All hospitalised casualties where restraint use was known	**4,024**	**3,952**	**3,206**	**3,234**	**4,008**	**3,876**		**-132**	**-3.3%**	**191.2**	**5.2%**

Table 5.70 shows the number of unrestrained vehicle occupant hospitalised casualties within Queensland between 2004 and 2009 by age group.

During 2009, vehicle occupants aged 17-20 years accounted for 20.2% (n=39) of all unrestrained vehicle occupant hospitalised casualties, followed by those aged 30-39 years (15.5%, n=30) and those aged 16 years and under (14.5%, n=28). This number of unrestrained vehicle occupant hospitalised casualties aged 16 years and under is 16.7% (n=4) more than in 2008 but 13.6% (n=4.4) less than the previous five year average.

Table 5.70: Age group of unrestrained vehicle occupant hospitalised casualties, Queensland 2004-2009

Age group	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
0-16 years	27	47	34	30	24	28	14.5%	4	16.7%	-4.4	-13.6%
17-20 years	61	55	38	52	40	39	20.2%	-1	-2.5%	-10.2	-20.7%
21-24 years	40	54	35	30	22	18	9.3%	-4	-18.2%	-18.2	-50.3%
25-29 years	26	23	31	30	25	25	13.0%	0	0.0%	-2.0	-7.4%
30-39 years	44	43	32	24	33	30	15.5%	-3	-9.1%	-5.2	-14.8%
40-49 years	31	25	8	22	21	19	9.8%	-2	-9.5%	-2.4	-11.2%
50-59 years	23	24	20	13	20	18	9.3%	-2	-10.0%	-2.0	-10.0%
60-74 years	8	20	10	10	12	10	5.2%	-2	-16.7%	-2.0	-16.7%
75 years and over	2	9	7	3	4	6	3.1%	2	50.0%	1.0	20.0%
Unknown	4	2	12	2	0	0	-	-	-	-	-
Total	**266**	**302**	**227**	**216**	**201**	**193**	**100.0%**	**-8**	**-4.0%**	**-49.4**	**-20.4%**
All hospitalised casualties where restraint use was known	**4,024**	**3,952**	**3,206**	**3,234**	**4,008**	**3,876**		**-132**	**-3.3%**	**191.2**	**5.2%**

Table 5.71 shows the number of unrestrained vehicle occupant hospitalised casualties within Queensland between 2004 and 2009 by gender. During 2009, females accounted for 38.9% (n=75) of all unrestrained vehicle occupant hospitalised casualties. This number is 15.7% (n=14) less than 2008 but 15.2% (n=13.4) more than the previous five year average.

Table 5.71: Gender of unrestrained vehicle occupant hospitalised casualties, Queensland 2004-2009

Gender	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Female	93	107	78	75	89	75	38.9%	-14	-15.7%	-13.4	-15.2%
Male	173	194	149	141	112	118	61.1%	6	5.4%	-35.8	-23.3%
Unknown	0	1	0	0	0	0	-	-	-	-	-
Total	**266**	**302**	**227**	**216**	**201**	**193**	**100.0%**	**-8**	**-4.0%**	**-49.4**	**-20.4%**
All hospitalised casualties where restraint use was known	**4,024**	**3,952**	**3,206**	**3,234**	**4,008**	**3,876**		**-132**	**-3.3%**	**191.2**	**5.2%**

Table 5.72 shows the number of unrestrained vehicle occupant hospitalised casualties within Queensland between 2004 and 2009 by vehicle type. During 2009, the most common vehicle type occupied by unrestrained driver and passenger hospitalised casualties were light passenger vehicles (85.0%, n=164).

Table 5.72: Vehicle types of unrestrained vehicle occupant hospitalised casualties, Queensland 2004-2009

Vehicle type	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Light passenger vehicles	229	230	185	196	172	164	85.0%	-8	-4.7%	-38.4	-19.0%
Heavy freight vehicles	15	21	15	12	11	12	6.2%	1	9.1%	-2.8	-18.9%
Other*	22	51	27	8	18	17	8.8%	-1	-5.6%	-8.2	-32.5%
Total	**266**	**302**	**227**	**216**	**201**	**193**	**100.0%**	**-8**	**-4.0%**	**-49.4**	**-20.4%**
All hospitalised casualties where restraint use was known	**4,024**	**3,952**	**3,206**	**3,234**	**4,008**	**3,876**		**-132**	**-3.3%**	**191.2**	**5.2%**

* 'Other' includes buses

5.3.5 Hospitalisation crashes involving young drivers and riders

A young driver is defined as a person aged 17-24 years who is in control of a light passenger vehicle, rigid truck, articulated truck, bus or special purpose vehicle. A young rider is defined as a person aged 17-24 years who is in control of a motorcycle (including moped).

Table 5.73 shows the number of hospitalised casualties as a result of crashes involving young drivers or riders within Queensland between 2004 and 2009 by road user type.

During 2009, there were 2,343 hospitalised casualties as a result of crashes involving young drivers or riders. This is 7.1% (n=178) less than 2008 and 2.8% (n=68.0) less than the previous five year average. Of these 2,343 hospitalised casualties, 46.2% (n=1,082) were young drivers or riders themselves, 19.8% (n=464) were passengers of young drivers or riders and 34.0% (n=797) were other road users involved in the crash with the young driver or rider. This number of other road users was 8.3% (n=72) less than 2008 and 1.1% (n=8.8) less than the previous five year average.

Table 5.73: Hospitalised casualties as a result of crashes involving young drivers or riders, Queensland 2004-2009

Road user type	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Young driver/rider	1,138	1,164	1,040	1,098	1,166	1,082	46.2%	-84	-7.2%	-39.2	-3.5%
Passenger of young driver/rider	524	510	436	464	486	464	19.8%	-22	-4.5%	-20.0	-4.1%
Other road users*	804	832	728	796	869	797	34.0%	-72	-8.3%	-8.8	-1.1%
Total	**2,466**	**2,506**	**2,204**	**2,358**	**2,521**	**2,343**	**100.0%**	**-178**	**-7.1%**	**-68.0**	**-2.8%**
All hospitalised casualties	**6,228**	**6,309**	**5,887**	**6,055**	**6,838**	**6,672**		**-163**	**-2.4%**	**408.6**	**6.5%**

* 'Other road users' include all road users who were not occupants of a young driver/rider vehicle and includes all other drivers, passengers, motorcyclists, bicyclists and pedestrians

Table 5.74 shows the number of hospitalised casualties as a result of crashes involving young drivers or riders within Queensland between 2004 and 2009 by police region.

During 2009, the greatest number of hospitalised casualties as a result of crashes involving young drivers or riders occurred within the South Eastern police region (17.3%, n=404), followed by the North Coast police region (16.5%, n=386) and the Metropolitan South police region (16.1%, n=376).

Table 5.74: Police Region of hospitalised casualties as a result of crashes involving young drivers or riders, Queensland 2004-2009

Police Region	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Far Northern	131	160	146	141	146	128	5.5%	-18	-12.3%	-16.8	-11.6%
Northern	171	162	156	157	213	169	7.2%	-44	-20.7%	-2.8	-1.6%
Central	246	209	177	240	247	242	10.3%	-5	-2.0%	18.2	8.1%
North Coast	400	449	391	440	455	386	16.5%	-69	-15.2%	-41.0	-9.6%
Southern	308	306	259	279	277	311	13.3%	34	12.3%	25.2	8.8%
South Eastern	467	467	375	441	458	404	17.3%	-54	-11.8%	-37.6	-8.5%
Metropolitan North	364	356	322	333	330	326	13.9%	-4	-1.2%	-15.0	-4.4%
Metropolitan South	373	394	376	325	394	376	16.1%	-18	-4.6%	3.6	1.0%
Unknown	6	3	2	2	1	1	-	-	-	-	-
Total	**2,466**	**2,506**	**2,204**	**2,358**	**2,521**	**2,343**	**100.0%**	**-178**	**-7.1%**	**-68.0**	**-2.8%**
All hospitalised casualties	**6,228**	**6,309**	**5,887**	**6,055**	**6,838**	**6,672**		**-163**	**-2.4%**	**408.6**	**6.5%**

Table 5.75 shows the number of young drivers and riders involved in hospitalisation crashes within Queensland between 2004 and 2009 by gender.

During 2009, there were 2,017 young drivers and riders involved in hospitalisation crashes. The number of young drivers and riders involved in hospitalisation crashes during 2009 is 5.7% (n=121) less than 2008 and 3.0% (n=63.0) less than the previous five year average.

During 2009, males accounted for 62.5% (n=1,260) of all young drivers and riders involved in hospitalisation crashes. This is 4.7% (n=62) less than 2008 and 5.8% (n=77.0) less than the previous five year average.

Table 5.75: Gender of young drivers and riders involved in hospitalisation crashes, Queensland 2004-2009

Gender	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Female	731	743	666	758	816	757	37.5%	-59	-7.2%	14.2	1.9%
Male	1,358	1,437	1,259	1,309	1,322	1,260	62.5%	-62	-4.7%	-77.0	-5.8%
Unknown	0	0	0	1	0	0	-	-	-	-	-
Total	**2,089**	**2,180**	**1,925**	**2,068**	**2,138**	**2,017**	**100.0%**	**-121**	**-5.7%**	**-63.0**	**-3.0%**
All drivers and riders involved in hospitalisation crashes	**7,892**	**8,055**	**7,659**	**7,907**	**8,769**	**8,627**		**-142**	**-1.6%**	**570.6**	**7.1%**

Table 5.76 shows the number of young drivers and riders involved in hospitalisation crashes within Queensland between 2004 and 2009 by age group and licence type.

Within the 17-20 year age group, the majority of young drivers and riders involved in hospitalisation crashes held a Provisional licence, while the majority held an Open licence within the 21-24 year age group. Overall during 2009, 46.0% (n=869) of all young drivers and riders involved in a hospitalisation crash held a Provisional licence and 38.5% (n=727) held an Open licence.

Table 5.76: Age group and licence type of young drivers and riders involved in hospitalisation crashes, Queensland 2004-2009

Age group and licence type*	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
17-20 years											
Learner	87	79	64	71	69	82	4.3%	13	18.8%	8.0	10.8%
Provisional	816	902	778	844	855	712	37.7%	-143	-16.7%	-127.0	-15.1%
Open	144	144	143	110	128	110	5.8%	-18	-14.1%	-23.8	-17.8%
Unlicensed	72	84	76	72	99	73	3.9%	-26	-26.3%	-7.6	-9.4%
Other**	4	10	5	6	4	5	0.3%	1	25.0%	-0.8	-13.8%
21-24 years											
Learner	40	35	42	21	20	33	1.7%	13	65.0%	1.4	4.4%
Provisional	197	169	161	173	174	157	8.3%	-17	-9.8%	-17.8	-10.2%
Open	605	625	533	588	597	617	32.7%	20	3.4%	27.4	4.6%
Unlicensed	82	91	54	69	88	84	4.5%	-4	-4.5%	7.2	9.4%
Other**	32	29	13	11	11	14	0.7%	3	27.3%	-5.2	-27.1%
Total	**2,079**	**2,168**	**1,869**	**1,965**	**2,045**	**1,887**	**100.0%**	**-158**	**-7.7%**	**-138.2**	**-6.8%**
All drivers and riders involved in hospitalisation crashes	**7,892**	**8,055**	**7,659**	**7,907**	**8,769**	**8,627**		**-142**	**-1.60%**	**570.6**	**7.10%**

* Where driver/rider licence type was known

** 'Other' includes not licensed within Australia

Table 5.77 shows the number of young drivers and riders involved in hospitalisation crashes within Queensland between 2004 and 2009 by age group and vehicle type. Overall during 2009, the most common type of vehicle controlled by young drivers and riders involved in hospitalisation crashes were light passenger vehicles (89.6%, n=1,807), followed by motorcycles (8.3%, n=167). This pattern was consistent in both the 17-20 years and 21-24 years age groups.

Table 5.77: Age group and vehicle type of young drivers and riders involved in hospitalisation crashes, Queensland 2004-2009

Age group and vehicle type	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
17-20 years											
Light Passenger vehicles	1,051	1,122	1,000	1,049	1,099	962	47.7%	-137	-12.5%	-102.2	-9.6%
Motorcycles	73	94	85	77	83	60	3.0%	-23	-27.7%	-22.4	-27.2%
Heavy freight vehicles	3	8	2	5	9	5	0.2%	-4	-44.4%	-0.4	-7.4%
Other*	0	2	1	3	2	2	0.1%	0	0.0%	0.4	25.0%
21-24 years											
Light passenger vehicles	818	805	680	772	807	845	41.9%	38	4.7%	68.6	8.8%
Motorcycles	118	131	136	130	110	107	5.3%	-3	-2.7%	-18.0	-14.4%
Heavy freight vehicles	21	15	15	23	18	18	0.9%	0	0.0%	-0.4	-2.2%
Other*	5	3	6	9	10	18	0.9%	8	80.0%	11.4	172.7%
Total	**2,089**	**2,180**	**1,925**	**2,068**	**2,138**	**2,017**	**100.0%**	**-121**	**-5.7%**	**-63.0**	**-3.0%**
All drivers and riders involved in hospitalisation crashes	**7,892**	**8,055**	**7,659**	**7,907**	**8,769**	**8,627**		**-142**	**-1.6%**	**570.6**	**7.1%**

* 'Other' includes special purpose vehicles and buses

Table 5.78 shows the most common contributing factors associated with young drivers and riders involved in hospitalisation crashes within Queensland between 2004 and 2009. During 2009, drink driving was the most common contributing factor associated with young drivers and riders involved in hospitalisation crashes (10.6%, n=214). This number is 2.7% (n=6) less than 2008 but 6.2% (n=12.4) more than the previous five year average.

Table 5.78: Most common contributing factors* associated with young drivers and riders involved in hospitalisation crashes, Queensland 2004-2009

Contributing factor	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Drink driving	178	196	214	200	220	214	10.6%	-6	-2.7%	12.4	6.2%
Illegal manoeuvre	217	200	195	206	215	202	10.0%	-13	-6.0%	-4.6	-2.2%
Fail to give way or stop	177	176	134	163	164	197	9.8%	33	20.1%	34.2	21.0%
Unlicensed	154	175	130	141	187	157	7.8%	-30	-16.0%	-0.4	-0.3%
Dangerous driving	96	126	105	96	125	155	7.7%	30	24.0%	45.4	41.4%
All young drivers and riders involved in hospitalisation crashes	**2,089**	**2,180**	**1,925**	**2,068**	**2,138**	**2,017**	**100.0%**	**-121**	**-5.7%**	**-63.0**	**-3.0%**

* During 2009, 17.3% (n=349) of young drivers and riders involved in hospitalisation crashes were associated with 'Other driver' or 'Other' contributing factors.

5.3.6 Hospitalisation crashes involving senior drivers and riders

A senior driver is defined as a person aged 60 years or older who is in control of a light passenger vehicle, rigid truck, articulated truck, bus or special purpose vehicle. A senior rider is defined as a person aged 60 years or older who is in control of a motorcycle (including moped).

Table 5.79 shows the number of hospitalised casualties as a result of crashes involving senior drivers or riders within Queensland between 2004 and 2009 by road user type.

During 2009, senior drivers and riders contributed to 1,271 hospitalised casualties, which was 0.3% (n=4) less than 2008 but 16.7% (n=182.2) more than the previous five year average. Of these 1,271 hospitalised casualties, 47.3% (n=601) were senior drivers or riders themselves, 11.1% (n=141) were passengers of senior drivers or riders and 14.6% (n=529) occurred to the other road users involved in the crash with the senior driver or rider.

Table 5.79: Hospitalised casualties as a result of crashes involving senior drivers or riders, Queensland 2004-2009

Road user type	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Senior driver/rider	455	448	438	481	578	601	47.3%	23	4.0%	121.0	25.2%
Passenger of senior driver/rider	182	158	142	137	193	141	11.1%	-52	-26.9%	-21.4	-13.2%
Other road users	462	404	442	420	504	529	41.6%	25	5.0%	82.6	18.5%
Total	**1,099**	**1,010**	**1,022**	**1,038**	**1,275**	**1,271**	**100.0%**	**-4**	**-0.3%**	**182.2**	**16.7%**
All hospitalised casualties	**6,228**	**6,309**	**5,887**	**6,055**	**6,838**	**6,672**		**-163**	**-2.4%**	**408.6**	**6.5%**

* 'Other road users' include all road users who were not occupants of a senior driver/rider vehicle and includes all other drivers, passengers, motorcyclists, bicyclists and pedestrians

Table 5.80 shows the number of hospitalised casualties as a result of crashes involving senior drivers or riders within Queensland between 2004 and 2009 by police region.

During 2009, the greatest number of hospitalised casualties as a result of crashes involving senior drivers or riders occurred within the North Coast police region (20.6%, n=262), followed by the South Eastern police region (14.0%, n=178). The number of hospitalised casualties within the Central police region as a result of crashes involving senior drivers or riders during 2009 (n=132) increased by 43.5% (n=40) compared with 2008 and increased by 47.3 (n=42.4) compared with the previous five year average. This was the largest increase seen in any police region between these time periods.

Table 5.80: Police Region of hospitalised casualties as a result of crashes involving senior drivers or riders, Queensland 2004-2009

Police Region	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Far Northern	83	66	81	66	106	116	9.1%	10	9.4%	35.6	44.3%
Northern	62	71	76	62	79	78	6.1%	-1	-1.3%	8.0	11.4%
Central	89	86	86	95	92	132	10.4%	40	43.5%	42.4	47.3%
North Coast	281	220	237	218	291	262	20.6%	-29	-10.0%	12.6	5.1%
Southern	139	121	118	135	174	154	12.1%	-20	-11.5%	16.6	12.1%
South Eastern	173	176	165	164	194	178	14.0%	-16	-8.2%	3.6	2.1%
Metropolitan North	120	128	127	136	150	175	13.8%	25	16.7%	42.8	32.4%
Metropolitan South	152	142	132	162	189	176	13.8%	-13	-6.9%	20.6	13.3%
Total	**1,099**	**1,010**	**1,022**	**1,038**	**1,275**	**1,271**	**100.0%**	**-4**	**-0.3%**	**182.2**	**16.7%**
All hospitalised casualties	**6,228**	**6,309**	**5,887**	**6,055**	**6,838**	**6,672**		**-163**	**-2.4%**	**408.6**	**6.5%**

Table 5.81 shows the number of senior drivers and riders involved in hospitalisation crashes within Queensland between 2004 and 2009 by gender.

During 2009, there were 1,097 senior drivers and riders involved in hospitalisation crashes. The number of senior drivers and riders involved in hospitalisation crashes during 2009 is 3.6% (n=38) more than 2008 and 19.6% (n=179.6) more than the previous five year average.

During 2009, females accounted for 36.0% (n=395) of all senior drivers and riders involved in hospitalisation crashes. This is 1.0% (n=4) more than 2008 and 24.4% (n=77.4) more than the previous five year average.

Table 5.81: Gender of senior drivers and riders involved in hospitalisation crashes, Queensland 2004-2009

Gender	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Female	301	297	293	306	391	395	36.0%	4	1.0%	77.4	24.4%
Male	609	538	551	632	668	702	64.0%	34	5.1%	102.4	17.1%
Unknown	0	0	1	0	0	0	-	-	-	-	-
Total	**910**	**835**	**845**	**938**	**1,059**	**1,097**	**100.0%**	**38**	**3.6%**	**179.6**	**19.6%**
All drivers and riders involved in hospitalisation crashes	**7,892**	**8,055**	**7,659**	**7,907**	**8,769**	**8,627**		**-142**	**-1.6%**	**570.6**	**7.1%**

Table 5.82 shows the number of senior drivers and riders involved in hospitalisation crashes within Queensland between 2004 and 2009 by age group and vehicle type. Overall during 2009, the most common type of vehicle controlled by senior drivers and riders involved in hospitalisation crashes were light passenger vehicles (87.1%, n=956), followed by motorcycles (6.0%, n=65).

Table 5.82: Age group and vehicle type of senior drivers and riders involved in hospitalisation crashes, Queensland 2004-2009

Age group and vehicle type	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
60-74 years											
Light passenger vehicles	595	564	536	620	641	689	62.8%	48	7.5%	97.8	16.5%
Motorcycles	18	18	27	35	43	62	5.7%	19	44.2%	33.8	119.9%
Heavy freight vehicles	29	18	27	34	33	33	3.0%	0	0.0%	4.8	17.0%
Other*	18	13	19	19	35	33	3.0%	-2	-5.7%	12.2	58.7%
75 years and older											
Light passenger vehicles	244	220	231	223	291	267	24.3%	-24	-8.2%	25.2	10.4%
Motorcycles	1	2	2	1	7	3	0.3%	-4	-57.1%	0.4	15.4%
Heavy freight vehicles	1	0	1	2	3	1	0.1%	-2	-66.7%	-0.4	-28.6%
Other*	4	0	2	4	6	9	0.8%	3	50.0%	5.8	181.3%
Total	**910**	**835**	**845**	**938**	**1,059**	**1,097**	**100.0%**	**38**	**3.6%**	**179.6**	**19.6%**
All drivers and riders involved in hospitalisation crashes	**7,892**	**8,055**	**7,659**	**7,907**	**8,769**	**8,627**		**-142**	**-1.6%**	**570.6**	**7.1%**

* 'Other' includes special purpose vehicles and buses

Table 5.83 shows the most common contributing factors associated with senior drivers and riders involved in hospitalisation crashes within Queensland between 2004 and 2009. During 2009, failure to give way or stop was the most common contributing factor associated with senior drivers and riders involved in hospitalisation crashes (16.6%, n=182). This is 4.7% (n=9) less than 2008 but 9.6% (n=16.0) more than the previous five year average.

Table 5.83: Most common contributing factors* associated with senior drivers and riders involved in hospitalisation crashes, Queensland 2004-2009

Contributing factor	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Fail to give way or stop	154	157	167	161	191	182	16.6%	-9	-4.7%	16.0	9.6%
Illegal manoeuvre	115	111	118	105	119	131	11.9%	12	10.1%	17.4	15.3%
Disobey traffic light/sign	41	42	33	37	39	39	3.6%	0	0.0%	0.6	1.6%
Dangerous driving	20	14	19	17	28	38	3.5%	10	35.7%	18.4	93.9%
Rain/wet road	29	30	30	28	32	36	3.3%	4	12.5%	6.2	20.8%
All senior drivers and riders involved in hospitalisation crashes	**910**	**835**	**845**	**938**	**1,059**	**1,097**	**100.0%**	**38**	**3.6%**	**179.6**	**19.6%**

* During 2009, 20.0% (n=222) of senior drivers and riders involved in hospitalisation crashes were associated with 'Other driver' or 'Other' contributing factors.

5.3.7 Hospitalisation crashes involving heavy freight vehicles

A heavy freight vehicle is defined as having a Gross Vehicular Mass (GVM)/Aggregate Trailer Mass (ATM) greater than 4.5 tonnes. Types of heavy freight vehicles include rigid trucks, articulated trucks and road trains/B-double/triple.

Table 5.84 shows the number of hospitalised casualties as a result of crashes involving heavy freight vehicles within Queensland between 2004 and 2009 by road user type.

During 2009, heavy freight vehicles contributed to 463 hospitalised casualties, which is 2.9% (n=14) less than 2008 but 4.3% (n=19.2) more than the previous five year average. Of these 463 hospitalised casualties, 23.8% (n=110) were heavy freight vehicle drivers themselves, 1.9% were passengers in heavy freight vehicles and 74.3% (n=344) were other road users involved in the crash with the heavy freight vehicle. The number of hospitalised casualties occurring to other road users during 2009 increased by 8.9% (n=28) compared with 2008 and increased by 13.5% (n=41.0) compared with the previous five year average.

Table 5.84: Hospitalised casualties as a result of crashes involving heavy freight vehicles, Queensland 2004-2009

Road user type	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Heavy freight vehicle driver	121	129	114	118	141	110	23.8%	-31	-22.0%	-14.6	-11.7%
Passengers of heavy freight vehicle	12	21	11	17	20	9	1.9%	-11	-55.0%	-7.2	-44.4%
Other road users*	315	290	280	314	316	344	74.3%	28	8.9%	41.0	13.5%
Total	**448**	**440**	**405**	**449**	**477**	**463**	**100.0%**	**-14**	**-2.9%**	**19.2**	**4.3%**
All hospitalised casualties	**6,228**	**6,309**	**5,887**	**6,055**	**6,838**	**6,672**		**-163**	**-2.4%**	**408.6**	**6.5%**

* 'Other road users' include pedestrians, bicyclists, and occupants of all other unit types (e.g. light passenger vehicles, motorcycles etc) involved in a crash with a heavy freight vehicle

Table 5.85 shows the number of hospitalised casualties as a result of crashes involving heavy freight vehicles within Queensland between 2004 and 2009 by police region.

During 2009, the greatest number of hospitalised casualties as a result of crashes involving heavy freight vehicles occurred within the Southern police region (20.5%, n=95), followed by the Metropolitan South police region (19.7%, n=91) and the Central police region (15.1%, n=70). The number of hospitalised casualties within the South Eastern police region as a result of crashes involving heavy freight vehicles

during 2009 (n=40) decreased by 37.5% (n=24) compared with 2008 and decreased by 34.4% (n=21.0) compared with the previous five year average.

Table 5.85: Police Region of hospitalised casualties as a result of crashes involving heavy freight vehicles, Queensland 2004-2009

Police Region	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Far Northern	26	32	35	29	23	19	4.1%	-4	-17.4%	-10.0	-34.5%
Northern	28	15	22	32	21	18	3.9%	-3	-14.3%	-5.6	-23.7%
Central	49	67	50	59	64	70	15.1%	6	9.4%	12.2	21.1%
North Coast	80	86	58	59	69	65	14.0%	-4	-5.8%	-5.4	-7.7%
Southern	79	76	61	76	103	95	20.5%	-8	-7.8%	16.0	20.3%
South Eastern	57	56	71	57	64	40	8.6%	-24	-37.5%	-21.0	-34.4%
Metropolitan North	57	31	44	53	49	65	14.0%	16	32.7%	18.2	38.9%
Metropolitan South	72	77	64	83	82	91	19.7%	9	11.0%	15.4	20.4%
Unknown	0	0	0	1	2	0	-	-	-	-	-
Total	**448**	**440**	**405**	**449**	**477**	**463**	**100.0%**	**-14**	**-2.9%**	**19.2**	**4.3%**
All hospitalised casualties	**6,228**	**6,309**	**5,887**	**6,055**	**6,838**	**6,672**		**-163**	**-2.4%**	**408.6**	**6.5%**

Table 5.86 shows the number of heavy freight vehicle drivers involved in hospitalisation crashes within Queensland between 2004 and 2009 by age group. During 2009, there were 374 heavy freight vehicle drivers involved in hospitalisation crashes. The number of heavy freight vehicle drivers involved in hospitalisation crashes during 2009 is 6.5% (n=26) less than 2008 and 2.3% (n=9.0) less than the previous five year average.

During 2009, drivers aged 40-49 years accounted for 32.2% (n=116) of all heavy freight vehicle drivers involved in hospitalisation crashes. This number is 0.9% (n=1) less than 2008 but 3.0% (n=3.4) more than the previous five year average. There are very few younger drivers of heavy freight vehicles involved in hospitalisation crashes, with 12.6% (n=47) aged less than 30 years.

Table 5.86: Age group of heavy freight vehicle drivers involved in hospitalisation crashes, Queensland 2004-2009

Age group	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
0-16 years	0	0	0	0	0	0	0.0%	0	-	0.0	-
17-20 years	3	8	2	5	9	5	1.4%	-4	-44.4%	-0.4	-7.4%
21-24 years	21	15	15	23	18	18	5.0%	0	0.0%	-0.4	-2.2%
25-29 years	37	37	22	22	24	24	6.7%	0	0.0%	-4.4	-15.5%
30-39 years	97	96	98	90	104	81	22.5%	-23	-22.1%	-16.0	-16.5%
40-49 years	110	114	109	113	117	116	32.2%	-1	-0.9%	3.4	3.0%
50-59 years	67	87	75	95	81	82	22.8%	1	1.2%	1.0	1.2%
60-74 years	29	18	27	34	33	33	9.2%	0	0.0%	4.8	17.0%
75 years and over	1	0	1	2	3	1	0.3%	-2	-66.7%	-0.4	-28.6%
Unknown	17	8	7	10	11	14	-	-	-	-	-
Total	**382**	**383**	**356**	**394**	**400**	**374**	**100.0%**	**-26**	**-6.5%**	**-9.0**	**-2.3%**
All drivers and riders involved in hospitalisation crashes	**7,892**	**8,055**	**7,659**	**7,907**	**8,769**	**8,627**		**-142**	**-1.6%**	**570.6**	**7.1%**

Table 5.87 shows the number of heavy freight vehicle drivers involved in hospitalisation crashes within Queensland between 2004 and 2009 by gender. During 2009, males accounted for 94.7% (n=354) of all heavy freight vehicle drivers involved in hospitalisation crashes.

Table 5.87: Gender of heavy freight vehicle drivers involved in hospitalisation crashes Queensland 2004-2009

Gender	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Female	10	6	3	5	3	9	2.4%	6	200.0%	3.6	66.7%
Male	359	370	345	380	387	354	94.7%	-33	-8.5%	-14.2	-3.9%
Unknown	13	7	8	9	10	11	-	-	-	-	-
Total	**382**	**383**	**356**	**394**	**400**	**374**	**100.0%**	**-26**	**-6.5%**	**-9.0**	**-2.3%**
All drivers and riders involved in hospitalisation crashes	**7,892**	**8,055**	**7,659**	**7,907**	**8,769**	**8,627**		**-142**	**-1.6%**	**570.6**	**7.1%**

Table 5.88 shows the number of heavy freight vehicles involved in hospitalisation crashes within Queensland between 2004 and 2009 by vehicle type.

During 2009, the most common vehicle type involved in hospitalisation crashes was rigid trucks (58.6%, n=229), followed by articulated trucks (31.2%, n=122) and road trains/B-doubles/triples (10.2%, n=40). The number of articulated trucks involved in hospitalisation crashes during 2009 decreased by 18.7% (n=28) compared with 2008 and decreased by 6.9% (n=9.0) compared with the previous five year average.

Table 5.88: Vehicle type of heavy freight vehicles involved in hospitalisation crashes, Queensland 2004-2009

Vehicle type	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Rigid truck	239	233	218	225	231	229	58.6%	-2	-0.9%	-0.2	-0.1%
Articulated truck	123	127	106	149	150	122	31.2%	-28	-18.7%	-9.0	-6.9%
Road train/B-double/triple	34	42	44	30	37	40	10.2%	3	8.1%	2.6	7.0%
Total	**396**	**402**	**368**	**404**	**418**	**391**	**100.0%**	**-27**	**-6.5%**	**-6.6**	**-1.7%**
All units involved in hospitalisation crashes	**8,862**	**9,037**	**8,604**	**8,882**	**9,805**	**9,715**		**-90**	**-0.9%**	**677.0**	**7.5%**

Table 5.89 shows the most common contributing factors associated with heavy freight vehicle drivers involved in hospitalisation crashes within Queensland between 2004 and 2009.

During 2009, illegal manoeuvre was the most common contributing factor associated with heavy freight vehicle drivers involved in hospitalisation crashes (9.6%, n=36). This number is 9.1% (n=3) more than 2008 and 15.4% (n=4.8) more than the previous five year average.

Table 5.89: Most common contributing factors* associated with heavy freight vehicle drivers involved in hospitalisation crashes, Queensland 2004-2009

Contributing factor	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Illegal manoeuvre	33	39	18	33	33	36	9.6%	3	9.1%	4.8	15.4%
Dangerous driving	15	14	22	21	27	33	8.8%	6	22.2%	13.2	66.7%
Fail to give way or stop	15	16	8	22	14	26	7.0%	12	85.7%	11.0	73.3%
Fatigue	32	34	31	25	30	21	5.6%	-9	-30.0%	-9.4	-30.9%
Speeding	10	12	11	10	13	12	3.2%	-1	-7.7%	0.8	7.1%
All heavy freight vehicles drivers involved in hospitalisation crashes	**382**	**383**	**356**	**394**	**400**	**374**	**100.0%**	**-26**	**-6.5%**	**-9.0**	**-2.3%**

* During 2009, 18.7% (n=70) of heavy freight vehicle drivers involved in hospitalisation crashes were associated with 'Other driver' or 'Other' contributing factors.

5.3.8 Hospitalisation crashes involving motorcycles

A motorcycle is defined as a two or three wheeled motor vehicle designed to transport people, and includes motorcycles with or without a sidecar, motor scooters, trail bikes, mini bikes and mopeds.

Table 5.90 shows the number of hospitalised casualties as a result of crashes involving motorcycles within Queensland between 2004 and 2009 by road user type.

During 2009, motorcycles contributed to 987 hospitalised casualties, which was 6.9% (n=73) less than 2008 and 3.6% (n=34.6) more than the previous five year average. Of these 987 hospitalised casualties, 91.3% (n=901) were motorcycle riders themselves, 5.5% (n=54) were motorcycle pillions and 3.2% (n=32) were other road users.

Table 5.90: Hospitalised casualties as a result of crashes involving motorcycles, Queensland 2004-2009

Road user type	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Motorcycle rider	725	835	899	887	976	901	91.3%	-75	-7.7%	36.6	4.2%
Motorcycle pillion	49	56	64	57	52	54	5.5%	2	3.8%	-1.6	-2.9%
Other road users	29	23	33	45	32	32	3.2%	0	0.0%	-0.4	-1.2%
Total	**803**	**914**	**996**	**989**	**1,060**	**987**	**100.0%**	**-73**	**-6.9%**	**34.6**	**3.6%**
All hospitalised casualties	**6,228**	**6,309**	**5,887**	**6,055**	**6,838**	**6,672**		**-163**	**-2.4%**	**408.6**	**6.5%**

* 'Other road users' include pedestrians, bicyclists, and occupants of all other unit types (e.g. light passenger vehicles, heavy transport vehicle etc) involved in a crash with a motorcycle.

Table 5.91 shows the number of hospitalised casualties as a result of crashes involving motorcycles within Queensland between 2004 and 2009 by police region.

During 2009, the greatest number of hospitalised casualties as a result of crashes involving motorcycles occurred within the Metropolitan North police region (20.2%, n=199), followed by the North Coast police region (18.5%, n=183). The number of hospitalised casualties within the Far Northern police region as a result of crashes involving motorcycles during 2009 (n=63) decreased by 28.4% (n=25) compared with 2008 and decreased by 18.6% (n=14.4) compared with the previous five year average.

Table 5.91: Police Region of hospitalised casualties as a result of crashes involving motorcycles, Queensland 2004-2009

Police Region	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Far Northern	74	76	62	87	88	63	6.4%	-25	-28.4%	-14.4	-18.6%
Northern	54	68	92	73	97	79	8.0%	-18	-18.6%	2.2	2.9%
Central	59	90	85	80	96	81	8.2%	-15	-15.6%	-1.0	-1.2%
North Coast	164	165	193	173	177	183	18.5%	6	3.4%	8.6	4.9%
Southern	76	81	86	102	99	120	12.2%	21	21.2%	31.2	35.1%
South Eastern	145	160	162	171	184	142	14.4%	-42	-22.8%	-22.4	-13.6%
Metropolitan North	105	144	176	158	193	199	20.2%	6	3.1%	43.8	28.2%
Metropolitan South	125	129	138	143	125	120	12.2%	-5	-4.0%	-12.0	-9.1%
Unknown	1	1	2	2	1	0	-	-	-	-	-
Total	**803**	**914**	**996**	**989**	**1,060**	**987**	**100.0%**	**-73**	**-6.9%**	**34.6**	**3.6%**
All hospitalised casualties	**6,228**	**6,309**	**5,887**	**6,055**	**6,838**	**6,672**		**-163**	**-2.4%**	**408.6**	**6.5%**

Table 5.92 shows the number of motorcycle riders involved in hospitalised crashes within Queensland between 2004 and 2009 by age group.

During 2009, there were 954 motorcycle riders involved in hospitalisation crashes. The number of motorcycle riders involved in hospitalisation crashes during 2009 is 6.7% (n=69) less than 2008 but 4.9% (n=44.6) more than the previous five year average.

During 2009, riders aged 40-49 years accounted for 26.2% (n=249) of all motorcycle riders involved in hospitalisation crashes. This number is 1.2% (n=3) more than 2008 and 27.3% (n=53.4) more than the previous five year average. The number of motorcycle riders aged 60-74 years involved in hospitalisation crashes during 2009 (n=62) increased by 44.2% (n=19) compared with 2008 and increased by 119.9% (n=33.8) compared with the previous five year average.

Table 5.92: Age group of motorcycle riders involved in hospitalisation crashes, Queensland 2004-2009

Age group	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
0-16 years	19	17	12	17	19	9	0.9%	-10	-52.6%	-7.8	-46.4%
17-20 years	73	94	85	77	83	60	6.3%	-23	-27.7%	-22.4	-27.2%
21-24 years	118	131	136	130	110	107	11.2%	-3	-2.7%	-18.0	-14.4%
25-29 years	97	116	149	129	163	116	12.2%	-47	-28.8%	-14.8	-11.3%
30-39 years	204	213	236	233	215	200	21.0%	-15	-7.0%	-20.2	-9.2%
40-49 years	151	192	185	204	246	249	26.2%	3	1.2%	53.4	27.3%
50-59 years	81	91	110	113	132	146	15.3%	14	10.6%	40.6	38.5%
60-74 years	18	18	27	35	43	62	6.5%	19	44.2%	33.8	119.9%
75 years and over	1	2	2	1	7	3	0.3%	-4	-57.1%	0.4	15.4%
Unknown	3	0	2	2	5	2	-	-	-	-	-
Total	**765**	**874**	**944**	**941**	**1,023**	**954**	**100.0%**	**-69**	**-6.7%**	**44.6**	**4.9%**
All drivers and riders involved in hospitalisation crashes	**7,892**	**8,055**	**7,659**	**7,907**	**8,769**	**8,627**		**-142**	**-1.6%**	**570.6**	**7.1%**

Table 5.93 shows the number of motorcycle riders involved in hospitalisation crashes within Queensland between 2004 and 2009 by gender. During 2009, males accounted for 89.6% (n=854) of all motorcycle riders involved in hospitalisation crashes. This number is 6.8% (n=62) less than 2008 but 3.3% (n=27.0) more than the previous five year average.

Table 5.93: Gender of motorcycle riders involved in hospitalisation crashes Queensland 2004-2009

Gender	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Female	64	77	86	75	106	99	10.4%	-7	-6.6%	17.4	21.3%
Male	700	797	858	864	916	854	89.6%	-62	-6.8%	27.0	3.3%
Unknown	1	0	0	2	1	1	-	-	-	-	-
Total	**765**	**874**	**944**	**941**	**1,023**	**954**	**100.0%**	**-69**	**-6.7%**	**44.6**	**4.9%**
All drivers and riders involved in hospitalisation crashes	**7,892**	**8,055**	**7,659**	**7,907**	**8,769**	**8,627**		**-142**	**-1.6%**	**570.6**	**7.1%**

Table 5.94 shows the most common contributing factors associated with motorcycle riders involved in hospitalisation crashes within Queensland between 2004 and 2009. During 2009, being unlicensed was the most common contributing factor associated with motorcycle riders involved in hospitalisation crashes (9.9%, n=94). This number is 24.8% (n=31) less than 2008 and 1.5% (n=1.4) less than the previous five year average.

Table 5.94: Most common contributing factors* associated with motorcycle riders involved in hospitalisation crashes, Queensland 2004-2009

Contributing factor	2004	2005	2006	2007	2008	2009		2009 v 2008		2009 v 2004 to 2008 average	
	No.	No.	No.	No.	No.	No.	%	Change	%	Change	%
Unlicensed	85	92	85	90	125	94	9.9%	-31	-24.8%	-1.4	-1.5%
Drink driving	36	55	67	56	86	71	7.4%	-15	-17.4%	11.0	18.3%
Speed	69	71	77	79	76	63	6.6%	-13	-17.1%	-11.4	-15.3%
Illegal manoeuvre	65	45	67	65	63	63	6.6%	0	0.0%	2.0	3.3%
Rain/wet road	63	73	72	80	73	63	6.6%	-10	-13.7%	-9.2	-12.7%
All motorcycle riders involved in hospitalisation crashes	**765**	**874**	**944**	**941**	**1,023**	**954**	**100.0%**	**-69**	**-6.7%**	**44.6**	**4.9%**

* During 2009, 26.6% (n=254) of motorcycle riders involved in hospitalisation crashes were associated with 'Other driver' or 'Other' contributing factors

List of Appendix Tables

Appendix A – Characteristics of Casualties

Appendix B – Characteristics of Units and Controllers

Appendix C – Characteristics of Crashes

Appendix A – Characteristics of Casualties

Table A1: All casualties by casualty severity, Queensland 2000-2009

Casualty severity	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Fatalities	317	324	322	310	311	330	335	360	328	331
Hospitalised	4,791	5,314	5,600	5,804	6,228	6,309	5,887	6,055	6,838	6,672
Medically treated	6,452	7,899	7,697	7,373	7,359	7,305	7,413	7,549	8,004	7,945
Minor injury	3,932	4,840	4,787	4,670	4,589	4,385	4,908	6,089	5,149	4,069
Total	**15,492**	**18,377**	**18,406**	**18,157**	**18,487**	**18,329**	**18,543**	**20,053**	**20,319**	**19,017**

Table A2: Casualties by road user type and casualty severity, Queensland 2004-2009

Road user type/Casualty severity	2004	2005	2006	2007	2008	2009
	No.	No.	No.	No.	No.	No.
Drivers						
Fatalities	145	156	155	171	140	152
Hospitalisations	3,264	3,197	3,037	3,137	3,623	3,571
Medically treated and Minor Injuries	7,176	6,972	7,764	8,834	8,301	7,407
Passengers						
Fatalities	74	66	67	64	77	71
Hospitalisations	1,476	1,478	1,241	1,261	1,440	1,365
Medically treated and Minor Injuries	3,053	3,002	2,766	3,091	3,091	2,920
Motorcycle riders						
Fatalities	44	61	56	72	66	57
Hospitalisations	725	835	899	887	976	901
Medically treated and Minor Injuries	724	760	801	814	802	754
Motorcycle pillions						
Fatalities	4	3	2	1	6	3
Hospitalisations	49	56	64	57	52	54
Medically treated and Minor Injuries	33	38	59	56	60	50
Pedestrians						
Fatalities	34	38	46	42	30	40
Hospitalisations	405	429	385	431	426	424
Medically treated and Minor Injuries	417	403	406	366	378	375
Bicyclists						
Fatalities	9	5	9	10	7	8
Hospitalisations	307	312	260	280	320	354
Medically treated and Minor Injuries	545	514	517	477	508	507
Other						
Fatalities	1	1	0	0	2	0
Hospitalisations	2	2	1	2	1	3
Medically treated and Minor Injuries	0	1	8	0	13	1
All road users						
Fatalities	311	330	335	360	328	331
Hospitalisations	6,228	6,309	5,887	6,055	6,838	6,672
Medically treated and Minor Injuries	11,948	11,690	12,321	13,638	13,153	12,014
Total casualties	**18,487**	**18,329**	**18,543**	**20,053**	**20,319**	**19,017**

Table A3: All casualties by road user type, vehicle type and casualty severity, Queensland 2009

Road user type/Vehicle type	Fatalities	Hospitalised Casualties	Medically Treated and Minor Injuries	Total
Driver				
Car/Station wagon	100	2,878	6,153	9,131
Utility/Panel van	35	525	1,013	1,573
Rigid truck	4	42	95	141
Articulated truck	4	48	48	100
Road train/B-double	6	20	28	54
Bus/Coach	1	18	36	55
Special Purpose Vehicle	2	40	34	76
Driver sub-total	152	3,571	7,407	11,130
Motorcycle rider*	57	901	754	1,712
Bicycle rider	8	354	503	865
Rider sub-total	65	1,255	1,257	2,577
Passenger				
Car/Station wagon	56	1,151	2,451	3,658
Utility/Panel van	9	154	274	437
Rigid truck	0	5	19	24
Articulated truck	1	4	3	8
Road train/B-double	0	0	2	2
Bus/Coach	2	39	159	200
Special Purpose Vehicle	3	12	12	27
Passenger sub-total	71	1,365	2,920	4,356
Motorcycle pillion*	3	54	50	107
Bicycle pillion	0	0	4	4
Pillion sub-total	3	54	54	111
Pedestrian sub-total	40	424	375	839
Other/not stated	0	3	1	4
Total casualties	**331**	**6,672**	**12,014**	**19,017**

* Includes moped riders

Table A4: Vehicle occupant casualties* by casualty severity, by road user type and restraint use, Queensland 2009

Road user type/Restraint use	Fatalities	Hospitalised Casualties	Medically Treated and Minor Injuries	Total
Driver				
Restrained	72	2,731	5,349	8,152
Unrestrained	33	93	97	223
Unknown restraint use	45	707	1,925	2,677
Sub-total driver	150	3,531	7,371	11,052
Passenger				
Restrained	36	952	1,941	2,929
Unrestrained	10	100	142	252
Unknown restraint use	22	301	825	1,148
Sub-total passenger	68	1353	2908	4,329
Total vehicle occupants	**218**	**4,884**	**10,279**	**15,381**

* Where restraint use was applicable

Table A5: Motorcycle and bicycle rider casualties by casualty severity, by road user type and helmet use, Queensland 2009

Road user type/Helmet use	Fatalities	Hospitalised Casualties	Medically Treated and Minor Injuries	Total
Motorcyclists and pillions				
Helmet worn	52	874	657	1,583
No helmet worn	5	43	17	65
Not determined	3	38	130	171
Total motorcyclists and pillions	**60**	**955**	**804**	**1,819**
Bicyclists and pillions				0
Helmet worn	5	290	387	682
No helmet worn	2	42	38	82
Not determined	1	22	82	105
Total bicyclists and pillions	**8**	**354**	**507**	**869**

Table A6: All casualties and crashes by Local Government Area, Queensland 2009

Local Government Area	Crashes		Casualties									
			Drivers and passengers		Pedestrians		Motorcyclists		Bicyclists		Others	
	Total reported	Involving casualties	F	I	F	I	F	I	F	I	F	I
Aurukun Shire	2	2	0	3	0	0	0	0	0	0	0	0
Balonne Shire	19	13	0	23	0	1	0	0	0	0	0	0
Banana Shire	89	54	1	59	0	2	0	3	0	1	0	0
Barcaldine Region	26	13	1	12	0	0	0	3	0	0	0	0
Barcoo Shire	2	2	0	3	0	0	0	1	0	0	0	0
Blackall Tambo Region	7	2	1	1	0	0	0	0	0	0	0	0
Boulia Shire	6	5	0	8	0	0	0	0	0	0	0	0
Brisbane City	5,835	3,887	13	3,948	3	270	11	500	3	280	0	0
Bulloo Shire	3	2	0	5	0	0	0	0	0	0	0	0
Bundaberg Region	514	299	9	364	1	18	4	43	1	7	0	0
Burdekin Shire	73	41	1	45	0	2	0	7	0	1	0	0
Burke Shire	3	3	0	3	0	0	0	0	0	0	0	0
Cairns Region	888	548	10	572	3	32	4	75	1	67	0	0
Carpentaria Shire	10	10	1	19	0	0	0	2	0	0	0	0
Cassowary Coast Region	183	100	4	111	0	4	0	8	0	3	0	3
Central Highlands Region	166	99	4	114	0	4	1	6	0	3	0	0
Charters Towers Region	76	52	6	59	0	2	0	5	0	0	0	0
Cherbourg Aboriginal Shire	1	1	0	1	0	0	0	0	0	0	0	0
Cloncurry Shire	22	12	0	15	0	0	0	1	0	1	0	0
Cook Shire	56	39	2	63	0	0	0	5	0	0	0	0
Croydon Shire	6	4	0	5	0	0	0	0	0	0	0	0
Diamantina Shire	2	2	0	1	0	0	0	1	0	0	0	0
Doomadgee Aboriginal Shire	0	0	0	0	0	0	0	0	0	0	0	0
Etheridge Shire	18	9	0	12	0	0	0	0	0	0	0	0
Flinders Shire	12	6	0	6	0	0	0	1	0	0	0	0
Fraser Coast Region	472	268	8	313	0	15	1	33	0	19	0	0
Gladstone Region	279	151	3	181	0	2	7	23	0	6	0	0
Gold Coast City	2,368	1,568	8	1,620	2	113	0	166	1	143	0	1
Goondiwindi Region	62	30	3	44	0	0	0	4	0	0	0	0
Gympie Region	292	169	11	189	0	4	1	21	0	3	0	0
Hinchinbrook Shire	55	32	0	42	0	3	1	5	0	1	0	0
Hope Vale Aboriginal Shire	3	3	0	5	0	0	0	0	0	0	0	0
Ipswich City	1,059	602	8	699	3	31	2	68	0	24	0	0
Isaac Region	137	86	16	109	0	0	0	3	0	1	0	0
Kowanyama Aboriginal Shire	2	2	0	6	0	0	0	0	0	0	0	0
Lockhart River Aboriginal Shire	3	2	0	5	0	0	0	0	0	0	0	0
Lockyer Valley Region	221	124	2	171	0	2	1	15	0	2	0	0
Logan City	1,251	771	9	923	3	56	4	69	0	30	0	0
Longreach Region	19	13	0	14	1	0	0	3	0	0	0	0
Mackay Region	685	368	6	397	2	14	3	47	0	17	0	0
Mapoon Aboriginal Shire	1	1	0	1	0	0	0	0	0	0	0	0

Table A6: All casualties and crashes by Local Government Area, Queensland 2009 (Cont.)

Local Government Area	Crashes		Casualties									
			Drivers and passengers		Pedestrians		Motorcyclists		Bicyclists		Others	
	Total reported	Involving casualties	F	I	F	I	F	I	F	I	F	I
Maranoa Region	46	27	0	28	1	1	0	5	0	0	0	0
McKinlay Shire	12	7	1	9	0	0	0	0	0	0	0	0
Moreton Bay Region	1,634	985	5	1,131	1	54	5	136	1	40	0	0
Mornington Shire	1	1	0	6	0	0	0	0	0	0	0	0
Mount Isa City	98	54	1	61	0	2	1	8	0	2	0	0
Murweh Shire	27	12	1	13	0	1	0	0	0	2	0	0
Napranum Aboriginal Shire	1	1	0	1	0	0	0	0	0	0	0	0
North Burnett Region	56	39	5	51	0	1	0	2	0	0	0	0
Northern Peninsula Area Region	4	3	0	3	0	0	0	1	0	0	0	0
Palm Island Aboriginal Shire	4	3	0	3	0	1	0	0	0	1	0	0
Paroo Shire	17	9	0	12	0	0	0	1	0	0	0	0
Pormpuraaw Aboriginal Shire	0	0	0	0	0	0	0	0	0	0	0	0
Quilpie Shire	3	2	0	4	0	0	0	0	0	0	0	0
Redland City	402	278	4	336	0	14	0	23	0	21	0	0
Richmond Shire	4	2	0	1	0	0	0	1	0	0	0	0
Rockhampton Region	728	376	10	426	5	22	1	40	0	13	0	0
Scenic Rim Region	206	143	5	165	0	3	2	19	0	2	0	0
Somerset Region	209	132	5	149	0	0	0	38	0	0	0	0
South Burnett Region	147	92	2	109	0	2	0	13	0	1	0	0
Southern Downs Region	174	94	2	99	0	5	1	14	0	1	0	0
Sunshine Coast Region	1,541	880	22	858	10	44	3	140	0	74	0	0
Tablelands Region	278	182	6	204	4	9	3	25	1	7	0	0
Toowoomba Region	963	455	12	545	0	24	2	39	0	20	0	0
Torres Shire	3	2	0	4	0	0	0	0	0	0	0	0
Torres Strait Island Region	1	0	0	0	0	0	0	0	0	0	0	0
Townsville City	1,030	574	6	565	1	29	2	116	0	58	0	0
Weipa Town	4	3	0	3	0	0	0	1	0	0	0	0
Western Downs Region	182	119	7	155	0	2	0	7	0	5	0	0
Whitsunday Region	176	104	2	131	0	8	0	10	0	3	0	0
Winton Shire	15	11	0	15	0	0	0	0	0	0	0	0
Woorabinda Aboriginal Shire	1	0	0	0	0	0	0	0	0	0	0	0
Wujal Wujal Aboriginal Shire	0	0	0	0	0	0	0	0	0	0	0	0
Yarrabah Aboriginal Shire	9	5	0	3	0	1	0	2	0	1	0	0
Unknown	7	4	0	0	0	0	0	0	0	0	0	0
Total for Queensland	**22,911**	**13,994**	**223**	**15,261**	**40**	**798**	**60**	**1,759**	**8**	**860**	**0**	**4**

Legend:

F = Fatal, I = Injury (includes hospitalised casualties, medically treated and minor injuries)

Table A7: Annual road toll, population and vehicles on register, Queensland 1959-2009

Year	Fatalities						Population ('000)	Motor Vehicles ('000)
	Drivers*	Motorcyclists	Bicyclists	Pedestrians	Passengers	Total Fatalities		
1959	106	32	23	92	100	353	1,468.20	381.90
1960	103	31	17	78	117	346	1,495.90	404.00
1961	102	28	18	91	98	337	1,527.50	418.60
1962	131	32	21	100	119	403	1,550.90	431.70
1963	139	20	32	96	111	398	1,557.90	459.00
1964	164	25	12	115	145	461	1,610.70	497.90
1965	183	18	19	101	146	467	1,644.50	536.90
1966	181	20	20	102	143	466	1,674.30	564.60
1967	201	13	20	110	158	502	1,699.90	590.00
1968	197	16	9	82	173	477	1,728.90	620.90
1969	226	19	18	109	184	556	1,763.10	649.90
1970	223	22	13	111	158	527	1,792.70	686.10
1971	255	44	24	78	193	594	1,881.40	739.84
1972	217	55	18	98	184	572	1,932.50	774.00
1973	219	71	19	121	208	638	1,987.40	827.00
1974	215	83	10	107	174	589	2,046.10	889.70
1975	225	72	22	107	209	635	2,084.00	918.00
1976	196	83	16	89	185	569	2,111.70	1,024.05
1977	215	97	27	92	141	572	2,136.80	1,067.20
1978	237	70	15	92	198	612	2,172.00	1,129.60
1979	242	94	13	95	172	616	2,214.80	1,213.38
1980	211	87	14	87	158	557	2,265.90	1,256.90
1981	237	92	16	66	183	594	2,367.50	1,355.90
1982	255	94	18	71	164	602	2,424.60	1,440.01
1983	178	92	19	61	160	510	2,482.30	1,450.40
1984	192	74	16	66	157	505	2,523.90	1,462.83
1985	201	77	20	72	132	502	2,548.10	1,479.35
1986	187	82**	15**	65	132***	481	2,592.60	1,510.22
1987	166	65	14	73	124	442	2,676.80	1,541.08
1988	223	59	21	78	158	539	2,739.90	1,567.16
1989	173	52	19	68	116	428	2,827.60	1,593.25
1990	153	50	18	65	113	399	2,899.30	1,645.24
1991	162	45	16	66	106	395	2,961.00	1,689.10
1992	168	43	18	74	113	416	3,030.00	1,726.10
1993	189	47	10	49	101	396	3,109.80	1,847.19
1994	177	45	13	79	108	422	3,187.10	1,910.67
1995	181	54	10	92	119	456	3,265.10	2,012.88
1996	174	41	10	55	105	385	3,338.70	2,171.90
1997	158	43	12	59	88	360	3,397.19	2,232.90
1998	122	25	9	48	75	279	3,454.14	2,307.50
1999	128	41	9	49	87	314	3,508.57	2,315.63
2000	157	33	6	39	82	317	3,570.27	2,334.99
2001	151	29	15	51	78	324	3,635.12	2,354.35

2002	135	53	5	37	92	322	3,714.80	2,445.52
2003	141	42	7	50	70	310	3,809.21	2,552.06
2004	146	48	9	34	74	311	3,900.91	2,656.04
2005	157	64	5	38	66	330	3,994.86	2,767.30
2006	155	58	9	46	67	335	4,090.91	2,897.87
2007	171	73	10	42	64	360	4,177.09	3,033.42
2008	142	72	7	30	77	328	4,270.09	3,173.45
2009	152	60	8	40	71	331	4,365.43	3,283.24

* Includes horse riders and train drivers/passengers

** Includes pillions from 1986

*** Includes pillions prior to 1986

A.1 Fatalities

Table A8: All fatalities by road user type and age group, Queensland 2009

Age group	Drivers	Passengers	Pedestrians	Motorcycle Riders	Motorcycle Pillions	Bicycle Riders	Bicycle Pillions	Other	Total
0-4 years	0	8	2	0	0	0	0	0	10
5-11 years	0	5	3	0	0	1	0	0	9
12-16 years	0	7	1	0	0	0	0	0	8
17-20 years	16	12	2	4	1	1	0	0	36
21-24 years	15	13	1	6	0	1	0	0	36
25-29 years	17	8	6	6	0	0	0	0	37
30-39 years	30	6	2	16	1	2	0	0	57
40-49 years	20	1	9	18	0	0	0	0	48
50-59 years	24	2	2	4	1	2	0	0	35
60-74 years	16	7	6	2	0	0	0	0	31
75 years and over	14	2	6	1	0	1	0	0	24
Unknown	0	0	0	0	0	0	0	0	0
Total	**152**	**71**	**40**	**57**	**3**	**8**	**0**	**0**	**331**

Table A9: Female fatalities by road user type and age group, Queensland 2009

Age group	Drivers	Passengers	Pedestrians	Motorcycle Riders	Motorcycle Pillions	Bicycle Riders	Bicycle Pillions	Other	Total
0-4 years	0	3	1	0	0	0	0	0	4
5-11 years	0	4	2	0	0	0	0	0	6
12-16 years	0	4	0	0	0	0	0	0	4
17-20 years	5	5	0	0	1	0	0	0	11
21-24 years	4	7	0	0	0	0	0	0	11
25-29 years	5	3	2	0	0	0	0	0	10
30-39 years	6	3	0	0	0	0	0	0	9
40-49 years	5	0	5	1	0	0	0	0	11
50-59 years	7	1	1	0	1	1	0	0	11
60-74 years	3	4	1	0	0	0	0	0	8
75 years and over	2	2	1	0	0	0	0	0	5
Unknown	0	0	0	0	0	0	0	0	0
Total fatalities	**37**	**36**	**13**	**1**	**2**	**1**	**0**	**0**	**90**

Table A10: Male fatalities by road user type and age group, Queensland 2009

Age group	Drivers	Passengers	Pedestrians	Motorcycle Riders	Motorcycle Pillions	Bicycle Riders	Bicycle Pillions	Other	Total
0-4 years	0	4	1	0	0	0	0	0	5
5-11 years	0	1	1	0	0	1	0	0	3
12-16 years	0	3	1	0	0	0	0	0	4
17-20 years	11	7	2	4	0	1	0	0	25
21-24 years	11	6	1	6	0	1	0	0	25
25-29 years	12	5	4	6	0	0	0	0	27
30-39 years	24	3	2	16	1	2	0	0	48
40-49 years	15	1	4	17	0	0	0	0	37
50-59 years	17	1	1	4	0	1	0	0	24
60-74 years	13	3	5	2	0	0	0	0	23
75 years and over	12	0	5	1	0	1	0	0	19
Unknown	0	0	0	0	0	0	0	0	0
Total fatalities	**115**	**34**	**27**	**56**	**1**	**7**	**0**	**0**	**240**

Table A11: Vehicle occupant fatalities* by restraint use and age group, Queensland 2009

Age group	Fatalities	Unknown restraint use	Unrestrained	Restrained
0-4 years	8	5	0	3
5-11 years	5	1	0	4
12-16 years	7	4	0	3
17-20 years	28	3	6	19
21-24 years	26	7	5	14
25-29 years	24	10	4	10
30-39 years	36	11	11	14
40-49 years	19	5	6	8
50-59 years	26	9	3	14
60-74 years	23	6	4	13
75 years and over	16	6	4	6
Unknown	0	0	0	0
Total fatalities	**218**	**67**	**43**	**108**

* Where restraint use was applicable

Table A12: All fatalities by time of day and day of week, Queensland 2009

Time of day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
Midnight-2am	1	3	1	1	1	9	5	21
2am-4am	1	1	1	3	4	2	3	15
4am-6am	2	2	4	1	2	6	4	21
6am-8am	5	4	5	2	3	3	5	27
8am-10am	3	7	2	3	2	4	8	29
10am-noon	0	3	6	7	4	1	2	23
Noon-2pm	3	6	6	5	9	5	2	36
2pm-4pm	3	4	8	8	6	7	10	46
4pm-6pm	5	9	5	8	5	5	7	44
6pm-8pm	3	3	4	5	5	3	2	25
8pm-10pm	2	2	4	4	3	6	1	22
10pm-midnight	2	0	5	2	3	4	6	22
Total	**30**	**44**	**51**	**49**	**47**	**55**	**55**	**331**

Table A13: All fatalities by ARIA remoteness index, Queensland 2000-2009

ARIA remoteness index	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Major Cities	105	111	107	116	125	99	124	135	111	96
Inner Regional	99	104	106	110	100	104	92	115	110	105
Outer Regional	75	77	74	52	57	95	83	70	78	89
Remote	19	20	20	13	17	22	27	25	21	29
Very Remote	16	12	8	18	12	10	9	15	8	12
Unknown	3	0	7	1	0	0	0	0	0	0
Total	**317**	**324**	**322**	**310**	**311**	**330**	**335**	**360**	**328**	**331**

Table A14: All fatalities by ARIA and gender, Queensland 2009

ARIA remoteness index	Female	Male	Unknown	Total
Major Cities	19	77	0	96
Inner Regional	29	76	0	105
Outer Regional	32	56	1	89
Remote	7	22	0	29
Very Remote	3	9	0	12
Unknown	0	0	0	0
Total	**90**	**240**	**1**	**331**

Table A15: All fatalities by age group, Queensland 2000-2009

Age group	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
0-4 years	7	5	8	8	8	12	7	6	6	10
5-11 years	5	9	10	8	6	3	1	5	6	9
12-16 years	16	13	10	14	11	16	13	15	8	8
17-20 years	30	51	55	46	56	40	46	45	46	36
21-24 years	31	33	42	37	32	33	38	35	27	36
25-29 years	40	29	41	15	25	48	33	38	36	37
30-39 years	59	43	54	64	46	55	69	64	64	57
40-49 years	39	45	32	36	39	39	48	41	47	48
50-59 years	28	30	23	28	30	32	28	46	30	35
60-74 years	29	39	26	33	23	29	21	38	30	31
75 years and over	33	27	21	21	35	23	31	27	28	24
Total	**317**	**324**	**322**	**310**	**311**	**330**	**335**	**360**	**328**	**331**

Table A16: Female fatalities by age group, Queensland 2000-2009

Age group	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
0-4 years	4	2	3	4	4	5	2	1	3	4
5-11 years	0	4	4	2	1	1	1	3	3	6
12-16 years	4	3	4	7	4	8	4	5	3	4
17-20 years	8	9	20	12	16	10	8	9	13	11
21-24 years	5	4	10	5	4	10	6	10	0	11
25-29 years	11	2	8	2	5	8	3	12	5	10
30-39 years	8	10	11	14	6	9	9	7	11	9
40-49 years	12	16	9	10	13	7	15	11	8	11
50-59 years	6	17	6	6	13	7	5	17	7	11
60-74 years	15	12	7	11	9	10	9	11	14	8
75 years and over	11	8	12	8	10	8	13	12	11	5
Total	**84**	**87**	**94**	**81**	**85**	**83**	**75**	**98**	**78**	**90**

Table A17: Male fatalities by age group, Queensland 2000-2009

Age group	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
0-4 years	3	2	4	4	4	5	5	5	3	5
5-11 years	5	5	6	6	5	2	0	2	3	3
12-16 years	12	10	6	7	7	8	9	10	5	4
17-20 years	22	42	35	34	40	30	38	36	33	25
21-24 years	26	29	32	32	28	23	32	25	27	25
25-29 years	29	27	33	13	20	40	30	26	31	27
30-39 years	51	33	43	50	40	46	60	57	53	48
40-49 years	27	29	23	26	26	32	33	30	39	37
50-59 years	22	13	17	22	17	25	23	29	23	24
60-74 years	14	27	19	22	14	19	12	27	16	23
75 years and over	22	19	9	13	25	15	18	15	17	19
Total	**233**	**236**	**227**	**229**	**226**	**245**	**260**	**262**	**250**	**240**

Table A18: All fatalities by road user type, Queensland 2000-2009

Road user type	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Drivers	157	150	135	141	145	156	155	171	140	152
Passengers	82	78	92	70	74	66	67	64	77	71
Motorcyclists	33	29	53	42	48	64	58	73	72	60
Bicyclists	6	15	5	7	9	5	9	10	7	8
Pedestrians	39	51	37	50	34	38	46	42	30	40
Other	0	1	0	0	1	1	0	0	2	0
Total	**317**	**324**	**322**	**310**	**311**	**330**	**335**	**360**	**328**	**331**

Table A19: Vehicle occupant fatalities by restraint use, Queensland 2000-2009

Restraint use	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Restrained	115	114	110	113	119	116	103	116	106	108
Unrestrained	58	48	46	45	40	38	46	35	36	43
Not determined	64	65	65	49	56	64	69	84	74	67
Total	**237**	**227**	**221**	**207**	**215**	**218**	**218**	**235**	**216**	**218**

Table A20: Motorcycle rider and pillion fatalities by helmet use, Queensland 2000-2009

Helmet use	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Worn	29	27	48	39	45	57	53	53	60	52
Not worn	1	2	3	2	3	1	1	7	6	5
Not determined	3	0	2	1	0	6	4	13	6	3
Total	**33**	**29**	**53**	**42**	**48**	**64**	**58**	**73**	**72**	**60**

Table A21: Bicycle rider and pillion fatalities by helmet use, Queensland 2000-2009

Helmet use	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Worn	4	12	4	5	3	3	5	5	6	5
Not worn	1	3	0	1	3	2	3	3	1	2
Not determined	1	0	1	1	3	0	1	2	0	1
Total	**6**	**15**	**5**	**7**	**9**	**5**	**9**	**10**	**7**	**8**

Table A22: All fatalities by contributing factors* and characteristics, Queensland 2000-2009

Contributing factors and characteristics	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Involving drivers or riders										
Speeding	57	54	54	47	55	68	91	95	88	75
Drink driving (Illegal BAC)	80	62	61	80	69	78	92	97	88	70
Fatigue related	39	44	47	40	46	53	41	65	44	45
Fail to give way or stop	20	18	29	21	15	25	22	23	27	21
Disobey traffic light/sign	7	3	6	3	7	6	8	8	16	6
Illegal manoeuvre	81	63	68	58	45	54	56	64	58	57
Dangerous driving	12	12	14	13	14	21	25	12	13	15
Distracted	0	2	0	2	0	0	2	0	0	2
Vehicle defects	11	7	5	2	9	6	8	5	7	3
Unlicensed	40	38	39	25	48	41	46	50	46	28
Aged 17 to 24 years	96	108	123	105	116	109	108	110	98	93
Aged 60 years or over	54	61	48	61	56	66	54	70	75	70
Alcohol related	115	87	90	115	107	116	127	123	126	102
Rain/wet road	19	13	10	18	20	30	29	19	25	26
Road conditions	6	3	2	4	4	1	2	5	5	7
Roadworks	0	1	0	1	0	1	0	1	0	0
Involving										
Heavy freight vehicles	74	50	49	55	37	48	54	65	76	57
Motorcycles	35	29	55	42	48	66	61	75	72	60
Mopeds	-	-	-	-	-	-	-	-	-	1
Buses	6	4	7	4	6	9	5	7	9	10
Unrestrained vehicle occupants**	58	48	46	45	40	38	46	35	36	43
All Fatalities	**317**	**324**	**322**	**310**	**311**	**330**	**335**	**360**	**328**	**331**

* 'Contributing factors' are factors that may have contributed to the cause or outcome of road traffic crashes, however may not be the primary cause of a crash

** Where restraint use was known

A.2 Hospitalised Casualties

Table A23: All hospitalised casualties by road user type and age group, Queensland 2009

Age group	Drivers	Passengers	Pedestrians	Motorcycle Riders	Motorcycle Pillions	Bicycle Riders	Bicycle Pillions	Other	Total
0-4 years	0	43	9	0	0	0	0	0	52
5-11 years	0	133	40	1	1	25	0	0	200
12-16 years	25	167	55	6	6	48	0	0	307
17-20 years	502	255	61	55	4	24	0	1	902
21-24 years	422	125	47	103	8	23	0	0	728
25-29 years	430	120	31	110	6	28	0	1	726
30-39 years	659	148	48	193	6	62	0	0	1,116
40-49 years	558	110	42	234	11	63	0	0	1,018
50-59 years	435	88	24	138	7	43	0	0	735
60-74 years	367	88	34	58	4	33	0	1	585
75 years and over	173	74	33	3	0	5	0	0	288
Unknown	0	14	0	0	1	0	0	0	15
Total hospitalised casualties	**3,571**	**1,365**	**424**	**901**	**54**	**354**	**0**	**3**	**6,672**

Table A24: Female hospitalised casualties by road user type and age group, Queensland 2009

Age group	Drivers	Passengers	Pedestrians	Motorcycle Riders	Motorcycle Pillions	Bicycle Riders	Bicycle Pillions	Other	Total
0-4 years	0	13	4	0	0	0	0	0	17
5-11 years	0	64	14	0	1	5	0	0	84
12-16 years	13	103	31	0	5	5	0	0	157
17-20 years	254	147	18	4	2	3	0	1	429
21-24 years	192	65	16	11	3	4	0	0	291
25-29 years	195	66	11	12	5	6	0	1	296
30-39 years	326	67	16	24	6	14	0	0	453
40-49 years	263	70	13	31	11	10	0	0	398
50-59 years	210	64	16	12	6	10	0	0	318
60-74 years	193	58	16	5	4	2	0	1	279
75 years and over	69	55	18	0	0	0	0	0	142
Unknown	0	6	0	0	0	0	0	0	6
Total hospitalised casualties	**1,715**	**778**	**173**	**99**	**43**	**59**	**0**	**3**	**2,870**

Table A25: Male hospitalised casualties by road user type and age group, Queensland 2009

Age group	Drivers	Passengers	Pedestrians	Motorcycle Riders	Motorcycle Pillions	Bicycle Riders	Bicycle Pillions	Other	Total
0-4 years	0	30	5	0	0	0	0	0	35
5-11 years	0	69	26	1	0	20	0	0	116
12-16 years	12	64	24	6	1	43	0	0	150
17-20 years	248	108	43	51	2	21	0	0	473
21-24 years	230	60	31	92	5	19	0	0	437
25-29 years	235	54	20	98	1	22	0	0	430
30-39 years	333	81	32	169	0	48	0	0	663
40-49 years	295	40	29	203	0	53	0	0	620
50-59 years	225	24	8	126	1	33	0	0	417
60-74 years	174	30	18	53	0	31	0	0	306
75 years and over	104	19	15	3	0	5	0	0	146
Unknown	0	5	0	0	1	0	0	0	6
Total hospitalised casualties	**1,856**	**584**	**251**	**802**	**11**	**295**	**0**	**0**	**3,799**

Table A26: Vehicle occupant hospitalised casualties* by restraint use and age group, Queensland 2009

Age group	Hospitalised Casualties	Unknown restraint use	Unrestrained	Restrained
0-4 years	43	10	3	30
5-11 years	132	19	7	106
12-16 years	191	53	18	120
17-20 years	756	171	39	546
21-24 years	541	127	18	396
25-29 years	545	130	25	390
30-39 years	801	180	30	591
40-49 years	661	127	19	515
50-59 years	512	79	18	415
60-74 years	449	70	10	369
75 years and over	240	30	6	204
Unknown	13	12	0	1
Total hospitalised casualties	**4,884**	**1,008**	**193**	**3,683**

* Where restraint use was applicable

Table A27: All hospitalised casualties by time of day and day of week, Queensland 2009

Time of day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
Midnight-2am	18	18	25	20	25	75	74	255
2am-4am	20	9	9	21	16	62	40	177
4am-6am	43	32	37	49	22	41	41	265
6am-8am	90	89	82	89	81	61	65	557
8am-10am	94	105	97	105	113	77	85	676
10am-noon	85	109	92	71	106	141	114	718
Noon-2pm	99	93	108	71	119	142	100	732
2pm-4pm	138	188	147	141	168	90	121	993
4pm-6pm	128	127	148	158	168	112	111	952
6pm-8pm	70	93	100	96	118	90	61	628
8pm-10pm	38	39	60	59	82	48	44	370
10pm-midnight	26	22	46	48	84	91	32	349
Total	**849**	**924**	**951**	**928**	**1,102**	**1,030**	**888**	**6,672**

Table A28: All hospitalised casualties by ARIA remoteness index, Queensland 2000-2009

ARIA remoteness index	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Major Cities	2,393	2,805	2,959	3,185	3,377	3,391	3,188	3,266	3,677	3,515
Inner Regional	1,070	1,121	1,262	1,325	1,402	1,407	1,275	1,384	1,483	1,539
Outer Regional	916	949	963	945	1,093	1,157	1,116	1,073	1,338	1,231
Remote	198	184	209	175	201	226	195	199	211	217
Very Remote	137	166	152	140	144	123	105	123	125	169
Unknown	77	89	55	34	11	5	8	10	4	1
Total	**4,791**	**5,314**	**5,600**	**5,804**	**6,228**	**6,309**	**5,887**	**6,055**	**6,838**	**6,672**

Table A29: All hospitalised casualties by ARIA and gender, Queensland 2009

ARIA remoteness index	Female	Male	Unknown	Total
Major Cities	1,559	1,955	1	3,515
Inner Regional	678	861	0	1,539
Outer Regional	498	731	2	1,231
Remote	82	135	0	217
Very Remote	53	116	0	169
Unknown	0	1	0	1
Total	**2,870**	**3,799**	**3**	**6,672**

Table A30: All hospitalised casualties by age group, Queensland 2000-2009

Age group	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
0-4 years	80	73	76	64	80	84	50	56	79	52
5-11 years	192	175	180	190	169	191	160	125	201	200
12-16 years	283	277	289	284	300	305	281	267	317	307
17-20 years	770	860	894	891	982	1,014	872	943	1,013	902
21-24 years	562	603	598	700	789	776	695	709	714	728
25-29 years	487	555	561	620	663	630	618	654	761	726
30-39 years	821	869	997	986	1,009	1,062	1,037	1,017	1,101	1,116
40-49 years	601	700	735	773	858	879	815	889	1,028	1,018
50-59 years	420	526	524	553	616	625	654	663	721	735
60-74 years	370	412	474	461	461	468	431	500	558	585
75 years and over	180	244	245	258	262	254	232	210	313	288
Unknown	25	20	27	24	39	21	42	22	32	15
Total	**4,791**	**5,314**	**5,600**	**5,804**	**6,228**	**6,309**	**5,887**	**6,055**	**6,838**	**6,672**

Table A31: Female hospitalised casualties by age group, Queensland 2000-2009

Age group	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
0-4 years	39	30	36	33	41	40	25	26	34	17
5-11 years	71	71	68	78	67	75	67	47	87	84
12-16 years	109	117	118	124	111	137	126	116	145	157
17-20 years	341	355	378	406	424	440	349	432	431	429
21-24 years	207	212	220	254	301	307	257	290	298	291
25-29 years	166	203	192	248	256	245	222	243	288	296
30-39 years	337	329	414	395	394	422	393	364	438	453
40-49 years	260	291	309	323	371	325	342	352	438	398
50-59 years	206	251	260	263	266	288	288	294	303	318
60-74 years	198	193	245	238	216	244	207	239	284	279
75 years and over	94	124	117	120	130	146	126	100	149	142
Unknown	9	6	11	7	18	11	24	7	13	6
Total	**2,037**	**2,182**	**2,368**	**2,489**	**2,595**	**2,680**	**2,426**	**2,510**	**2,908**	**2,870**

Table A32: Male hospitalised casualties by age group, Queensland 2000-2009

Age group	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
0-4 years	41	43	39	31	39	44	25	30	45	35
5-11 years	121	104	112	112	102	116	93	78	114	116
12-16 years	174	160	171	160	189	168	155	151	172	150
17-20 years	428	505	516	485	558	574	523	511	582	473
21-24 years	355	391	378	446	488	469	438	418	416	437
25-29 years	321	352	369	372	407	385	396	411	473	430
30-39 years	484	540	583	591	615	640	644	653	663	663
40-49 years	341	409	426	450	487	554	473	537	590	620
50-59 years	214	275	264	290	350	337	365	369	418	417
60-74 years	172	219	229	223	245	224	223	261	273	306
75 years and over	86	120	128	138	132	108	106	110	164	146
Unknown	6	8	16	13	13	6	13	8	12	6
Total	**2,743**	**3,126**	**3,231**	**3,311**	**3,625**	**3,625**	**3,454**	**3,537**	**3,922**	**3,799**

Table A33: All hospitalised casualties by road user type, Queensland 2000-2009

Road user type	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Drivers	2,260	2,605	2,660	2,987	3,264	3,197	3,037	3,137	3,623	3,571
Passengers	1,294	1,412	1,492	1,445	1,476	1,478	1,241	1,261	1,440	1,365
Motorcyclists	528	593	737	703	774	891	963	944	1,028	955
Bicyclists	277	276	292	242	307	312	260	280	320	354
Pedestrians	426	424	418	424	405	429	385	431	426	424
Other	6	4	1	3	2	2	1	2	1	3
Total	**4,791**	**5,314**	**5,600**	**5,804**	**6,228**	**6,309**	**5,887**	**6,055**	**6,838**	**6,672**

Table A34: Vehicle occupant hospitalised casualties by restraint use, Queensland 2000-2009

Restraint use	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Restrained	2,576	2,923	3,188	3,521	3,758	3,650	2,979	3,018	3,807	3,683
Unrestrained	256	314	317	258	266	302	227	216	201	193
Not determined	702	759	637	637	699	701	1,047	1,140	1,021	1,008
Total	**3,534**	**3,996**	**4,142**	**4,416**	**4,723**	**4,653**	**4,253**	**4,374**	**5,029**	**4,884**

Table A35: Motorcycle rider and pillion hospitalised casualties by helmet use, Queensland 2000-2009

Helmet use	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Worn	484	549	696	655	736	835	787	792	941	874
Not worn	18	26	21	28	16	28	46	32	55	43
Not determined	26	18	20	20	22	28	130	120	32	38
Total	**528**	**593**	**737**	**703**	**774**	**891**	**963**	**944**	**1,028**	**955**

Table A36: Bicycle rider and pillion hospitalised casualties by helmet use, Queensland 2000-2009

Helmet use	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Worn	202	213	230	185	231	256	183	221	255	290
Not worn	60	43	47	35	69	37	28	29	46	42
Not determined	15	20	15	22	7	19	49	30	19	22
Total	**277**	**276**	**292**	**242**	**307**	**312**	**260**	**280**	**320**	**354**

Table A37: All hospitalised casualties by contributing factors* and characteristics, Queensland 2000-2009

Contributing factors and characteristics	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Involving drivers or riders										
Speeding	339	420	411	392	448	471	484	486	452	435
Drink driving (Illegal BAC)	443	535	561	582	593	632	669	664	752	743
Fatigue related	398	474	454	453	459	484	462	417	447	438
Fail to give way or stop	590	672	662	716	826	886	745	806	934	960
Disobey traffic light/sign	195	208	245	264	306	325	288	325	372	299
Illegal manoeuvre	749	814	935	955	947	929	882	883	1,027	1,047
Dangerous driving	208	217	257	328	377	381	409	357	493	595
Distracted	12	23	10	22	23	20	22	14	24	20
Vehicle defects	157	158	173	164	191	163	155	179	159	138
Unlicensed	341	469	401	428	557	540	503	464	642	560
Aged 17 to 24 years	1,790	2,075	2,172	2,316	2,466	2,506	2,204	2,358	2,521	2,343
Aged 60 years or over	705	833	953	1,002	1,099	1,010	1,022	1,038	1,275	1,271
Alcohol related	637	842	972	920	864	875	938	975	1,122	1,109
Rain/wet road	359	380	361	465	510	496	486	476	486	431
Road conditions	103	90	107	90	144	110	136	136	151	143
Roadworks	7	6	2	4	2	5	5	7	10	6
Involving										
Heavy freight vehicles	359	349	354	421	448	440	405	449	477	463
Motorcycles	548	621	759	730	803	914	996	989	1,060	987
Mopeds	-	-	-	-	-	-	-	-	-	81
Buses	104	91	100	110	138	164	116	106	179	153
Unrestrained vehicle occupants**	256	314	317	258	266	302	227	216	201	193
All Hospitalised Casualties	**4,791**	**5,314**	**5,600**	**5,804**	**6,228**	**6,309**	**5,887**	**6,055**	**6,838**	**6,672**

* 'Contributing factors' are factors that may have contributed to the cause or outcome of road traffic crashes, however may not be the primary cause of a crash

** Where restraint use was known

A.3 Medically treated and Minor injury Casualties

Table A38: All medically treated and minor injury casualties by road user type and age group, Queensland 2009

Age group	Drivers	Passengers	Pedestrians	Motorcycle Riders	Motorcycle Pillions	Bicycle Riders	Bicycle Pillions	Other	Total
0-4 years	0	155	13	0	1	3	1	0	173
5-11 years	0	269	41	0	1	23	0	0	334
12-16 years	49	332	47	4	4	74	1	0	511
17-20 years	951	448	45	62	8	37	0	0	1,551
21-24 years	866	284	35	84	2	37	1	0	1,309
25-29 years	939	239	38	107	3	49	0	0	1,375
30-39 years	1,490	298	32	178	8	99	0	0	2,105
40-49 years	1,312	247	38	152	8	78	0	0	1,835
50-59 years	913	183	35	121	6	63	0	0	1,321
60-74 years	657	200	27	32	2	27	0	1	946
75 years and over	214	82	14	3	0	5	0	0	318
Unknown	16	183	10	11	7	8	1	0	236
Total medically treated and minor injury casualties	**7,407**	**2,920**	**375**	**754**	**50**	**503**	**4**	**1**	**12,014**

Table A39: Female medically treated and minor injury casualties by road user type and age group, Queensland 2009

Age group	Drivers	Passengers	Pedestrians	Motorcycle Riders	Motorcycle Pillions	Bicycle Riders	Bicycle Pillions	Other	Total
0-4 years	0	97	4	0	0	0	0	0	101
5-11 years	0	150	10	0	0	3	0	0	163
12-16 years	19	221	26	0	4	11	0	0	281
17-20 years	496	240	22	12	6	7	0	0	783
21-24 years	450	145	18	13	1	8	1	0	636
25-29 years	450	141	16	19	0	17	0	0	643
30-39 years	779	186	18	22	5	19	0	0	1,029
40-49 years	735	172	17	24	6	13	0	0	967
50-59 years	481	139	17	15	6	8	0	0	666
60-74 years	315	144	14	3	1	3	0	0	480
75 years and over	99	57	6	0	0	0	0	0	162
Unknown	2	55	2	0	2	1	0	0	62
Total medically treated and minor injury casualties	**3,826**	**1,747**	**170**	**108**	**31**	**90**	**1**	**0**	**5,973**

Table A40: Male medically treated and minor injury casualties by road user type and age group, Queensland 2009

Age group	Drivers	Passengers	Pedestrians	Motorcycle Riders	Motorcycle Pillions	Bicycle Riders	Bicycle Pillions	Other	Total
0-4 years	0	58	9	0	1	3	1	0	72
5-11 years	0	119	31	0	1	20	0	0	171
12-16 years	30	110	21	4	0	63	1	0	229
17-20 years	455	208	23	50	2	30	0	0	768
21-24 years	416	139	17	71	1	29	0	0	673
25-29 years	489	98	22	88	3	32	0	0	732
30-39 years	711	112	14	156	3	80	0	0	1,076
40-49 years	577	75	21	128	2	65	0	0	868
50-59 years	432	44	18	106	0	55	0	0	655
60-74 years	342	56	13	29	1	24	0	1	466
75 years and over	115	25	8	3	0	5	0	0	156
Unknown	10	51	7	7	2	5	1	0	83
Total medically treated and minor injury casualties	**3,577**	**1,095**	**204**	**642**	**16**	**411**	**3**	**1**	**5,949**

Table A41: Vehicle occupant medically treated and minor injury casualties* by restraint use and age group, Queensland 2009

Age group	Medically Treated and Minor Injury	Unknown restraint use	Unrestrained	Restrained
0-4 years	155	44	3	108
5-11 years	268	57	13	198
12-16 years	379	89	36	254
17-20 years	1,396	379	30	987
21-24 years	1,146	300	26	820
25-29 years	1,176	330	16	830
30-39 years	1,778	462	38	1,278
40-49 years	1,555	388	31	1,136
50-59 years	1,085	282	15	788
60-74 years	854	183	17	654
75 years and over	288	67	10	211
Unknown	199	169	4	26
Total medically treated and minor injury casualties	**10,279**	**2,750**	**239**	**7,290**

* Where restraint use was applicable

Table A42: All medically treated and minor injury casualties by time of day and day of week, Queensland 2009

Time of day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
Midnight-2am	31	17	17	21	38	82	73	279
2am-4am	26	4	12	27	25	72	55	221
4am-6am	49	42	54	71	40	56	54	366
6am-8am	169	149	173	147	160	74	56	928
8am-10am	228	235	264	238	224	173	134	1,496
10am-noon	205	199	198	189	191	257	240	1,479
Noon-2pm	209	158	190	207	247	271	203	1,485
2pm-4pm	266	265	278	317	311	217	215	1,869
4pm-6pm	274	311	310	324	300	179	176	1,874
6pm-8pm	101	162	142	178	187	131	95	996
8pm-10pm	70	71	65	129	108	99	58	600
10pm-midnight	38	35	38	59	97	116	38	421
Total	**1,666**	**1,648**	**1,741**	**1,907**	**1,928**	**1,727**	**1,397**	**12,014**

Table A43: All medically treated and minor injury casualties by ARIA remoteness index, Queensland 2000-2009

ARIA remoteness index	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Major Cities	6,340	8,249	8,036	7,884	7,588	7,345	7,548	8,206	8,117	7,412
Inner Regional	2,119	2,443	2,395	2,245	2,345	2,398	2,552	2,839	2,694	2,397
Outer Regional	1,415	1,535	1,609	1,475	1,625	1,582	1,831	2,114	1,938	1,815
Remote	230	201	236	249	217	228	229	292	278	268
Very Remote	146	166	137	149	156	132	149	164	124	119
Unknown	134	145	71	41	17	5	12	23	2	3
Total	**10,384**	**12,739**	**12,484**	**12,043**	**11,948**	**11,690**	**12,321**	**13,638**	**13,153**	**12,014**

Table A44: All medically treated and minor injury casualties by ARIA and gender, Queensland 2009

ARIA remoteness index	Female	Male	Unknown	Total
Major Cities	3,826	3,530	56	7,412
Inner Regional	1,164	1,210	23	2,397
Outer Regional	843	960	12	1,815
Remote	94	173	1	268
Very Remote	44	75	0	119
Unknown	2	1	0	3
Total	**5,973**	**5,949**	**92**	**12,014**

Table A45: All medically treated and minor injury casualties by age group, Queensland 2000-2009

Age group	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
0-4 years	150	147	187	172	155	156	146	134	160	173
5-11 years	430	498	450	464	427	418	336	359	410	334
12-16 years	564	650	614	598	526	550	505	552	563	511
17-20 years	1,644	2,041	1,917	1,856	1,895	1,823	1,826	2,090	1,937	1,551
21-24 years	1,202	1,383	1,420	1,412	1,458	1,354	1,488	1,574	1,398	1,309
25-29 years	1,330	1,477	1,439	1,385	1,222	1,262	1,362	1,477	1,450	1,375
30-39 years	1,843	2,338	2,319	2,140	2,165	2,108	2,150	2,459	2,405	2,105
40-49 years	1,349	1,771	1,696	1,726	1,739	1,697	1,761	1,985	1,961	1,835
50-59 years	919	1,261	1,210	1,095	1,110	1,163	1,283	1,457	1,369	1,321
60-74 years	641	754	774	765	794	744	865	977	1,006	946
75 years and over	230	291	302	276	278	256	370	362	314	318
Unknown	82	128	156	154	179	159	229	212	180	236
Total	**10,384**	**12,739**	**12,484**	**12,043**	**11,948**	**11,690**	**12,321**	**13,638**	**13,153**	**12,014**

Table A46: Female medically treated and minor injury casualties by age group, Queensland 2000-2009

Age group	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
0-4 years	68	58	94	77	69	74	72	70	80	101
5-11 years	191	233	199	217	202	200	153	170	209	163
12-16 years	287	326	283	270	253	288	226	266	265	281
17-20 years	786	984	928	913	991	883	920	1,018	938	783
21-24 years	585	672	710	685	712	649	695	752	664	636
25-29 years	626	727	682	677	580	597	632	707	690	643
30-39 years	877	1,159	1,171	1,077	1,039	987	1,023	1,183	1,150	1,029
40-49 years	698	933	860	893	927	890	902	1,003	1,048	967
50-59 years	476	676	634	569	584	655	651	787	680	666
60-74 years	355	376	407	419	424	375	433	515	495	480
75 years and over	115	160	156	137	136	144	197	169	164	162
Unknown	27	41	57	39	64	49	77	64	61	62
Total	**5,091**	**6,345**	**6,181**	**5,973**	**5,981**	**5,791**	**5,981**	**6,704**	**6,444**	**5,973**

Table A47: Male medically treated and minor injury casualties by age group, Queensland 2000-2009

Age group	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
0-4 years	82	89	93	95	85	82	74	64	80	72
5-11 years	239	265	251	247	225	218	183	189	201	171
12-16 years	277	324	331	328	273	262	279	286	298	229
17-20 years	858	1,057	989	943	904	940	906	1,072	999	768
21-24 years	617	711	710	726	746	705	793	822	734	673
25-29 years	704	750	757	708	642	665	729	770	760	732
30-39 years	966	1,179	1,148	1,063	1,126	1,120	1,127	1,275	1,255	1,076
40-49 years	651	838	836	833	812	805	859	982	912	868
50-59 years	443	585	576	526	526	505	632	670	689	655
60-74 years	286	378	367	346	370	368	432	462	510	466
75 years and over	115	131	146	139	142	112	173	193	150	156
Unknown	34	58	69	59	57	63	75	78	69	83
Total	**5,272**	**6,365**	**6,273**	**6,013**	**5,908**	**5,845**	**6,262**	**6,863**	**6,657**	**5,949**

Table A48: All medically treated and minor injury casualties by road user type, Queensland 2000-2009

Road user type	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Drivers	5,916	7,381	7,290	7,162	7,176	6,972	7,764	8,834	8,301	7,407
Passengers	2,921	3,514	3,350	3,172	3,053	3,002	2,766	3,091	3,091	2,920
Motorcyclists	557	731	728	735	757	798	860	870	862	804
Bicyclists	516	597	603	543	545	514	517	477	508	507
Pedestrians	474	511	507	427	417	403	406	366	378	375
Other	0	5	6	4	0	1	8	0	13	1
Total	**10,384**	**12,739**	**12,484**	**12,043**	**11,948**	**11,690**	**12,321**	**13,638**	**13,153**	**12,014**

Table A49: Vehicle occupant medically treated and minor injury casualties by restraint use, Queensland 2000-2009

Restraint use	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Restrained	7,428	9,117	8,830	8,588	8,414	7,828	6,449	7,354	8,096	7,290
Unrestrained	348	432	343	313	313	295	230	268	270	239
Not determined	1,028	1,316	1,429	1,408	1,471	1,808	3,813	4,246	2,960	2,751
Total	**8,804**	**10,865**	**10,602**	**10,309**	**10,198**	**9,931**	**10,492**	**11,868**	**11,326**	**10,280**

Table A50: Motorcycle rider and pillion medically treated and minor injury casualties by helmet use, Queensland 2000-2009

Helmet use	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Worn	501	638	606	598	627	656	569	703	747	657
Not worn	10	15	12	9	4	10	13	12	19	17
Not determined	46	78	110	128	126	132	278	155	96	130
Total	**557**	**731**	**728**	**735**	**757**	**798**	**860**	**870**	**862**	**804**

Table A51: Bicycle rider and pillion medically treated and minor injury casualties by helmet use, Queensland 2000-2009

Helmet use	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Worn	394	446	426	381	382	376	342	331	416	387
Not worn	68	70	63	70	70	56	42	35	30	38
Not determined	54	81	114	92	93	82	133	111	62	82
Total	**516**	**597**	**603**	**543**	**545**	**514**	**517**	**477**	**508**	**507**

Table A52: All medically treated and minor injury casualties by contributing factors* and characteristics, Queensland 2000-2009

Contributing factors and characteristics	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Involving drivers or riders										
Speeding	416	478	496	475	478	484	627	684	621	512
Drink driving (Illegal BAC)	512	560	579	609	588	709	695	796	812	680
Fatigue related	503	502	506	458	476	532	562	607	539	533
Fail to give way or stop	1,593	1,725	1,774	1,750	1,670	1,840	1,935	2,211	2,148	2,012
Disobey traffic light/sign	470	521	534	576	597	554	669	719	746	586
Illegal manoeuvre	1,509	1,813	1,813	1,722	1,665	1,594	1,786	1,969	1,882	1,716
Dangerous driving	703	921	1,041	1,143	1,234	1,198	1,188	1,306	1,619	1,768
Distracted	31	37	33	60	43	30	44	44	38	35
Vehicle defects	285	309	296	277	276	283	322	385	274	246
Unlicensed	479	608	568	573	664	689	674	840	967	722
Aged 17 to 24 years	4,407	5,387	5,391	5,219	5,244	4,994	5,237	5,794	5,428	4,734
Aged 60 years or over	1,589	2,011	2,025	2,018	1,913	1,907	2,211	2,555	2,483	2,365
Alcohol related	705	1,019	1,218	1,027	850	954	1,025	1,196	1,234	1,036
Rain/wet road	694	831	825	995	908	1,022	1,003	1,249	906	806
Road conditions	204	236	182	173	239	169	203	266	240	188
Roadworks	30	16	15	19	10	18	12	22	9	13
Involving										
Heavy freight vehicles	665	731	721	701	769	754	868	1,015	977	760
Motorcycles	605	781	791	784	814	861	927	997	972	877
Mopeds	-	-	-	-	-	-	-	-	-	106
Buses	231	368	315	260	271	246	285	375	378	375
Unrestrained vehicle occupants**	348	432	343	313	313	295	230	268	270	239
Total medically treated and minor injury casualties	**10,384**	**12,739**	**12,484**	**12,043**	**11,948**	**11,690**	**12,321**	**13,638**	**13,153**	**12,014**

* 'Contributing factors' are factors that may have contributed to the cause or outcome of road traffic crashes, however may not be the primary cause of a crash

** Where restraint use was known

Appendix B – Characteristics of Units and Controllers

Table B1: All units involved in crashes by crash severity, Queensland 2000-2009

Crash severity	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Fatal	457	510	467	479	475	493	513	568	497	495
Hospitalisation	6,587	7,362	7,845	8,165	8,862	9,037	8,604	8,882	9,805	9,715
Medical treatment	9,051	11,414	11,109	10,569	10,565	10,431	10,628	10,704	11,211	11,021
Minor injury	5,309	6,651	6,446	6,322	6,208	5,846	6,350	7,235	6,018	4,849
Property damage only	15,163	14,731	15,412	15,860	17,231	16,639	15,089	14,587	15,491	15,761
Total	**36,567**	**40,668**	**41,279**	**41,395**	**43,341**	**42,446**	**41,184**	**41,976**	**43,022**	**41,841**

Table B2: All controllers involved in crashes by crash severity, Queensland 2000-2009

Crash severity	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Fatal	449	502	458	471	462	483	504	554	482	482
Hospitalisation	6,432	7,187	7,652	7,987	8,642	8,836	8,336	8,643	9,544	9,441
Medical treatment	8,876	11,240	10,923	10,394	10,381	10,222	10,425	10,487	10,955	10,804
Minor injury	5,199	6,554	6,326	6,215	6,089	5,725	6,200	7,050	5,861	4,695
Property damage only	14,290	13,905	14,519	14,921	16,251	15,609	14,137	13,634	14,459	14,666
Total	**35,246**	**39,388**	**39,878**	**39,988**	**41,825**	**40,875**	**39,602**	**40,368**	**41,301**	**40,088**

Table B3: Responsibility of all controllers involved in crashes by road user type and age group, Queensland 2009

Age group	Driver		Motorcycle Rider		Bicycle Rider		Pedestrian		Other Road User		Total	
	Inv	Resp	Inv	Resp	Inv	Resp	Inv	Resp	Inv	Resp	Inv	Resp
0-4 years	0	0	0	0	3	2	24	19	0	0	27	21
5-11 years	2	2	1	1	50	41	84	66	0	0	137	110
12-16 years	225	172	11	11	124	86	103	70	0	0	463	339
17-20 years	5,012	3,649	124	83	63	35	109	62	0	0	5,308	3,829
21-24 years	4,319	2,729	196	132	62	26	83	46	0	0	4,660	2,933
25-29 years	4,378	2,537	228	138	77	20	75	29	1	0	4,759	2,724
30-39 years	7,098	3,725	398	245	165	37	83	34	0	0	7,744	4,041
40-49 years	5,994	2,847	420	236	142	33	89	47	6	0	6,651	3,163
50-59 years	4,316	2,027	271	164	109	24	61	21	5	0	4,762	2,236
60-74 years	3,316	1,791	95	55	60	26	67	26	1	1	3,539	1,899
75 years and over	1,076	801	7	6	11	5	53	20	0	0	1,147	832
Unknown	798	621	16	14	12	5	13	10	52	41	891	691
Total	**36,534**	**20,901**	**1,767**	**1,085**	**878**	**340**	**844**	**450**	**65**	**42**	**40,088**	**22,818**

Legend:

Inv = number of controllers involved in a crash

Resp = the controller considered the most responsible for the crash by police

Table B4: Responsibility of female controllers involved in crashes by road user type and age group, Queensland 2009

Age group	Driver		Motorcycle Rider		Bicycle Rider		Pedestrian		Other Road User		Total	
	Inv	Resp	Inv	Resp	Inv	Resp	Inv	Resp	Inv	Resp	Inv	Resp
0-4 years	0	0	0	0	0	0	9	8	0	0	9	8
5-11 years	0	0	0	0	8	6	26	16	0	0	34	22
12-16 years	72	47	0	0	16	12	57	38	0	0	145	97
17-20 years	1,963	1,282	16	12	10	4	40	19	0	0	2,029	1,317
21-24 years	1,619	888	24	15	12	6	34	18	0	0	1,689	927
25-29 years	1,634	779	31	18	23	5	29	7	0	0	1,717	809
30-39 years	2,848	1,355	46	27	33	5	35	13	0	0	2,962	1,400
40-49 years	2,515	1,047	57	32	23	4	35	18	0	0	2,630	1,101
50-59 years	1,670	738	28	19	19	4	34	12	0	0	1,751	773
60-74 years	1,204	638	8	5	5	2	31	8	0	0	1,248	653
75 years and over	381	285	0	0	0	0	25	5	0	0	406	290
Unknown	51	27	0	0	1	0	2	0	1	1	55	28
Total	**13,957**	**7,086**	**210**	**128**	**150**	**48**	**357**	**162**	**1**	**1**	**14,675**	**7,425**

Legend:

Inv = number of controllers involved in a crash

Resp = the controller considered the most responsible for the crash by police

Table B5: Responsibility of male controllers involved in crashes by road user type and age group, Queensland 2009

Age group	Driver		Motorcycle Rider		Bicycle Rider		Pedestrian		Other Road User		Total	
	Inv	Resp	Inv	Resp	Inv	Resp	Inv	Resp	Inv	Resp	Inv	Resp
0-4 years	0	0	0	0	3	2	15	11	0	0	18	13
5-11 years	2	2	1	1	42	35	58	50	0	0	103	88
12-16 years	153	125	11	11	108	74	46	32	0	0	318	242
17-20 years	3,048	2,367	108	71	53	31	69	43	0	0	3,278	2,512
21-24 years	2,699	1,841	172	117	50	20	49	28	0	0	2,970	2,006
25-29 years	2,744	1,758	197	120	54	15	46	22	1	0	3,042	1,915
30-39 years	4,249	2,370	352	218	132	32	48	21	0	0	4,781	2,641
40-49 years	3,477	1,799	363	204	119	29	54	29	6	0	4,019	2,061
50-59 years	2,646	1,289	243	145	90	20	27	9	5	0	3,011	1,463
60-74 years	2,112	1,153	87	50	55	24	36	18	1	1	2,291	1,246
75 years and over	695	516	7	6	11	5	28	15	0	0	741	542
Unknown	231	186	10	9	5	4	9	9	1	0	256	208
Total	**22,056**	**13,406**	**1,551**	**952**	**722**	**291**	**485**	**287**	**14**	**1**	**24,828**	**14,937**

Legend:

Inv = number of controllers involved in a crash

Resp = the controller considered the most responsible for the crash by police

B.1 Fatal Crashes

Table B6: BAC for controllers involved in fatal crashes by road user type, Queensland 2009

Blood alcohol concentration	Drivers	Motorcycle Riders	Bicycle Riders	Pedestrians	Other	Total
0.01 - 0.04	11	4	0	3	0	18
0.05 - 0.09	7	2	0	1	0	10
0.10 - 0.14	11	2	0	1	0	14
0.15 - 0.19	17	6	0	1	0	24
0.20 - 0.24	9	2	0	2	0	13
0.25 and over	5	1	0	7	0	13
Nil	220	41	6	18	0	285
Not required	91	2	2	9	1	105
Refused test	0	0	0	0	0	0
Roadside test - Under	0	0	0	0	0	0
Total	371	60	8	42	1	482
Total Positive	60	17	0	15	0	92

Table B7: BAC for controllers involved in fatal crashes by age group, Queensland 2009

Blood alcohol concentration	0-16 years	17-20 years	21-24 years	25-29 years	30-39 years	40-49 years	50-59 years	60-74 years	75 years and over	Age Unknown	Total
0.01 - 0.04	0	1	1	2	6	3	1	4	0	0	18
0.05 - 0.09	0	1	2	0	3	2	0	1	1	0	10
0.10 - 0.14	0	2	2	4	3	2	1	0	0	0	14
0.15 - 0.19	1	5	4	3	6	3	2	0	0	0	24
0.20 - 0.24	0	0	0	2	5	3	2	1	0	0	13
0.25 and over	0	0	1	2	5	4	1	0	0	0	13
Nil	0	29	25	24	45	53	56	34	19	0	285
Not required	7	8	7	12	15	22	19	6	8	1	105
Refused test	0	0	0	0	0	0	0	0	0	0	0
Roadside test - Under	0	0	0	0	0	0	0	0	0	0	0
Total	8	46	42	49	88	92	82	46	28	1	482
Total Positive	1	9	10	13	28	17	7	6	1	0	92

Table B8: All units involved in fatal crashes, Queensland 2000-2009

Unit type	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Car/Station wagon	231	261	240	229	244	245	235	274	224	228
Utility/Panel van	72	74	50	73	75	75	86	73	72	83
Rigid truck	31	17	24	25	25	13	17	23	32	18
Articulated truck	22	26	17	23	11	17	26	35	26	18
Bus/Coach	5	4	6	4	6	7	5	7	8	8
Motorcycle	34	29	57	43	48	64	61	76	70	59
Moped	0	0	0	0	0	0	0	0	0	1
Special Purpose Vehicle	3	4	11	11	10	8	8	7	4	5
Towed device	0	0	1	0	0	0	0	1	2	1
Bicycle	6	16	7	7	9	5	10	10	8	8
Pedestrian	43	65	41	51	36	44	51	51	31	42
Animal - ridden	0	1	0	0	1	1	0	0	0	0
Animal - stock	0	2	2	1	1	0	2	1	1	1
Animal - other	0	2	2	1	1	1	0	1	0	1
Railway unit	2	1	2	2	2	1	1	1	5	1
Road train/B-double/triple	8	6	7	8	5	11	10	8	11	21
Unknown/Not Stated	0	2	0	1	1	1	1	0	3	0
Total	**457**	**510**	**467**	**479**	**475**	**493**	**513**	**568**	**497**	**495**

Table B9: Type of business* of units involved in fatal crashes, Queensland 2000-2009

Type of business	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Not commercial use	346	371	349	347	359	373	367	410	360	351
Taxi	3	1	3	0	1	3	1	3	3	1
Prepared food delivery	0	0	0	0	0	0	0	0	0	0
Agriculture, forestry and fishing	1	4	2	3	2	4	3	1	2	3
Mining	0	1	0	1	0	2	0	0	1	0
Manufacturing	0	1	1	2	1	0	0	1	0	0
Electricity, gas and water supply	2	0	0	1	1	0	0	0	1	1
Construction	13	1	9	7	15	8	9	9	6	12
Wholesale trade	0	2	0	0	0	0	0	1	0	0
Retail trade	5	6	3	4	3	3	4	5	5	2
Accommodation, cafes and restaurants	0	0	0	0	0	2	1	0	0	1
Communication services	2	4	1	2	1	3	2	3	4	1
Finance and insurance	0	0	0	0	0	0	0	0	0	0
Property and business services	1	6	5	2	8	1	4	6	3	14
Transport and storage	45	45	37	48	36	45	55	60	71	54
Government administration and defence	1	5	3	1	3	0	2	3	2	2
Education	0	0	0	2	0	0	0	0	0	1
Health and community services	0	1	0	0	0	0	2	0	0	0
Cultural and recreational services	0	0	0	0	2	0	0	0	0	0
Personal and other services	2	1	3	4	1	2	4	4	1	2
Other	5	2	6	1	3	1	3	4	3	3
Total	**426**	**451**	**422**	**425**	**436**	**447**	**457**	**510**	**462**	**448**

* Where type of business is known and applicable. Not applicable applies to pedestrians, animals and railway units.

Table B10: Intended action of all units involved in fatal crashes, Queensland 2000-2009

Intended action	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Go straight ahead	344	371	352	342	338	360	372	415	370	364
Overtake	9	10	15	10	15	12	11	12	8	11
Make right turn	25	31	32	39	30	22	33	35	32	29
Make left turn	4	5	7	5	4	2	9	6	7	5
Make U turn	3	2	3	4	6	5	6	2	7	3
Change lanes	5	3	2	4	2	0	1	2	7	7
Slow or stop	5	6	2	4	11	27	9	14	10	2
Start in lane	0	0	0	1	5	0	4	1	1	1
Start from parked	1	0	1	1	0	2	1	0	0	3
Reverse	3	2	0	1	2	1	2	2	0	4
Stay stopped	6	6	1	7	11	11	5	11	8	12
Remain parked	9	4	6	8	11	6	6	12	14	9
Enter carriageway	0	1	1	0	1	0	0	0	0	0
Enter roadway	0	0	0	0	1	0	1	3	1	1
Walk with traffic	6	6	5	7	4	8	4	7	4	4
Walk against traffic	3	4	1	2	2	2	0	1	5	1
Remain stationary	6	22	11	18	12	12	18	16	9	18
Push or work on vehicle	1	0	1	1	0	2	1	1	0	0
Other working	1	0	0	0	0	1	0	2	0	0
Playing	0	1	1	0	0	0	0	0	1	0
Cross carriageway	26	32	22	23	18	19	28	24	12	19
Miscellaneous	0	0	0	0	0	0	0	0	0	0
Unknown/not stated	0	0	0	0	0	0	0	0	0	0
Not applicable	0	4	4	2	2	1	2	2	1	2
Total	**457**	**510**	**467**	**479**	**475**	**493**	**513**	**568**	**497**	**495**

Table B11: Age of drivers and riders involved in fatal crashes, Queensland 2000-2009

Age group	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
0-4 years	0	0	0	0	0	0	0	0	0	0
5-11 years	0	0	0	0	0	0	0	0	1	0
12-16 years	2	3	5	4	2	4	4	6	1	1
17-20 years	49	59	59	55	65	50	54	61	47	43
21-24 years	38	50	51	42	42	46	49	53	38	40
25-29 years	52	59	41	33	48	52	50	56	42	43
30-39 years	103	78	99	93	89	87	100	106	94	83
40-49 years	56	69	59	70	69	71	80	76	78	82
50-59 years	45	42	44	53	43	57	50	65	60	78
60-74 years	28	44	37	42	26	41	34	46	48	40
75 years and over	23	11	11	17	29	20	18	22	23	20
Unknown	2	2	2	1	1	3	2	1	3	1
Total	**398**	**417**	**408**	**410**	**414**	**431**	**441**	**492**	**435**	**431**

Table B12: Gender of drivers and riders involved in fatal crashes, Queensland 2000-2009

Gender	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Female	79	98	94	92	92	97	75	100	90	93
Male	318	317	313	317	322	332	364	391	343	337
Unknown	1	2	1	1	0	2	2	1	2	1
Total	**398**	**417**	**408**	**410**	**414**	**431**	**441**	**492**	**435**	**431**

Table B13: Licence level of drivers and riders of motor vehicles involved in fatal crashes, Queensland 2000-2009

Licence level	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Open	288	272	285	314	291	323	317	333	305	312
Provisional	50	70	52	47	54	47	45	66	49	46
Learner	10	15	17	13	15	8	10	12	6	15
Unlicensed	28	38	34	23	40	41	44	42	42	26
Not licensed in Australia	6	10	6	5	5	6	6	5	4	5
Unknown	16	12	14	8	9	6	19	34	29	27
Total	**398**	**417**	**408**	**410**	**414**	**431**	**441**	**492**	**435**	**431**

Table B14: BAC of driver and riders involved in fatal crashes, Queensland 2000-2009

Blood alcohol concentration	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
0.01 - 0.04	15	7	12	15	14	17	13	13	14	15
0.05 - 0.09	8	14	6	13	10	11	14	15	10	9
0.10 - 0.14	16	13	15	10	16	11	21	22	18	13
0.15 - 0.19	13	23	15	16	21	24	18	21	21	23
0.20 - 0.24	13	6	14	22	10	18	18	22	19	11
0.25 and over	10	2	3	6	3	6	10	7	5	6
Nil	246	271	269	260	283	291	295	294	233	261
Not required	77	79	70	61	57	52	50	97	114	93
Refused test	0	1	1	0	0	0	0	0	1	0
Roadside test - Under	0	1	3	7	0	1	2	1	0	0
Untested	0	0	0	0	0	0	0	0	0	0
Total	**398**	**417**	**408**	**410**	**414**	**431**	**441**	**492**	**435**	**431**

B.2 Hospitalisation Crashes

Table B15: BAC for controllers involved in hospitalisation crashes by road user type, Queensland 2009

Blood alcohol concentration	Drivers	Motorcycle Riders	Bicycle Riders	Pedestrians	Other	Total
0.01 - 0.04	99	9	2	1	0	111
0.05 - 0.09	111	15	0	1	0	127
0.10 - 0.14	160	25	1	0	0	186
0.15 - 0.19	131	25	1	0	0	157
0.20 - 0.24	67	4	1	0	0	72
0.25 and over	20	1	1	2	0	24
Nil	5,194	513	50	7	6	5,770
Not required	1,864	361	309	426	6	2,966
Refused test	25	1	0	0	0	26
Roadside test - Under	2	0	0	0	0	2
Total	7,673	954	365	437	12	9,441
Total Positive	588	79	6	4	0	677

Table B16: BAC for controllers involved in hospitalisation crashes by age group, Queensland 2009

Blood alcohol concentration	0-16 years	17-20 years	21-24 years	25-29 years	30-39 years	40-49 years	50-59 years	60-74 years	75 years and over	Age Unknown	Total
0.01 - 0.04	2	10	15	22	18	18	12	10	4	0	111
0.05 - 0.09	3	32	25	23	19	14	8	3	0	0	127
0.10 - 0.14	1	39	41	33	41	19	8	4	0	0	186
0.15 - 0.19	0	17	28	35	42	24	5	5	1	0	157
0.20 - 0.24	0	5	13	18	19	13	2	2	0	0	72
0.25 and over	0	2	5	3	4	6	2	2	0	0	24
Nil	36	707	629	678	1,108	1,056	775	585	194	2	5,770
Not required	200	304	298	286	540	488	339	272	118	121	2,966
Refused test	0	3	7	3	7	2	2	2	0	0	26
Roadside test - Under	0	0	0	0	0	0	1	0	1	0	2
Total	242	1,119	1,061	1,101	1,798	1,640	1,154	885	318	123	9,441
Total Positive	6	105	127	134	143	94	37	26	5	0	677

Table B17: All units involved in hospitalisation crashes, Queensland 2000-2009

Unit type	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Car/Station wagon	4,098	4,669	4,934	5,239	5,703	5,747	5,530	5,518	6,048	5,972
Utility/Panel van	799	904	963	1,016	1,061	1,058	911	1,078	1,281	1,322
Rigid truck	172	155	169	209	239	233	218	225	231	229
Articulated truck	105	113	111	137	123	127	106	149	150	122
Bus/Coach	61	69	77	70	92	92	85	97	137	117
Motorcycle	518	595	726	701	765	875	946	944	965	877
Moped	0	0	0	0	0	0	0	0	60	79
Special Purpose Vehicle	35	40	34	36	39	37	38	57	72	79
Towed device	3	4	7	4	7	1	3	8	3	7
Bicycle	284	285	299	256	320	324	275	291	328	365
Pedestrian	436	427	426	428	417	441	393	441	435	437
Animal - ridden	6	2	1	0	0	3	0	1	0	0
Animal - stock	20	29	31	23	26	22	19	15	21	30
Animal - other	17	24	22	16	21	20	27	24	25	27
Railway unit	3	9	5	6	7	11	5	2	8	7
Road train/B-double/triple	23	28	33	23	34	42	44	30	37	40
Unknown/Not Stated	7	9	7	1	8	4	4	2	4	5
Total	**6,587**	**7,362**	**7,845**	**8,165**	**8,862**	**9,037**	**8,604**	**8,882**	**9,805**	**9,715**

Table B18: Type of business* of units involved in hospitalisation crashes, Queensland 2000-2009

Type of business	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Not commercial use	5,530	6,180	6,551	6,822	7,391	7,522	7,132	7,279	8,097	8,007
Taxi	88	91	102	94	127	132	100	95	112	135
Prepared food delivery	5	8	9	7	7	9	6	9	4	6
Agriculture, forestry and fishing	7	7	5	11	20	12	17	15	8	16
Mining	1	3	1	4	4	5	8	5	11	12
Manufacturing	4	4	9	7	16	9	10	5	10	6
Electricity, gas and water supply	7	9	7	6	10	8	13	10	9	13
Construction	64	78	93	101	103	110	124	127	139	171
Wholesale trade	4	1	5	6	5	6	5	3	6	5
Retail trade	41	44	44	50	40	65	69	67	83	72
Accommodation, cafes and restaurants	1	5	3	7	7	3	4	6	5	3
Communication services	35	44	39	32	49	36	37	50	46	41
Finance and insurance	0	1	1	3	2	4	4	3	2	2
Property and business services	34	38	51	61	61	81	78	93	115	103
Transport and storage	223	278	275	304	315	323	327	376	386	322
Government administration and defence	24	37	42	32	39	38	42	32	34	38
Education	5	5	8	8	8	9	8	5	10	7
Health and community services	12	13	10	12	12	25	20	22	30	36
Cultural and recreational services	3	6	2	2	3	5	5	2	5	5
Personal and other services	29	43	34	38	43	52	47	52	50	54
Other	113	104	87	98	118	94	85	96	107	113
Total	**6,230**	**6,999**	**7,378**	**7,705**	**8,380**	**8,548**	**8,141**	**8,352**	**9,269**	**9,167**

* Where type of business is known and applicable. Not applicable applies to pedestrians, animals and railway units.

Table B19: Intended action of all units involved in hospitalisation crashes, Queensland 2000-2009

Intended action	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Go straight ahead	4,189	4,616	4,926	4,907	5,180	5,066	5,181	5,300	5,891	5,868
Overtake	76	78	101	109	110	90	102	95	97	86
Make right turn	777	882	926	991	1,043	1,090	1,047	1,095	1,227	1,207
Make left turn	179	179	204	217	233	241	233	257	282	301
Make U turn	68	85	96	101	93	99	117	103	117	90
Change lanes	63	66	81	106	111	112	110	121	139	128
Slow or stop	225	337	291	451	719	901	408	442	364	376
Start in lane	7	11	24	32	26	31	18	39	32	26
Start from parked	18	11	10	8	12	16	16	19	21	19
Reverse	30	33	44	37	36	42	29	42	41	40
Stay stopped	332	438	479	568	610	651	619	635	824	790
Remain parked	145	140	170	159	203	180	245	224	235	245
Enter carriageway	4	6	14	11	10	0	0	0	0	0
Enter roadway	0	0	0	1	12	34	40	30	54	44
Walk with traffic	38	23	33	23	35	27	21	19	23	27
Walk against traffic	14	20	18	18	20	13	21	18	18	14
Remain stationary	61	79	52	78	60	71	58	82	85	69
Push or work on vehicle	5	1	3	1	0	7	0	2	5	3
Other working	2	3	6	1	4	7	4	2	2	1
Playing	17	11	14	7	12	14	5	5	8	6
Cross carriageway	300	289	300	301	286	302	284	313	293	318
Miscellaneous	0	0	0	0	0	0	0	0	0	0
Unknown/not stated	0	0	0	1	0	0	0	0	0	0
Not applicable	37	54	53	37	47	43	46	39	47	57
Total	**6,587**	**7,362**	**7,845**	**8,165**	**8,862**	**9,037**	**8,604**	**8,882**	**9,805**	**9,715**

Table B20: Age of drivers and riders involved in hospitalisation crashes, Queensland 2000-2009

Age group	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
0-4 years	0	0	1	0	0	0	0	0	1	0
5-11 years	0	2	1	1	2	0	1	3	1	1
12-16 years	54	49	51	56	65	59	53	47	58	60
17-20 years	854	970	1,062	1,062	1,127	1,226	1,088	1,134	1,193	1,029
21-24 years	643	740	797	878	962	954	837	934	945	988
25-29 years	751	750	750	843	902	887	823	880	1,042	1,041
30-39 years	1,146	1,282	1,379	1,464	1,536	1,612	1,584	1,558	1,725	1,686
40-49 years	951	1,089	1,129	1,204	1,352	1,356	1,320	1,352	1,541	1,529
50-59 years	626	782	824	878	913	1,019	996	973	1,089	1,082
60-74 years	431	481	588	602	660	613	609	708	752	817
75 years and over	150	205	230	224	250	222	236	230	307	280
Unknown	90	106	102	84	123	107	112	88	115	114
Total	**5,696**	**6,456**	**6,914**	**7,296**	**7,892**	**8,055**	**7,659**	**7,907**	**8,769**	**8,627**

Table B21: Gender of drivers and riders involved in hospitalisation crashes, Queensland 2000-2009

Gender	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Female	1,866	2,093	2,320	2,471	2,660	2,751	2,663	2,627	3,152	3,118
Male	3,763	4,293	4,530	4,778	5,154	5,228	4,933	5,220	5,536	5,438
Unknown	67	70	64	47	78	76	63	60	81	71
Total	**5,696**	**6,456**	**6,914**	**7,296**	**7,892**	**8,055**	**7,659**	**7,907**	**8,769**	**8,627**

Table B22: Licence level of drivers and riders of motor vehicles involved in hospitalisation crashes, Queensland 2000-2009

Licence level	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Open	4,197	4,702	5,142	5,523	5,923	6,026	5,665	5,704	6,277	6,360
Provisional	843	944	1,006	992	1,096	1,190	1,048	1,166	1,222	1,003
Learner	164	219	242	211	197	182	177	148	156	194
Unlicensed	248	322	290	339	409	388	377	369	515	441
Not licensed in Australia	88	108	77	109	119	117	67	47	47	53
Not known	156	161	157	122	147	151	324	473	552	575
Not applicable	0	0	0	0	1	1	1	0	0	1
Total	**5,696**	**6,456**	**6,914**	**7,296**	**7,892**	**8,055**	**7,659**	**7,907**	**8,769**	**8,627**

Table B23: BAC of drivers and riders involved in hospitalisation crashes, Queensland 2000-2009

Blood alcohol concentration	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
0.01 - 0.04	36	42	51	60	65	71	83	73	91	108
0.05 - 0.09	61	60	69	81	90	96	118	117	111	126
0.10 - 0.14	87	109	118	115	136	144	149	158	175	185
0.15 - 0.19	93	132	124	144	116	131	135	134	174	156
0.20 - 0.24	53	53	72	61	61	69	65	63	85	71
0.25 and over	15	20	29	29	31	30	28	15	37	21
Nil	2,681	3,133	3,503	4,056	4,926	5,120	4,148	4,022	5,436	5,707
Not required	2,641	2,782	2,707	2,635	2,436	2,380	2,902	3,295	2,604	2,225
Refused test	18	21	28	18	21	12	19	9	22	26
Roadside test - Under	11	104	213	96	10	2	12	21	30	2
Untested	0	0	0	1	0	0	0	0	4	0
Total	**5,696**	**6,456**	**6,914**	**7,296**	**7,892**	**8,055**	**7,659**	**7,907**	**8,769**	**8,627**

B.3 Medical treatment, Minor injury and Property damage only Crashes

Table B24: BAC for controllers involved in medical treatment, minor injury and property damage only crashes by road user type, Queensland 2009

Blood alcohol concentration	Drivers	Motorcycle Riders	Bicycle Riders	Pedestrians	Other	Total
0.01 - 0.04	253	4	0	0	0	257
0.05 - 0.09	280	9	0	0	0	289
0.10 - 0.14	373	9	1	0	0	383
0.15 - 0.19	325	3	2	0	0	330
0.20 - 0.24	128	0	3	0	0	131
0.25 and over	58	0	0	0	0	58
Nil	17,554	419	73	6	4	18,056
Not required	9,468	307	426	359	48	10,608
Refused test	45	2	0	0	0	47
Roadside test - Under	6	0	0	0	0	6
Total	28,490	753	505	365	52	30,165
Total Positive	1,417	25	6	0	0	1,448

Table B25: BAC for controllers involved in medical treatment, minor injury and property damage only crashes by age group, Queensland 2009

Blood alcohol concentration	0-16 years	17-20 years	21-24 years	25-29 years	30-39 years	40-49 years	50-59 years	60-74 years	75 years and over	Age Unknown	Total
0.01 - 0.04	3	30	50	39	53	41	22	18	1	0	257
0.05 - 0.09	6	66	54	60	56	33	9	4	1	0	289
0.10 - 0.14	6	87	86	76	83	25	15	3	2	0	383
0.15 - 0.19	2	50	52	80	83	40	13	9	1	0	330
0.20 - 0.24	0	10	17	32	38	18	10	5	1	0	131
0.25 and over	1	3	6	10	17	14	6	1	0	0	58
Nil	109	2,747	2,152	2,112	3,424	3,017	2,235	1,707	548	5	18,056
Not required	250	1,140	1,134	1,198	2,090	1,721	1,207	859	247	762	10,608
Refused test	0	9	5	2	11	10	8	2	0	0	47
Roadside test - Under	0	1	1	0	3	0	1	0	0	0	6
Total	377	4,143	3,557	3,609	5,858	4,919	3,526	2,608	801	767	30,165
Total Positive	18	246	265	297	330	171	75	40	6	0	1,448

Table B26: All units involved in medical treatment, minor injury and property damage only crashes, Queensland 2000-2009

Unit type	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Car/Station wagon	22,145	24,944	24,993	24,982	25,644	24,740	24,599	24,125	23,513	22,819
Utility/Panel van	3,951	4,062	4,180	4,138	4,482	4,331	3,725	4,466	5,145	4,998
Rigid truck	733	661	723	748	845	873	829	910	881	772
Articulated truck	399	435	427	410	481	474	390	484	520	453
Bus/Coach	246	276	242	275	275	258	252	340	355	370
Motorcycle	552	717	711	709	773	795	816	834	758	660
Moped	0	0	0	0	0	0	0	5	72	100
Special Purpose Vehicle	129	179	163	141	137	164	160	154	171	177
Towed device	24	30	23	17	36	28	47	37	36	34
Bicycle	520	603	602	539	549	512	516	473	519	505
Pedestrian	463	496	499	422	404	386	393	348	369	365
Animal - ridden	1	1	3	2	1	1	2	0	0	1
Animal - stock	141	129	140	134	134	125	102	117	111	133
Animal - other	60	69	61	65	47	45	55	48	44	66
Railway unit	8	10	22	20	12	17	15	8	16	4
Road train/B-double/triple	92	133	119	98	127	138	126	132	154	125
Unknown/Not Stated	59	51	59	51	57	29	40	45	56	49
Total	**29,523**	**32,796**	**32,967**	**32,751**	**34,004**	**32,916**	**32,067**	**32,526**	**32,720**	**31,631**

Table B27: Intended action of all units involved in medical treatment, minor injury and property damage only crashes, Queensland 2000-2009

Intended action	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Go straight ahead	16,840	18,001	17,884	17,424	17,422	16,084	17,505	17,414	17,972	17,428
Overtake	269	289	287	227	276	240	275	256	242	187
Make right turn	3,589	3,997	4,006	4,047	4,059	3,932	3,988	4,019	4,017	3,769
Make left turn	1,008	1,319	1,322	1,179	1,228	1,145	1,126	1,163	1,228	1,241
Make U turn	345	358	362	429	454	403	415	415	426	390
Change lanes	397	452	461	471	547	479	487	598	607	590
Slow or stop	1,915	2,449	2,417	2,833	3,706	4,513	2,240	2,278	1,709	1,621
Start in lane	45	68	114	187	173	187	156	182	159	129
Start from parked	80	86	85	76	67	98	121	126	116	123
Reverse	168	184	180	162	168	194	166	176	182	184
Stay stopped	3,153	3,899	4,037	3,937	4,080	3,774	3,767	4,059	4,102	3,988
Remain parked	1,042	981	1,076	1,116	1,172	1,223	1,163	1,188	1,305	1,293
Enter carriageway	4	19	35	40	22	0	0	1	0	0
Enter roadway	4	0	0	2	46	93	107	137	129	124
Walk with traffic	37	37	31	29	33	21	14	25	23	29
Walk against traffic	16	21	21	25	14	22	12	15	15	17
Remain stationary	61	79	98	82	79	78	72	65	61	68
Push or work on vehicle	3	1	4	4	4	1	4	0	1	1
Other working	11	8	5	3	9	10	14	9	6	2
Playing	11	10	7	4	11	8	5	3	0	5
Cross carriageway	324	340	333	275	254	246	272	231	263	243
Miscellaneous	0	0	0	0	0	0	0	0	0	0
Unknown/not stated	0	0	0	1	0	0	1	0	1	0
Not applicable	201	198	202	198	180	165	157	166	156	199
Total	**29,523**	**32,796**	**32,967**	**32,751**	**34,004**	**32,916**	**32,067**	**32,526**	**32,720**	**31,631**

Table B28: Type of business* of units involved in medical treatment, minor injury and property damage only crashes, Queensland 2000-2009

Type of business	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Not commercial use	25,555	28,431	28,665	28,552	29,420	28,377	27,349	27,438	27,374	26,549
Taxi	415	443	374	379	403	430	371	367	433	460
Prepared food delivery	29	41	23	33	52	44	39	30	44	36
Agriculture, forestry and fishing	26	19	34	33	31	45	66	38	48	48
Mining	9	11	10	13	8	13	36	25	46	43
Manufacturing	29	28	20	42	38	33	42	29	44	33
Electricity, gas and water supply	32	40	32	47	40	38	46	40	41	35
Construction	378	385	383	347	422	439	532	585	626	563
Wholesale trade	16	29	24	23	22	16	16	17	21	15
Retail trade	202	228	212	229	216	242	257	330	313	262
Accommodation, cafes and restaurants	7	14	15	9	15	12	19	18	11	12
Communication services	166	162	158	124	161	167	160	147	164	164
Finance and insurance	10	18	19	17	15	13	25	10	7	18
Property and business services	213	202	211	224	284	256	319	406	446	448
Transport and storage	965	1,087	1,020	1,084	1,156	1,208	1,150	1,320	1,298	1,081
Government administration and defence	111	148	139	174	159	180	169	196	138	158
Education	23	33	39	29	40	25	47	36	28	22
Health and community services	57	79	99	69	85	61	83	102	107	118
Cultural and recreational services	8	17	8	17	18	14	20	16	20	14
Personal and other services	170	209	216	205	213	246	232	201	242	238
Other	499	536	507	430	543	450	385	447	488	493
Total	**28,920**	**32,160**	**32,208**	**32,080**	**33,341**	**32,309**	**31,363**	**31,798**	**31,939**	**30,810**

* Where type of business is known and applicable. Not applicable applies to pedestrians, animals and railway units.

Table B29: Age of drivers and riders involved in medical treatment, minor injury and property damage only crashes, Queensland 2000-2009

Age group	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
0-4 years	2	2	0	4	1	2	1	0	1	0
5-11 years	2	1	0	3	2	0	2	0	2	2
12-16 years	166	146	171	142	143	138	124	144	191	175
17-20 years	4,597	4,980	5,068	5,069	5,203	4,994	4,813	4,825	4,709	4,064
21-24 years	3,252	3,622	3,715	3,732	3,930	3,835	3,717	3,521	3,588	3,487
25-29 years	3,480	3,840	3,645	3,500	3,488	3,430	3,310	3,461	3,436	3,522
30-39 years	5,382	6,108	6,005	6,019	6,405	5,962	5,785	5,942	5,945	5,727
40-49 years	4,321	4,915	4,868	4,925	5,065	4,962	4,868	4,913	5,003	4,803
50-59 years	2,877	3,345	3,340	3,397	3,571	3,455	3,421	3,571	3,487	3,427
60-74 years	1,860	2,085	2,200	2,190	2,314	2,313	2,244	2,414	2,524	2,554
75 years and over	598	659	695	726	747	679	770	737	745	783
Unknown	786	840	882	793	836	841	743	769	688	699
Total	**27,323**	**30,543**	**30,589**	**30,500**	**31,705**	**30,611**	**29,798**	**30,297**	**30,319**	**29,243**

Table B30: Gender of drivers and riders involved in medical treatment, minor injury and property damage only crashes, Queensland 2000-2009

Gender	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Female	9,668	11,041	11,193	11,242	11,741	11,208	11,089	11,314	11,275	10,956
Male	17,136	18,983	18,882	18,789	19,435	18,903	18,310	18,528	18,628	17,832
Unknown	519	519	514	469	529	500	399	455	416	455
Total	**27,323**	**30,543**	**30,589**	**30,500**	**31,705**	**30,611**	**29,798**	**30,297**	**30,319**	**29,243**

Table B31: Licence level of drivers and riders of motor vehicles involved in medical treatment, minor injury and property damage only crashes, Queensland 2000-2009

Licence level	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Open	20,038	22,531	22,515	22,740	23,659	22,672	21,805	21,387	21,187	20,902
Provisional	4,595	5,074	5,052	4,984	5,014	4,931	4,789	5,087	4,906	4,179
Learner	637	682	769	625	630	589	499	539	576	601
Unlicensed	719	838	813	865	986	1,009	941	1,069	1,310	1,060
Not licensed in Australia	388	451	429	427	466	496	291	148	210	231
Not known	943	962	1,008	857	949	909	1,471	2,063	2,127	2,266
Not applicable	3	5	3	2	1	5	2	4	3	4
Total	**27,323**	**30,543**	**30,589**	**30,500**	**31,705**	**30,611**	**29,798**	**30,297**	**30,319**	**29,243**

Table B32: BAC of drivers and riders involved in medical treatment, minor injury and property damage only crashes, Queensland 2000-2009

Blood alcohol concentration	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
0.01 - 0.04	98	121	142	163	181	174	202	178	242	257
0.05 - 0.09	196	213	194	243	231	238	265	293	272	289
0.10 - 0.14	247	335	351	303	348	410	376	404	395	382
0.15 - 0.19	245	263	297	289	281	361	310	339	371	328
0.20 - 0.24	90	101	145	140	130	145	127	161	162	128
0.25 and over	34	28	34	48	53	47	41	46	59	58
Nil	12,079	13,096	13,997	15,715	17,980	17,838	15,073	14,550	17,880	17,973
Not required	14,243	15,854	14,491	13,182	12,428	11,349	13,317	14,222	10,844	9,775
Refused test	50	46	49	59	35	31	36	38	44	47
Roadside test - Under	41	486	888	358	37	17	51	66	50	6
Untested	0	0	1	0	1	1	0	0	0	0
Total	**27,323**	**30,543**	**30,589**	**30,500**	**31,705**	**30,611**	**29,798**	**30,297**	**30,319**	**29,243**

Appendix C – Characteristics of Crashes

Table C1: All crashes by crash severity, Queensland 2000-2009

Crash severity	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Fatal	275	296	283	284	289	296	313	338	294	296
Hospitalisation	3,824	4,231	4,475	4,592	4,985	5,135	4,855	5,031	5,526	5,468
Medical Treatment	4,795	5,933	5,734	5,487	5,467	5,433	5,523	5,534	5,832	5,758
Minor Injury	2,736	3,421	3,336	3,295	3,222	3,070	3,361	3,810	3,116	2,472
Property Damage Only	8,311	8,158	8,493	8,741	9,483	9,155	8,409	8,136	8,751	8,917
Total	**19,941**	**22,039**	**22,321**	**22,399**	**23,446**	**23,089**	**22,461**	**22,849**	**23,519**	**22,911**

Table C2: Roadway features by crash severity, Queensland 2009

Roadway feature	Fatal	Hospitalisation	Medical Treatment/ Minor Injury/ Property Damage Only	Total
Cross	25	812	2,597	3,434
T-junction	24	1,024	3,407	4,455
Y-junction	0	0	7	7
Multiple road	0	11	21	32
Interchange	2	118	485	605
Roundabout	1	220	893	1,114
Bridge, causeway	9	87	273	369
Railway crossing	1	11	17	29
Median opening	1	35	103	139
Merge lane	0	5	24	29
Bikeway	1	2	2	5
Forestry/National Park road	0	6	13	19
No special features	232	3,137	9,305	12,674
Total crashes	**296**	**5,468**	**17,147**	**22,911**

Table C3: Total crashes and casualties by roadway feature and traffic control, Queensland 2009

Roadway feature/Traffic control	Crashes		Casualties	
	Total reported	Involving casualties	Fatalities	Injured*
Intersection				
Cross-roads controlled by:				
Person	3	1	0	1
Traffic lights	1,814	1,107	5	1,579
Stop/give way signs	1,161	690	16	1,048
Pedestrian crossing	10	7	0	7
Uncontrolled/other	446	268	6	374
T-junction controlled by:				
Person	5	5	0	5
Traffic lights	975	585	2	792
Stop/give way signs	1,217	804	6	1,080
Pedestrian crossing	26	23	0	25
Uncontrolled/other	2,232	1,346	21	1,721
Roundabout controlled by:				
Person	1	1	0	2
Traffic lights	2	2	0	5
Stop/give way signs	871	524	1	605
Pedestrian crossing	1	1	0	1
Uncontrolled/other	239	115	0	135
Other intersections controlled by:				
Person	1	1	0	1
Traffic lights	226	131	1	193
Stop/give way signs	109	67	0	99
Pedestrian crossing	2	1	0	1
Uncontrolled/other	306	189	1	251
Railway level crossing controlled by:				
Lights	0	0	0	0
Signs	4	3	1	6
Uncontrolled/other	25	17	0	27
Other roadway features:				
Bridge-culvert-causeway	369	202	9	314
Forestry/National Park road	19	13	0	17
Bikeway	5	5	1	6
Median opening	139	95	1	126
Merge lane	29	16	0	24
Straight road controlled by:				
Person	32	22	0	24
Traffic lights	2,780	1,697	7	2,381
Stop/give way signs	2,962	1,826	19	2,487
Pedestrian crossing	116	88	1	101
Uncontrolled/other	11,872	7,142	163	9,374
Curved road controlled by:				
View open	3,969	2,455	120	3,302
View obscured	1,180	764	21	1,017
Total for Queensland	**22,911**	**13,994**	**331**	**18,686**

* 'Injured' includes hospitalised casualties, medically treated and minor injury casualties

Table C4: Vehicles involved in single vehicle crashes by vehicle type and crash severity, Queensland 2009

Vehicle type	Fatal	Hospitalisation	Medical Treatment/ Minor Injury/ Property Damage Only	Total
Car/Station wagon	71	1,282	4,286	5,639
Utility/Panel van	33	328	1,072	1,433
Rigid truck	2	28	163	193
Articulated truck	5	38	103	146
Bus/Coach	1	12	36	49
Motorcycle	31	381	241	653
Special Purpose Vehicle	1	22	35	58
Towed device	0	0	10	10
Bicycle	2	25	26	53
Road train/B-double/triple	6	14	58	78
Moped	0	27	27	54
Unknown/Not Stated	0	0	31	31
Total	**152**	**2,157**	**6,088**	**8,397**

Table C5: All crashes by ARIA and crash severity, Queensland 2009

ARIA remoteness Index	Fatal	Hospitalisation	Medical Treatment/ Minor Injury/ Property Damage Only	Total
Major Cities	93	2,997	9,918	13,008
Inner Regional	93	1,227	4,023	5,343
Outer Regional	76	976	2,667	3,719
Remote	24	150	375	549
Very Remote	10	117	158	285
Unknown	0	1	6	7
Total	**296**	**5,468**	**17,147**	**22,911**

C.1 Fatal Crashes

Table C6: Fatal crashes by time of day and day of week, Queensland 2009

Time of day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
Midnight-2am	1	3	1	1	1	7	5	19
2am-4am	1	1	1	3	3	2	3	14
4am-6am	2	1	4	1	2	6	4	20
6am-8am	5	4	5	2	3	2	4	25
8am-10am	2	5	2	3	1	3	6	22
10am-noon	0	3	6	7	4	1	2	23
Noon-2pm	3	6	5	5	8	3	2	32
2pm-4pm	3	4	6	7	5	7	6	38
4pm-6pm	5	9	4	8	4	5	6	41
6pm-8pm	3	3	4	5	2	3	2	22
8pm-10pm	2	2	4	4	2	3	1	18
10pm-midnight	2	0	5	2	3	4	6	22
Total	**29**	**41**	**47**	**48**	**38**	**46**	**47**	**296**

Table C7: Fatal crashes by crash type and nature, Queensland 2000-2009

Type/Nature	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Single vehicle										
Hit object	79	89	86	90	98	110	109	112	92	111
Overturned	40	38	32	28	33	24	37	40	28	26
Fall from vehicle	12	8	10	12	15	12	9	13	14	10
Hit parked vehicle	6	0	3	6	5	1	0	3	6	5
Multi-vehicle										
Head-on	47	44	52	28	33	48	43	57	46	45
Angle	34	37	43	47	45	34	55	47	57	43
Rear end	6	10	5	9	14	15	6	15	10	13
Sideswipe	13	17	13	21	10	11	6	11	10	8
Hit pedestrian	37	47	34	40	33	37	45	35	27	33
Other*	1	6	5	3	3	4	3	5	4	2
Total	**275**	**296**	**283**	**284**	**289**	**296**	**313**	**338**	**294**	**296**

* Includes: hit animal, struck by internal/external load & miscellaneous collision/non-collision

Table C8: Fatal crashes by DCA group, Queensland 2000-2009

DCA Group	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Intersection from adjacent approaches	15	22	20	24	18	22	20	22	27	23
Head-on	60	58	62	44	43	60	52	69	51	59
Opposing vehicles turning	14	8	10	15	17	7	13	14	15	8
Rear-end	6	9	3	8	13	15	6	14	9	12
Lane changes	6	2	3	3	3	1	4	3	5	2
Parallel lanes turning	2	2	4	2	3	0	3	2	4	2
U-turn	0	0	1	2	1	2	2	2	2	1
Vehicle leaving driveway	3	3	8	1	4	2	8	5	6	6
Overtaking same direction	0	3	5	4	3	0	6	4	0	3
Hit parked vehicle	4	1	2	5	5	0	0	3	3	1
Train	2	1	2	2	2	1	1	1	5	1
Pedestrian	34	45	34	38	30	33	41	33	26	24
Hit permanent obstruction on carriageway	3	0	1	3	1	3	1	4	2	1
Hit animal	0	3	2	2	0	1	2	2	1	1
Off carriageway on straight	14	8	12	5	9	6	13	8	15	10
Off carriageway on straight hit object	18	36	33	33	38	32	37	38	37	35
Out of control on straight	7	14	2	7	10	4	4	13	6	8
Off carriageway on curve	6	5	4	11	6	3	6	11	5	4
Off carriageway on curve hit object	30	24	36	35	35	59	51	58	40	51
Out of control on curve	9	10	11	8	9	7	14	10	15	8
Other	38	40	27	31	39	34	26	18	18	32
Not determined	4	2	1	1	0	4	3	4	2	4
Total	**275**	**296**	**283**	**284**	**289**	**296**	**313**	**338**	**294**	**296**

Table C9: Fatal crashes by traffic control, Queensland 2000-2009

Traffic control	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Police	0	0	0	0	0	1	0	0	0	0
Road/Rail worker	0	0	0	0	0	0	0	2	0	0
Supervised school crossing	0	0	0	0	0	0	0	0	0	0
Operating traffic lights	20	17	8	6	16	11	15	19	20	8
Flashing amber lights	0	0	0	0	1	0	0	0	0	0
Railway - lights only	1	0	1	0	0	1	1	1	1	0
Railway - lights and boom gate	1	0	0	2	1	0	0	0	0	0
Stop sign	4	6	7	8	7	6	4	8	7	4
Give way sign	11	14	13	12	9	13	16	16	19	20
Railway crossing sign	0	1	0	1	0	0	0	0	0	0
Pedestrian crossing sign	1	2	2	1	0	0	1	2	1	1
School crossing - flags	0	0	0	0	0	0	0	0	0	0
Pedestrian operated lights	0	0	1	0	1	0	2	1	0	0
Local area traffic management (LATM)	0	0	0	0	0	0	0	0	0	0
Miscellaneous	0	0	0	0	0	0	0	0	0	0
No traffic control	237	256	251	254	254	264	274	289	246	263
Total	**275**	**296**	**283**	**284**	**289**	**296**	**313**	**338**	**294**	**296**

Table C10: Fatal crashes by roadway feature, Queensland 2000-2009

Roadway feature	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Intersection - Cross	30	23	19	18	24	22	24	26	22	25
Intersection - T Junction	25	41	33	43	38	37	41	39	32	24
Intersection - Y Junction	0	1	0	0	0	0	0	0	0	0
Intersection - Multiple Road	0	0	0	0	0	0	1	0	0	0
Intersection - Interchange	4	3	2	1	3	2	6	5	3	2
Intersection - Roundabout	3	2	1	3	2	1	4	4	8	1
Bridge, Causeway	8	6	3	4	12	13	7	4	10	9
Railway Crossing	2	1	2	2	3	1	1	1	6	1
Median Opening	0	0	2	0	0	2	2	0	1	1
Merge Lane	1	0	0	1	0	0	2	0	0	0
Forestry/National Park road	0	0	0	1	1	3	0	2	0	0
Bikeway	0	0	0	0	0	0	0	0	0	1
Miscellaneous	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0
Not applicable	202	219	221	211	206	215	225	257	212	232
Total	**275**	**296**	**283**	**284**	**289**	**296**	**313**	**338**	**294**	**296**

Table C11: Fatal crashes by speed limit, Queensland 2000-2009

Speed limit	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
0-50 km/h	15	16	9	21	27	22	33	36	22	36
60 km/h	77	88	74	75	90	70	93	81	88	70
70-90 km/h	52	51	60	70	51	48	56	76	58	68
100 km/h and over	131	141	140	118	121	156	131	145	126	122
Total	**275**	**296**	**283**	**284**	**289**	**296**	**313**	**338**	**294**	**296**

Table C12: Fatal crashes by time of day, Queensland 2000-2009

Time of day	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Midnight-2am	15	28	14	26	15	16	17	32	15	19
2am-4am	19	10	17	21	19	21	20	15	18	14
4am-6am	14	18	22	9	16	22	13	21	13	20
6am-8am	23	21	26	20	24	16	20	24	24	25
8am-10am	21	17	18	29	20	24	16	20	16	22
10am-noon	25	24	32	23	16	32	25	29	24	23
Noon-2pm	24	37	13	23	32	20	27	31	25	32
2pm-4pm	24	39	32	36	36	40	43	45	40	38
4pm-6pm	47	40	43	37	38	34	41	44	36	41
6pm-8pm	26	29	22	22	38	31	38	29	31	22
8pm-10pm	22	18	24	18	21	21	28	24	22	18
10pm-midnight	15	15	20	20	14	19	25	24	30	22
Total	**275**	**296**	**283**	**284**	**289**	**296**	**313**	**338**	**294**	**296**

Table C13: Fatal crashes by day of week, Queensland 2000-2009

Day of week	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Monday	31	30	29	32	23	27	48	39	27	29
Tuesday	36	39	33	32	27	44	32	35	23	41
Wednesday	35	36	32	37	36	35	38	53	31	47
Thursday	41	42	39	35	47	35	39	54	51	48
Friday	46	46	53	42	37	39	56	51	51	38
Saturday	49	61	51	55	61	73	54	54	51	46
Sunday	37	42	46	51	58	43	46	52	60	47
Total	**275**	**296**	**283**	**284**	**289**	**296**	**313**	**338**	**294**	**296**

Table C14: Fatal crashes by ARIA remoteness index, Queensland 2000-2009

ARIA remoteness index	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Major Cities	98	107	99	112	121	92	117	131	105	93
Inner Regional	82	97	90	94	93	89	82	109	91	93
Outer Regional	63	63	62	48	50	84	79	63	73	76
Remote	15	17	18	12	16	21	26	21	17	24
Very Remote	14	12	8	17	9	10	9	14	8	10
Unknown	3	0	6	1	0	0	0	0	0	0
Total	**275**	**296**	**283**	**284**	**289**	**296**	**313**	**338**	**294**	**296**

C.2 Hospitalisation Crashes

Table C15: Hospitalisation crashes by time of day and day of week, Queensland 2009

Time of day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
Midnight-2am	16	12	19	20	21	63	56	207
2am-4am	12	7	7	14	13	47	33	133
4am-6am	37	26	32	48	21	34	36	234
6am-8am	76	78	72	79	71	45	51	472
8am-10am	74	85	81	91	90	65	62	548
10am-noon	76	91	69	57	84	112	94	583
Noon-2pm	91	69	89	60	91	111	79	590
2pm-4pm	119	150	123	116	142	73	92	815
4pm-6pm	115	106	123	136	153	82	82	797
6pm-8pm	59	78	83	75	89	71	48	503
8pm-10pm	32	33	52	55	60	37	36	305
10pm-midnight	25	20	35	41	66	68	26	281
Total	**732**	**755**	**785**	**792**	**901**	**808**	**695**	**5,468**

Table C16: Hospitalisation crashes by crash type and nature, Queensland 2000-2009

Type/Nature	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Single vehicle										
Hit object	916	1,070	1,076	1,129	1,217	1,301	1,250	1,287	1,400	1,374
Overturned	386	377	364	347	387	345	334	336	379	360
Fall from vehicle	146	160	207	173	221	286	244	262	272	282
Hit parked vehicle	96	71	100	99	116	101	134	120	139	142
Multi-vehicle										
Head-on	141	139	182	185	184	171	159	178	220	180
Angle	1,125	1,241	1,335	1,385	1,476	1,595	1,482	1,551	1,687	1,662
Rear end	381	525	539	629	685	680	657	649	757	797
Sideswipe	165	180	195	194	246	216	163	189	216	204
Hit pedestrian	400	381	389	393	376	371	358	399	387	392
Other*	68	87	88	58	77	69	74	60	69	75
Total	**3,824**	**4,231**	**4,475**	**4,592**	**4,985**	**5,135**	**4,855**	**5,031**	**5,526**	**5,468**

* Includes: hit animal, struck by internal/external load & miscellaneous collision/non-collision

Table C17: Hospitalisation crashes by DCA group, Queensland 2000-2009

DCA Group	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Intersection from adjacent approaches	562	592	646	652	745	792	680	756	771	795
Head-on	217	222	267	274	262	252	216	254	297	239
Opposing vehicles turning	350	387	428	452	475	498	487	491	556	513
Rear-end	377	515	509	599	663	673	648	633	746	771
Lane changes	70	111	100	105	140	121	123	140	148	156
Parallel lanes turning	93	104	122	132	93	109	107	98	109	108
U-turn	13	22	30	26	34	27	35	23	28	20
Vehicle leaving driveway	97	101	112	107	158	171	140	156	196	205
Overtaking same direction	35	25	37	42	32	29	35	24	27	24
Hit parked vehicle	78	53	84	80	88	82	79	95	66	74
Train	3	9	5	6	7	10	5	2	7	6
Pedestrian	372	357	356	348	347	330	326	366	343	348
Hit permanent obstruction on carriageway	15	28	20	23	23	24	24	26	34	31
Hit animal	37	51	52	38	47	40	43	37	43	55
Off carriageway on straight	131	119	136	133	139	136	125	131	145	139
Off carriageway on straight hit object	300	384	405	414	460	504	472	498	566	531
Out of control on straight	150	136	127	129	180	167	135	152	176	176
Off carriageway on curve	70	72	62	64	82	91	98	84	96	90
Off carriageway on curve hit object	228	276	285	324	322	367	413	424	491	438
Out of control on curve	111	121	115	127	137	138	132	149	158	181
Other	467	502	540	473	493	531	477	433	445	503
Not determined	48	44	37	44	58	43	55	59	78	65
Total	**3,824**	**4,231**	**4,475**	**4,592**	**4,985**	**5,135**	**4,855**	**5,031**	**5,526**	**5,468**

Table C18: Hospitalisation crashes by traffic control, Queensland 2000-2009

Traffic control	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Police	2	1	3	3	2	1	5	0	1	3
Road/Rail worker	3	3	6	7	4	5	9	6	4	4
Supervised school crossing	0	1	1	1	0	0	1	1	1	1
Operating traffic lights	498	566	598	602	635	683	620	677	753	705
Flashing amber lights	1	1	1	1	0	1	1	1	0	1
Railway - lights only	4	6	5	6	9	8	3	1	6	5
Railway - lights and boom gate	1	2	0	1	2	5	1	1	3	2
Stop sign	133	162	150	156	169	181	150	191	176	161
Give way sign	323	352	402	377	466	500	432	457	541	600
Railway crossing sign	2	3	2	2	1	3	2	1	1	1
Pedestrian crossing sign	20	23	16	23	26	25	19	20	26	22
School crossing - flags	0	0	1	0	0	0	0	0	0	0
Pedestrian operated lights	2	9	15	12	11	14	9	12	16	11
Local area traffic management (LATM)	0	0	0	2	2	1	3	3	0	1
Miscellaneous	0	1	0	0	0	0	0	0	0	0
No traffic control	2,835	3,101	3,275	3,399	3,658	3,708	3,600	3,660	3,998	3,951
Total	**3,824**	**4,231**	**4,475**	**4,592**	**4,985**	**5,135**	**4,855**	**5,031**	**5,526**	**5,468**

Table C19: Hospitalisation crashes by roadway feature, Queensland 2000-2009

Roadway feature	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Intersection - Cross	616	698	710	748	800	839	735	757	824	812
Intersection - T Junction	803	818	835	918	976	975	986	982	1,153	1,024
Intersection - Y Junction	5	1	4	6	5	4	4	4	1	0
Intersection - Multiple Road	4	8	13	9	5	16	11	6	10	11
Intersection - Interchange	63	89	96	104	103	101	102	111	117	118
Intersection - Roundabout	109	90	139	127	163	184	157	168	186	220
Bridge, Causeway	59	82	66	66	64	73	76	78	90	87
Railway Crossing	9	15	6	11	12	16	10	5	11	11
Median Opening	2	9	10	15	26	35	36	30	40	35
Merge Lane	6	6	12	10	4	13	9	10	3	5
Forestry/National Park road	3	9	7	4	4	9	14	9	7	6
Bikeway	2	1	3	2	2	0	1	5	3	2
Miscellaneous	0	0	0	0	0	0	0	1	0	0
Other	0	0	0	0	0	0	0	0	0	0
Not applicable	2,143	2,405	2,574	2,572	2,821	2,870	2,714	2,865	3,081	3,137
Total	**3,824**	**4,231**	**4,475**	**4,592**	**4,985**	**5,135**	**4,855**	**5,031**	**5,526**	**5,468**

Table C20: Hospitalisation crashes by speed limit, Queensland 2000-2009

Speed limit	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
0-50 km/h	383	407	435	595	667	766	691	812	855	871
60 km/h	1,890	2,139	2,293	2,154	2,324	2,373	2,319	2,309	2,656	2,628
70-90 km/h	598	651	725	784	856	892	821	864	950	908
100 km/h and over	953	1,034	1,022	1,059	1,138	1,104	1,024	1,046	1,065	1,061
Total	**3,824**	**4,231**	**4,475**	**4,592**	**4,985**	**5,135**	**4,855**	**5,031**	**5,526**	**5,468**

Table C21: Hospitalisation crashes by time of day, Queensland 2000-2009

Time of day	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Midnight-2am	149	163	153	163	187	226	196	184	206	207
2am-4am	103	122	130	137	108	131	114	129	137	133
4am-6am	124	149	153	157	169	187	192	207	205	234
6am-8am	279	281	313	333	375	400	376	416	473	472
8am-10am	439	428	447	495	512	542	534	547	606	548
10am-noon	378	429	503	452	516	523	487	535	547	583
Noon-2pm	413	455	510	498	527	551	506	502	556	590
2pm-4pm	546	629	629	636	725	687	710	691	794	815
4pm-6pm	557	657	697	736	790	809	707	768	850	797
6pm-8pm	378	410	453	441	498	541	454	493	534	503
8pm-10pm	245	264	265	292	301	297	309	297	312	305
10pm-midnight	213	244	222	252	277	241	270	262	306	281
Total	**3,824**	**4,231**	**4,475**	**4,592**	**4,985**	**5,135**	**4,855**	**5,031**	**5,526**	**5,468**

Table C22: Hospitalisation crashes by day of week, Queensland 2000-2009

Day of week	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Monday	479	542	559	607	640	684	612	692	694	732
Tuesday	509	573	585	633	684	666	652	693	776	755
Wednesday	542	602	631	641	706	709	691	664	785	785
Thursday	550	601	639	672	766	745	715	749	808	792
Friday	624	713	746	774	845	840	826	836	904	901
Saturday	616	670	733	651	733	794	757	701	860	808
Sunday	504	530	582	614	611	697	602	696	699	695
Total	**3,824**	**4,231**	**4,475**	**4,592**	**4,985**	**5,135**	**4,855**	**5,031**	**5,526**	**5,468**

Table C23: Hospitalisation crashes by ARIA remoteness index, Queensland 2000-2009

ARIA remoteness index	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Major Cities	1,979	2,300	2,436	2,571	2,762	2,821	2,664	2,755	3,020	2,997
Inner Regional	827	885	978	1,020	1,097	1,110	1,054	1,144	1,192	1,227
Outer Regional	723	732	771	752	868	940	912	883	1,049	976
Remote	135	138	152	128	157	174	150	157	169	150
Very Remote	94	110	106	92	93	86	69	83	92	117
Unknown	66	66	32	29	8	4	6	9	4	1
Total	**3,824**	**4,231**	**4,475**	**4,592**	**4,985**	**5,135**	**4,855**	**5,031**	**5,526**	**5,468**

C.3 Medical treatment, Minor injury & Property damage only Crashes

Table C24: Medical treatment, minor injury and property damage only crashes by time of day and day of week, Queensland 2009

Time of day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
Midnight-2am	45	55	34	46	71	166	128	545
2am-4am	49	20	36	44	64	137	102	452
4am-6am	73	80	87	89	76	97	119	621
6am-8am	232	236	218	205	224	129	104	1,348
8am-10am	324	308	346	334	318	214	155	1,999
10am-noon	285	281	252	271	271	345	263	1,968
Noon-2pm	284	244	246	267	336	315	237	1,929
2pm-4pm	396	383	378	426	455	259	244	2,541
4pm-6pm	380	420	421	418	450	244	217	2,550
6pm-8pm	158	214	210	235	282	203	160	1,462
8pm-10pm	117	139	99	155	183	146	117	956
10pm-midnight	72	66	87	108	179	175	89	776
Total	**2,415**	**2,446**	**2,414**	**2,598**	**2,909**	**2,430**	**1,935**	**17,147**

Table C25: Medical treatment, minor injury and property damage only crashes by crash type and nature, Queensland 2000-2009

Type/Nature	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Single vehicle										
Hit object	3,332	3,507	3,560	3,642	3,937	3,978	4,079	4,157	4,310	4,281
Overturned	924	974	940	976	949	912	865	879	800	769
Fall from vehicle	148	195	177	184	196	225	220	215	241	221
Hit parked vehicle	636	603	697	697	703	770	708	715	760	817
Multi-vehicle										
Head-on	233	211	222	211	265	211	261	256	274	271
Angle	5,204	5,578	5,547	5,603	5,682	5,574	5,771	5,578	5,644	5,258
Rear end	3,836	4,803	4,723	4,644	4,772	4,457	4,108	4,309	4,290	4,208
Sideswipe	795	849	919	859	1,029	915	674	792	782	706
Hit pedestrian	424	455	450	390	360	347	355	309	351	324
Other*	310	337	328	317	279	269	252	270	247	292
Total	**15,842**	**17,512**	**17,563**	**17,523**	**18,172**	**17,658**	**17,293**	**17,480**	**17,699**	**17,147**

* Includes: hit animal, struck by internal/external load & miscellaneous collision/non-collision

Table C26: Medical treatment, minor injury and property damage only crashes by DCA group, Queensland 2000-2009

DCA Group	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Intersection from adjacent approaches	2,706	2,736	2,739	2,784	2,885	2,812	2,827	2,768	2,762	2,615
Head-on	442	431	442	430	486	399	419	417	424	396
Opposing vehicles turning	1,536	1,721	1,672	1,662	1,712	1,640	1,691	1,637	1,639	1,483
Rear-end	3,657	4,686	4,583	4,503	4,643	4,338	4,016	4,214	4,179	4,105
Lane changes	477	494	527	540	573	562	513	578	595	571
Parallel lanes turning	429	548	552	553	526	464	464	440	407	354
U-turn	117	81	94	128	132	113	109	110	100	113
Vehicle leaving driveway	469	506	545	526	566	641	598	623	704	660
Overtaking same direction	119	132	141	95	119	101	99	93	83	75
Hit parked vehicle	517	475	500	542	539	542	507	461	392	454
Train	6	10	21	20	12	16	15	8	16	3
Pedestrian	380	393	387	350	310	292	318	264	314	275
Hit permanent obstruction on carriageway	79	87	84	100	115	115	109	108	143	122
Hit animal	198	196	198	193	177	169	153	158	150	196
Off carriageway on straight	355	364	336	351	359	326	323	336	290	252
Off carriageway on straight hit object	1,269	1,259	1,325	1,346	1,502	1,608	1,651	1,815	1,886	1,830
Out of control on straight	254	289	279	322	282	281	257	251	278	289
Off carriageway on curve	202	211	183	186	200	221	203	214	180	160
Off carriageway on curve hit object	725	819	859	889	941	1,071	1,088	1,156	1,273	1,157
Out of control on curve	238	254	271	280	242	237	241	239	272	279
Other	1,500	1,639	1,637	1,530	1,599	1,455	1,432	1,347	1,335	1,465
Not determined	167	181	188	193	252	255	260	243	277	293
Total	**15,842**	**17,512**	**17,563**	**17,523**	**18,172**	**17,658**	**17,293**	**17,480**	**17,699**	**17,147**

Table C27: Medical treatment, minor injury and property damage only crashes by traffic control, Queensland 2000-2009

Traffic control	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Police	13	12	10	9	10	11	12	10	8	6
Road/Rail worker	16	26	22	16	17	20	17	16	24	22
Supervised school crossing	4	2	6	1	7	2	6	1	2	2
Operating traffic lights	2,477	2,852	2,704	2,646	2,651	2,541	2,623	2,451	2,579	2,382
Flashing amber lights	7	5	3	7	7	3	12	7	10	5
Railway - lights only	7	14	19	20	10	14	14	8	16	7
Railway - lights and boom gate	4	9	10	15	14	8	8	7	9	11
Stop sign	645	658	700	646	653	676	689	656	661	605
Give way sign	1,733	2,013	1,986	2,044	2,090	1,998	1,993	2,047	2,233	2,070
Railway crossing sign	2	7	9	6	4	4	2	2	0	0
Pedestrian crossing sign	108	107	108	94	96	75	85	64	86	73
School crossing - flags	1	2	3	3	1	3	2	2	2	1
Pedestrian operated lights	13	19	18	31	24	19	18	25	19	20
Local area traffic management (LATM)	1	0	5	7	11	10	19	11	6	10
Miscellaneous	0	0	0	0	0	0	0	0	0	0
No traffic control	10,811	11,786	11,960	11,978	12,577	12,274	11,793	12,173	12,044	11,933
Total	**15,842**	**17,512**	**17,563**	**17,523**	**18,172**	**17,658**	**17,293**	**17,480**	**17,699**	**17,147**

Table C28: Medical treatment, minor injury and property damage only crashes by roadway feature, Queensland 2000-2009

Roadway feature	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Intersection - Cross	3,095	3,232	3,186	3,060	3,067	2,908	2,974	2,858	2,848	2,597
Intersection - T Junction	3,394	3,923	3,784	3,799	3,825	3,750	3,664	3,652	3,766	3,407
Intersection - Y Junction	20	23	24	22	21	12	17	9	10	7
Intersection - Multiple Road	29	37	47	46	34	32	31	32	29	21
Intersection - Interchange	361	493	478	493	493	462	472	421	488	485
Intersection - Roundabout	591	776	797	804	805	798	855	849	954	893
Bridge, Causeway	229	264	259	273	242	244	246	309	291	273
Railway Crossing	21	25	42	41	28	31	29	22	33	17
Median Opening	31	47	61	71	98	141	109	144	170	103
Merge Lane	34	44	36	32	28	43	28	52	33	24
Forestry/National Park road	10	13	7	17	14	17	15	11	15	13
Bikeway	0	1	0	2	1	0	6	6	0	2
Miscellaneous	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0
Not applicable	8,027	8,634	8,842	8,863	9,516	9,220	8,847	9,115	9,062	9,305
Total	**15,842**	**17,512**	**17,563**	**17,523**	**18,172**	**17,658**	**17,293**	**17,480**	**17,699**	**17,147**

Table C29: Medical treatment, minor injury and property damage only crashes by speed limit, Queensland 2000-2009

Speed limit	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
0-50 km/h	1,627	1,732	1,765	2,533	2,742	2,679	2,825	2,942	3,163	3,112
60 km/h	9,256	10,468	10,412	9,540	9,653	9,479	9,201	9,187	9,351	8,981
70-90 km/h	2,143	2,415	2,433	2,512	2,687	2,665	2,591	2,580	2,553	2,486
100 km/h and over	2,816	2,897	2,953	2,938	3,090	2,835	2,676	2,771	2,632	2,568
Total	**15,842**	**17,512**	**17,563**	**17,523**	**18,172**	**17,658**	**17,293**	**17,480**	**17,699**	**17,147**

Table C30: Medical treatment, minor injury and property damage only crashes by time of day, Queensland 2000-2009

Time of day	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Midnight-2am	458	541	531	551	546	616	578	551	559	545
2am-4am	352	380	376	424	427	433	398	446	407	452
4am-6am	468	464	446	416	493	547	536	559	581	621
6am-8am	1,159	1,264	1,231	1,210	1,352	1,304	1,370	1,459	1,461	1,348
8am-10am	1,869	2,136	2,120	2,110	2,149	2,052	1,998	2,140	2,072	1,999
10am-noon	1,897	1,910	1,931	1,984	2,035	1,938	1,845	1,773	1,930	1,968
Noon-2pm	1,798	1,997	1,996	1,933	1,963	1,951	1,823	1,895	1,900	1,929
2pm-4pm	2,265	2,560	2,586	2,643	2,667	2,600	2,498	2,594	2,647	2,541
4pm-6pm	2,405	2,933	2,965	2,932	2,962	2,797	2,817	2,734	2,696	2,550
6pm-8pm	1,479	1,623	1,631	1,559	1,665	1,591	1,607	1,571	1,600	1,462
8pm-10pm	951	960	965	989	1,082	1,040	993	995	1,035	956
10pm-midnight	741	744	785	772	831	789	830	763	811	776
Total	**15,842**	**17,512**	**17,563**	**17,523**	**18,172**	**17,658**	**17,293**	**17,480**	**17,699**	**17,147**

Table C31: Medical treatment, minor injury and property damage only crashes by day of week, Queensland 2000-2009

Day of week	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Monday	2,165	2,342	2,363	2,375	2,362	2,297	2,251	2,398	2,382	2,415
Tuesday	2,144	2,411	2,488	2,435	2,621	2,331	2,392	2,469	2,610	2,446
Wednesday	2,286	2,601	2,530	2,623	2,604	2,583	2,588	2,602	2,632	2,414
Thursday	2,529	2,716	2,655	2,670	2,797	2,809	2,601	2,649	2,726	2,598
Friday	2,674	3,084	3,100	2,968	3,216	3,164	3,012	3,015	2,908	2,909
Saturday	2,188	2,443	2,520	2,599	2,605	2,539	2,527	2,464	2,524	2,430
Sunday	1,856	1,915	1,907	1,853	1,967	1,935	1,922	1,883	1,917	1,935
Total	**15,842**	**17,512**	**17,563**	**17,523**	**18,172**	**17,658**	**17,293**	**17,480**	**17,699**	**17,147**

Table C32: Medical treatment, minor injury and property damage only crashes by ARIA remoteness index, Queensland 2000-2009

ARIA remoteness index	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Major Cities	9,476	10,819	10,653	10,863	10,959	10,476	10,026	10,042	10,278	9,918
Inner Regional	3,320	3,550	3,750	3,604	3,967	4,039	3,970	4,027	4,041	4,023
Outer Regional	2,322	2,453	2,511	2,430	2,671	2,593	2,764	2,844	2,827	2,667
Remote	335	342	362	364	353	361	351	387	375	375
Very Remote	204	196	194	205	200	180	171	163	170	158
Unknown	185	152	93	57	22	9	11	17	8	6
Total	**15,842**	**17,512**	**17,563**	**17,523**	**18,172**	**17,658**	**17,293**	**17,480**	**17,699**	**17,147**

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