

# Queensland Road Crash Weekly Report

Report No: 1381

Data Extracted: 22 Jul 2024

Fatalities: Year to Date to Sunday, 21 July 2024

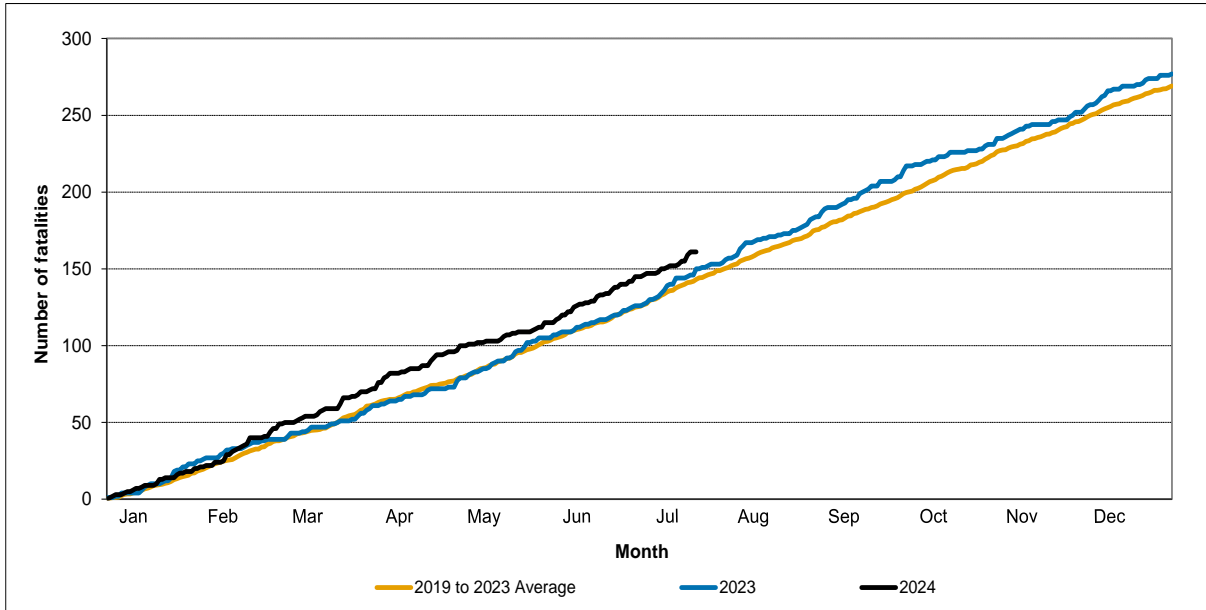
Table 1: Comparative Queensland Road Fatalities

|  | 2019                    | 2020 | 2021 | 2022 | 2023 | 2024 | Variation in 2024<br>from 2023 |        | Variation in 2024<br>from the<br>2019 to 2023 Avg |         |
|--|-------------------------|------|------|------|------|------|--------------------------------|--------|---|---------|
|  | Year to Date to 21 July |      |      |      |      |      | no.                            | %      | no. <sub>1</sub>                                  | %       |
| Total fatal crashes                                      | 98                      | 122  | 138  | 153  | 142  | 146  | 4                              | 2.8%   | 15  | 11.8%   |
| Total fatalities   | 115                     | 135  | 150  | 166  | 150  | 161  | 11                             | 7.3%   | 18  | 12.4%   |
| Driver fatalities  | 54                      | 56   | 61   | 87   | 66   | 67   | 1                              | 1.5%   | 2   | 3.4%    |
| Passenger fatalities                                     | 24                      | 24   | 32   | 26   | 17   | 27   | 10                             | 58.8%  | 2   | 9.8%    |
| Motorcycle/Moped rider and pillion fatalities            | 26                      | 30   | 43   | 38   | 48   | 44   | -4                             | -8.3%  | 7   | 18.9%   |
| Bicycle rider and pillion fatalities                     | 2                       | 5    | 4    | 1    | 3    | 4    | 1                              | 33.3%  | 1   | 33.3%   |
| Personal mobility device user fatalities <sub>2</sub>    | -                       | -    | -    | -    | 1    | 4    | 3                              | 300.0% | -   | -       |
| Pedestrian fatalities                                    | 8                       | 20   | 10   | 14   | 15   | 15   | 0                              | 0.0%   | 2   | 11.9%   |
| Other fatalities <sub>3</sub>                            | 1                       | 0    | 0    | 0    | 0    | 0    | 0                              | -      | 0   | -100.0% |
| Fatalities involving heavy freight vehicles <sub>4</sub> | 20                      | 22   | 26   | 35   | 31   | 27   | -4                             | -12.9% | 0   | 0.7%    |

Note:  
Figures are preliminary.  
<sup>1</sup> Figures are rounded to the nearest whole number.  
<sup>2</sup> Personal mobility device users were recorded as pedestrians prior to 1 November 2022.  
<sup>3</sup> Includes other fatalities such as horse riders and train drivers and passengers.  
<sup>4</sup> Includes all fatalities as a result of crashes involving heavy freight vehicles. These figures are also included in the road user type breakdown above (e.g. drivers, passengers, etc).

During 1 January to 21 July 2024, there were 161 fatalities as a result of crashes within Queensland, which is 11 fatalities (or 7.3%) greater than the same period for the previous year and 18 fatalities (or 12.4%) greater than the previous five year average for the same period (Table 1).

Figure 1: Cumulative Daily Road Fatalities, Queensland



**Table 2: Fatalities by Police Region**

| Police Region | 2019                    | 2020 | 2021 | 2022 | 2023 | 2024 | Variation in 2024<br>from 2023 |        | Variation in 2024<br>from the<br>2019 to 2023 Avg |        |
|---------------|-------------------------|------|------|------|------|------|--------------------------------|--------|---|--------|
|               | Year to Date to 21 July |      |      |      |      |      | no.                            | %      | no.*  | %      |
|               |                         |      |      |      |      |      |                                |        |   |        |
| Brisbane      | 14                      | 13   | 23   | 12   | 13   | 31   | 18                             | 138.5% | 16  | 106.7% |
| Central       | 15                      | 22   | 17   | 32   | 13   | 23   | 10                             | 76.9%  | 3   | 16.2%  |
| Far Northern  | 14                      | 10   | 11   | 18   | 9    | 12   | 3                              | 33.3%  | 0   | -3.2%  |
| North Coast   | 22                      | 31   | 45   | 35   | 45   | 29   | -16                            | -35.6% | -7  | -18.5% |
| Northern      | 13                      | 14   | 14   | 8    | 6    | 11   | 5                              | 83.3%  | 0   | 0.0%   |
| South Eastern | 9                       | 17   | 15   | 21   | 24   | 24   | 0                              | 0.0%   | 7   | 39.5%  |
| Southern      | 28                      | 28   | 25   | 40   | 40   | 31   | -9                             | -22.5% | -1  | -3.7%  |

Note:

Figures are preliminary.

Where Police Region was known.

\* Figures are rounded to the nearest whole number.

**Table 3: Fatalities by TMR Customer Services Branch Region**

| Transport and Main Roads<br>Customer Services Branch Region | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | Variation in 2024<br>from 2023 |        | Variation in 2024<br>from the<br>2019 to 2023 Avg |       |
|---|------|------|------|------|------|------|--------------------------------|--------|---|-------|
|   |      |      |      |      |      |      | Year to Date to 21 July        |        | no.*  | %     |
|   |      |      |      |      |      |      | no.                            | %      |   |       |
| Central   | 15   | 23   | 18   | 32   | 13   | 23   | 10                             | 76.9%  | 3   | 13.9% |
| Northern  | 27   | 24   | 25   | 26   | 15   | 23   | 8                              | 53.3%  | 0   | -1.7% |
| SEQ North   | 19   | 23   | 28   | 31   | 32   | 34   | 2                              | 6.3%   | 7   | 27.8% |
| SEQ South   | 24   | 31   | 33   | 41   | 44   | 44   | 0                              | 0.0%   | 9   | 27.2% |
| Southern  | 30   | 34   | 46   | 36   | 46   | 37   | -9                             | -19.6% | -1  | -3.6% |

Note:

Figures are preliminary.

Where CSB Region was known.

\* Figures are rounded to the nearest whole number.

**Table 4: Fatalities by TMR Program Delivery and Operations Region**

| Transport and Main Roads<br>Program Delivery and Operations Region | 2019                    | 2020 | 2021 | 2022 | 2023 | 2024 | Variation in 2024<br>from 2023 |        | Variation in 2024<br>from the<br>2019 to 2023 Avg |        |
|--|-------------------------|------|------|------|------|------|--------------------------------|--------|---|--------|
|  | Year to Date to 21 July |      |      |      |      |      | no.                            | %      | no.*  | %      |
|  |                         |      |      |      |      |      |                                |        |   |        |
| Central Queensland   | 15                      | 23   | 18   | 32   | 13   | 23   | 10                             | 76.9%  | 3   | 13.9%  |
| Metropolitan   | 15                      | 16   | 21   | 20   | 20   | 38   | 18                             | 90.0%  | 20  | 106.5% |
| North Coast  | 15                      | 18   | 25   | 27   | 26   | 15   | -11                            | -42.3% | -7  | -32.4% |
| North Queensland   | 27                      | 24   | 25   | 26   | 15   | 23   | 8                              | 53.3%  | 0   | -1.7%  |
| South Coast  | 11                      | 18   | 15   | 24   | 28   | 23   | -5                             | -17.9% | 4   | 19.8%  |
| Southern Queensland  | 32                      | 36   | 46   | 37   | 48   | 39   | -9                             | -18.8% | -1  | -2.0%  |

Note

Figures are preliminary.

Where PDO Region was known.

\* Figures are rounded to the nearest whole number.

# Fatalities: 1 January 2018 to 31 December 2023 and Year to Date to 29 February 2024

Table 5: Fatalities by characteristic

| Behaviour / Characteristic:<br>Fatalities as a result of crashes           | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | Variation in 2023<br>from 2022 |     | Variation in 2023<br>from the 2018 to<br>2022 Avg |      | Year to Date to<br>29 February 2024 |     |       |
|--|------|------|------|------|------|------|--------------------------------|-----|---|------|-------------------------------------|-----|-------|
| 1 January 2018 to 31 December 2023<br>and Year to Date to 29 February 2024 | no.  | no.  | no.  | no.  | no.  | no.  | %                              | no. | %   | no.* | %                                   | no. | %     |
| All fatalities   | 245  | 220  | 278  | 275  | 296  | 277  | -                              | -19 | -6.4%   | 14   | 5.4%                                | 49  |       |
| Involving speeding drivers/riders  | 51   | 51   | 70   | 78   | 88   | 88   | 31.8%                          | 0   | 0.0%  | 20   | 30.2%                               | 13  | 26.5% |
| Involving drink drivers/riders   | 43   | 46   | 62   | 64   | 66   | 50   | 18.1%                          | -16 | -24.2%  | -6   | -11.0%                              | 11  | 22.4% |
| Involving drug drivers/riders~   | 42   | 43   | 68   | 53   | 63   | 60   | 21.7%                          | -3  | -4.8%   | 6    | 11.5%                               | 7   | 14.3% |
| Involving distracted/inattentive drivers/riders                            | 33   | 22   | 26   | 25   | 36   | 32   | 11.6%                          | -4  | -11.1%  | 4    | 12.7%                               | 6   | 12.2% |
| Fatigue related crashes (involving drivers/riders)                         | 30   | 30   | 33   | 42   | 33   | 34   | 12.3%                          | 1   | 3.0%  | 0    | 1.2%                                | 11  | 22.4% |
| Involving young adult drivers/riders, aged 16 to 24 years                  | 61   | 69   | 81   | 79   | 74   | 75   | 27.1%                          | 1   | 1.4%  | 2    | 3.0%                                | 13  | 26.5% |
| Involving young adult drivers/riders, aged 16 years                        | 0    | 4    | 1    | 0    | 2    | 0    | 0.0%                           | -2  | -100.0%   | -1   | -100.0%                             | 1   | 2.0%  |
| Involving young adult drivers/riders, aged 17 to 20 years                  | 30   | 42   | 32   | 49   | 33   | 45   | 16.2%                          | 12  | 36.4%   | 8    | 21.0%                               | 9   | 18.4% |
| Involving young adult drivers/riders, aged 21 to 24 years                  | 31   | 24   | 49   | 34   | 40   | 32   | 11.6%                          | -8  | -20.0%  | -4   | -10.1%                              | 4   | 8.2%  |
| Involving senior adult drivers/riders, aged 60 to 74 years                 | 62   | 46   | 49   | 50   | 76   | 55   | 19.9%                          | -21 | -27.6%  | -2   | -2.8%                               | 12  | 24.5% |
| Involving senior adult drivers/riders, aged 75 years or over               | 18   | 24   | 24   | 17   | 26   | 26   | 9.4%                           | 0   | 0.0%  | 4    | 19.3%                               | 4   | 8.2%  |
| Involving learner drivers/riders   | 7    | 9    | 10   | 14   | 8    | 11   | 4.0%                           | 3   | 37.5%   | 1    | 14.6%                               | 2   | 4.1%  |
| Involving provisional/P1/P2 drivers/riders                                 | 37   | 43   | 34   | 46   | 47   | 30   | 10.8%                          | -17 | -36.2%  | -11  | -27.5%                              | 4   | 8.2%  |
| Involving unlicensed drivers/riders  | 26   | 24   | 37   | 39   | 40   | 43   | 15.5%                          | 3   | 7.5%  | 10   | 29.5%                               | 10  | 20.4% |
| Involving heavy freight vehicles   | 53   | 36   | 47   | 51   | 52   | 50   | 18.1%                          | -2  | -3.8%   | 2    | 4.6%                                | 4   | 8.2%  |
| Involving motorcycles (excluding mopeds)                                   | 41   | 44   | 55   | 67   | 72   | 81   | 29.2%                          | 9   | 12.5%   | 25   | 45.2%                               | 18  | 36.7% |
| Involving mopeds   | 2    | 2    | 0    | 0    | 2    | 1    | 0.4%                           | -1  | -50.0%  | 0    | -16.7%                              | 0   | 0.0%  |
| Involving buses  | 5    | 0    | 3    | 3    | 4    | 3    | 1.1%                           | -1  | -25.0%  | 0    | 0.0%                                | 0   | 0.0%  |
| Child road user fatalities, aged 16 years or younger^                      | 12   | 14   | 15   | 15   | 17   | 7    | 2.5%                           | -10 | -58.8%  | -8   | -52.1%                              | 1   | 2.0%  |
| Young adult road user fatalities, aged 17 to 24 years^                     | 45   | 53   | 49   | 48   | 51   | 56   | 20.2%                          | 5   | 9.8%  | 7    | 13.8%                               | 7   | 14.3% |
| Mature adult road user fatalities, aged 25 to 59 years^                    | 124  | 98   | 148  | 153  | 150  | 144  | 52.0%                          | -6  | -4.0%   | 9    | 7.0%                                | 27  | 55.1% |
| Senior adult road user fatalities, aged 60 to 74 years^                    | 43   | 31   | 38   | 31   | 45   | 46   | 16.6%                          | 1   | 2.2%  | 8    | 22.3%                               | 10  | 20.4% |
| Senior adult road user fatalities, aged 75 years or over^                  | 20   | 24   | 28   | 28   | 33   | 24   | 8.7%                           | -9  | -27.3%  | -3   | -9.8%                               | 4   | 8.2%  |
| Vehicle occupant fatalities  | 162  | 150  | 183  | 178  | 188  | 167  | -                              | -21 | -11.2%  | -5   | -3.0%                               | 24  | -     |
| Vehicle occupant fatalities, where restraint use was known                 | 112  | 110  | 139  | 147  | 144  | 137  | -                              | -7  | -4.9%   | 7    | 5.1%                                | 15  | -     |
| Unrestrained vehicle occupant fatalities#                                  | 31   | 28   | 43   | 40   | 40   | 40   | 29.2%                          | -   | 5.1%  | -    | 4.6%                                | 3   | 20.0% |

Note:  
 Figures are preliminary.  
 \* Figures are rounded to the nearest whole number.  
 ^ Where age was known.  
 ~ Drug driving figures for fatal crashes are available from 1 January 2017, therefore figures have been compared against the previous four year average.  
 # Restraint use is not applicable for all road user types (i.e. pedestrians, motorcycle riders/pillions, etc) and is not always known. Therefore the variation in unrestrained vehicle occupant casualties is measured as a change in the percentage of all vehicle occupant casualties, instead of the change in number, where restraint use was known.

## Fatalities per 100,000 population: 12 months to 30 June 2024

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

| State                        | July 2022 to June 2023 |                                  |                                   | July 2023 to June 2024 |                                  |                                   | Percentage difference in rate with previous 12 month period |
|------------------------------|------------------------|----------------------------------|-----------------------------------|------------------------|----------------------------------|-----------------------------------|---|
|                              | Fatalities             | Population ('000) as at Dec 2022 | Fatalities per 100,000 population | Fatalities             | Population ('000) as at Dec 2023 | Fatalities per 100,000 population |   |
| Queensland                   | 272                    | 5,386.9                          | 5.05                              | 296                    | 5,528.3                          | 5.35                              | 6.0%  |
| New South Wales              | 291                    | 8,249.3                          | 3.53                              | 358                    | 8,434.8                          | 4.24                              | 20.3%   |
| Victoria                     | 266                    | 6,719.5                          | 3.96                              | 290                    | 6,906.0                          | 4.20                              | 6.1%  |
| South Australia              | 93                     | 1,836.1                          | 5.07                              | 101                    | 1,866.3                          | 5.41                              | 6.8%  |
| Western Australia            | 176                    | 2,834.1                          | 6.21                              | 178                    | 2,927.9                          | 6.08                              | -2.1%   |
| Tasmania                     | 39                     | 572.4                            | 6.81                              | 27                     | 574.7                            | 4.70                              | -31.1%  |
| Northern Territory           | 31                     | 251.2                            | 12.34                             | 55                     | 253.6                            | 21.68                             | 75.8%   |
| Australian Capital Territory | 10                     | 461.1                            | 2.17                              | 8                      | 470.2                            | 1.70                              | -21.5%  |
| Rest of Australia            | 906                    | 20,928.7                         | 4.33                              | 1,017                  | 21,438.5                         | 4.74                              | 9.6%  |
| Australian Total             | 1,178                  | 26,315.6                         | 4.48                              | 1,313                  | 26,966.8                         | 4.87                              | 8.8%  |

Data source:

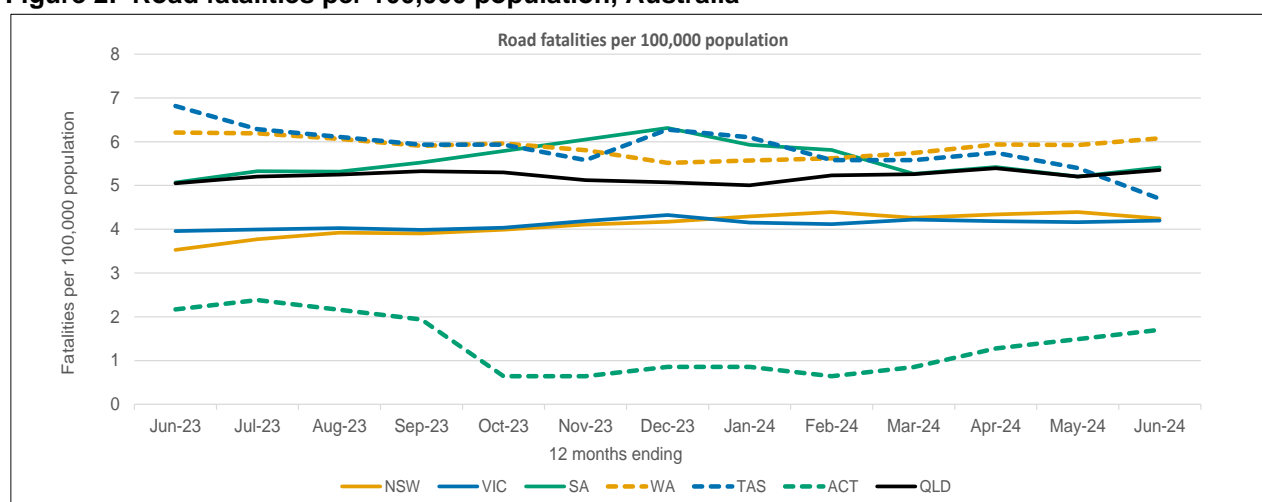
Population: Australian Bureau of Statistics - Catalog 3101.0

Interstate fatalities: Relevant State Authority

Note:

Figures are preliminary

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



For the 12 month period, 1 July 2023 to 30 June 2024:

- There were 296 fatalities within Queensland, which is 24 fatalities (or 8.8%) greater than the previous 12 month period (272).
- The road fatality rate for Queensland was 5.35 fatalities per 100,000 population which is 6.0% higher than the previous 12 month period (5.05) and is fifth behind the Australian Capital Territory (1.70), Victoria (4.20), New South Wales (4.24) and Tasmania (4.70).
- There were 1,313 fatalities within Australia, which is 135 fatalities (or 11.5%) greater than the previous 12 month period (1,178).
- The road fatality rate for Australia was 4.87 fatalities per 100,000 population which is 8.8% higher than the previous 12 month period (4.48).

## Hospitalised Casualties: Year to Date to Saturday, 30 September 2023

**Table 7: Comparative Queensland Hospitalised Casualties**

|   | 2018                         | 2019         | 2020         | 2021         | 2022         | 2023         | Variation in 2023 from 2022 |              | Variation in 2023 from the 2018 to 2022 Avg |              |
|---|------------------------------|--------------|--------------|--------------|--------------|--------------|-----------------------------|--------------|---|--------------|
|   | Year to Date to 30 September |              |              |              |              |              | no.                         | %            | no. <sup>1</sup>                            | %            |
| <b>Total hospitalisation crashes</b>                                  | <b>4,109</b>                 | <b>4,244</b> | <b>4,053</b> | <b>4,810</b> | <b>4,477</b> | <b>5,063</b> | <b>586</b>                  | <b>13.1%</b> | <b>724</b>                                  | <b>16.7%</b> |
| <b>Total hospitalised casualties</b>                                  | <b>5,058</b>                 | <b>5,305</b> | <b>4,973</b> | <b>6,010</b> | <b>5,579</b> | <b>6,264</b> | <b>685</b>                  | <b>12.3%</b> | <b>879</b>                                  | <b>16.3%</b> |
| Driver hospitalised casualties  | 2,793                        | 2,966        | 2,799        | 3,524        | 3,132        | 3,458        | 326                         | 10.4%        | 415   | 13.6%        |
| Passenger hospitalised casualties                                     | 974                          | 1,042        | 930          | 1,093        | 1,061        | 1,087        | 26                          | 2.5%         | 67  | 6.6%         |
| Motorcycle/Moped rider and pillion hospitalised casualties            | 758                          | 761          | 748          | 830          | 770          | 924          | 154                         | 20.0%        | 151   | 19.5%        |
| Bicycle rider and pillion hospitalised casualties                     | 269                          | 265          | 274          | 255          | 268          | 315          | 47                          | 17.5%        | 49  | 18.3%        |
| Personal mobility device user hospitalised casualties <sup>2</sup>    | -                            | -            | -            | -            | -            | 153          | -                           | -            | -   | -            |
| Pedestrian hospitalised casualties                                    | 257                          | 258          | 214          | 289          | 341          | 314          | -27                         | -7.9%        | 42  | 15.5%        |
| Other hospitalised casualties <sup>3</sup>                            | 7                            | 13           | 8            | 19           | 7            | 13           | 6                           | 85.7%        | 2   | 20.4%        |
| Hospitalised casualties involving heavy freight vehicles <sup>4</sup> | 378                          | 384          | 312          | 371          | 427          | 469          | 42                          | 9.8%         | 95  | 25.3%        |

Note:

Figures are preliminary.

<sup>1</sup> Figures are rounded to the nearest whole number.

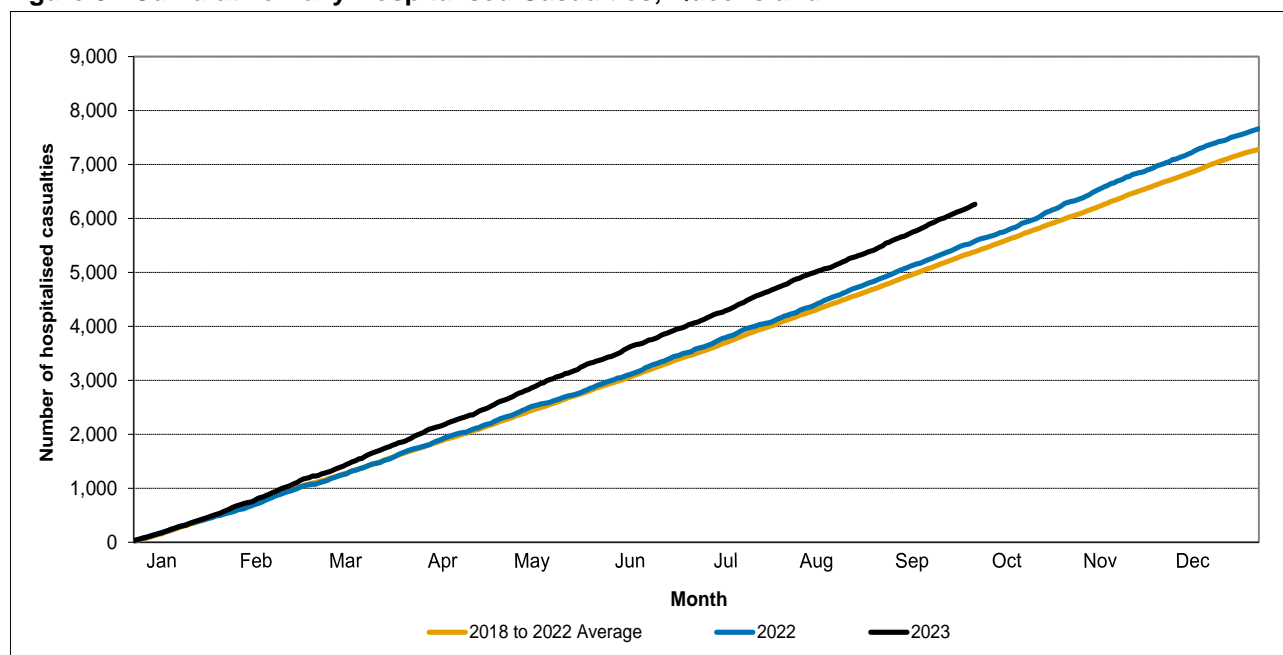
<sup>2</sup> Personal mobility device users were recorded as pedestrians prior to 1 November 2022

<sup>3</sup> Includes other hospitalised casualties such as horse riders and train drivers and passengers.

<sup>4</sup> Includes all hospitalised casualties as a result of crashes involving heavy freight vehicles. These figures are also included in the road user type breakdown above (e.g. drivers, passengers, etc).

During 1 January to 30 September 2023, there were 6,264 hospitalised casualties as a result of crashes within Queensland, which is 685 hospitalised casualties (or 12.3%) greater than the same period for the previous year and 879 hospitalised casualties (or 16.3%) greater than the previous five year average for the same period (Table 7).

**Figure 3: Cumulative Daily Hospitalised Casualties, Queensland**



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

| Police Region | 2018                         | 2019  | 2020  | 2021  | 2022  | 2023  | Variation in 2023<br>from 2022 |       | Variation in 2023<br>from the<br>2018 to 2022 Avg |       |
|---------------|------------------------------|-------|-------|-------|-------|-------|--------------------------------|-------|---|-------|
|               | Year to Date to 30 September |       |       |       |       |       |                                |       |   |       |
|               |                              |       |       |       |       |       | no.                            | %     | no.*  | %     |
| Brisbane      | 1,228                        | 1,257 | 1,084 | 1,250 | 1,112 | 1,380 | 268                            | 24.1% | 194   | 16.3% |
| Central       | 541                          | 586   | 588   | 717   | 653   | 683   | 30                             | 4.6%  | 66  | 10.7% |
| Far Northern  | 381                          | 402   | 321   | 387   | 375   | 407   | 32                             | 8.5%  | 34  | 9.1%  |
| North Coast   | 984                          | 1,089 | 1,073 | 1,200 | 1,168 | 1,318 | 150                            | 12.8% | 215   | 19.5% |
| Northern      | 330                          | 314   | 312   | 405   | 356   | 397   | 41                             | 11.5% | 54  | 15.6% |
| South Eastern | 940                          | 891   | 890   | 1,199 | 1,131 | 1,220 | 89                             | 7.9%  | 210   | 20.8% |
| Southern      | 654                          | 766   | 705   | 852   | 784   | 859   | 75                             | 9.6%  | 107   | 14.2% |

Note:

Figures are preliminary.

Where Police Region was known.

\* Figures are rounded to the nearest whole number.

**Table 9: Hospitalised Casualties by TMR Customer Services Branch Region**

| Transport and Main Roads<br>Customer Services Branch Region | 2018                         | 2019  | 2020  | 2021  | 2022  | 2023  | Variation in 2023<br>from 2022 |       | Variation in 2023<br>from the<br>2018 to 2022 Avg |       |
|---|------------------------------|-------|-------|-------|-------|-------|--------------------------------|-------|---|-------|
|   | Year to Date to 30 September |       |       |       |       |       |                                |       |   |       |
|   |                              |       |       |       |       |       | no.                            | %     | no.*  | %     |
| Central   | 548                          | 594   | 590   | 724   | 657   | 693   | 36                             | 5.5%  | 70  | 11.3% |
| Northern  | 705                          | 713   | 631   | 788   | 728   | 798   | 70                             | 9.6%  | 85  | 11.9% |
| SEQ North   | 1,252                        | 1,296 | 1,214 | 1,356 | 1,309 | 1,457 | 148                            | 11.3% | 172   | 13.3% |
| SEQ South   | 1,904                        | 1,924 | 1,790 | 2,281 | 2,120 | 2,457 | 337                            | 15.9% | 453   | 22.6% |
| Southern  | 649                          | 778   | 748   | 861   | 765   | 859   | 94                             | 12.3% | 99  | 13.0% |

Note:

Figures are preliminary.

Where CSB Region was known.

\* Figures are rounded to the nearest whole number.

**Table 10: Hospitalised Casualties by TMR Program Delivery and Operations Region**

| Transport and Main Roads<br>Program Delivery and Operations Region | 2018                         | 2019  | 2020  | 2021  | 2022  | 2023  | Variation in 2023<br>from 2022 |       | Variation in 2023<br>from the<br>2018 to 2022 Avg |       |
|--|------------------------------|-------|-------|-------|-------|-------|--------------------------------|-------|---|-------|
|  | Year to Date to 30 September |       |       |       |       |       |                                |       |   |       |
|  |                              |       |       |       |       |       | no.                            | %     | no.*  | %     |
| Central Queensland   | 548                          | 594   | 590   | 724   | 657   | 693   | 36                             | 5.5%  | 70  | 11.3% |
| Metropolitan   | 1,368                        | 1,455 | 1,240 | 1,459 | 1,303 | 1,609 | 306                            | 23.5% | 244   | 17.9% |
| North Coast  | 759                          | 805   | 783   | 879   | 901   | 979   | 78                             | 8.7%  | 154   | 18.6% |
| North Queensland   | 705                          | 713   | 631   | 788   | 728   | 798   | 70                             | 9.6%  | 85  | 11.9% |
| South Coast  | 961                          | 904   | 919   | 1,222 | 1,151 | 1,246 | 95                             | 8.3%  | 215   | 20.8% |
| Southern Queensland  | 717                          | 834   | 810   | 938   | 839   | 939   | 100                            | 11.9% | 111   | 13.5% |

Note

Figures are preliminary.

Where PDO Region was known.

\* Figures are rounded to the nearest whole number.

# Hospitalised Casualties: 1 January 2017 to 31 December 2022 and Year to Date to 30 September 2023

Table 11: Hospitalised Casualties by Characteristic

| Behaviour / Characteristic:<br>Hospitalised casualties as a result of crashes | 2017  | 2018  | 2019  | 2020  | 2021  | 2022  |       | Variation in 2022<br>from 2021 |        | Variation in 2022<br>from the 2017 to<br>2021 Avg |        | Year to Date to<br>30 September 2023 |       |
|---|-------|-------|-------|-------|-------|-------|-------|--------------------------------|--------|---|--------|--------------------------------------|-------|
| 1 January 2017 to 31 December 2022<br>and Year to Date to 30 September 2023   | no.   | no.   | no.   | no.   | no.   | no.   | %     | no.                            | %      | no.*  | %      | no.                                  | %     |
| All hospitalised casualties   | 6,517 | 6,823 | 7,016 | 7,011 | 7,906 | 7,662 | -     | -244                           | -3.1%  | 607   | 8.6%   | 6,264                                | -     |
| Involving speeding drivers/riders   | 297   | 380   | 338   | 391   | 451   | 487   | 6.4%  | 36                             | 8.0%   | 116   | 31.1%  | 324                                  | 5.2%  |
| Involving drink drivers/riders  | 643   | 621   | 634   | 803   | 891   | 823   | 10.7% | -68                            | -7.6%  | 105   | 14.6%  | 600                                  | 9.6%  |
| Involving drug drivers/riders   | 214   | 180   | 263   | 345   | 273   | 267   | 3.5%  | -6                             | -2.2%  | 12  | 4.7%   | 189                                  | 3.0%  |
| Involving distracted/inattentive drivers/riders                               | 1,128 | 1,361 | 1,482 | 1,488 | 1,643 | 1,747 | 22.8% | 104                            | 6.3%   | 327   | 23.0%  | 1,305                                | 20.8% |
| Fatigue related crashes (involving drivers/riders)                            | 405   | 470   | 479   | 474   | 544   | 547   | 7.1%  | 3                              | 0.6%   | 73  | 15.3%  | 353                                  | 5.6%  |
| Involving young adult drivers/riders, aged 16 to 24 years                     | 2,096 | 2,187 | 2,223 | 2,439 | 2,613 | 2,437 | 31.8% | -176                           | -6.7%  | 125   | 5.4%   | 2,016                                | 32.2% |
| Involving young adult drivers/riders, aged 16 years                           | 55    | 40    | 52    | 54    | 66    | 60    | 0.8%  | -6                             | -9.1%  | 7   | 12.4%  | 48                                   | 0.8%  |
| Involving young adult drivers/riders, aged 17 to 20 years                     | 1,049 | 1,110 | 1,165 | 1,306 | 1,387 | 1,308 | 17.1% | -79                            | -5.7%  | 105   | 8.7%   | 1,127                                | 18.0% |
| Involving young adult drivers/riders, aged 21 to 24 years                     | 1,075 | 1,104 | 1,107 | 1,182 | 1,258 | 1,184 | 15.5% | -74                            | -5.9%  | 39  | 3.4%   | 947                                  | 15.1% |
| Involving senior adult drivers/riders, aged 60 to 74 years                    | 1,201 | 1,272 | 1,386 | 1,207 | 1,495 | 1,476 | 19.3% | -19                            | -1.3%  | 164   | 12.5%  | 1,237                                | 19.7% |
| Involving senior adult drivers/riders, aged 75 years or over                  | 439   | 500   | 480   | 433   | 558   | 560   | 7.3%  | 2                              | 0.4%   | 78  | 16.2%  | 468                                  | 7.5%  |
| Involving learner drivers/riders  | 213   | 195   | 189   | 249   | 221   | 270   | 3.5%  | 49                             | 22.2%  | 57  | 26.5%  | 204                                  | 3.3%  |
| Involving provisional/P1/P2 drivers/riders                                    | 1,204 | 1,271 | 1,261 | 1,307 | 1,511 | 1,313 | 17.1% | -198                           | -13.1% | 2   | 0.2%   | 1,137                                | 18.2% |
| Involving unlicensed drivers/riders   | 447   | 500   | 514   | 560   | 571   | 629   | 8.2%  | 58                             | 10.2%  | 111   | 21.3%  | 475                                  | 7.6%  |
| Involving heavy freight vehicles  | 445   | 494   | 501   | 454   | 500   | 541   | 7.1%  | 41                             | 8.2%   | 62  | 13.0%  | 469                                  | 7.5%  |
| Involving motorcycles (excluding mopeds)                                      | 936   | 965   | 965   | 1,004 | 1,074 | 1,030 | 13.4% | -44                            | -4.1%  | 41  | 4.2%   | 936                                  | 14.9% |
| Involving mopeds  | 65    | 61    | 76    | 54    | 37    | 36    | 0.5%  | -1                             | -2.7%  | -23   | -38.6% | 33                                   | 0.5%  |
| Involving buses   | 121   | 121   | 112   | 85    | 131   | 110   | 1.4%  | -21                            | -16.0% | -4  | -3.5%  | 67                                   | 1.1%  |
| Child road user hospitalised casualties, aged 16 years or younger^            | 483   | 482   | 487   | 524   | 610   | 625   | 8.2%  | 15                             | 2.5%   | 108   | 20.8%  | 481                                  | 7.7%  |
| Young adult road user hospitalised casualties, aged 17 to 24 years^           | 1,407 | 1,426 | 1,449 | 1,634 | 1,705 | 1,593 | 20.8% | -112                           | -6.6%  | 69  | 4.5%   | 1,340                                | 21.4% |
| Mature adult road user hospitalised casualties, aged 25 to 59 years^          | 3,530 | 3,694 | 3,826 | 3,787 | 4,222 | 4,043 | 52.9% | -179                           | -4.2%  | 231   | 6.1%   | 3,324                                | 53.1% |
| Senior adult road user hospitalised casualties, aged 60 to 74 years^          | 744   | 851   | 871   | 761   | 920   | 949   | 12.4% | 29                             | 3.2%   | 120   | 14.4%  | 779                                  | 12.5% |
| Senior adult road user hospitalised casualties, aged 75 years or over^        | 335   | 357   | 363   | 296   | 434   | 434   | 5.7%  | 0                              | 0.0%   | 77  | 21.6%  | 330                                  | 5.3%  |
| Vehicle occupant hospitalised casualties                                      | 4,784 | 5,118 | 5,302 | 5,298 | 6,057 | 5,811 | -     | -246                           | -4.1%  | 499   | 9.4%   | 4,545                                | -     |
| Vehicle occupant hospitalised casualties, where restraint use was known       | 3,928 | 4,274 | 4,479 | 4,369 | 5,110 | 4,912 | -     | -198                           | -3.9%  | 480   | 10.8%  | 3,876                                | -     |
| Unrestrained vehicle occupant hospitalised casualties#                        | 185   | 189   | 180   | 188   | 206   | 238   | 4.8%  | -                              | 20.2%  | -   | 13.3%  | 130                                  | 3.4%  |

Note:

Figures are preliminary.

\* Figures are rounded to the nearest whole number.

^ Where age was known.

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