

Northern Territory

Road trauma overview Summary



January – March 2004

Table 1.1: Fatal Crash and Fatality Numbers

	1 st Quarter		1 st Quarter
<u>Fatal Crashes Breakup</u>	10	<u>Fatalities Breakup</u>	10
By Crash Type		By Gender	
Ran Off Road	4	Male	6
Hit Pedestrian	4	Female	4
Overtaken	1		
Angle Collision	1		
By Area		By Residency Status	
Rural	6	NT Residents	
Urban	4	<i>Indigenous</i>	4
		<i>Non-Indigenous</i>	4
		Interstate	1
		Overseas	1
By Road Surface Type			
Sealed Dry	8		
Sealed Wet	1		
Unsealed Dry	1		

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Vision: Reduced Road Trauma

NT Fatalities Overview

January – March 2004

Table 1.2: Summary of Road Crashes and Fatalities

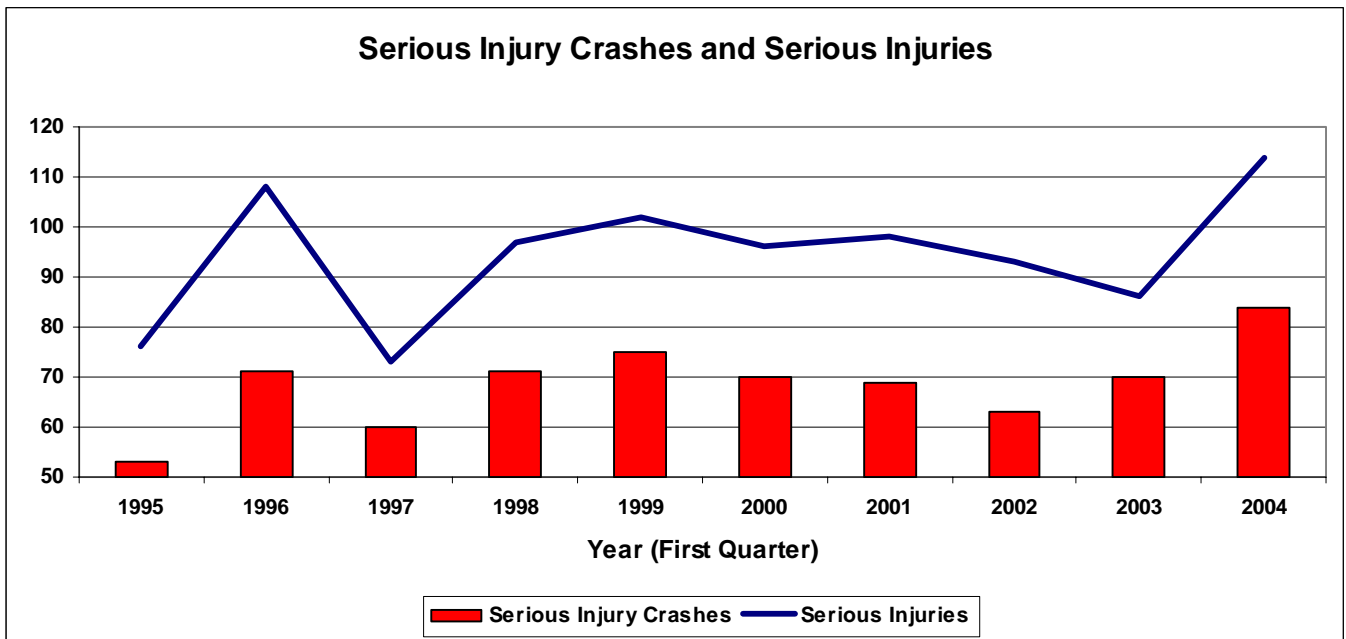
	Jan to March 2003	Jan to March 2004	% Change	12 Months to 31 March 2003	12 Months to 31 March 2004	% Change
Total Fatalities	12	10	-16.7%	60	51	-15.0%
Total Male Fatalities	7	6	-14.3%	40	35	-12.5%
Total Female Fatalities	5	4	-20.0%	20	16	-20.0%
Total Injuries	237	238	0.4%	1069	1103	3.2%
Total Fatal Crashes	10	10	0.0%	44	44	0.0%
Total Injury Crashes	176	178	1.1%	758	754	-0.5%
Total Non-Injury Crashes	356	309	-13.2%	1497	1539	2.8%
<u>Seatbelts Not Worn</u>						
Fatalities	3	2	-33.3%	20	25	25.0%
Injuries	16	16	0.0%	66	66	0.0%
<u>Speed Related</u>						
Fatal Crashes	1	3	200.0%	7	8	14.3%
Injury Crashes	21	22	4.8%	80	77	-3.8%
<u>Alcohol Related</u>						
Fatal Crashes	4	5	25.0%	25	23	-8.0%
Injury Crashes	15	14	-6.7%	73	72	-1.4%
<u>Fatigue Related</u>						
Fatal Crashes	0	0	N/A	2	4	100.0%
Injury Crashes	5	6	20.0%	19	27	42.1%
<u>Pedestrian Fatalities</u>						
Indigenous	1	4	300.0%	11	11	0.0%
Non Indigenous	0	0	N/A	2	2	0.0%

Please note that figures relating to current and previous years are preliminary and may be subject to revision.

NT Fatalities Overview

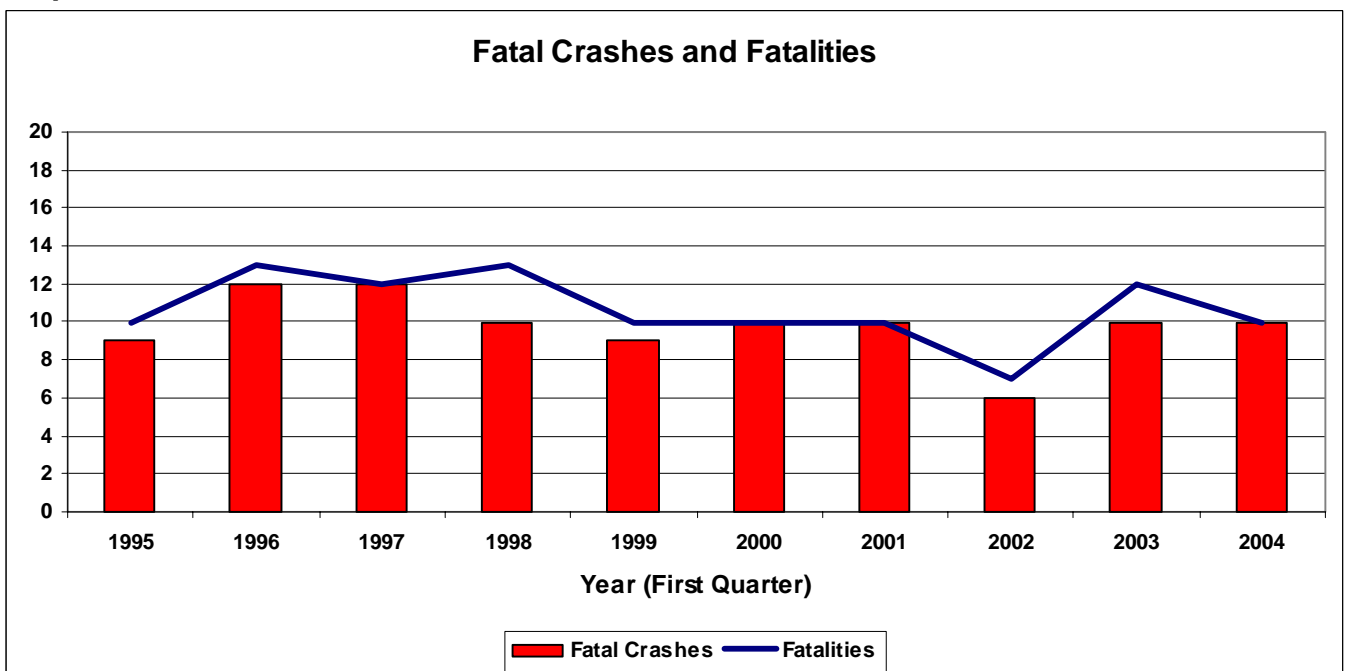
January – March 2004

Graph 1.1: Serious Injury Crashes and Serious Injuries



The first quarter of 2004 recorded the highest number of serious injuries compared to the first quarter of each year over the 10-year period.

Graph 1.2: Fatal Crashes and Fatalities



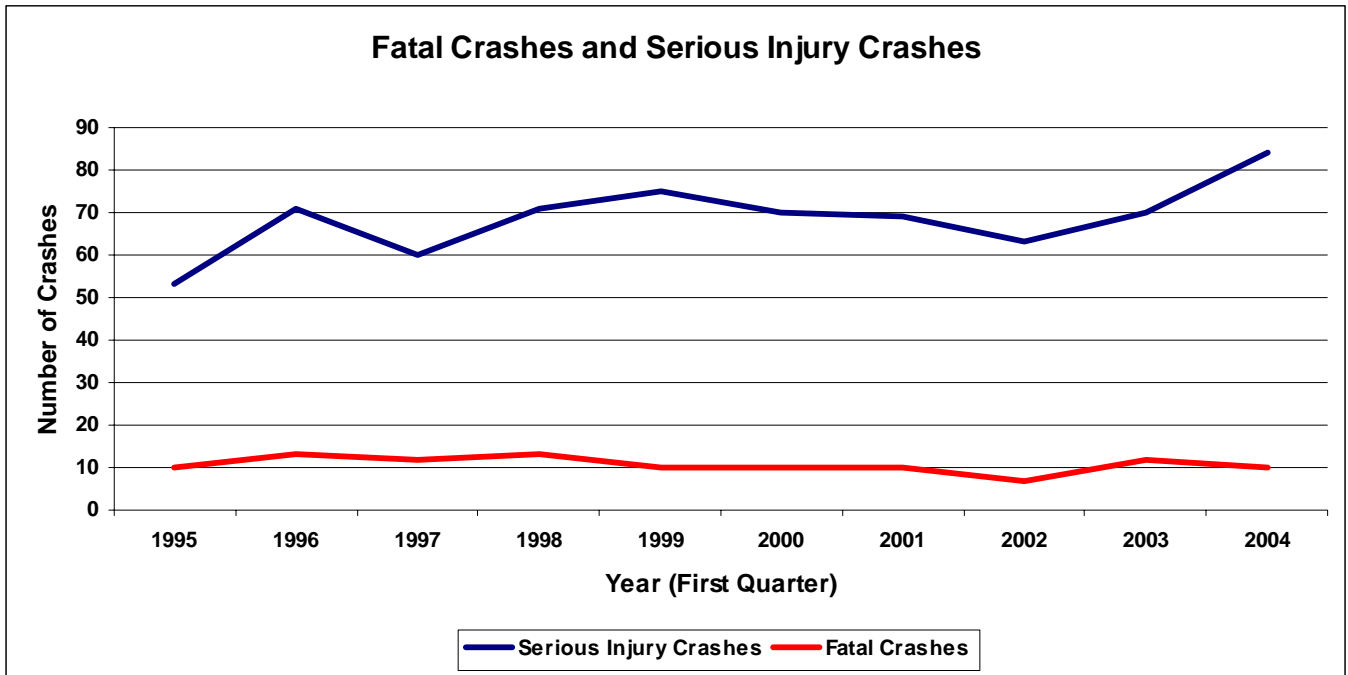
The data indicates for the first quarter over a 10-year period fatality numbers declined from 1999 to 2002 and increased sharply from 2002 to 2003. In the first quarter of 2004, the number of fatalities dropped by 2 from 2003 but this is 0.2 above the 5-year average.

Please note that figures relating to current and previous years are preliminary and may be subject to revision.

NT Fatalities Overview

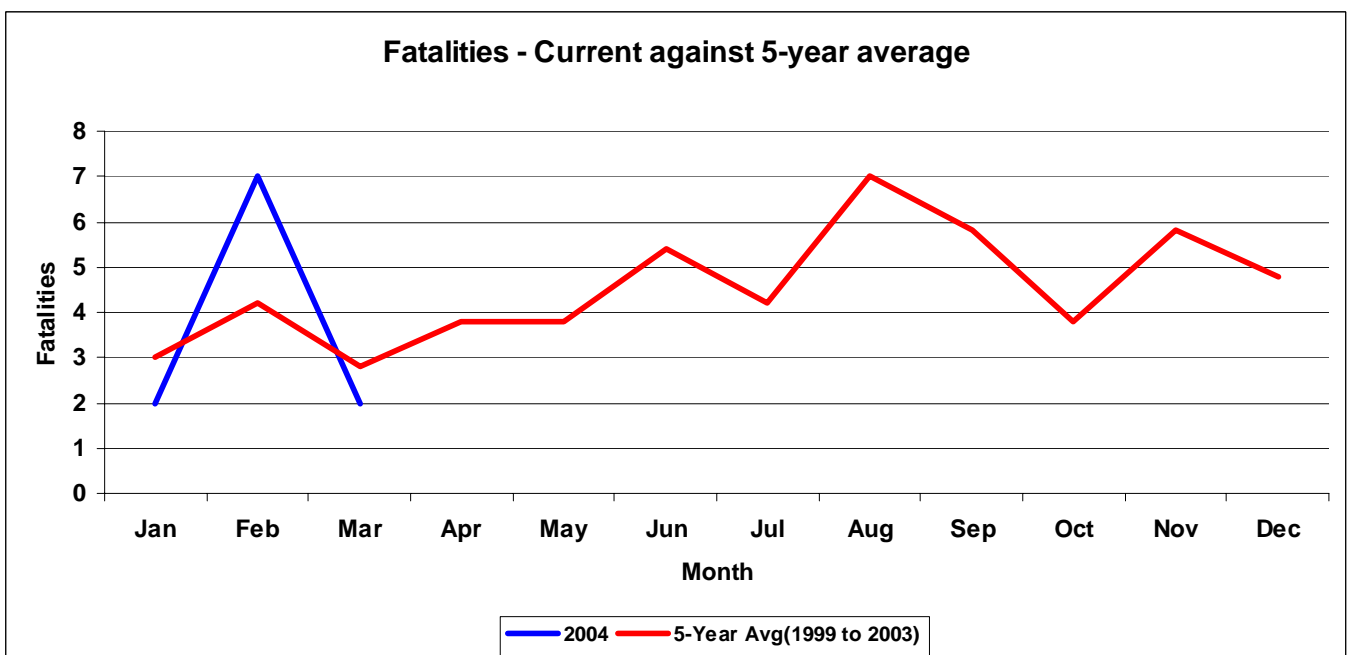
January – March 2004

Graph 1.3: Fatal Crashes and Serious Injury Crashes



The data indicates that in the first quarter of 2004, fatal crashes remained steady compared to the average of 11 crashes while the number of serious injury crashes has increased. The number of serious injury crashes climbed steeply from the first quarter of 2003 to the first quarter of 2004. There appears to be no direct correlation between fatal crashes and serious injury crashes in the first quarter.

Graph 1.4: Accumulated Monthly Road Fatality Comparison



The graph indicates that February 2004 is the worst month in the first quarter being 3 fatalities above the 5-year monthly average.

Please note that figures relating to current and previous years are preliminary and may be subject to revision.

NT Serious Injury Crashes Overview

January – March 2004

Table 2.1 Serious Injury Crashes by Crash Type

Crash Type	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
Angle collision	10	18	10	11	13	16	12.4
Overtuned	14	12	11	12	13	14	12.4
Hit pedestrian	14	11	17	9	11	12	12.4
Ran off road	4	7	11	14	12	19	9.6
Rear end	7	8	4	3	9	7	6.2
Hit fixed object	10	4	4	4	4		5.2
Fell off motorcycle	5	2	3	5	1	3	3.2
Head on	5	2	1	1	2	4	2.2
Side swipe		2	3	2		5	1.4
Hit parked vehicle	1	1		2	1	2	1
Hit cattle/buffalo		2	1		2		1
Other accident			2		1	2	0.6
Hit other animal	2	1					0.6
Hit horse/camel			1		1		0.4
Hit light pole	2						0.4
Hit power pole	1						0.2
Hit other object			1				0.2
Total	75	70	69	63	70	84	

In the first quarter of 2004, ran off road represented 23% of the total serious injury crashes. This is closely followed by angle collision, overturned and hit pedestrian.

When compared with serious injury crash data in the same period for the previous 5 years:

- 2004 has the highest number of serious injury crashes; and
- Angle collision, overturned and hit pedestrian have the highest 5-year crash average (12.4) for the period.

Table 2.2 Serious Injury Crashes by Area (Rural/Urban)

Area	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
Rural	32	19	27	25	29	30	26.4
Urban	43	51	42	38	41	54	43.0
Total	75	70	69	63	70	84	

Serious injury crashes in urban areas accounted for 64% of the total in the first quarter of 2004 while fatal crashes in rural areas accounted for 60%.

According to the 5-year averages for the same period for serious injury crashes, there are 1.6 crashes in urban areas for each crash in the rural area. For fatal crashes there are two crashes in rural areas for each fatality crash in the urban area.

NT Serious Injury Crashes Overview

January – March 2004

Table 2.3 Serious Injury Crashes by Region

Region	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
Darwin	42	47	48	41	48	57	45.2
Central	16	13	8	8	7	12	10.4
Katherine	9	6	3	3	9	5	6
Tennant	5	3	8	7	5	4	5.6
East	3	1	2	4	1	6	2.2
Total	75	70	69	63	70	84	

Darwin region has the highest number of serious injury crashes in the first quarter of 2004, accounting for 68% of the total. Darwin region crashes in the first quarter exceeded the five year average for this period, as did the Central and East regions.

Table 2.4 Serious Injury Crashes by Road Condition

Road Condition	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
Sealed - Dry	55	46	43	44	43	58	46.2
Sealed - Wet	10	18	20	8	13	19	13.8
Unsealed - Dry	8	2	2	9	6	5	5.4
Unsealed - Wet		2	2	1	5	1	2
Not Stated		2	2	1	3	1	1.6
Other	2						0.4
Total	75	70	69	63	70	84	

Sealed-dry roads had the highest number of serious injury crashes in the first quarter of 2004, accounting for 69% of the total, and this is also high when compared to the 5 year average for the same period.

NT Serious Injuries Overview

January – March 2004

Table 3.1 Serious Injuries by Gender

Gender	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
Male	70	60	60	61	54	62	61
Female	32	36	38	32	32	52	34
Total	102	96	98	93	86	114	

Male road users represented 54% of the total number of serious injuries in this period, while they accounted for 60% of fatalities.

It is interesting to note that serious injuries to female road users have increased significantly when compared to the previous 5 years for the same period. The number of females sustaining serious injuries in first quarter of 2004 is 53% above the 5-year average for the same period.

According to the 5-year averages for every female seriously injured, 1.8 males are seriously injured, while for every female fatality there are 2.3 male fatalities.

Table 3.2 Serious Injuries – Indigenous and Non-Indigenous

Indigenous and Non Indigenous	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
Non Indigenous	78	77	71	71	64	93	72.2
Indigenous	23	19	27	22	22	21	22.6
Not Stated	1						0.2
Total	102	96	98	93	86	114	

Non indigenous road users account for 82% of the total serious injuries in the first quarter of 2004, which is the highest number when compared to the previous 5 years for the same period. Serious injuries to indigenous road users remain relatively steady from 1999 to 2004.

Table 3.3 Serious Injuries by Age Group

Age Group	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
0-16	9	13	9	6	3	14	8
17-24	26	22	24	31	26	27	25.8
25-39	45	35	41	35	41	46	39.4
40-59	17	23	17	18	11	20	17.2
60-79	4	1	5	1	4	6	3
80-98		1				1	0.2
Unknown	1	1	2	2	1		1.4
Total	102	96	98	93	86	114	

In the first quarter of 2004, the 25-39 age group represented 40% of the serious injury total. This is also reflected in fatalities.

NT Serious Injuries Overview

January – March 2004

Table 3.4 Serious Injuries by Road Users

Road Users	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
Driver	50	44	39	37	51	59	44.2
Passenger	19	26	32	23	14	31	22.8
Pedestrian	15	12	18	9	10	12	12.8
Motorcyclist	8	6	5	9	6	5	6.8
Bicyclist	4	6		6	2	7	3.6
Motorcycle Pillion	3		1	2	1		1.4
Not Stated	3	2	3	7	2		3.4
Total	102	96	98	93	86	114	

In the first quarter of 2004, drivers represented 52% of the serious injury total, followed by passenger at 27% and pedestrians at 11%. For fatalities, drivers represented 50%, pedestrians 40% and passengers 10%.

Table 3.5 Serious Injuries by Area

Area	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
Rural	52	37	45	39	41	47	42.8
Urban	50	59	53	54	45	67	52.2
Total	102	96	98	93	86	114	

The data indicates that 60% of serious injuries occurred in urban areas in the first quarter of 2004. Serious injury numbers for both urban and rural areas are above the 5-year averages.

Table 3.6 Serious Injury by Residency Status

Residency	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
NT Resident	90	79	81	85	74	102	81.8
Overseas Visitor	7	5	6	5	8	5	6.2
Interstate Visitor	5	12	6	2	4	5	5.8
Not Stated			5	1		2	1.2
Total	102	96	98	93	86	114	

In the first quarter of 2004, NT residents accounted for 89% of the serious injury total and 80% of the fatality total. The number of serious injuries for overseas and interstate visitors remained relatively low from 1999 to 2004.

Overseas and interstate visitor serious injuries remained below the 5-year average, while the NT resident numbers were 25% above the 5-year average.

MAIN CAUSES OF CRASHES IN THE NT

Alcohol, Speed, Fatigue, Seatbelts & Pedestrians

January – March 2004

Table 4.1 Alcohol Related Serious Injury Crashes

Alcohol	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
Non- Alcohol Related	60	59	60	53	65	83	59.4
Alcohol Related	15	15	13	14	11	5	13.6
Not Stated	3						0.6
Total	75	70	69	63	70	84	

For the first quarter of 2004, 93% of serious injury crashes were non-alcohol related compared to 50% of fatal crashes. The first quarter of 2004 has the lowest number of alcohol related crashes when compared to the previous 5-years for the same period.

Table 4.2 Speed Related Serious Injury Crashes

Speed	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
Non-Speed Related	64	61	63	53	59	72	60
Speed Related	11	9	6	10	11	12	9.4
Total	75	70	69	63	70	84	

The number of speed related crashes remained relatively steady from 1999 to 2004. In the first quarter of 2004, speed involvement in serious injury crashes represented 14% of the total, compared to 30% of fatal crashes.

Table 4.3 Fatigue Related Serious Injury Crashes

Fatigue	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
Non-Fatigue Related	72	69	64	60	67	81	66.4
Fatigue Related	3	1	5	3	3	3	3
Total	75	70	69	63	70	84	

The number of fatigue related crashes remained low from 1999 to 2004. In first quarter of 2004, fatigue was only found to be a factor in 3.6% of the serious injury crashes.

MAIN CAUSES OF CRASHES IN THE NT

Alcohol, Speed, Fatigue, Seatbelts & Pedestrians

January – March 2004

Table 4.4 Seatbelts

Seatbelt	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
Seatbelt Worn	46	54	43	46	37	64	45.2
Not Stated	11	10	15	13	16	13	13
Seatbelt Not Worn	15	6	13	7	14	11	11
Not Applicable			1				0.2
Total	72	70	72	66	67	88	

The number of serious injuries sustained where the injured person was not wearing a seatbelt remained steady from 1999 to 2004. In the first quarter of 2004, 73% of drivers and passengers seriously injured were wearing seatbelts. This compares to 33% of fatalities.

Table 4.5 Pedestrians

Pedestrians	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
Indigenous	12	8	13	6	7	6	9.2
Non Indigenous	3	4	5	3	3	6	3.6
Total	15	12	18	9	10	12	

For the first quarter of 2004, the number of seriously injured indigenous pedestrians represented 50% of the total pedestrian injuries but they accounted for 100% of pedestrian fatalities during this period (4).