

Northern Territory

Road trauma overview

Summary

Table 1.1: Fatal Crash and Fatality Numbers

	3 rd Quarter	YTD		3 rd Quarter	YTD
<u>Fatal Crashes Break-up</u>	9	26	<u>Fatalities Break-up</u>	9	26
By Crash Type			By Gender		
Hit Pedestrian	3	8	Male	6	18
Ran Off Road	1	6	Female	3	8
Overtaken	2	6			
Angle Collision	1	3			
Side Swipe	1	1			
Hit Parked Vehicle		1			
Other	1	1			
By Area			By Residency Status		
Rural	8	17	NT Residents	8	21
Urban	1	9	<i>Indigenous</i>	6	12
			<i>Non-Indigenous</i>	2	9
			Interstate	0	3
			Overseas	1	2
By Road Surface Type					
Sealed Dry	3	17			
Sealed Wet	0	1			
Unsealed Dry	2	3			
Unsealed Wet	0				
Not Stated	4	5			

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July - September 2004

Vision: Reduced Road Trauma

NT Fatalities Overview

July – September 2004

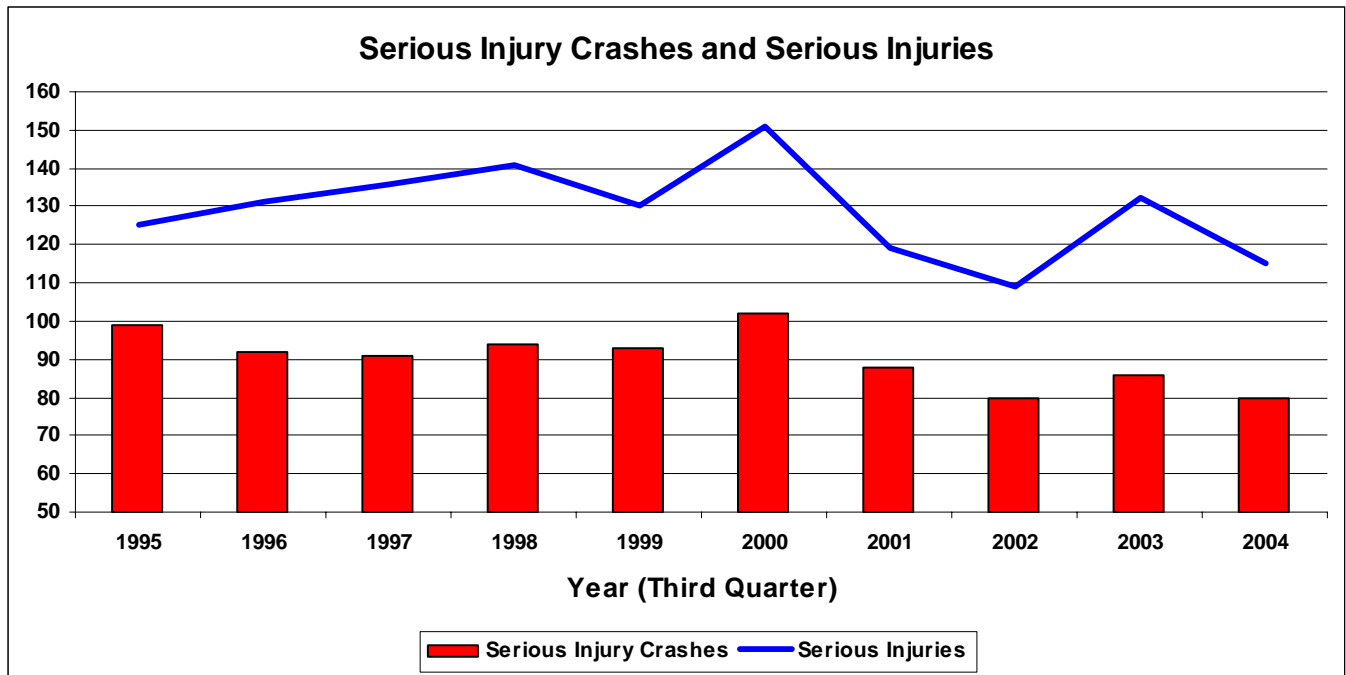
Table 1.2: Summary of Road Crashes and Fatalities

	July to Sept 2003	July to Sept 2004	% Change	12 Months to 30 Sept 2003	12 Months to 30 Sept 2004	% Change
Total Fatalities	17	9	-47.1%	60	37	-38.3%
Total Male Fatalities	12	6	-50.0%	38	27	-28.9%
Total Female Fatalities	5	3	-40.0%	22	10	-54.5%
Total Injuries	356	249	-30.1%	1106	979	-11.5%
Total Fatal Crashes	13	9	-30.8%	48	35	-27.1%
Total Injury Crashes	212	175	-17.5%	753	709	-5.8%
Total Non-Injury Crashes	403	299	-25.8%	1549	1380	-10.9%
<u>Seatbelts Not Worn</u>						
Fatalities	9	1	-88.9%	26	9	-65.4%
Injuries	16	14	-12.5 %	66	56	-15.2%
<u>Speed Related</u>						
Fatal Crashes	1	2	100.0%	6	7	16.7 %
Injury Crashes	22	18	-18.2%	73	83	13.7%
<u>Alcohol Related</u>						
Fatal Crashes	9	2	-77.8%	27	13	-51.9%
Injury Crashes	27	14	-48.1%	86	65	-24.4%
<u>Fatigue Related</u>						
Fatal Crashes	2	0	-100.0%	3	4	33.3%
Injury Crashes	8	5	-37.5%	24	25	4.2%
<u>Pedestrian Fatalities</u>						
Indigenous	2	3	50.0%	7	10	42.9%
Non Indigenous	2	0	-100.0%	2	1	-50.0%

NT Fatalities Overview

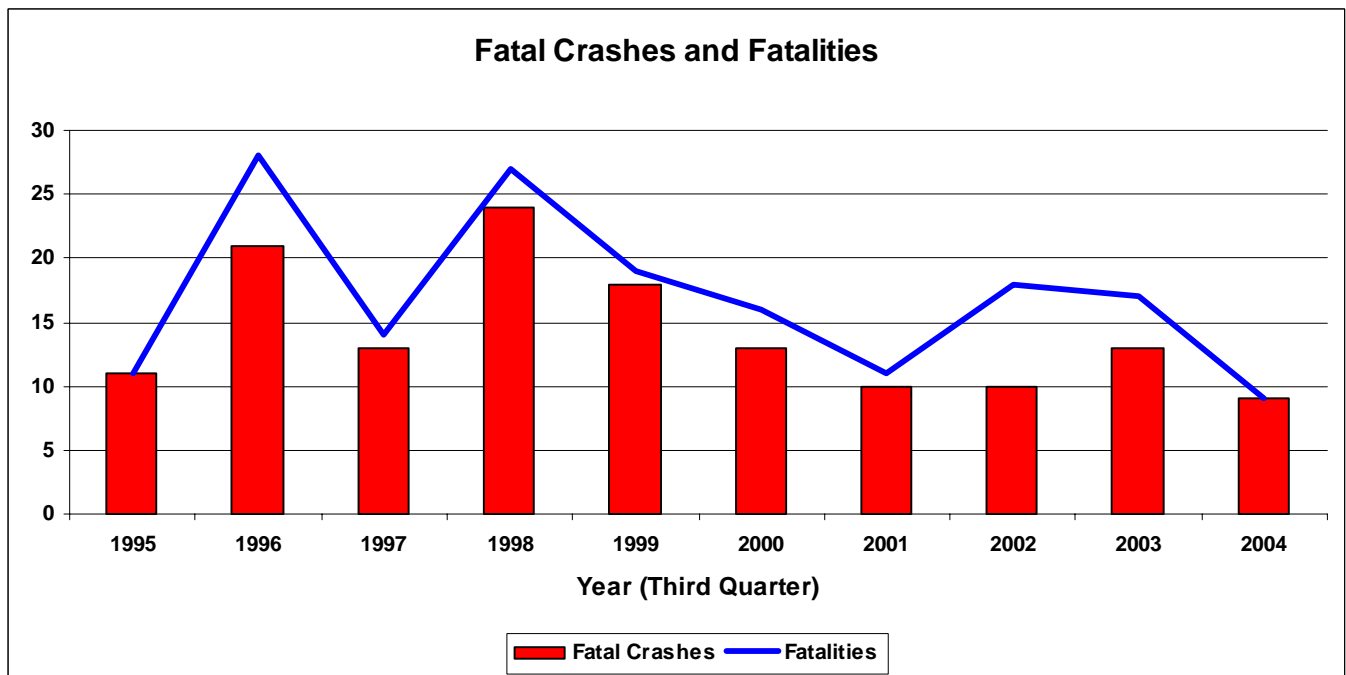
July – September 2004

Graph 1.1: Serious Injury Crashes and Serious Injuries



The third quarter of 2004 recorded the second lowest number of serious injuries compared to the third quarter of each year of the 10-year period, 2002 recorded the lowest. Both 2002 and 2004 recorded the lowest number of serious injury crashes over the 10 year (1995 to 2004) period in the third quarter.

Graph 1.2: Fatal Crashes and Fatalities

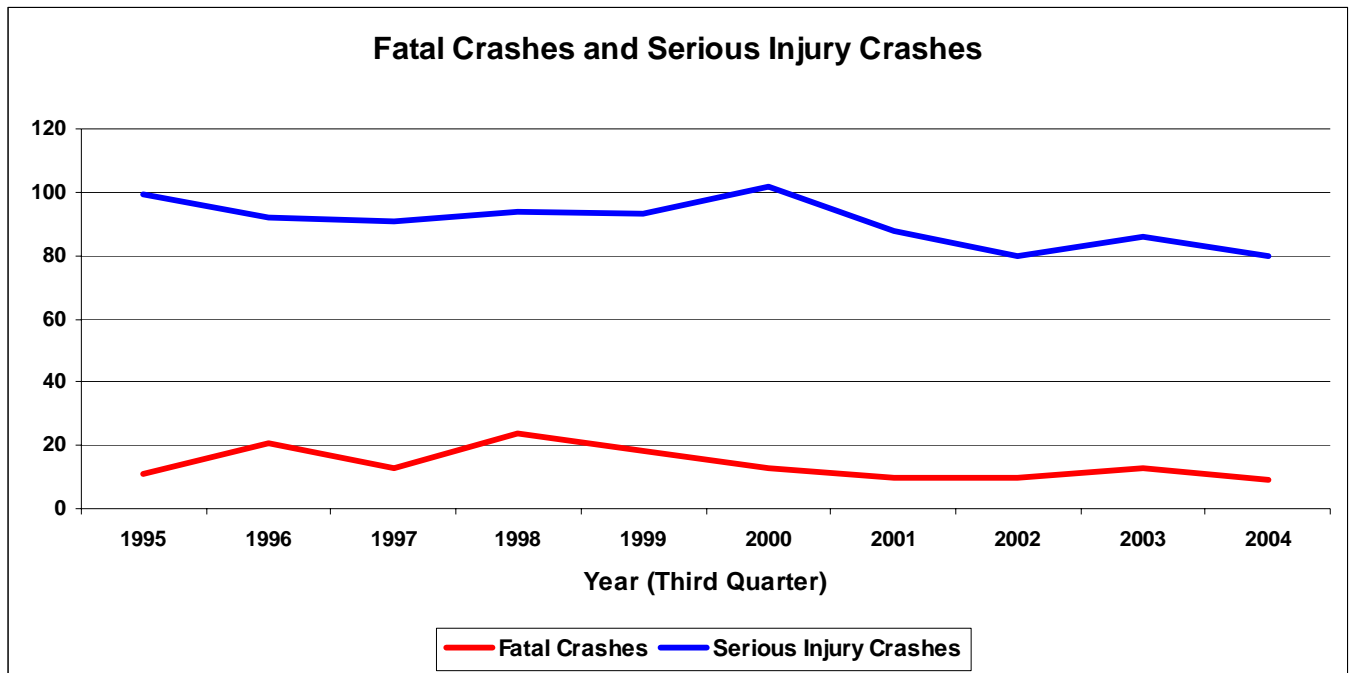


The third quarter of 2004 recorded the lowest number of fatal crashes and fatalities for each period over the 10-year period which is also the case in the second quarter.

NT Fatalities Overview

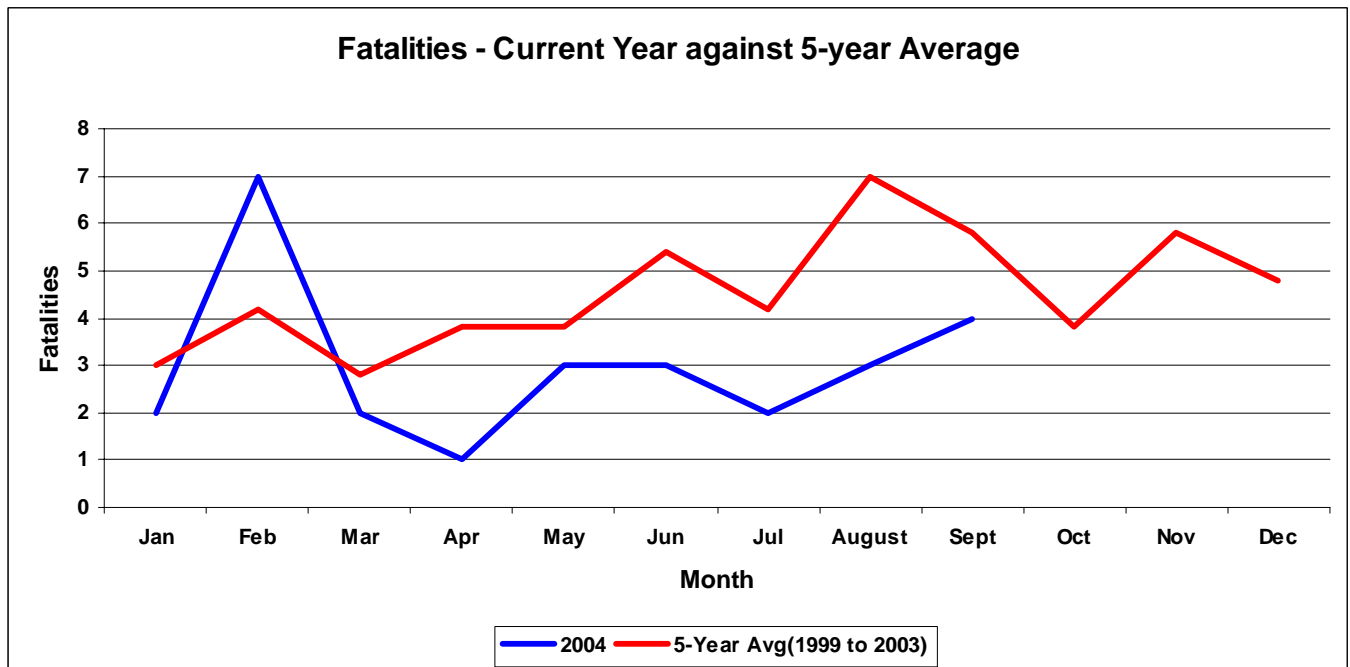
July – September 2004

Graph 1.3: Fatal Crashes and Serious Injury Crashes



The number of serious injuries in the third quarter from 2000 has showed a steady decline, while the number of fatalities has decreased since 1998.

Graph 1.4: Fatalities – Current Year against 5-year Average



The graph indicates that total fatalities for July, August and September remained below the 5-year monthly average. September recorded the highest number in the third quarter and is the second highest compared to previous months in 2004.

NT Serious Injury Crashes Overview

July – September 2004

Table 2.1 Serious Injury Crashes by Crash Type

Crash Type	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
Overtuned	27	30	20	17	23	17	23.4
Angle collision	16	18	13	18	15	18	16.0
Ran off road	12	9	14	18	21	14	14.8
Hit pedestrian	11	16	11	10	4	10	10.4
Rear end	9	5	5	4	8	14	6.2
Fell off motorcycle	3	4	8	6	4	2	5.0
Hit fixed object	6	8	4		1		3.8
Head on	3	3	2	2	5	2	3.0
Side swipe	4	3	3	1	3		2.8
Hit parked vehicle	1	1	1	4		1	1.4
Other accident		3	2			1	1.0
Hit cattle/buffalo	1		4				1.0
Hit other object			1		2	1	0.6
Hit other animal		2					0.4
Total	93	102	88	80	86	80	

As in the previous quarter, 'overtuned' has the highest serious injury crash average over the 5-year period (1999 to 2003) but the total number of overtuned crashes in 2004 remained below the average. The number of hit pedestrian crashes in the third quarter 2004 has increased by six crashes when compared to 2003.

The highest type of fatal crash for the same period is 'hit pedestrian' with three crashes. The 5-year average (1999 to 2003) indicates 'overtuned' crashes have the highest average (4.8), followed by hit pedestrian (2.8) and ran off road (2.0).

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

Area	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
Rural	50	50	42	33	42	33	43
Urban	43	52	46	47	44	47	46.4
Total	93	102	88	80	86	80	

Serious injury crashes in urban areas accounted for 59% of the total in the third quarter of 2004, compared to 11% for fatal crashes.

According to the 5-year averages for the same period for serious injury crashes, there are 1.1 crashes in urban areas for each crash in rural areas. For fatal crashes, there are 3.9 crashes in rural areas for each crash in urban areas.

NT Serious Injury Crashes Overview

July – September 2004

Table 2.3 Serious Injury Crashes by Region

Region	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
Darwin	53	55	41	55	53	52	51.4
Central	12	21	21	15	16	15	17
Katherine	15	7	19	7	7	8	11
Tennant	11	13	5	3	9	3	8.2
East	2	6	2		1	2	2.2
Total	93	102	88	80	86	80	

Darwin region has the highest number of serious injury crashes in the third quarter of 2004, accounting for 65% of the total which is 7% higher than the previous quarter and 0.6 above the 5-year average (1999 to 2003).

Table 2.4 Serious Injury Crashes by Road Condition

Road Condition	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
Sealed - Dry	75	83	75	61	67	69	72.2
Unsealed - Dry	14	16	9	14	14	10	13.4
Sealed - Wet	1	1	2	1	1	1	1.2
Unsealed - Wet				1			0.2
Not Stated	3	2	1	2	4	0	2.4
Other			1	1			0.4
Total	93	102	88	80	86	80	

Sealed-dry roads had the highest number of serious injury crashes in the third quarter of 2004, accounting for 86% of the total.

NT Serious Injuries Overview

July – September 2004

Table 3.1 Serious Injuries by Gender

Gender	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
Male	77	93	74	70	83	69	79.4
Female	53	58	45	39	49	45	48.8
Not Stated						1	0.0
Total	130	151	119	109	132	115	

Male users represented 60% of the total number of serious injuries in the third quarter of 2004, while they account for 67% of fatalities.

The number of female road users seriously injured in the third quarter 2004 was the second lowest when compared to the same period for the previous 5 years; this is 12 more serious injuries compared to the second quarter.

According to the 5-year average for the same period, males are 1.6 times more likely to be seriously injured than females, and 2.0 times more likely to be fatally injured.

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	98	122	99	83	103	97	101
Indigenous	32	27	20	26	29	18	26.8
Not Stated		2					0.4
Total	130	151	119	109	132	115	

Non Indigenous road users account for 84% of the total serious injuries in the third quarter of 2004 and 67% of total fatalities.

Both Indigenous and non Indigenous serious injury numbers in 2004 are below the 5-year averages for the same period.

Table 3.3 Serious Injuries by Age Group

Age Group	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
0-16	23	17	11	9	2	18	12.4
17-24	38	32	27	22	44	20	32.6
25-39	36	58	46	39	39	30	43.6
40-59	23	33	28	28	37	28	29.8
60-79	3	9	4	8	8	12	6.4
80-98		1					0.2
Unknown	7	1	3	3	2	7	3.2
Total	130	151	119	109	132	115	

In the third quarter of 2004, the 25-39 age group represented 26% of the serious injury total and this is the lowest when compared to the same period over the previous 5 years. The 17-24 age group for the same period accounted for 17%.

NT Serious Injuries Overview

July – September 2004

Table 3.4 Serious Injuries by Road Users

Road Users	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
Driver	54	61	47	49	69	54	56.0
Passenger	47	52	39	32	44	36	42.8
Motorcyclist	12	13	13	13	8	6	11.8
Pedestrian	12	16	10	10	4	10	10.4
Bicyclist	3	3	6	4	2	6	3.6
Passenger - Bus		5			1	2	1.2
Passenger - Luggage Area	2		4		1		1.4
Motorcycle Pillion		1		1	1		0.6
Passenger - Rear Utility/Truck					2		0.4
Not Stated						1	0.0
Total	130	151	119	109	132	115	

In the third quarter of 2004, drivers represented 47% of the serious injury total, followed by passengers at 31% and pedestrians at 9%. For fatalities in the same period pedestrians represented 33%, drivers 22% and passengers 22%.

Table 3.5 Serious Injuries by Area

Area	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
Rural	82	88	66	50	67	55	70.6
Urban	48	63	53	59	65	60	57.6
Total	130	151	119	109	132	115	

The data indicates that 48% of serious injuries occurred in rural areas in the third quarter of 2004, compared to 89% of fatalities.

Table 3.6 Serious Injury by Residency Status

Residency	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
NT Resident	101	108	89	85	96	74	95.8
Interstate Visitor	17	21	12	13	26	23	17.8
Overseas Visitor	12	19	14	9	8	16	12.4
Not Stated	0	3	4	2	2	2	2.2
Total	130	151	119	109	132	115	

In the third quarter of 2004 NT residents accounted for 64% of the serious injury total and 89% of the fatality total. Comparing to the second quarter of 2004, the serious injury number of NT residents has decreased while the interstate and overseas visitors have increased.

The number of NT resident seriously injured in the third quarter of 2004 was the lowest when compared to the same period for the previous 5 years.

The serious injury total of interstate visitors and overseas visitors was above the 5-year average for the third quarter of 2004.

MAIN CAUSES OF CRASHES IN THE NT

Alcohol, Speed, Fatigue, Seatbelts & Pedestrians

July – September 2004

Table 4.1 Alcohol Related Serious Injury Crashes

Alcohol	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
Non- Alcohol Related	84	86	76	70	71	74	77.4
Alcohol Related	7	16	12	10	15	6	12
Not Stated	2						0.4
Total	93	102	88	80	86	80	

For the third quarter of 2004, 93% of serious injury crashes and 78% of fatal crashes were non-alcohol related.

Table 4.2 Speed Related Serious Injury Crashes

Speed	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
Non-Speed Related	81	91	78	71	76	72	79.4
Speed Related	12	11	10	9	10	8	10.4
Total	93	102	88	80	86	80	

In the third quarter of 2004, speed involvement in serious injury crashes represented 10% of the total, while it was a factor in 22% of the fatal crashes.

Table 4.3 Fatigue Related Serious Injury Crashes

Fatigue	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
Non-Fatigue Related	88	96	84	77	81	77	85.2
Fatigue Related	5	6	4	3	5	3	4.6
Total	93	102	88	80	86	80	

The number of fatigue related crashes remained low from 1999 to 2004. In the third quarter of 2004 fatigue was a factor in 4% of serious injury crashes. There were no fatigue related fatal crashes recorded in the third quarter of 2004.

MAIN CAUSES OF CRASHES IN THE NT

Alcohol, Speed, Fatigue, Seatbelts & Pedestrians

July – September 2004

Table 4.4 Seatbelts

Seatbelt	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
Seatbelt Worn	64	70	56	56	75	72	64.2
Seatbelt Not Worn	11	13	10	14	11	11	11.8
Not Stated	25	29	20	10	27	6	22.2
Total	100	112	86	80	113	89	

In the third quarter of 2004, 81% of people seriously injured were wearing seatbelts while 12% of those seriously injured were not. 17% of fatalities were not wearing seatbelts.

Table 4.5 Pedestrians

Pedestrians	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
Indigenous	7	9	5	7	3	6	6.2
Non Indigenous	5	7	5	3	1	4	4.2
Total	12	16	10	10	4	10	

For the third quarter of 2004, the number of Indigenous pedestrians seriously injured represented 60% of total serious injuries, while 100% of pedestrian fatalities for the period involved Indigenous people.

*For further information contact:
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