

Territory road trauma overview



Summary

Table 1.1 Fatal crash and fatality numbers

	4 th Quarter	YTD		4 th Quarter	YTD
Fatal crashes break up	8	34	Fatalities break up	9	35
By crash type			By gender		
Hit Pedestrian	0	8	Male	4	22
Ran Off Road	5	11	Female	5	13
Overtaken	2	8			
Angle Collision	1	4	By residency status		
Side Swipe	0	1	NT Residents	8	29
Hit Parked Vehicle	0	1	<i>Indigenous</i>	4	16
Other	0	1	<i>Non-Indigenous</i>	4	13
			Interstate	1	4
By road surface type			Overseas	0	2
Sealed Dry	7	27			
Sealed Wet	0	1	By area		
Unsealed Dry	0	3	Rural	7	24
Unsealed Wet	0	0	Urban	1	10
Not Stated	1	3			

October - December 2004

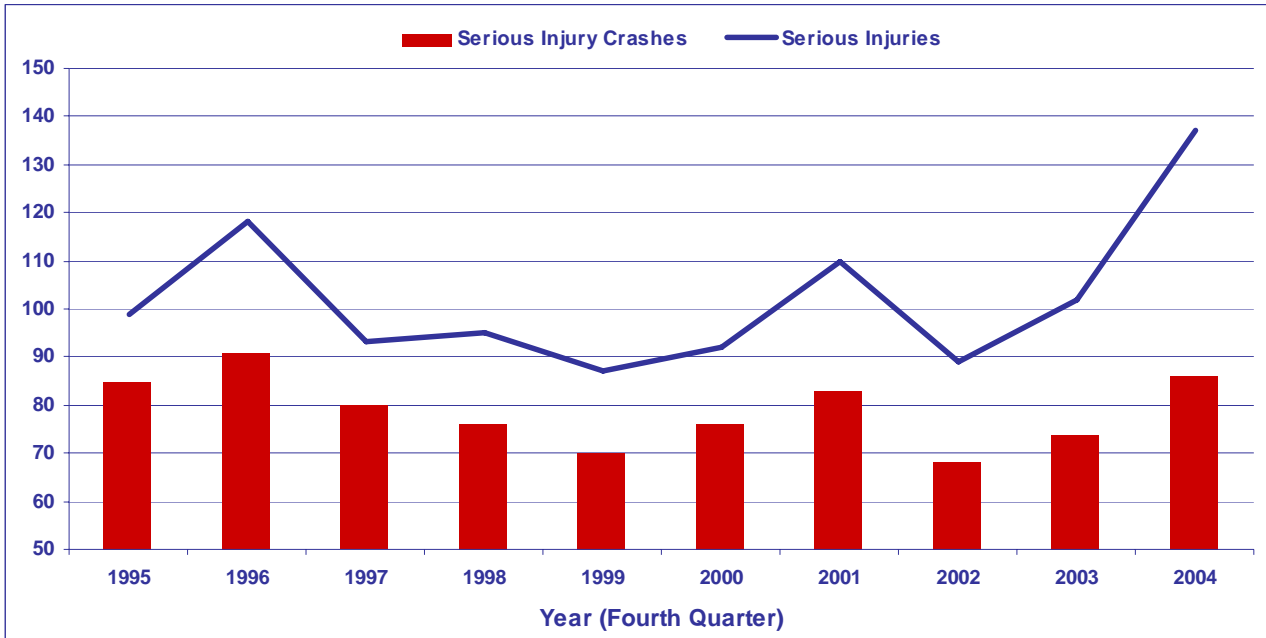
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NT fatalities overview: Oct - Dec 2004

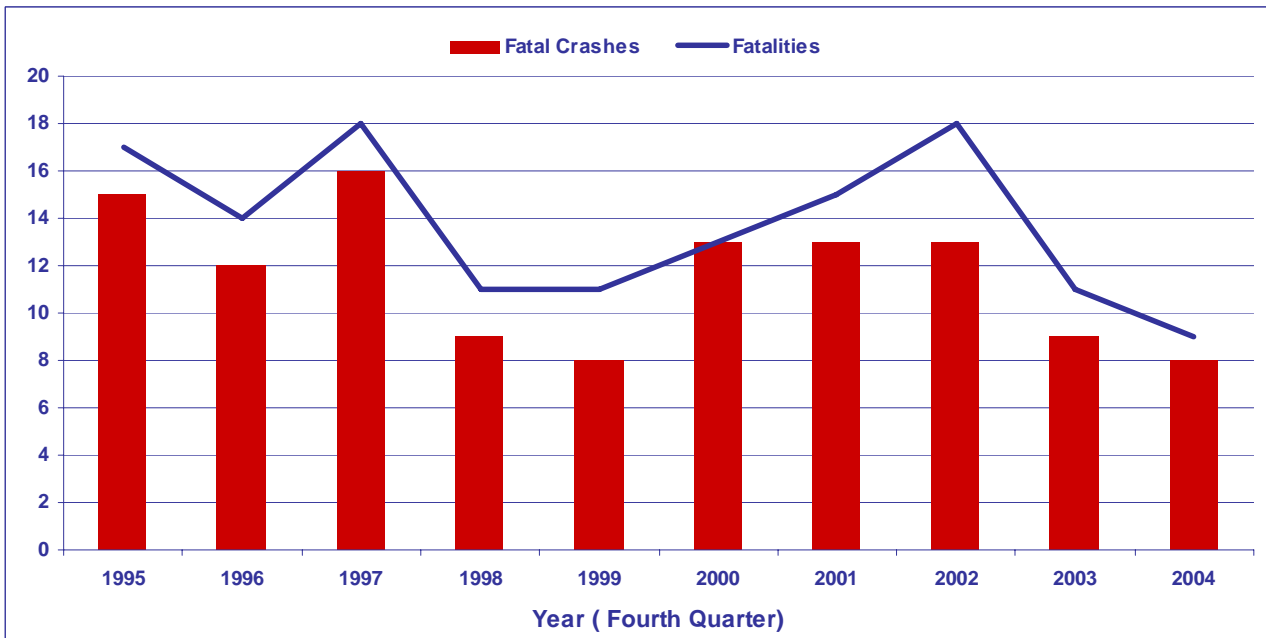
Table 1-2: Summary of road crashes and fatalities

	Oct to Dec 2003	Oct to Dec 2004	% Change	12 months to 31 Dec 2003	12 months to 31 Dec 2004	% Change
Total Fatalities	11	9	-18.2%	53	35	-34.0%
Total Male Fatalities	9	4	-55.6%	36	22	-38.9%
Total Female Fatalities	2	5	150.0%	17	13	-23.5%
Total Injuries	252	268	6.3%	1114	1045	-6.2%
Total Fatal Crashes	9	8	-11.1%	44	34	-22.7%
Total Injury Crashes	186	175	-5.9%	761	732	-3.8%
Total Non-Injury Crashes	423	342	-19.1%	1596	1356	-15.0%
Seatbelts Not Worn						
Fatalities	5	5	0.0%	26	9	-65.4%
Injuries	17	21	23.5%	66	71	7.6%
Speed Related						
Fatal Crashes	2	2	0.0%	6	7	16.7%
Injury Crashes	21	21	0.0%	77	93	20.8%
Alcohol Related						
Fatal Crashes	5	5	0.0%	24	16	-33.3%
Injury Crashes	17	19	11.8%	81	73	-9.9%
Fatigue Related						
Fatal Crashes	2	0	-100.0%	3	4	33.3%
Injury Crashes	4	3	-25.0%	24	25	4.2%
Pedestrian Fatalities						
Indigenous	2	0	-100.0%	6	8	33.3%
Non Indigenous	0	0	N/A	2	1	-50.0%

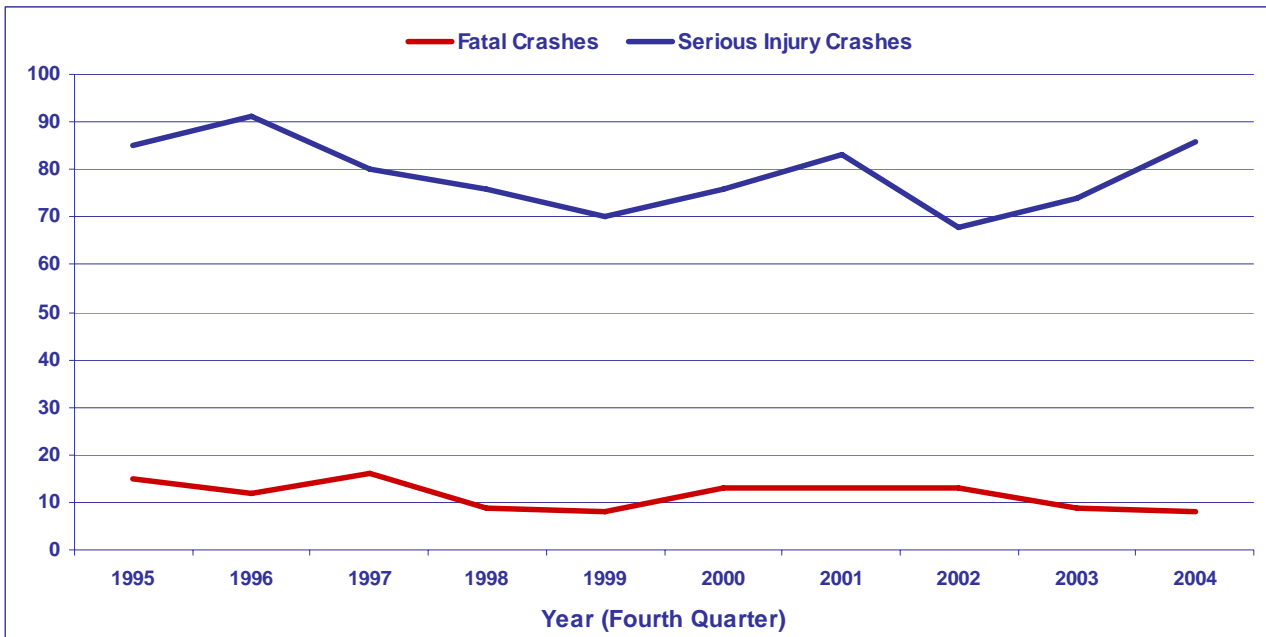
Graph 1-1: Serious injury crashes and serious injuries



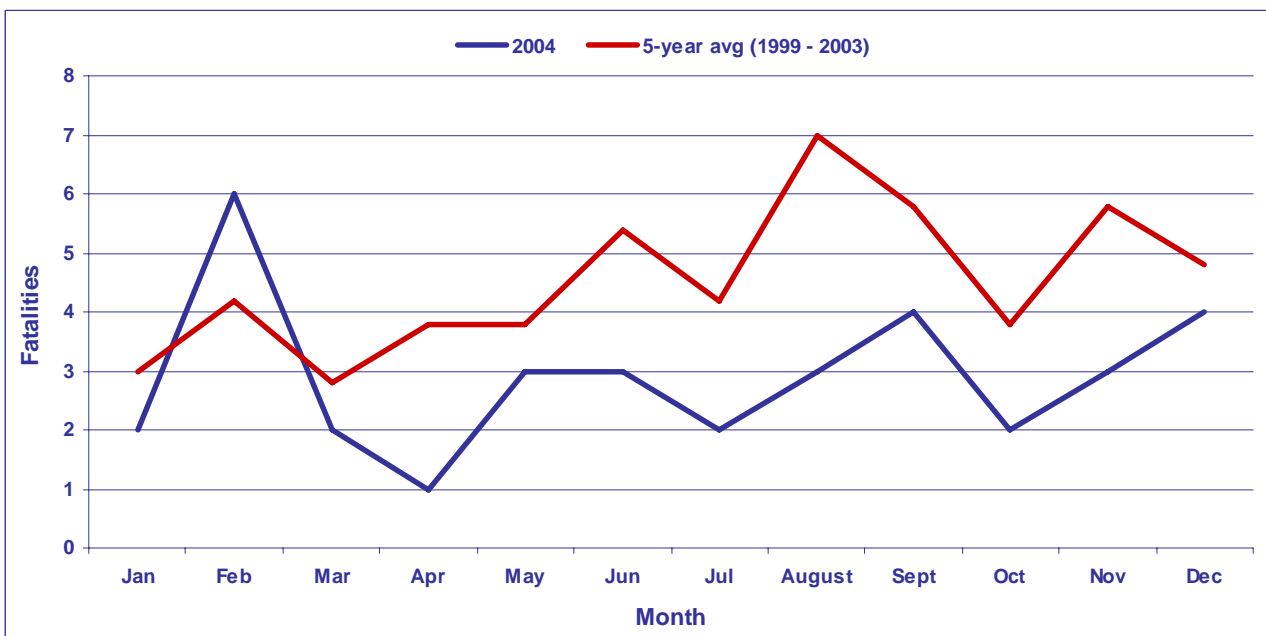
Graph 1-2: Fatal crashes and fatalities



Graph 1-3: Fatal crashes and serious injury crashes



Graph 1-4: Fatalities - Current year against five-year average



NT serious injury crashes overview: Oct - Dec 2004

Table 2-1: Serious injury crashes by crash type

Crash Type	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
Overtuned	22	15	21	23	23	18	20.8
Ran off road	7	13	15	14	16	21	13.0
Hit pedestrian	10	14	16	6	9	12	11.0
Angle collision	8	10	9	7	8	17	8.4
Fell off motorcycle	6	3	3	5	8	3	5.0
Hit fixed object	9	8	2	1	1	1	4.2
Rear end	3	3	4	2	3	7	3.0
Head on	3	1	4	5		2	2.6
Side swipe		3	3	1	3	2	2.0
Other accident		2	3	1	2		1.6
Hit parked vehicle	1	1	1	2			1.0
Hit other animal	1		1	1			0.6
Hit power pole		2					0.4
Hit cattle/buffalo			1			2	0.2
Hit horse/camel					1	1	0.2
Hit other object		1					0.2
Total	70	76	83	68	74	86	

The data trend was broken in the 2004 fourth quarter with the number ran off road exceeding overturned.

Compared to 2003 data, the number of ran off road crashes increased by five in the 2004 fourth quarter. This was the most common type of injury crash for the quarter and it is significantly higher than the five-year average of 13, showing a 62% increase.

Ran off road was also the highest type of fatal crash for the same period. This is reflected in the five-year average indicating that ran off road has the highest average (4), followed by hit pedestrian (3) and overturned (2.4).

Table 2-2: Serious injury crashes by area (rural/urban)

Area	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
Urban	37	47	47	27	34	41	38.4
Rural	33	29	36	41	40	45	36.0
Total	70	76	83	68	74	86	

Serious injury crashes in rural areas accounted for 52% of the total in the 2004 fourth quarter, compared to 88% of fatal crashes for the same period.

The last three years show that there are consistently more crashes in rural areas than urban areas. This is reflected in the rural fatality rate which shows a much higher total than urban areas for the same three years.

NT serious injury crashes overview: Oct - Dec 2004

Table 2-3: Serious injury crashes by region

Region	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
Darwin	42	54	57	38	42	51	46.6
Central	14	9	14	9	14	17	12.0
Katherine	7	8	8	15	10	6	9.6
Tennant Creek	1	4	4	5	7	9	4.2
East	6	1		1	1	3	1.8
Total	70	76	83	68	74	86	

Consistent with the five-year trend, Darwin region has the highest number of serious injury crashes in the 2004 fourth quarter, accounting for 59% of the total. This is more than four crashes above the five-year average, showing a 9% increase.

Table 2-4: Serious injury crashes by road condition

Road condition	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
Sealed - Dry	47	59	67	43	50	60	53.2
Unsealed - Dry	9	6	8	15	11	13	9.8
Sealed - Wet	8	6	6	9	8	7	7.4
Unsealed - Wet	5	3	1	1	2	1	2.4
Not Stated		1	1		3	4	1.0
Other	1	1					0.4
Unknown						1	0.0
Total	70	76	83	68	74	86	

The trend continues in the 2004 fourth quarter with sealed-dry roads recording the highest number of serious injury crashes, accounting for 70% of the total.

Sealed-dry roads also accounted for 88% of fatal crashes by road condition for the same period.

Table 3-1: Serious injuries by gender

Road condition	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
Male	53	63	71	57	67	90	62.2
Female	34	29	39	32	35	47	33.8
Total	87	92	110	89	102	137	

Male road users represented 66% of the total number of serious injuries in the 2004 fourth quarter and 44% of the total number of fatalities for the same period.

This quarter recorded the highest number of male and female serious injuries over the five-year period.

The five-year averages indicate that males are 1.8 times more likely to be seriously injured and twice more likely to be fatally injured than females.

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	62	64	83	54	67	92	66
Indigenous	25	28	27	35	35	45	30
Total	87	92	110	89	102	137	

Non-Indigenous road users accounted for 67% of the total number of serious injuries in the 2004 fourth quarter and 56% of total number of fatalities for the same period.

Indigenous and Non-Indigenous serious injury numbers in the 2004 fourth quarter are significantly higher than the five-year averages. Data shows that this period also has the highest number of serious injuries over the same five years.

Table 3-3: Serious injuries by age group

Age group	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
0-16	3	8	11	6	7	16	7.0
17-24	27	22	32	16	35	25	26.4
25-39	36	38	28	40	40	55	36.4
40-59	14	16	27	21	19	31	19.4
60-79	3	3	8	5	1	9	4.0
80-98			1				0.2
Unknown	4	5	3	1		1	2.6
Total	87	92	110	89	102	137	

In the 2004 fourth quarter, the 25-39 age group represented 40% of the serious injury total, which is the highest count when compared to the same period over the previous five years.

The 40-59 age group accounted for 23% of the serious injury total for the same period.

Both the 25-39 and 17-24 age groups each accounted for 33% of total fatalities.

NT serious injuries overview: Oct - Dec 2004

Table 3-4: Serious injuries by road users

Road users	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
Driver	39	42	52	44	53	64	46.0
Passenger	27	27	26	24	23	41	25.4
Pedestrian	9	12	15	6	8	12	10.0
Motorcyclist	9	7	10	10	10	7	9.2
Bicyclist	1	4	3	2	2	3	2.4
Passenger - Rear Utility/Truck	1		4	3	2	5	2.0
Passenger - Bus	1				2	5	0.6
Passenger - Luggage Area					1		0.2
Passenger - Non Seating Position					1		0.2
Total	87	92	110	89	102	137	

In the 2004 fourth quarter, drivers represented 47% of the serious injury total, followed by passengers at 30% and pedestrians at 9%.

For the same period, drivers accounted for 56% of fatalities followed by passengers at 44%.

Table 3-5: Serious injuries by area

Area	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
Rural	47	41	57	62	61	83	53.6
Urban	40	51	53	27	41	54	42.4
Total	87	92	110	89	102	137	

In the 2004 fourth quarter, 61% of serious injuries and 89% of fatalities occurred in rural areas.

Table 3-6: Serious injuries by residency status

Residency	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
NT Resident	79	80	86	76	87	115	81.6
Interstate Visitor	7	2	7	5	7	10	5.6
Overseas Visitor	1	3	14	3	6	12	5.4
Not Stated		7	3	5	2		3.4
Total	87	92	110	89	102	137	

In the 2004 fourth quarter, NT residents accounted for 84% of serious injuries and 78% of fatalities.

For the same period, the number of interstate visitors was above the five-year average by 79%, with a recorded fatality rate of 11%.

Overseas visitor serious injuries were significantly above the five-year average in the 2004 fourth quarter 2004, but did not record any fatalities.

Main causes of crashes in the NT: Oct - Dec 2004

Alcohol, speed, fatigue, seatbelts and pedestrians

Table 4-1: Alcohol related serious injury crashes

Alcohol	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
Non-alcohol related	55	61	72	55	65	74	61.6
Alcohol related	11	12	10	13	9	11	11.0
Not stated	4	3	1			1	1.6
Total	70	76	83	68	74	86	

In the 2004 fourth quarter, 13% of serious injury crashes were alcohol related, equalling the five-year average of 11.

For the same period, alcohol related crashes accounted for 63% of total fatalities. This is below the five-year average, showing a 31% reduction.

Table 4-2: Speed related serious injury crashes

Speed	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
Non-speed related	60	66	71	59	61	72	63.4
Speed related	10	10	12	9	13	14	10.8
Total	70	76	83	68	74	86	

In the 2004 fourth quarter, 16% of serious injury crashes and 25% of fatal crashes were speed related.

Table 4-3: Fatigue related serious injury crashes

Fatigue	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
Non-fatigue related	69	73	80	67	70	83	71.8
Fatigue related	1	3	3	1	4	3	2.4
Total	70	76	83	68	74	86	

The total number of fatigue related crashes remained low in the fourth quarter from 1999 to 2004.

In the 2004 fourth quarter, fatigue was identified as a factor in three of the serious injury crashes. There were no fatigue related fatal crashes for the same period.

Table 4-4: Seatbelts

Seatbelt	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
Seatbelt worn	39	39	57	43	47	68	45.0
Not stated	19	22	14	18	16	24	17.8
Seatbelt not worn	8	8	7	7	13	13	8.6
Total	66	69	78	68	76	105	

In the 2004 fourth quarter, seatbelt worn accounted for 65% of the total serious injury crashes, while seatbelt not worn accounted for 12%.

For the same period, 56% of fatal crashes were recorded as seatbelt not worn.

Main causes of crashes in the NT: Oct - Dec 2004

Alcohol, speed, fatigue, seatbelts and pedestrians

Table 4-5: Pedestrians

Pedestrians	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
Indigenous	5	10	8	4	6	11	6.6
Non-Indigenous	4	2	7	2	2	1	3.4
Total	9	12	15	6	8	12	

While there were 12 serious injury crashes involving pedestrians for the 2004 fourth quarter, all but one of the crashes involved Indigenous pedestrians. In addition, Indigenous pedestrians are 67% above the five-year average.

No pedestrian fatalities were recorded during the 2004 fourth quarter period.