

# Northern Territory

# Road trauma overview

## Summary



April - June 2004

Table 1.1: Fatal Crash and Fatality Numbers

	2 <sup>nd</sup> Quarter	YTD		2 <sup>nd</sup> Quarter	YTD
<b><u>Fatal Crashes Breakup</u></b>	<b>7</b>	<b>17</b>	<b><u>Fatalities Breakup</u></b>	<b>7</b>	<b>17</b>
<b>By Crash Type</b>			<b>By Gender</b>		
Ran Off Road	1	5	Male	6	12
Hit Pedestrian	1	5	Female	1	5
Overtaken	3	4			
Angle Collision	1	2			
Hit Parked Car	1	1			
<b>By Area</b>			<b>By Residency Status</b>		
Rural	3	9	NT Residents		
Urban	4	8	<i>Indigenous</i>	2	6
			<i>Non-Indigenous</i>	3	7
			Interstate	2	3
			Overseas	0	1
<b>By Road Surface Type</b>					
Sealed Dry	4	12			
Sealed Wet	0	1			
Unsealed Dry	0	1			
Unsealed Wet	0	0			
Not Stated	3	3			

For further information contact:  
 Road Safety Branch  
 Department of Infrastructure, Planning and Environment  
 Phone: (08) 8924 7147  
 E-Mail: roadsafety@nt.gov.au

**Vision: Reduced Road Trauma**

# NT Fatalities Overview

## April – June 2004

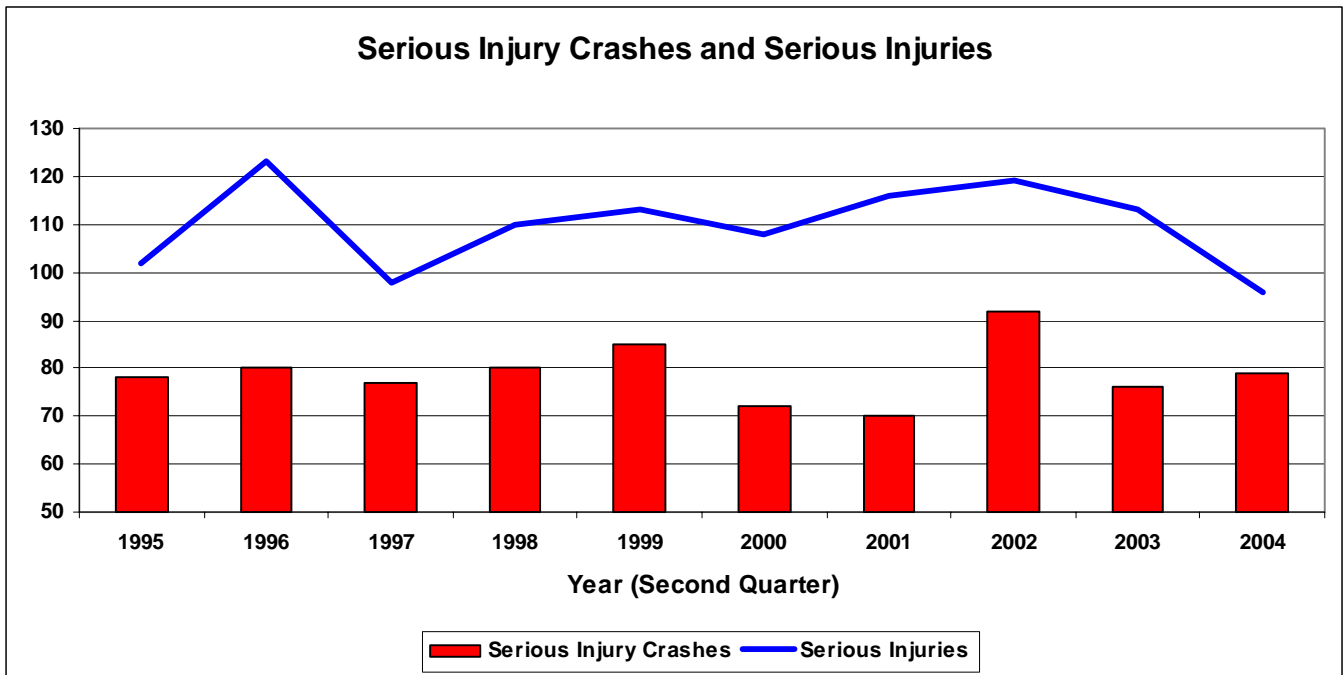
Table 1-2: Summary of Road Crashes and Fatalities

	April to June 2003	April to June 2004	% Change	12 Months to 30 June 2003	12 Months to 30 June 2004	% Change
<b>Total Fatalities</b>	13	7	<b>-46.2%</b>	61	45	<b>-26.2%</b>
<b>Total Male Fatalities</b>	8	6	<b>-25%</b>	40	33	<b>-17.5%</b>
<b>Total Female Fatalities</b>	5	1	<b>-80%</b>	21	12	<b>-42.9%</b>
<b>Total Injuries</b>	259	231	<b>-10.8%</b>	1033	1075	<b>4.1%</b>
<b>Total Fatal Crashes</b>	12	7	<b>-41.7%</b>	45	39	<b>-13.3%</b>
<b>Total Injury Crashes</b>	179	163	<b>-8.9%</b>	739	738	<b>-0.1%</b>
<b>Total Non-Injury Crashes</b>	406	342	<b>-15.8%</b>	1516	1474	<b>-2.8%</b>
<b><u>Seatbelts Not Worn</u></b>						
<b>Fatalities</b>	9	1	<b>-88.9%</b>	27	17	<b>-37.0%</b>
<b>Injuries</b>	17	8	<b>-52.9%</b>	69	57	<b>-17.4%</b>
<b><u>Speed Related</u></b>						
<b>Fatal Crashes</b>	2	0	<b>-100%</b>	5	6	<b>20%</b>
<b>Injury Crashes</b>	12	20	<b>66.7%</b>	73	85	<b>16.4%</b>
<b><u>Alcohol Related</u></b>						
<b>Fatal Crashes</b>	6	0	<b>-100%</b>	22	19	<b>-13.6%</b>
<b>Injury Crashes</b>	22	17	<b>-22.7%</b>	82	73	<b>-11.0%</b>
<b><u>Fatigue Related</u></b>						
<b>Fatal Crashes</b>	0	0	<b>N/A</b>	2	4	<b>100%</b>
<b>Injury Crashes</b>	5	3	<b>-40%</b>	20	25	<b>25%</b>
<b><u>Pedestrian Fatalities</u></b>						
<b>Indigenous</b>	1	1	<b>0%</b>	5	9	<b>90.0%</b>
<b>Non Indigenous</b>	0	1	<b>N/A</b>	1	3	<b>200.0%</b>

# NT Fatalities Overview

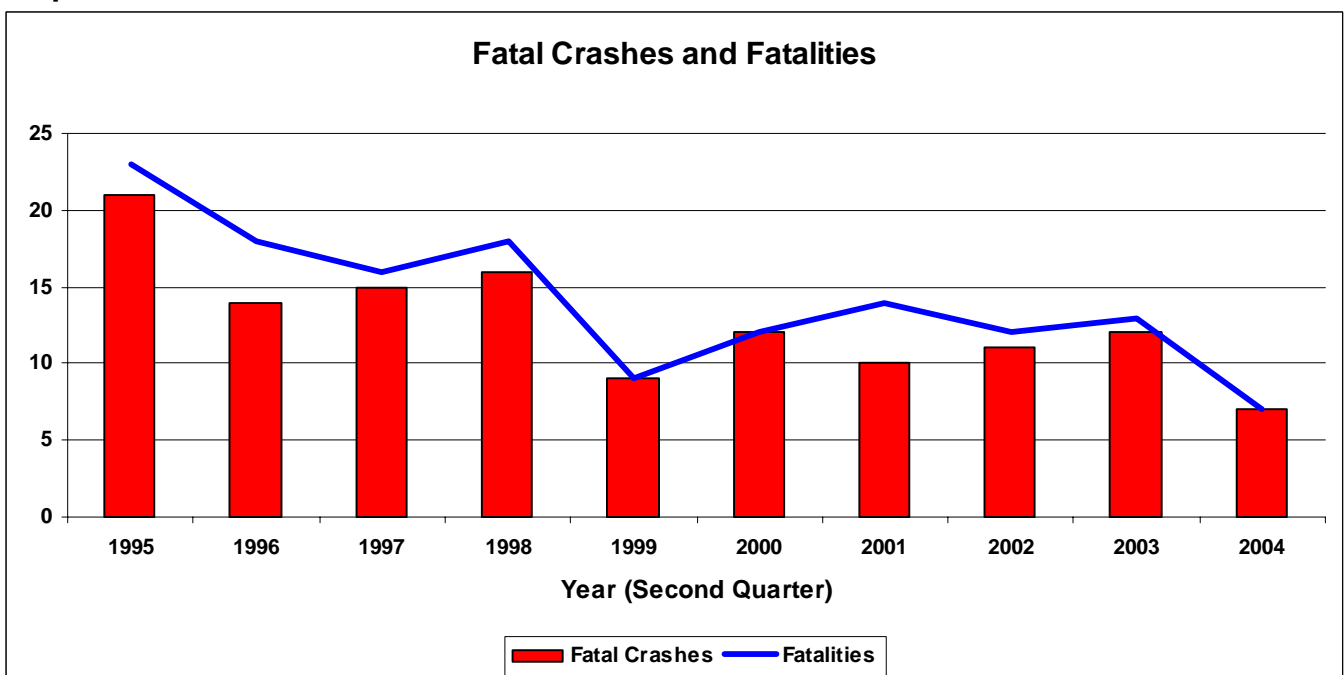
April – June 2004

Graph 1.1: Serious Injury Crashes and Serious Injuries



The second quarter of 2004 recorded the lowest number of serious injuries compared to the second quarter of each year of the 10-year period. This follows a record high level of serious injuries recorded in the first quarter.

Graph 1.2: Fatal Crashes and Fatalities

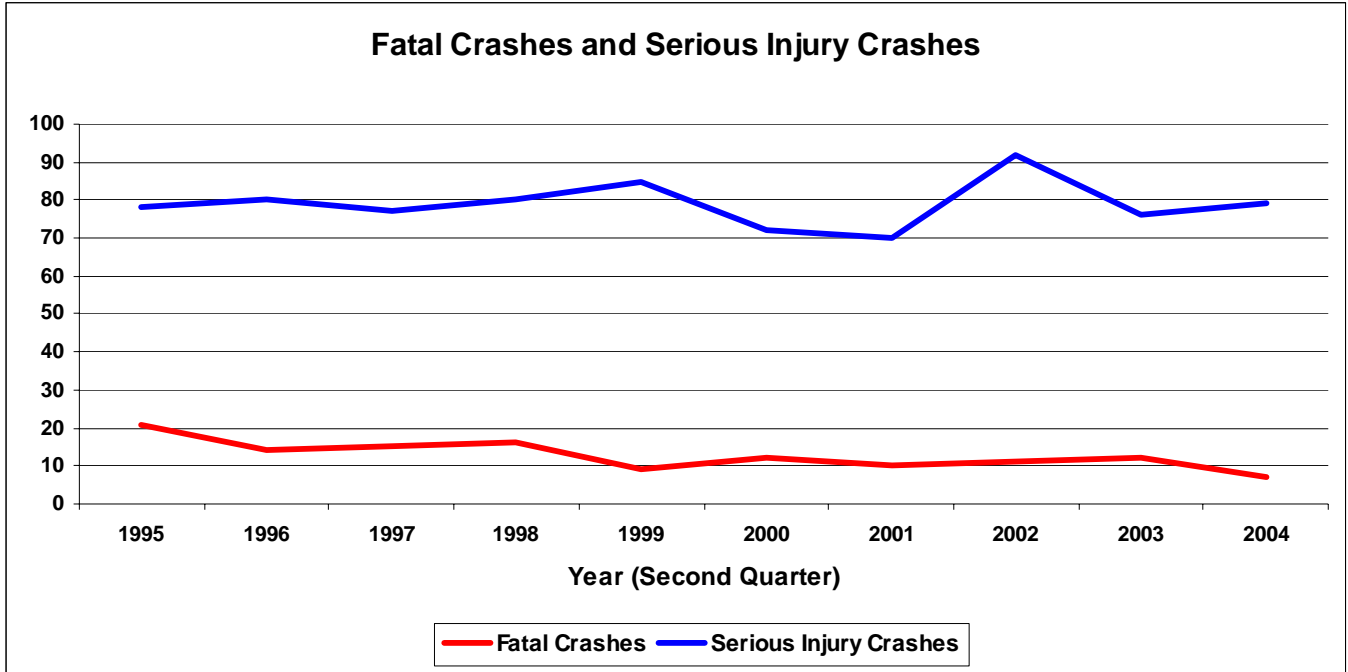


The second quarter of 2004 recorded the lowest number of fatal crashes and fatalities for each period over the 10-year period.

# NT Fatalities Overview

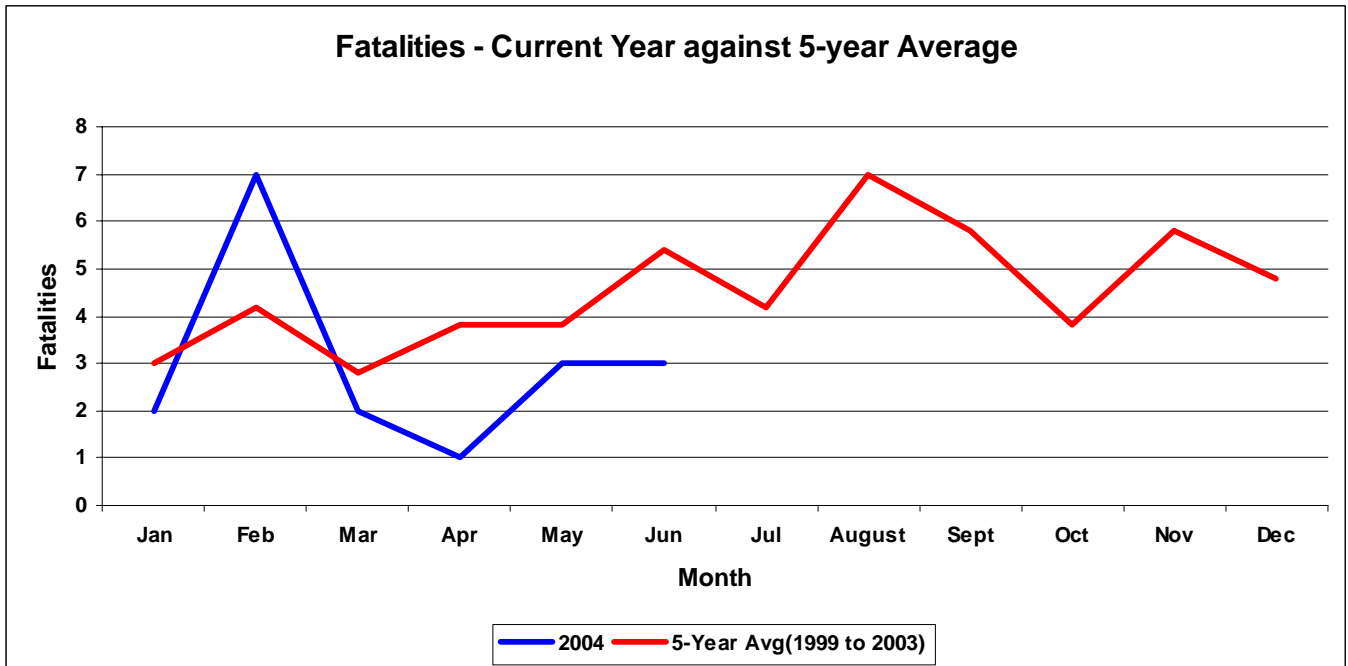
April – June 2004

Graph 1.3: Fatal Crashes and Serious Injury Crashes



The number of serious injuries in the second quarter from 2002 to 2004 showed a decline while in the first quarter an incline was recorded. Fatalities in the second quarter were 35% below the 5 year average.

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



The graph indicates that fatality total for April, May and June remained below the 5-year monthly average.

# NT Serious Injury Crashes Overview

## April – June 2004

**Table 2.1 Serious Injury Crashes by Crash Type**

Crash Type	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
Overtuned	20	20	9	21	17	21	17.4
Angle collision	16	9	16	14	14	14	13.8
Ran off road	8	4	14	17	17	13	12
Hit pedestrian	13	10	10	9	11	7	10.6
Rear end	8	6	3	9	2	6	5.6
Fell off motorcycle	2	8	4	7	3	6	4.8
Head on	6	2	2	3	2	1	3
Hit fixed object	4	3	3	2	2		2.8
Side swipe	1	1	3	3	4	5	2.4
Other accident	1	4	2	2		1	1.8
Hit other animal	3	1	1	1		2	1.2
Hit parked vehicle		2		1	3	1	1.2
Hit cattle/buffalo	2		1		1	1	0.8
Hit light pole			1	1			0.4
Hit other object	1	1					0.4
Hit power pole		1	1				0.4
Hit horse/camel				1			0.2
Unknown				1		1	0.2
<b>Total</b>	<b>85</b>	<b>72</b>	<b>70</b>	<b>92</b>	<b>76</b>	<b>79</b>	

In the second quarter of 2004, overturned represented 27% of the total serious injury crashes. This is followed by angle collision and ran off road.

When compared with serious injury crash data in the same period for the previous 5 years, 2004 has the lowest number of hit pedestrian crashes.

The number of fatal crashes (7) in the second quarter of 2004 is the lowest compared to the previous 5 years.

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

Area	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
Rural	33	31	25	36	34	41	32
Urban	52	41	45	56	42	38	47.2
<b>Total</b>	<b>85</b>	<b>72</b>	<b>70</b>	<b>92</b>	<b>76</b>	<b>79</b>	

Serious injury crashes in urban areas accounted for 52% of the total in the second quarter of 2004, compared to 57% for fatal crashes.

According to the 5-year averages for the same period for serious injury crashes, there were 1.5 crashes in urban areas for each crash in rural areas. For fatal crashes, there were 2 crashes in rural areas for each crash in urban areas which is the same as the first quarter.

# NT Serious Injury Crashes Overview

## April – June 2004

**Table 2.3 Serious Injury Crashes by Region**

Region	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
Darwin	46	49	48	56	53	46	50.4
Central	13	16	12	20	10	13	14.2
Katherine	16	4	8	10	8	11	9.2
Tennant	8	2	2	3	4	6	3.8
East	2	1		3	1	3	1.4
<b>Total</b>	<b>85</b>	<b>72</b>	<b>70</b>	<b>92</b>	<b>76</b>	<b>79</b>	

Darwin region has the highest number of serious injury crashes in the second quarter of 2004, accounting for 58% of the total. In this quarter Darwin region had the lowest number of serious injury crashes when compared to the previous 5 years for the same period.

**Table 2.4 Serious Injury Crashes by Road Condition**

Road Condition	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
Sealed - Dry	69	53	56	72	62	56	62.4
Unsealed - Dry	10	12	9	12	11	11	10.8
Not Stated	4	1	2	5	3	7	3
Unsealed - Wet		2		1		3	0.6
Sealed - Wet	1	4	3	2		2	2
Other	1						0.2
<b>Total</b>	<b>85</b>	<b>72</b>	<b>70</b>	<b>92</b>	<b>76</b>	<b>79</b>	

Sealed-dry roads had the highest number of serious injury crashes in the second quarter of 2004, accounting for 71% of the total. The number of serious injuries crashes on sealed dry roads is the second lowest when compared to the previous 5-years for the same period.

# NT Serious Injuries Overview

April – June 2004

**Table 3.1 Serious Injuries by Gender**

Gender	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
Male	64	75	78	68	79	63	72.8
Female	49	33	38	51	34	33	41
<b>Total</b>	<b>113</b>	<b>108</b>	<b>116</b>	<b>119</b>	<b>113</b>	<b>96</b>	

Male road users represented 66% of the total number of serious injuries in the second quarter of 2004, while they account for 86% of fatalities.

The number of female road users seriously injured was the lowest in the second quarter of 2004 when compared to the same period for the previous 5 years. This is the opposite to the first quarter where serious injuries to females were at the highest level for the five year period.

According to the 5 year averages, males are 1.8 times more likely to be seriously injured than females which is the same as for the first quarter, while males are 2.8 times 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	80	84	81	94	85	74	84.8
Indigenous	33	24	34	25	28	22	28.8
Not Stated			1				0.2
<b>Total</b>	<b>113</b>	<b>108</b>	<b>116</b>	<b>119</b>	<b>113</b>	<b>96</b>	

Non indigenous road users account for 77% of the total serious injuries in the second quarter of 2004 and 71% of total fatalities.

The number of indigenous road users with serious injuries in the second quarter of 2004 is the lowest when compared to the same period over the last 5-years.

Both non-indigenous and 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	17	8	20	13	16	8	14.8
17-24	16	26	27	38	38	24	29
25-39	39	48	28	33	33	41	36.2
40-59	28	13	33	19	20	21	22.6
60-79	7	11	8	14	3	1	8.6
Unknown	6	2		2	3	1	2.6
<b>Total</b>	<b>113</b>	<b>108</b>	<b>116</b>	<b>119</b>	<b>113</b>	<b>96</b>	

In the second quarter of 2004, the 25-39 age group represented 43% of the serious injury total and this is the second highest result when compared to the same period over the previous 5 years.

This same age group (25-39) also accounted for 43% of total fatalities for the second quarter of 2004.

# NT Serious Injuries Overview

April – June 2004

**Table 3.4 Serious Injuries by Road Users**

Road Users	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
Driver	50	47	42	57	56	46	50.4
Passenger	15	25	36	26	26	18	25.6
Motorcyclist	14	19	17	16	10	17	15.2
Pedestrian	13	10	9	10	11	7	10.6
Not Stated	17	3	9	5	5	4	7.8
Bicyclist	4	1	2	3	5	3	3
Passenger - Rear Utility/Truck		2	1			1	0.6
Passenger – Bus				2			
Motorcycle Pillion		1					
<b>Total</b>	<b>113</b>	<b>108</b>	<b>116</b>	<b>119</b>	<b>113</b>	<b>96</b>	

In the second quarter of 2004, drivers represented 48% of the serious injury total, followed by passengers at 19% and motorcyclists at 18%. For fatalities, drivers represented 71% and pedestrians 29%.

The number of pedestrians seriously injured in the second quarter of 2004 is the lowest when compared to the same period for the previous 5 years.

The second quarter of 2004 had no passenger fatalities which makes it the lowest when compared to the previous five years, while 2003 had the highest number of passenger fatalities.

**Table 3.5 Serious Injuries by Area**

Area	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
Rural	46	60	61	53	60	57	56
Urban	67	48	55	66	53	39	57.8
<b>Total</b>	<b>113</b>	<b>108</b>	<b>116</b>	<b>119</b>	<b>113</b>	<b>96</b>	

The data indicates that 59% of serious injuries occurred in rural areas in the second quarter of 2004, compared to 43% of fatalities.

The second quarter of 2004 had the lowest number of serious injuries in urban areas when compared to the same period for the previous 5 years.

**Table 3.6 Serious Injury by Residency Status**

Residency	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
NT Resident	100	94	94	94	100	84	96.4
Interstate Visitor	8	9	13	19	8	10	11.4
Overseas Visitor	5	5	6	5	4	2	5
Not Stated			2	1	1		0.8
<b>Total</b>	<b>113</b>	<b>108</b>	<b>115</b>	<b>119</b>	<b>113</b>	<b>96</b>	

In the second quarter of 2004 NT residents accounted for 88% of the serious injury total and 71% of the fatality total. The number of serious injuries for overseas and interstate visitors remained steady for the same period from 1999 to 2004.

All categories of residency remained below the 5 year average for the second quarter of 2004. The NT resident and overseas visitor numbers status are the lowest when compared to the previous 5 years.

# MAIN CAUSES OF CRASHES IN THE NT

## Alcohol, Speed, Fatigue, Seatbelts & Pedestrians

### April – June 2004

**Table 4.1 Alcohol Related Serious Injury Crashes**

Alcohol	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
Non- Alcohol Related	68	59	58	86	63	71	66.8
Alcohol Related	13	13	12	6	12	8	11.2
Not Stated	4				1		1
<b>Total</b>	<b>85</b>	<b>72</b>	<b>70</b>	<b>92</b>	<b>76</b>	<b>79</b>	

For the second quarter of 2004, 91% of the serious injury crashes were non-alcohol related and 2004 had the second lowest number of alcohol related crashes when compared with the same period for the previous 5 years. In this quarter, no fatal crashes were 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	69	63	76	69	67	71.6
Speed Related	5	3	7	16	7	12	7.6
<b>Total</b>	<b>85</b>	<b>72</b>	<b>70</b>	<b>92</b>	<b>76</b>	<b>79</b>	

In the second quarter of 2004, speed involvement in serious injury crashes represented 15% of the total, while there were no speed related fatal crashes.

**Table 4.3 Fatigue Related Serious Injury Crashes**

Fatigue	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
Non-Fatigue Related	82	67	70	90	74	76	76.6
Fatigue Related	3	5		2	2	3	2.4
<b>Total</b>	<b>85</b>	<b>72</b>	<b>70</b>	<b>92</b>	<b>76</b>	<b>79</b>	

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

# MAIN CAUSES OF CRASHES IN THE NT

## Alcohol, Speed, Fatigue, Seatbelts & Pedestrians

### April – June 2004

**Table 4.4      Seatbelts**

Seatbelt	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
Seatbelt Worn	61	44	53	54	63	49	324
Not Stated	12	16	15	19	12	13	87
Seatbelt Not Worn	8	15	19	13	10	7	72
<b>Total</b>	<b>81</b>	<b>75</b>	<b>87</b>	<b>86</b>	<b>85</b>	<b>69</b>	

The number of seriously injured drivers and passengers not wearing seatbelts has decreased from 2001 to 2004 in the second quarter. The second quarter of 2004 has the lowest number of injuries where seatbelts were not worn compared to the same period for the previous 5 years.

**Table 4.5      Pedestrians**

Pedestrians	1999	2000	2001	2002	2003	2004	Average (1999 to 2003)
Indigenous	9	5	5	7	6	4	6.4
Non Indigenous	4	5	3	3	5	3	4
Not Stated			1				0.2
<b>Total</b>	<b>13</b>	<b>10</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>7</b>	

For the second quarter of 2004, the number of seriously injured indigenous pedestrians represented 57% of the total pedestrian injuries and accounted for 50% of pedestrian fatalities.

*For further information contact:  
Road Safety Branch  
Department of Infrastructure, Planning and Environment  
Phone: (08) 8924 7147  
E-Mail: roadsafety@nt.gov.au*