# 2016 Summary Road Crash Report

## Queensland Road Fatalities

May 2017

Queensland Government

# Creative Commons information

# Contents

# Table of Appendix Tables

# 1. Purpose

The purpose of this report is to provide a summary of the characteristics of road fatalities and motor vehicles/controllers involved in fatal crashes during 2016.

# 2. Data

## 2.1 Definition of a road traffic crash

The road traffic crash data presented within this report has been extracted from the Department of Transport and Main Roads' (TMR) RoadCrash database. A road traffic crash, for the purpose of the RoadCrash database and reporting, is a crash reported to the Queensland Police Service (QPS), which resulted from the movement of at least one road vehicle on a public road or road related area and resulted in a person being killed or injured.

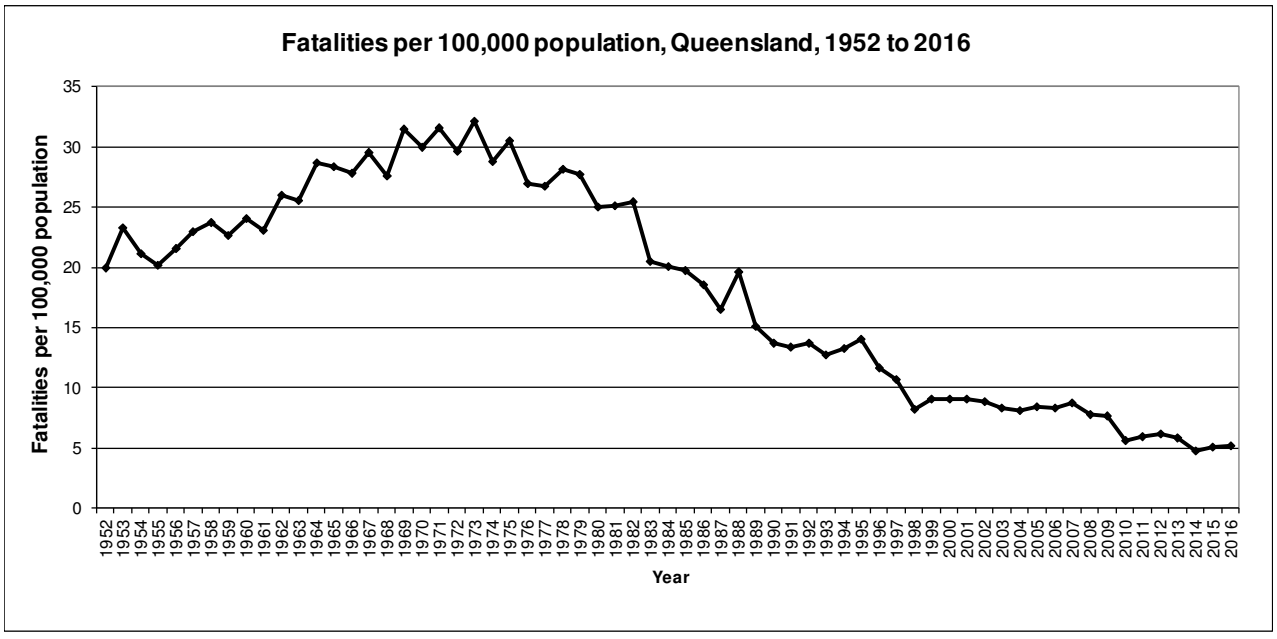
# 3. Queensland road toll for 2016

*(Note: Data extracted 3 April 2017)*

## 3.1 Long term trend

The Queensland road fatality rate for 2016 was 5.18 fatalities per 100,000 population, which is 1.9% higher than the rate for the previous year of 5.09. This is the third lowest road fatality rate recorded for a calendar year since accurate records began in 1952. The lowest Queensland road fatality rate of 4.72 occurred during 2014 and the second lowest road fatality rate of 5.09 occurred during 2015.

**Figure 1: Fatalities per 100,000 population, Queensland, 1952 to 2016**



## 3.2 Queensland road toll

The Queensland road toll for 2016 was 251 fatalities, which is eight fatalities (or 3.3%) greater than the previous year of 243 fatalities and six fatalities (or 2.4%) fewer than the previous five year average. This is the fourth lowest road toll since records began in 1952 (n=251) with the lowest being 223 fatalities in 2014.

## 3.3 Major characteristics and relative increases and decreases of the Queensland road toll

### 3.3.1 Major characteristics^

The major characteristics of the Queensland Road Toll during 2016 were:

- involving drivers/riders who disobey road rules - 131 fatalities (or 52.2%)
- alcohol/drug related crashes - 103 fatalities (or 41.0%)
- involving senior adult drivers/riders (aged 60 years or over) - 67 fatalities (or 26.7%)
- involving speeding drivers/riders - 64 fatalities (or 25.5%)
- involving motorcycles/mopeds - 64 fatalities (or 25.5%)
- involving young adult drivers/riders (aged 16 to 24 years) - 61 fatalities (or 24.3%).

*^ Please note that for the purposes of this report, major characteristics of fatalities within Queensland have been defined as characteristics representing at least 20% of all fatalities during 2016.*

### 3.3.2 Increases^

The major relative increases of the Queensland road toll during 2016 compared with 2015 and with the 2011 to 2015 average were:

- involving motorcycles/mopeds - 64 fatalities (or 25.5%) which is 10 (or 18.5%) greater than the previous year and 16 (or 32.2%) greater than the previous five year average
- involving senior adult drivers/riders (aged 60 to 74 years) - 47 fatalities (or 18.7%) which is 11 (or 30.6%) greater than the previous year and six (or 14.1%) greater than the previous five year average.

*^ Please note that for the purpose of this report, relative increases have been defined as characteristics that represent at least 15% of all fatalities during 2016 and increased when compared with the previous year or previous five year average (approximately 10%).*

### 3.3.3 Decreases^

The major relative decreases of the Queensland road toll during 2016 compared with 2015 and with the 2011 to 2015 average were:

- unrestrained vehicle occupants - 18 fatalities (or 15.4% of the 117 vehicle occupant fatalities where restraint use was known) which is 17 (or 48.6%) fewer than the previous year and 14 (or 44.4%) fewer than the previous five year average

- involving heavy freight vehicles - 40 fatalities (or 15.9%) which is nine (or 18.4%) fewer than the previous year and 14 (or 25.9%) fewer than the previous five year average
- involving drink drivers/riders - 46 fatalities (or 18.3%) which is 11 (or 19.3%) fewer than the previous year and seven (or 13.2%) fewer than the previous five year average.

*^ Please note that for the purpose of this report, relative decreases have been defined as characteristics that represent at least 15% of all fatalities during 2015 and decreased when compared with the previous year or previous five year average (approximately 10%).*

## 3.4 Interstate comparison – fatalities per 100,000 population

The Queensland road fatality rate for 2016 was 5.18 fatalities per 100,000 population, which is 1.9% higher than the 2015 fatality rate (5.09), and is fifth behind the Australian Capital Territory (2.78), Victoria (4.79), New South Wales (4.97) and South Australia (5.03).

**Table 1: Fatalities per 100,000 population by State, 2016 compared with 2015**

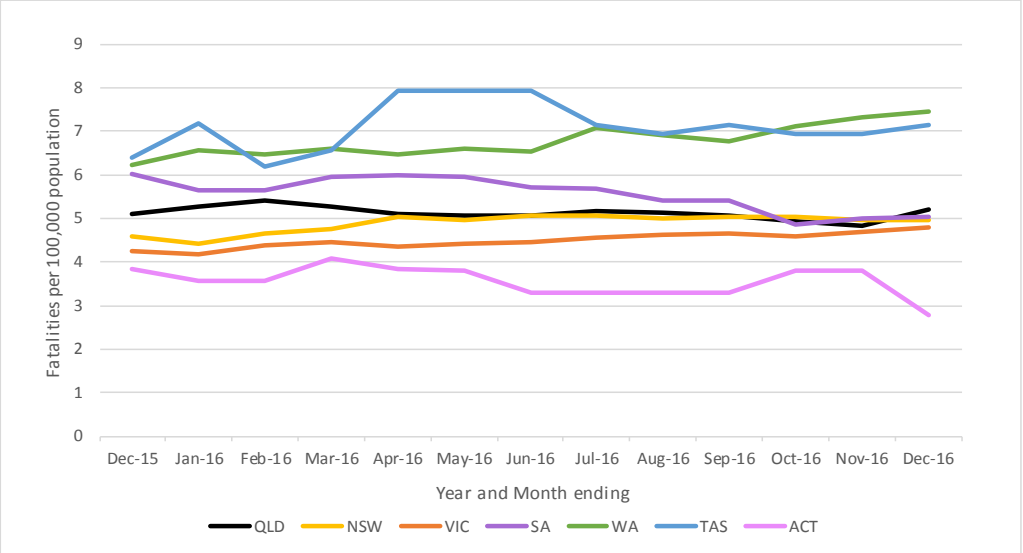
| State | 2015 | | | 2016 | | | Percentage difference in rate with the previous year |
|---|---|---|---|---|---|---|---|
| | Fatalities | Population ('000) as at Jun 2015 | Fatalities per 100,000 population | Fatalities | Population ('000) as at Jun 2016 | Fatalities per 100,000 population | |
| Queensland | 243 | 4,778.6 | 5.09 | 251 | 4,843.3 | 5.18 | 1.9% |
| New South Wales | 350 | 7,621.3 | 4.59 | 384 | 7,726.9 | 4.97 | 8.2% |
| Victoria | 252 | 5,946.5 | 4.24 | 291 | 6,069.6 | 4.79 | 13.1% |
| South Australia | 102 | 1,698.9 | 6.00 | 86 | 1,708.1 | 5.03 | -16.1% |
| Western Australia | 161 | 2,589.9 | 6.22 | 195 | 2,617.1 | 7.45 | 19.9% |
| Tasmania | 33 | 516.6 | 6.39 | 37 | 519.1 | 7.13 | 11.6% |
| Northern Territory | 49 | 244.7 | 20.03 | 45 | 245.2 | 18.35 | -8.4% |
| Australian Capital Territory | 15 | 391.3 | 3.83 | 11 | 396.3 | 2.78 | -27.6% |
| Rest of Australia | 962 | 19,012.4 | 5.06 | 1,049 | 19,285.6 | 5.44 | 7.5% |
| Australian Total | 1,205 | 23,791.1 | 5.06 | 1,300 | 24,128.9 | 5.39 | 6.4% |

*Data source:*

*Population: Australian Bureau of Statistics - Catalog 3101.0*

*Interstate Road Toll: Relevant State Authority*

**Figure 2: Fatalities per 100,000 population, by State, 12 months ending**



# Appendix A

The terms ***crash***, ***casualty*** and ***vehicles involved*** are used within the Appendix. To assist with the explanation of these terms, the following example has been provided. If two motor vehicles collide, then one road traffic crash has taken place which involved two vehicles/controllers. If there were three people injured in one of the motor vehicles and two people injured in the other motor vehicle, then this one crash has resulted in five casualties.

## A.1 Fatalities as a result of crashes

A ***fatality*** is recorded when a person dies within 30 days as a result of injuries sustained in a road traffic crash.

**Table A.1.1: Fatalities by gender and age group, Queensland, 2016 compared with 2015 and the 2011 to 2015 average**

| Gender | Age Group | 2011 to 2015 Average | | 2015 | | 2016 | | 2016 v 2015 | | 2016 v 2011 to 2015 Average | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | no. | % | no. | % | no. | % | no. | % | no. | % |
| Male^ | 0-16 | 9.6 | 5.1% | 6 | 3.2% | 6 | 3.0% | 0 | 0.0% | -3.6 | -37.5% |
| | 17-24 | 36.0 | 19.1% | 33 | 17.6% | 35 | 17.6% | 2 | 6.1% | -1.0 | -2.8% |
| | 25-59 | 104.2 | 55.4% | 102 | 54.5% | 106 | 53.3% | 4 | 3.9% | 1.8 | 1.7% |
| | 60-74 | 22.0 | 11.7% | 19 | 10.2% | 24 | 12.1% | 5 | 26.3% | 2.0 | 9.1% |
| | 75+ | 16.4 | 8.7% | 27 | 14.4% | 28 | 14.1% | 1 | 3.7% | 11.6 | 70.7% |
| Female^ | 0-16 | 7.4 | 10.9% | 2 | 3.6% | 1 | 2.0% | -1 | -50.0% | -6.4 | -86.5% |
| | 17-24 | 12.2 | 17.9% | 6 | 10.7% | 10 | 19.6% | 4 | 66.7% | -2.2 | -18.0% |
| | 25-59 | 31.6 | 46.3% | 33 | 58.9% | 26 | 51.0% | -7 | -21.2% | -5.6 | -17.7% |
| | 60-74 | 9.4 | 13.8% | 7 | 12.5% | 5 | 9.8% | -2 | -28.6% | -4.4 | -46.8% |
| | 75+ | 7.6 | 11.1% | 8 | 14.3% | 9 | 17.6% | 1 | 12.5% | 1.4 | 18.4% |
| All* | 0-16 | 17.8 | 6.9% | 8 | 3.3% | 8 | 3.2% | 0 | 0.0% | -9.8 | -55.1% |
| | 17-24 | 48.2 | 18.7% | 39 | 16.0% | 45 | 17.9% | 6 | 15.4% | -3.2 | -6.6% |
| | 25-59 | 135.8 | 52.8% | 135 | 55.6% | 132 | 52.6% | -3 | -2.2% | -3.8 | -2.8% |
| | 60-74 | 31.4 | 12.2% | 26 | 10.7% | 29 | 11.6% | 3 | 11.5% | -2.4 | -7.6% |
| | 75+ | 24.0 | 9.3% | 35 | 14.4% | 37 | 14.7% | 2 | 5.7% | 13.0 | 54.2% |

*Note:*

*^ Where fatality age and gender were known*

** Where fatality age was known. May include fatalities with an unknown gender*

**Table A.1.2: Fatalities by road user type, Queensland, 2016 compared with 2015 and the 2011 to 2015 average**

| Road User Type | 2011 to 2015 Average | | 2015 | | 2016 | | 2016 v 2015 | | 2016 v 2011 to 2015 Average | |
|---|---|---|---|---|---|---|---|---|---|---|
| | no. | % | no. | % | no. | % | no. | % | no. | % |
| Driver | 118.0 | 45.9% | 117 | 48.1% | 105 | 41.8% | -12 | -10.3% | -13.0 | -11.0% |
| Passenger | 57.6 | 22.4% | 47 | 19.3% | 39 | 15.5% | -8 | -17.0% | -18.6 | -32.3% |
| Motorcycle/moped rider or pillion | 48.2 | 18.7% | 54 | 22.2% | 62 | 24.7% | 8 | 14.8% | 13.8 | 28.6% |
| Bicycle rider or pillion | 9.0 | 3.5% | 4 | 1.6% | 8 | 3.2% | 4 | 100.0% | -1.0 | -11.1% |
| Pedestrian | 24.2 | 9.4% | 21 | 8.6% | 37 | 14.7% | 16 | 76.2% | 12.8 | 52.9% |
| Other^ | 0.2 | 0.1% | 0 | 0.0% | 0 | 0.0% | 0 | - | -0.2 | -100.0% |
| Total | 257.2 | 100.0% | 243 | 100.0% | 251 | 100.0% | 8 | 3.3% | -6.2 | -2.4% |

*Note:*

*^ Includes other fatalities such as horse riders and train drivers and passengers.*

**Table A.1.3: Fatalities by month, Queensland, 2016 compared with 2015 and the 2011 to 2015 average**

| Month | 2011 to 2015 Average | | 2015 | | 2016 | | 2016 v 2015 | | 2016 v 2011 to 2015 Average | |
|---|---|---|---|---|---|---|---|---|---|---|
| | no. | % | no. | % | no. | % | no. | % | no. | % |
| January | 21.6 | 8.4% | 16 | 6.6% | 25 | 10.0% | 9 | 56.3% | 3.4 | 15.7% |
| February | 15.8 | 6.1% | 10 | 4.1% | 16 | 6.4% | 6 | 60.0% | 0.2 | 1.3% |
| March | 20.0 | 7.8% | 21 | 8.6% | 15 | 6.0% | -6 | -28.6% | -5.0 | -25.0% |
| April | 22.8 | 8.9% | 29 | 11.9% | 21 | 8.4% | -8 | -27.6% | -1.8 | -7.9% |
| May | 26.2 | 10.2% | 22 | 9.1% | 21 | 8.4% | -1 | -4.5% | -5.2 | -19.8% |
| June | 17.6 | 6.8% | 19 | 7.8% | 20 | 8.0% | 1 | 5.3% | 2.4 | 13.6% |
| July | 20.6 | 8.0% | 24 | 9.9% | 28 | 11.2% | 4 | 16.7% | 7.4 | 35.9% |
| August | 26.0 | 10.1% | 18 | 7.4% | 17 | 6.8% | -1 | -5.6% | -9.0 | -34.6% |
| September | 23.4 | 9.1% | 21 | 8.6% | 18 | 7.2% | -3 | -14.3% | -5.4 | -23.1% |
| October | 20.8 | 8.1% | 26 | 10.7% | 20 | 8.0% | -6 | -23.1% | -0.8 | -3.8% |
| November | 24.0 | 9.3% | 24 | 9.9% | 20 | 8.0% | -4 | -16.7% | -4.0 | -16.7% |
| December | 18.4 | 7.2% | 13 | 5.3% | 30 | 12.0% | 17 | 130.8% | 11.6 | 63.0% |
| Total | 257.2 | 100.0% | 243 | 100.0% | 251 | 100.0% | 8 | 3.3% | -6.2 | -2.4% |

## Table A.1.4: Fatalities by reporting period, Queensland, 2011 to 2016

| Period Type | Period | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2012 to 2016 Daily Fatality Rate |
|---|---|---|---|---|---|---|---|---|
| | | no. | no. | no. | no. | no. | no. | no. |
| Queensland School Holiday | Easter | 6 | 12 | 13 | 8 | 17 | 12 | 0.74 |
| | Winter | 13 | 9 | 16 | 7 | 11 | 9 | 0.65 |
| | Spring | 11 | 14 | 16 | 10 | 16 | 11 | 0.80 |
| | Summer* | 36 | 40 | 29 | 21 | 31 | 39 | 0.71 |
| Reporting Period | Easter | 6 | 1 | 4 | 3 | 8 | 0 | 0.64 |
| | Christmas* | 10 | 6 | 4 | 4 | 7 | 6 | 0.45 |
| Long Weekend | Anzac Day | - | - | - | 2 | - | 2 | 0.67 |
| | Australia Day | - | - | 4 | 2 | 4 | - | 1.11 |
| | Labour Day | 3 | 5 | 2 | 1 | 1 | 2 | 0.73 |
| | Queen's Birthday | 1 | 5 | 2 | 3 | 3 | 3 | 1.07 |

*Note:*

** This period extends across two calendar years and is therefore listed under the year the period started. For example the 2016-17 Christmas period (December 2016 to January 2017) is listed under 2016.*

## Table A.1.5: Road crash reporting periods, Queensland, 2011 to 2016

| Period Type | Period | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|---|---|---|---|---|---|---|---|
| Queensland School Holiday | Easter | 16 to 26 April | 31 March to 15 April | 29 March to 14 April | 5 to 21 April | 3 to 19 April | 25 March to 10 April |
| | Winter | 25 June to 10 July | 23 June to 8 July | 22 June to 7 July | 28 June to 13 July | 27 June to 12 July | 25 June to 10 July |
| | Spring | 17 September to 2 October | 22 September to 7 October | 21 September to 7 October | 20 September to 6 October | 19 September to 5 October | 17 September to 3 October |
| | Summer* | 10 December 2011 to 22 January 2012 | 15 December 2012 to 28 January 2013 | 14 December 2013 to 27 January 2014 | 13 December 2014 to 26 January 2015 | 12 December 2015 to 26 January 2016 | 10 December 2016 to 22 January 2017 |
| Reporting Period | Easter | 21 to 25 April | 5 to 9 April | 28 March to 1 April | 17 to 21 April | 2 to 6 April | 24 to 28 March |
| | Christmas*^ | 23 December 2011 to 3 January 2012 | 23 December 2012 to 3 January 2013 | 23 December 2013 to 3 January 2014 | 23 December 2014 to 3 January 2015 | 23 December 2015 to 3 January 2016 | 23 December 2016 to 3 January 2017 |
| Long Weekend | Anzac Day | - | - | - | 25 to 27 April | - | 23 to 25 April |
| | Australia Day | - | - | 26 to 28 January | 25 to 27 January | 24 to 26 January | - |
| | Labour Day | 30 April to 2 May | 5 to 7 May | 5 to 7 October | 4 to 6 October | 3 to 5 October | 30 April to 2 May |
| | Queen's Birthday | 11 to 13 June | 29 September to 1 October | 8 to 10 June | 7 to 9 June | 6 to 8 June | 1 to 3 October |

*Note:*

** This period extends across two calendar years and is therefore listed under the year the period started. For example the 2016-17 Christmas period (December 2016 to January 2017) is listed under 2016.*

*^ During 2011, ANZPAA, a joint initiative of the Australian and New Zealand Police, along with the Department of Infrastructure and Transport and the New Zealand Ministry of Transport established a fixed Christmas/New Year reporting period (23 December to 3 January).*

**Figure A.1.1: Fatalities by day of week and time of day, Queensland, 2016 compared with 2015 and the 2011 to 2015 average**

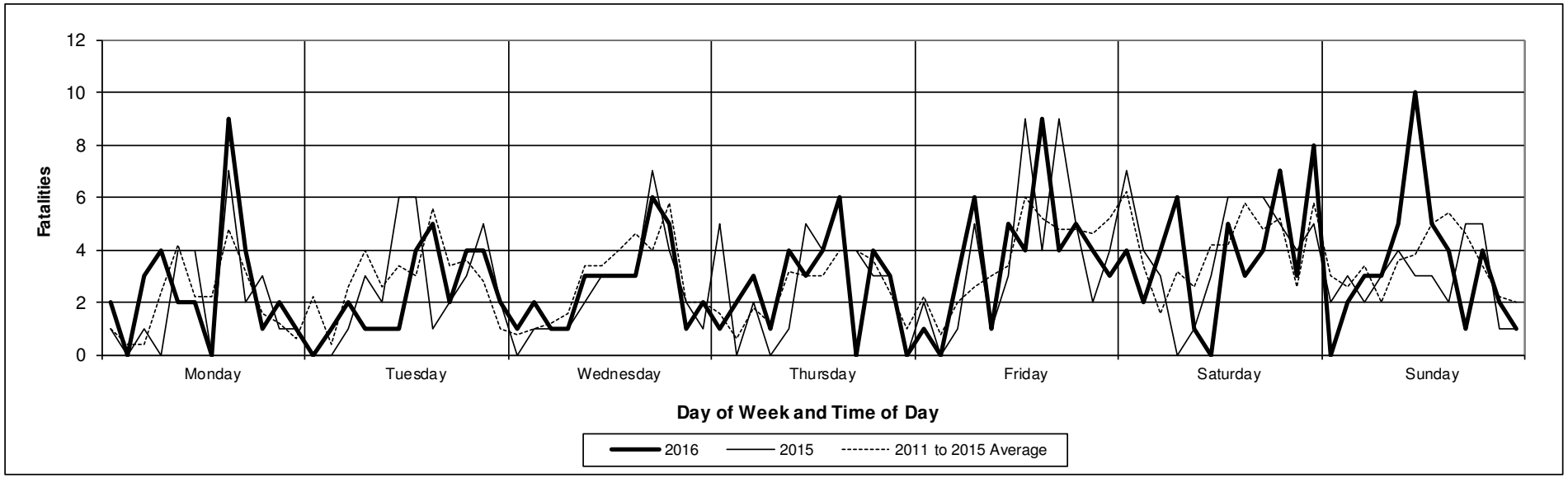



**Table A.1.6: Fatalities by crash type and crash nature, Queensland, 2016 compared with 2015 and the 2011 to 2015 average**

| Crash Type | Crash Nature | 2011 to 2015 Average | | 2015 | | 2016 | | 2016 v 2015 | | 2016 v 2011 to 2015 Average | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | no. | % | no. | % | no. | % | no. | % | no. | % |
| Single Vehicle | Fall from vehicle | 12.2 | 4.7% | 15 | 6.2% | 8 | 3.2% | -7 | -46.7% | -4.2 | -34.4% |
| | Hit object | 88.6 | 34.4% | 104 | 42.8% | 96 | 38.2% | -8 | -7.7% | 7.4 | 8.4% |
| | Hit parked vehicle | 4.8 | 1.9% | 4 | 1.6% | 3 | 1.2% | -1 | -25.0% | -1.8 | -37.5% |
| | Overturned | 21.8 | 8.5% | 17 | 7.0% | 14 | 5.6% | -3 | -17.6% | -7.8 | -35.8% |
| Multi-Vehicle | Angle | 34.4 | 13.4% | 33 | 13.6% | 32 | 12.7% | -1 | -3.0% | -2.4 | -7.0% |
| | Head-on | 52.2 | 20.3% | 40 | 16.5% | 41 | 16.3% | 1 | 2.5% | -11.2 | -21.5% |
| | Rear-end | 11.2 | 4.4% | 7 | 2.9% | 14 | 5.6% | 7 | 100.0% | 2.8 | 25.0% |
| | Sideswipe | 6.4 | 2.5% | 2 | 0.8% | 6 | 2.4% | 4 | 200.0% | -0.4 | -6.3% |
| Hit Pedestrian | Hit pedestrian | 21.2 | 8.2% | 17 | 7.0% | 35 | 13.9% | 18 | 105.9% | 13.8 | 65.1% |
| Other | Hit animal | 3.6 | 1.4% | 4 | 1.6% | 2 | 0.8% | -2 | -50.0% | -1.6 | -44.4% |
| | Other* | 0.8 | 0.3% | 0 | 0.0% | 0 | 0.0% | 0 | - | -0.8 | -100.0% |
| Total Fatalities | | 257.2 | 100.0% | 243 | 100.0% | 251 | 100.0% | 8 | 3.3% | -6.2 | -2.4% |

*Note:*

** Includes miscellaneous crash natures such as struck by internal load, collision crash miscellaneous and non-collision crash miscellaneous.*

**Table A.1.7: Fatalities by roadway feature and traffic control, Queensland, 2016 compared with 2015 and the 2011 to 2015 average**

| Characteristic | 2011 to 2015 Average | | 2015 | | 2016 | | 2016 v 2015 | | 2016 v 2011 to 2015 Average | |
|---|---|---|---|---|---|---|---|---|---|---|
| | no. | % | no. | % | no. | % | no. | % | no. | % |
| **Roadway Feature** | | | | | | | | | | |
| Cross intersection | 16.2 | 6.3% | 17 | 7.0% | 14 | 5.6% | -3 | -17.6% | -2.2 | -13.6% |
| T-Junction intersection | 25.2 | 9.8% | 21 | 8.6% | 32 | 12.7% | 11 | 52.4% | 6.8 | 27.0% |
| Y-Junction intersection | 0.0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | - | 0.0 | - |
| Multiple road intersection | 0.0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | - | 0.0 | - |
| Interchange | 2.2 | 0.9% | 1 | 0.4% | 4 | 1.6% | 3 | 300.0% | 1.8 | 81.8% |
| Roundabout | 3.6 | 1.4% | 4 | 1.6% | 3 | 1.2% | -1 | -25.0% | -0.6 | -16.7% |
| Bridge/causeway | 9.0 | 3.5% | 14 | 5.8% | 8 | 3.2% | -6 | -42.9% | -1.0 | -11.1% |
| Railway crossing | 0.6 | 0.2% | 1 | 0.4% | 0 | 0.0% | -1 | -100.0% | -0.6 | -100.0% |
| Median opening | 1.2 | 0.5% | 0 | 0.0% | 0 | 0.0% | 0 | - | -1.2 | -100.0% |
| Merge lane | 1.8 | 0.7% | 0 | 0.0% | 0 | 0.0% | 0 | - | -1.8 | -100.0% |
| Forestry/National park road | 1.4 | 0.5% | 0 | 0.0% | 0 | 0.0% | 0 | - | -1.4 | -100.0% |
| Bikeway | 0.4 | 0.2% | 0 | 0.0% | 1 | 0.4% | 1 | - | 0.6 | 150.0% |
| Other | 2.0 | 0.8% | 6 | 2.5% | 9 | 3.6% | 3 | 50.0% | 7.0 | 350.0% |
| No roadway feature | 193.6 | 75.3% | 179 | 73.7% | 180 | 71.7% | 1 | 0.6% | -13.6 | -7.0% |
| **Traffic Control** | | | | | | | | | | |
| Police | 0.0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | - | 0.0 | - |
| Road/Rail worker | 0.4 | 0.2% | 0 | 0.0% | 0 | 0.0% | 0 | - | -0.4 | -100.0% |
| Supervised school crossing | 0.0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | - | 0.0 | - |
| Operating traffic lights | 9.0 | 3.5% | 3 | 1.2% | 14 | 5.6% | 11 | 366.7% | 5.0 | 55.6% |
| Flashing amber lights | 0.0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | - | 0.0 | - |
| Railway - lights only | 0.2 | 0.1% | 0 | 0.0% | 0 | 0.0% | 0 | - | -0.2 | -100.0% |
| Railway - lights and boom gate | 0.0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | - | 0.0 | - |
| Stop sign | 7.2 | 2.8% | 4 | 1.6% | 2 | 0.8% | -2 | -50.0% | -5.2 | -72.2% |
| Give way sign | 9.8 | 3.8% | 18 | 7.4% | 15 | 6.0% | -3 | -16.7% | 5.2 | 53.1% |
| Railway crossing sign | 0.0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | - | 0.0 | - |
| Pedestrian crossing sign | 0.0 | 0.0% | 0 | 0.0% | 1 | 0.4% | 1 | - | 1.0 | - |
| School crossing - flags | 0.0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | - | 0.0 | - |
| Pedestrian operated lights | 0.0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | - | 0.0 | - |
| Local area traffic management device | 0.0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | - | 0.0 | - |
| Other | 0.0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | - | 0.0 | - |
| No traffic control | 230.6 | 89.7% | 218 | 89.7% | 219 | 87.3% | 1 | 0.5% | -11.6 | -5.0% |

**Table A.1.8: Fatalities by speed limit. Police region and ABS remoteness classification, Queensland, 2016 compared with 2015 and the 2011 to 2015 average**

| Characteristic | 2011 to 2015 Average | | 2015 | | 2016 | | 2016 v 2015 | | 2016 v 2011 to 2015 Average | |
|---|---|---|---|---|---|---|---|---|---|---|
| | no. | % | no. | % | no. | % | no. | % | no. | % |
| **Speed Limit*** | | | | | | | | | | |
| 0 to 50 km/h | 22.2 | 8.7% | 21 | 8.8% | 16 | 6.4% | -5 | -23.8% | -6.2 | -27.9% |
| 60 km/h | 58.6 | 22.8% | 66 | 27.5% | 59 | 23.5% | -7 | -10.6% | 0.4 | 0.7% |
| 70 km/h | 8.4 | 3.3% | 5 | 2.1% | 18 | 7.2% | 13 | 260.0% | 9.6 | 114.3% |
| 80 to 90 km/h | 44.8 | 17.5% | 41 | 17.1% | 38 | 15.1% | -3 | -7.3% | -6.8 | -15.2% |
| 100 to 110 km/h | 122.6 | 47.8% | 107 | 44.6% | 120 | 47.8% | 13 | 12.1% | -2.6 | -2.1% |
| **Police Region^** | | | | | | | | | | |
| Northern | 38.2 | 14.9% | 48 | 19.8% | 40 | 15.9% | -8 | -16.7% | 1.8 | 4.7% |
| Central | 88.0 | 34.2% | 68 | 28.0% | 79 | 31.5% | 11 | 16.2% | -9.0 | -10.2% |
| Southern | 66.4 | 25.8% | 66 | 27.2% | 69 | 27.5% | 3 | 4.5% | 2.6 | 3.9% |
| South Eastern | 35.6 | 13.8% | 30 | 12.3% | 24 | 9.6% | -6 | -20.0% | -11.6 | -32.6% |
| Brisbane | 29.0 | 11.3% | 31 | 12.8% | 39 | 15.5% | 8 | 25.8% | 10.0 | 34.5% |
| **Remoteness Classification#** | | | | | | | | | | |
| Major cities | 77.6 | 30.2% | 70 | 28.8% | 79 | 31.5% | 9 | 12.9% | 1.4 | 1.8% |
| Inner regional | 85.8 | 33.4% | 83 | 34.2% | 90 | 35.9% | 7 | 8.4% | 4.2 | 4.9% |
| Outer regional | 64.6 | 25.1% | 59 | 24.3% | 63 | 25.1% | 4 | 6.8% | -1.6 | -2.5% |
| Remote | 16.2 | 6.3% | 20 | 8.2% | 12 | 4.8% | -8 | -40.0% | -4.2 | -25.9% |
| Very remote | 13.0 | 5.1% | 11 | 4.5% | 7 | 2.8% | -4 | -36.4% | -6.0 | -46.2% |

*Note:*

** Where speed limit was known*

*^ Where Police region was known*

*# Where remoteness classification was known. These figures were extracted using the Australian Bureau of Statistics (ABS) Australian Standard Geographical Classification (ASGC) Remoteness Classification.*

**Table A.1.9: Fatalities by behaviour/characteristic, Queensland, 2016 compared with 2015 and the 2011 to 2015 average**

| Behaviour / Characteristic | 2011 to 2015 Average | | 2015 | | 2016 | | 2016 v 2015 | | 2016 v 2011 to 2015 Average | |
|---|---|---|---|---|---|---|---|---|---|---|
| | no. | % | no. | % | no. | % | no. | % | no. | % |
| All fatalities | 257 | - | 243 | - | 251 | - | 8 | 3.3% | -6.2 | -2.4% |
| Alcohol/drug related crashes | 91 | 35.4% | 100 | 41.2% | 103 | 41.0% | 3 | 3.0% | 12.0 | 13.2% |
| Involving alcohol impaired pedestrians | 10 | 3.9% | 8 | 3.3% | 16 | 6.4% | 8 | 100.0% | 6.0 | 60.0% |
| Involving drink drivers/riders | 53 | 20.6% | 57 | 23.5% | 46 | 18.3% | -11 | -19.3% | -7.0 | -13.2% |
| Involving speeding drivers/riders | 56 | 21.9% | 62 | 25.5% | 64 | 25.5% | 2 | 3.2% | 7.8 | 13.9% |
| Fatigue related crashes involving motor vehicles | 38 | 14.7% | 28 | 11.5% | 33 | 13.1% | 5 | 17.9% | -4.8 | -12.7% |
| Involving distracted/inattentive drivers/riders | 16 | 6.1% | 27 | 11.1% | 28 | 11.2% | 1 | 3.7% | 12.4 | 79.5% |
| Involving drivers/riders who disobeyed road rules (all) | 152 | 59.1% | 132 | 54.3% | 131 | 52.2% | -1 | -0.8% | -21.0 | -13.8% |
| Involving drivers/riders who disobeyed road rules (traffic lights/signs) | 7 | 2.6% | 1 | 0.4% | 8 | 3.2% | 7 | 700.0% | 1.4 | 21.2% |
| Involving drivers/riders who disobeyed road rules (fail to giveway/stop) | 17 | 6.6% | 14 | 5.8% | 9 | 3.6% | -5 | -35.7% | -8.0 | -47.1% |
| Involving drivers/riders who disobeyed road rules (other) | 132 | 51.2% | 123 | 50.6% | 118 | 47.0% | -5 | -4.1% | -13.8 | -10.5% |
| Involving driver/rider controller conditions | 79 | 30.6% | 81 | 33.3% | 82 | 32.7% | 1 | 1.2% | 3.2 | 4.1% |
| Involving young adult drivers/riders (aged 16 to 24 years) | 68 | 26.5% | 53 | 21.8% | 61 | 24.3% | 8 | 15.1% | -7.2 | -10.6% |
| Involving senior adult drivers/riders (aged 60 years or over) | 61 | 23.6% | 67 | 27.6% | 67 | 26.7% | 0 | 0.0% | 6.4 | 10.6% |
| Involving senior adult drivers/riders (aged 60 to 74 years) | 41 | 16.0% | 36 | 14.8% | 47 | 18.7% | 11 | 30.6% | 5.8 | 14.1% |
| Involving senior adult drivers/riders (aged 75 years or over) | 20 | 7.9% | 31 | 12.8% | 26 | 10.4% | -5 | -16.1% | 5.8 | 28.7% |
| Involving unlicensed drivers/riders | 28 | 10.9% | 30 | 12.3% | 24 | 9.6% | -6 | -20.0% | -4.0 | -14.3% |
| Involving unregistered motor vehicles | 12 | 4.8% | 14 | 5.8% | 29 | 11.6% | 15 | 107.1% | 16.6 | 133.9% |
| Involving vehicle defects | 8 | 3.1% | 11 | 4.5% | 9 | 3.6% | -2 | -18.2% | 1.0 | 12.5% |
| Involving heavy freight vehicles | 54 | 21.0% | 49 | 20.2% | 40 | 15.9% | -9 | -18.4% | -14.0 | -25.9% |
| Involving motorcycles/mopeds | 48 | 18.8% | 54 | 22.2% | 64 | 25.5% | 10 | 18.5% | 15.6 | 32.2% |
| Involving motorcycles | 47 | 18.4% | 54 | 22.2% | 64 | 25.5% | 10 | 18.5% | 16.8 | 35.6% |
| Involving mopeds | 1 | 0.5% | 0 | 0.0% | 0 | 0.0% | 0 | - | -1.2 | -100.0% |
| Involving buses | 5 | 1.9% | 2 | 0.8% | 3 | 1.2% | 1 | 50.0% | -1.8 | -37.5% |
| Involving atmospheric conditions | 8 | 3.0% | 7 | 2.9% | 4 | 1.6% | -3 | -42.9% | -3.8 | -48.7% |
| Involving rain/wet/slippery conditions | 21 | 8.2% | 20 | 8.2% | 11 | 4.4% | -9 | -45.0% | -10.2 | -48.1% |
| Involving road conditions | 29 | 11.1% | 35 | 14.4% | 25 | 10.0% | -10 | -28.6% | -3.6 | -12.6% |
| Involving lighting conditions | 11 | 4.1% | 11 | 4.5% | 20 | 8.0% | 9 | 81.8% | 9.4 | 88.7% |
| All vehicle occupant fatalities, where restraint use was known | 115 | 44.6% | 128 | 52.7% | 117 | 46.6% | -11 | -8.6% | 2.2 | 1.9% |
| Unrestrained vehicle occupant fatalities, where restraint use was known^ | 32 | 28.2% | 35 | 27.3% | 18 | 15.4% | -17 | -48.6% | -14.4 | -44.4% |

*Note:*

*^ Unrestrained vehicle occupant fatalities are calculated as a percentage of all vehicle occupant fatalities, where restraint use was known*

## A.2 Motor vehicles/controllers involved in fatal crashes

A ***motor vehicle*** is a unit type grouping that includes the following vehicle (unit) types: car, station wagon, utility, panel van, rigid truck, articulated truck, bus, motorcycle, moped, road train/B-Double/B-Triple and special purpose vehicle. Pedestrians, bicycles, towed devices, wheeled recreational devices (WRD), personal mobility devices (PMD, e.g. Segway) and animals are NOT considered motor vehicles.

A ***special purpose vehicle*** refers to plant, machinery and equipment (eg grader, excavator, road roller motorised road sweeper, farm machinery etc) and any other special purpose vehicle such as ambulance, hearse, fire engine, tow truck, mobile crane, truck with machinery mounted, motorised camper, motorised wheelchair, garbage collection vehicle, concrete mixer, mobile home, golf buggy and motorised go-kart. Vehicles must be capable of doing more than 10km/hr.

A ***motorcycle*** refers to mechanically or electrically propelled two, three or four wheeled bikes including motorcycles with or without side-cars or trailers, motor scooters, trail bikes, mini bikes, and mopeds.

*Please note that some vehicle (unit) types are not reportable individually.*

**Table A.2.1: Motor vehicles involved in fatal crashes by vehicle type, Queensland, 2011 to 2016**

| Unit Type | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|---|---|---|---|---|---|---|
| | no. | no. | no. | no. | no. | no. |
| Light Passenger Vehicle | 230 | 258 | 248 | 214 | 212 | 238 |
| Motorcycle/Moped | 47 | 62 | 47 | 37 | 58 | 69 |
| Heavy Freight Vehicle | 49 | 68 | 44 | 38 | 44 | 39 |
| Bus | 7 | 7 | 5 | 1 | 2 | 3 |
| Special Purpose Vehicle | 10 | 6 | 7 | 7 | 2 | 1 |
| All Motor Vehicles | 343 | 401 | 351 | 297 | 318 | 350 |

**Table A.2.2: Motor vehicles on register (as at 30 June) by vehicle type, Queensland, 2011 to 2016**

| Unit Type | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|---|---|---|---|---|---|---|
| | no. | no. | no. | no. | no. | no. |
| Light Passenger Vehicle | 3,181,144 | 3,272,273 | 3,373,885 | 3,452,689 | 3,517,413 | 3,606,062 |
| Motorcycle/Moped | 162,222 | 170,259 | 179,005 | 186,440 | 192,053 | 198,468 |
| Heavy Freight Vehicle | 89,184 | 91,277 | 93,312 | 94,157 | 92,892 | 93,019 |
| Bus | 19,802 | 20,696 | 21,140 | 21,241 | 21,269 | 21,118 |
| Other^ | 118,952 | 125,246 | 131,329 | 136,227 | 138,371 | 141,322 |
| All Motor Vehicles | 3,571,304 | 3,679,751 | 3,798,671 | 3,890,754 | 3,961,998 | 4,059,989 |

*Note:*

*^ Includes vehicles types such as conditionally registered vehicles, campervans, motorhomes, mobile machinery and motorised wheelchairs. Dealer plates are not included.*

**Table A.2.3: Motor vehicles involved in fatal crashes per 10,000 motor vehicles on register (as at 30 June) by vehicle type, Queensland, 2011 to 2016**

| Unit Type | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|---|---|---|---|---|---|---|
| | no. | no. | no. | no. | no. | no. |
| Light Passenger Vehicle | 0.72 | 0.79 | 0.74 | 0.62 | 0.60 | 0.66 |
| Motorcycle/Moped | 2.90 | 3.64 | 2.63 | 1.98 | 3.02 | 3.48 |
| Heavy Freight Vehicle | 5.49 | 7.45 | 4.72 | 4.04 | 4.74 | 4.19 |
| Bus | 3.53 | 3.38 | 2.37 | 0.47 | 0.94 | 1.42 |

**Table A.2.4: Licensed drivers and riders involved in fatal crashes by year, age group and licence type, Queensland, 2011 to 2016**

| Age Group | Licence Type | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|---|---|---|---|---|---|---|---|
| | | no. | no. | no. | no. | no. | no. |
| 16 to 24^ | Learner (L) | 3 | 10 | 5 | 2 | 2 | 3 |
| | Provisional (P, P1, P2) | 28 | 37 | 29 | 18 | 21 | 23 |
| | Open (O) | 17 | 15 | 16 | 11 | 15 | 22 |
| | All (L, P, P1, P2, O) | 48 | 62 | 50 | 31 | 38 | 48 |
| 25 to 59^ | Learner (L) | 2 | 6 | 5 | 0 | 1 | 1 |
| | Provisional (P, P1, P2) | 6 | 3 | 4 | 5 | 6 | 13 |
| | Open (O) | 177 | 196 | 180 | 156 | 158 | 176 |
| | All (L, P, P1, P2, O) | 185 | 205 | 189 | 161 | 165 | 190 |
| 60 to 74^ | Learner (L) | 0 | 0 | 0 | 0 | 0 | 0 |
| | Provisional (P, P1, P2) | 0 | 0 | 0 | 0 | 0 | 0 |
| | Open (O) | 36 | 46 | 39 | 32 | 33 | 49 |
| | All (L, P, P1, P2, O) | 36 | 46 | 39 | 32 | 33 | 49 |
| 75 and over^ | Learner (L) | 0 | 0 | 0 | 0 | 0 | 0 |
| | Provisional (P, P1, P2) | 0 | 0 | 0 | 0 | 0 | 0 |
| | Open (O) | 15 | 16 | 19 | 11 | 27 | 22 |
| | All (L, P, P1, P2, O) | 15 | 16 | 19 | 11 | 27 | 22 |
| All* | Learner (L) | 5 | 16 | 10 | 2 | 3 | 4 |
| | Provisional (P, P1, P2) | 34 | 40 | 33 | 23 | 27 | 36 |
| | Open (O) | 245 | 273 | 254 | 210 | 233 | 269 |
| | All (L, P, P1, P2, O) | 284 | 329 | 297 | 235 | 263 | 309 |

*Note:*

*^ Where controller age and licence level were known.*

** Where controller licence level was known. May include controllers with an unknown age.*

*In July 2007 the minimum age for issuing learner licences was lowered from 16 years 6 months to 16 years, and the provisional P1 and provisional P2 licence levels were introduced.*

**Table A.2.5: Licences on record (as at 30 June) by year, age group and licence type, Queensland, 2011 to 2016**

| Age Group | Licence Type | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|---|---|---|---|---|---|---|---|
| | | no. | no. | no. | no. | no. | no. |
| 16 to 24 | Learner (L) | 138,328 | 133,868 | 134,139 | 131,518 | 131,989 | 131,455 |
| | Provisional (P, P1, P2) | 149,038 | 162,134 | 169,270 | 168,124 | 165,784 | 165,703 |
| | Open (O) | 181,273 | 170,642 | 170,508 | 172,462 | 178,054 | 184,509 |
| | All (L, P, P1, P2, O) | 468,639 | 466,644 | 473,917 | 472,104 | 475,827 | 481,667 |
| 25 to 59 | Learner (L) | 40,388 | 40,655 | 42,115 | 40,101 | 40,755 | 41,689 |
| | Provisional (P, P1, P2) | 33,056 | 31,780 | 33,273 | 35,673 | 34,730 | 37,246 |
| | Open (O) | 2,009,209 | 2,035,121 | 2,066,905 | 2,053,650 | 2,072,545 | 2,103,567 |
| | All (L, P, P1, P2, O) | 2,082,653 | 2,107,556 | 2,142,293 | 2,129,424 | 2,148,030 | 2,182,502 |
| 60 to 74 | Learner (L) | 950 | 1,044 | 1,149 | 1,135 | 1,268 | 1,467 |
| | Provisional (P, P1, P2) | 1,016 | 1,011 | 981 | 1,203 | 1,245 | 1,172 |
| | Open (O) | 538,580 | 564,789 | 587,726 | 602,029 | 623,015 | 645,764 |
| | All (L, P, P1, P2, O) | 540,546 | 566,844 | 589,856 | 604,367 | 625,528 | 648,403 |
| 75 and over | Learner (L) | 43 | 50 | 55 | 53 | 61 | 77 |
| | Provisional (P, P1, P2) | 63 | 72 | 72 | 84 | 88 | 76 |
| | Open (O) | 148,995 | 159,838 | 168,631 | 178,239 | 182,637 | 192,981 |
| | All (L, P, P1, P2, O) | 149,101 | 159,960 | 168,758 | 178,376 | 182,786 | 193,134 |
| All | Learner (L) | 179,709 | 175,617 | 177,458 | 172,807 | 174,073 | 174,688 |
| | Provisional (P, P1, P2) | 183,173 | 194,997 | 203,596 | 205,084 | 201,847 | 204,197 |
| | Open (O) | 2,878,057 | 2,930,390 | 2,993,770 | 3,006,380 | 3,056,251 | 3,126,821 |
| | All (L, P, P1, P2, O) | 3,240,939 | 3,301,004 | 3,374,824 | 3,384,271 | 3,432,171 | 3,505,706 |

*Note:*

*In July 2007 the minimum age for issuing learner licences was lowered from 16 years 6 months to 16 years, and the provisional P1 and provisional P2 licence levels were introduced.*

**Table A.2.6: Licensed drivers and riders involved in fatal crashes per 100,000 licences on record (as at 30 June) by year, age group and licence type, Queensland, 2011 to 2016**

| Age Group | Licence Type | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|---|---|---|---|---|---|---|---|
| | | no. | no. | no. | no. | no. | no. |
| 16 to 24^ | Learner (L) | 2.17 | 7.47 | 3.73 | 1.52 | 1.52 | 2.28 |
| | Provisional (P, P1, P2) | 18.79 | 22.82 | 17.13 | 10.71 | 12.67 | 13.88 |
| | Open (O) | 9.38 | 8.79 | 9.38 | 6.38 | 8.42 | 11.92 |
| | All (L, P, P1, P2, O) | 10.24 | 13.29 | 10.55 | 6.57 | 7.99 | 9.97 |
| 25 to 59^ | Learner (L) | 4.95 | 14.76 | 11.87 | 0.00 | 2.45 | 2.40 |
| | Provisional (P, P1, P2) | 18.15 | 9.44 | 12.02 | 14.02 | 17.28 | 34.90 |
| | Open (O) | 8.81 | 9.63 | 8.71 | 7.60 | 7.62 | 8.37 |
| | All (L, P, P1, P2, O) | 8.88 | 9.73 | 8.82 | 7.56 | 7.68 | 8.71 |
| 60 to 74^ | Learner (L) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| | Provisional (P, P1, P2) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| | Open (O) | 6.68 | 8.14 | 6.64 | 5.32 | 5.30 | 7.59 |
| | All (L, P, P1, P2, O) | 6.66 | 8.12 | 6.61 | 5.29 | 5.28 | 7.56 |
| 75 and over^ | Learner (L) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| | Provisional (P, P1, P2) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| | Open (O) | 10.07 | 10.01 | 11.27 | 6.17 | 14.78 | 11.40 |
| | All (L, P, P1, P2, O) | 10.06 | 10.00 | 11.26 | 6.17 | 14.77 | 11.39 |
| All* | Learner (L) | 2.78 | 9.11 | 5.64 | 1.16 | 1.72 | 2.29 |
| | Provisional (P, P1, P2) | 18.56 | 20.51 | 16.21 | 11.21 | 13.38 | 17.63 |
| | Open (O) | 8.51 | 9.32 | 8.48 | 6.99 | 7.62 | 8.60 |
| | All (L, P, P1, P2, O) | 8.76 | 9.97 | 8.80 | 6.94 | 7.66 | 8.81 |

*Note:*

*^ Where controller age and licence level were known.*

** Where controller licence level was known. May include controllers with an unknown age.*

*In July 2007 the minimum age for issuing learner licences was lowered from 16 years 6 months to 16 years, and the provisional P1 and provisional P2 licence levels were introduced.*