



DRAFT Sunshine Coast Road Safety Plan 2015-2019



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Acknowledgements

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Foreword

Every year, around 5,500 crashes in Queensland result in death or serious injury.

Many people in council and across our community have helped create a Plan that will change the way we think and act. This Plan challenges our standards and practices; it holds a vision for a safer road system which can only be achieved with the support and action of the whole community.

Our engineers, planners and designers must be encouraged and supported to design and build roads in accordance with the Safe Systems Framework. Our community wants, and deserves, a forgiving transport system for all users.

This plan is a partnership between the Department of Transport and Main Roads (DTMR), the Queensland Police Service (QPS), the Local Government Association of Queensland (LGAQ), The Roads Alliance, The Institute of Public Works Engineering Australia Queensland (IPWEAQ) and the Sunshine Coast Council (SCC).

Council will work collaboratively with road safety agencies in the region, identify and address local road safety issues through the Road Safety Partnership Committee, with representatives from the above organisations.

Our road network is comprised of a combination of federal, state and local government controlled roads. Council will cooperate with other road authorities, including the state government as the authority for vehicle registrations and licensing.

While council will not undertake actions that fall within the responsibility of other agencies, we will work with those agencies to improve road safety outcomes.

We need to look at what can be realistically done and then ensure that every dollar spent goes towards the reduction of deaths and injuries. We all have an opinion about road safety, and we are asking the whole community to unite behind this long term Plan. We know we may not be able to achieve zero deaths and injuries, however, we can and must strive towards achieving this goal. We all share responsibility for road safety in this area. We

will all take responsibility and action, jointly and individually, to improve road safety for all users.

Cr Mark Jamieson, Mayor

Cr Rick Baberowski, Integrated Transport Portfolio

Purpose

The *Sunshine Coast Road Safety Plan 2015-2019* (the Plan) provides the framework for improving road safety across the Sunshine Coast local government area. The Plan will ensure that planning for road safety is current, consistent and coordinated.

The Plan has been formulated using the principles of the Safe System Framework, which guides road safety policy in Australia and addresses the goals of safer roads and roadsides, safer speeds, safer vehicles and safer people.

Council is committed to working towards a reduction of fatalities, serious crashes and injuries on Sunshine Coast roads. With unprecedented population growth in the region, considerable effort is required to achieve this.

Why road safety

At a Global Level

In March 2010, the United Nations General Assembly resolution (A/RES/64/255) proclaimed a *Decade of Action for Road Safety 2011–2020*, with a goal to stabilise and then reduce road traffic fatalities around the world by increasing road safety activities conducted at global, national and regional levels.

The *Global Plan for the Decade of Action for Road Safety 2011-2020* provides an overall framework and indicators for:

- building road safety management capacity
- improving the safety of road infrastructure and broader transport networks
- further developing the safety of vehicles
- enhancing the behaviour of road users
- improving post-crash care.

The Global Plan recognises the importance of ownership at the local level.

At a National Level

The *National Road Safety Strategy 2011-2020* acknowledges the role of both state and local governments and the importance of engaging the community in addressing road safety.

At a State Level

The Queensland Government has endorsed the *National Road Safety Strategy*, and committed to its implementation by developing the *Queensland Road Safety Action Plan 2013-2015*. This plan aligns with the safe system approach and continues to work to improve infrastructure and current initiatives in the other areas of vehicle safety and behavioural change.

At a Local Level

The roles of local government have been agreed between the Australian Local Government Association, Local Government Association of Queensland, Institute of Public Works Engineering Australia and Austroads. Local governments role in road safety is to:

- assume primary responsibility for the safety of the roads it manages
- consider the road safety implications of planning decisions it makes in relation to land use
- lobby higher levels of government to fund transport infrastructure and services which will benefit the community, and for changes to legislation which may have a particular impact on communities
- engage and empower communities in relation to road safety issues, encourage safe road user behaviour, and coordinate local resources for better outcomes.

Sunshine Coast Council Corporate Plan

The *Sunshine Coast Council Corporate Plan 2015-2019* is council's key strategic document. The Road Safety Plan has been developed in line with the 'Accessibility and Connectedness, Health and Wellbeing and Managing Growth' themes of the Corporate Plan, which also contains strategic actions relating to "a well-planned safe and functional transportation system".

Sunshine Coast Sustainable Transport Strategy

The *Sunshine Coast Sustainable Transport Strategy 2011-2031* was adopted by council on 2 February 2011. This strategy identifies strategic actions to ensure that the council has 'Safe and Healthy Communities and People and Places are Connected'. The road safety

Plan is required to address one of the five goals of the strategy, for “a safe travel environment is delivered” and the policy directions to:

- reduce the incidence of road trauma on the area’s roads and in doing so move towards a zero road toll
- prepare and implement a road safety plan which aims to make the road transport system more forgiving of human error
- minimise as far as practicable the level of unsafe road user behaviour

Sunshine Coast Council will assist other road agencies in the area to:

- identify key behaviours and circumstances contributing to road trauma
- utilise a sound knowledge base and research to make informed decisions
- influence and assist planning and implementation of inter-agency road safety strategies
- provide an informed response to the local community and media on road trauma
- act as an advocate for road safety

Our road safety vision

The Plan will ensure that council’s road safety practices are current, consistent and coordinated.

The vision for road safety is:

The Sunshine Coast is recognised as a place which provides a safe travel environment for all road users.

It is recognised that while we might not be able to prevent all road crashes, we can reduce the incidence of death, serious injury and the cost of road trauma to the community.

The following targets have been identified to evaluate progress towards the vision:

- fewer fatalities in the Sunshine Coast area per capita, than the Queensland average
- fewer hospitalisations in the Sunshine Coast area per 100,000 population, than the Queensland average
- fewer crashes each year than the previous five year average

The Plan will set out actions in five priority areas:

- Education and encouragement
- Crash investigation and prevention
- Pedestrian enabling facilities
- On and off road cycle facilities
- Speed management measures

The success of the Plan is dependent on strong commitment and support from council, the whole community and our key state and federal transport agency partners.

The Plan includes processes which can be used to score and rank issues relating to crash locations, pedestrian facilities, cycle facilities and speed management. This will enable projects to be developed for potential inclusion in the Ten Year Capital Works Program.

Applying the Safe System approach

The Safe System Framework was officially endorsed by the Australian Transport Council in 2004. It guides road safety policy in all jurisdictions across Australia, and is the basis for the *National Road Safety Strategy 2011-2020* and the *Queensland Speed Management Strategy 2010 - 2013*.

The basic premise of the Safe System approach is that road fatalities and serious injuries are unacceptable and that the road system can be designed to expect and accommodate human error. The three basic principles are:

- People make mistakes
- People are fragile
- The road transport system needs to be forgiving

A safe system seeks to ensure that crashes do not result in serious human injury. It considers human limitations as an important basis for the design of transport systems, road environments and vehicles. Road users, vehicles and the road system are addressed in an integrated manner, through a wide range of interventions, with greater attention to speed management and vehicle and road design than in traditional approaches to road safety.

Consideration has also been given to the Austroads ‘*Guide to Road Safety*’ Part 2: *Road Safety Strategy and Evaluation* and Part 4:

Local Government and Community Road Safety and the Institute of Public Works Engineering Australia (New South Wales Division) Guide to Developing Council Road Safety Strategic Plans.

The Plan sets the framework for the factors of the safe system framework that council can support to improve road safety.



Where we are now – the facts

The road environment

There are 3,343 kilometres of sealed and unsealed roads on the Sunshine Coast. A total of 372 kilometres (12%) are state controlled (declared under section 24 of the *Transport Infrastructure Act 1994*) and managed by the TMR.

Sunshine Coast Council manages 2,971 kilometres (88%) of roads, of which 601 kilometres are unsealed.

Crash data

The road safety profile for the Sunshine Coast Council area has been established using crash data from the TMR WebCrash database. At the time of developing this plan, crash data for 2012 onwards had not been finalised. As a result, road crash analyses used in this plan relate to the five year period from 2007-2011.

Crash and enforcement data is also maintained by the Queensland Police Service (QPS). The QPS use this data, together with police officers' local knowledge, to develop appropriate education programs and specific enforcement programs, which council can promote.

The Sunshine Coast Police Region's Road Safety Partnership identified alcohol, young adults, motorcyclists and speed as major contributors to the area's road toll.

The Sunshine Coast Council gathers information through the asset management and local knowledge of officers and the community.

This information has been used in the development of the Plan.

Crash statistics

The crash statistics for the Sunshine Coast are provided in Appendix A. For the five year period from 2007 – 2011 across the Sunshine Coast area there were:

Overall crashes

- 6,191 reported crashes
- 39% of all reported crashes caused property damage only (2,457 crashes)
- 98 deaths resulting from 88 crashes on all roads
- 35% of all deaths occurred on council managed roads (34 deaths)

The total number of casualties (4,874) is broken up by severity as shown in Figure 1.

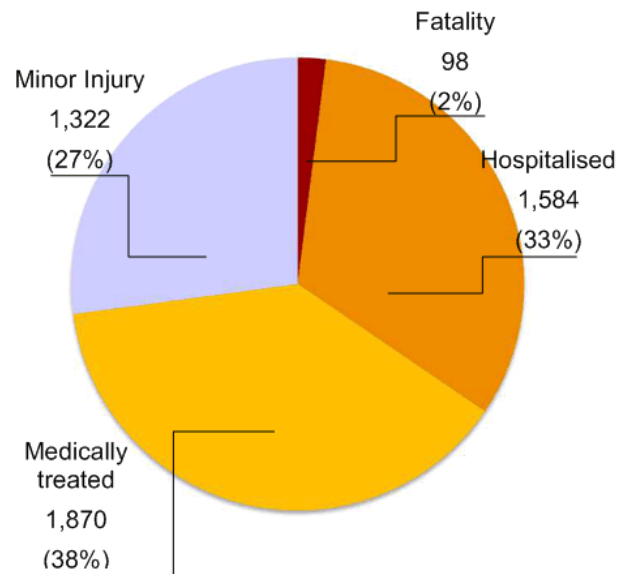


Figure 1: Severity of casualties

Road user groups

Of the 4,874 casualties, the breakdown of road user groups is shown in Figure 2, and Figure 3 demonstrates the severity of casualties for road user groups.

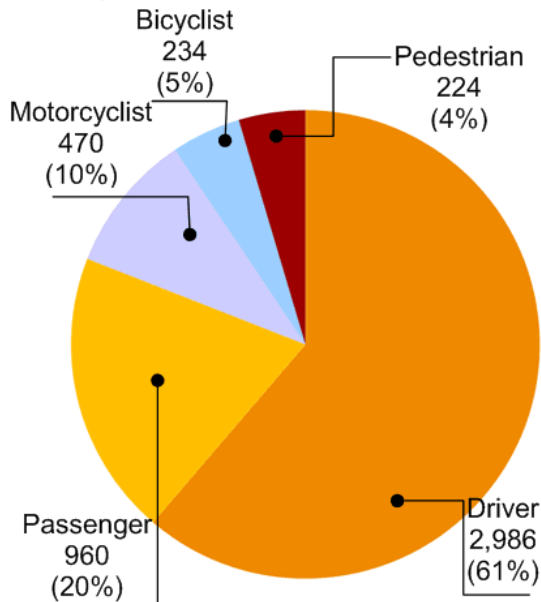


Figure 2: Casualties by road user

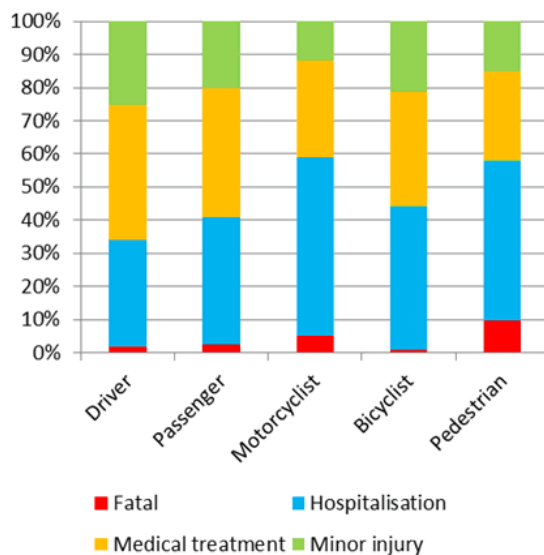


Figure 3: Severity of casualties by road user

Road site and crash type

- 64% of all crashes occurred on state controlled roads (2,372 crashes), which make up 15% of the road network
- 36% of all crashes occurred on council managed roads (1,351 crashes), which make up 85% of the road network
- 28% of all crashes occurred at cross roads and at T-junctions (1,052 crashes)

Cost to the community

In addition to the burden of personal suffering, the financial cost of road trauma to the Sunshine Coast community for the period from 2007-2011 was in excess of one billion dollars in lost productivity, property damage, health care, emergency services, and insurance costs. This is summarised in Table 1.

Table 1: Cost of road trauma to the Sunshine Coast community from 2007-2011

| Severity of Casualties | Number of Casualties | Generic WTP Value | Estimated Cost |
|------------------------|----------------------|-------------------|-----------------|
| Fatal | 88 | \$8,147,000 | \$717M |
| Hospitalisation | 1,343 | \$365,761 | \$491M |
| Medical Treatment | 1,430 | \$106,907 | \$153M |
| Minor Injury | 862 | \$37,944 | \$33M |
| Non-casualty | 2,468 | \$11,920 | \$29M |
| Total | 6,191 | | \$1,423M |

Cost is calculated based on TMR's Roadside Impact Severity Calculator (RISC) Crash Costs Update released in October 2013 for Willingness to Pay (WTP).

Education & encouragement

Our road users are people who are competent, alert, and comply with the road rules. They accept responsibility and consider the safety of themselves and others, particularly vulnerable road users.

Our actions for education & encouragement are:

A1 - Promote state and local road safety education programs to educate drivers on road safety issues, including basic road rules

The State Government conducts a variety of education campaigns addressing road safety issues, such as 'join the drive'. These campaigns can be used to complement other road safety initiatives in the area. Council can promote these state and federal government programs and initiatives through advertisement on the external council website, intranet and by placing posters in all council buildings and facilities.

A2 - Encourage schools to include road safety education as part of their curricula.

Many young people are exposed to road safety risks as pedestrians and cyclists when travelling to and from school. Educating school children not only influences current behaviours, it also promotes safer future road use when they become riders or drivers themselves.

Road safety education should play an integral part in teaching school children about the dangers they face when riding or walking to and from school. Council's TravelSmart team engage in bike safety skills and education with local schools. Council can help to promote safer road user behaviour through road safety presentations in conjunction with other road authorities.

A3 - Continue to provide support for schools and State agencies implementing a 'Safe School Travel' (SafeST) program and improve infrastructure around schools

The State Government conducts a range of road safety initiatives. Local initiatives can be used to broaden the range and increase the influence of these activities, to promote safer travel to school.

A range of initiatives is included in *SafeST*, including the 'Walking School Bus', which provides an alternative to driving children to school. This program has the added advantages of health and environmental benefits, through exercise and reduced vehicle emissions and traffic congestion.

Council's TravelSmart team provides assistance to the State Government to address the safety of children in the vicinity of schools through the State Government's *Safe School Travel (SafeST)* program, *Transport Infrastructure Development Scheme (TIDS)* program and through council funded projects. This includes facilities such as car parks, pick up and set down zones, safe and accessible cycle routes and entries to schools

A4 - Educate motorists on the dangers of illegal parking and enforce local laws to control this

Illegal parking can be an inconvenience to other members of the community and more importantly, a danger to other road users. It can create an environment where drivers make poor choices, and cyclists are forced into main traffic lanes, which may result in crashes.

Increased vigilance in addressing illegally parked vehicles and improved education through fact sheets and website updates can improve road safety and reduce congestion caused by this practice.

What actions can we take?

1. Promote state and local road safety education programs to educate drivers on road safety issues, including basic road rules
2. Encourage schools to include road safety education as part of their curricula.
3. Continue provide support for schools and State agencies implementing a 'Safe School Travel' (SafeST) program and improve infrastructure around schools
4. Educate motorists on the dangers of illegal parking and enforce local laws to control this

Crash investigation and prevention

A road system that reduces the likelihood of crashes occurring and minimises the consequences of crashes.

Proactive management of roads, roadsides and pathways to provide a safe road environment for those most at risk.

Our crash investigation and prevention actions are:

A5 - Continue to undertake road safety reviews or audits as part of the design of new roads and road upgrades

Incorporating road safety into the design process ensures that a road is as safe as possible from the beginning, minimising potential hazards and the need for subsequent treatment of black spots that could have been avoided.

A6 – Develop a priority list of remedial works for possible inclusion in the Ten Year Capital Works Program

Capital works projects are rated and weighted on a range of criteria. The criteria will be reviewed so that road safety is appropriately weighted.

A7 – Identify and treat locations which have a high incidence of motorcycle crashes

Motorcyclists are over-represented in crashes. The number of motorcycles registered in Queensland has doubled since 2002, while total vehicle registrations in the same time increased by only 30%.

Locations with high incidents of crashes will be identified and treated to address this high risk.

A8 - Continue to monitor and review crash data to identify black spot locations

Black spots are sites or road lengths with a history of road crashes.

These locations can be identified through a multi-layered analysis of road crash data,

including a network-level road safety risk assessment of local roads of regional significance. This assessment is based on the NetRisk Road Network Safety Assessment method developed by the Australian Road Research Board (ARRB) in collaboration with TMR and the Local Government Association of Queensland as part of the Roads Alliance initiative. This can not only identify locations with a proven crash history, but also where crashes are most likely to occur.



A9 - Continue to seek funding from the Black Spot Program and other sources to treat high risk locations

The Federal Government's *Black Spot Program* makes funding available to local authorities for the treatment of black spots.

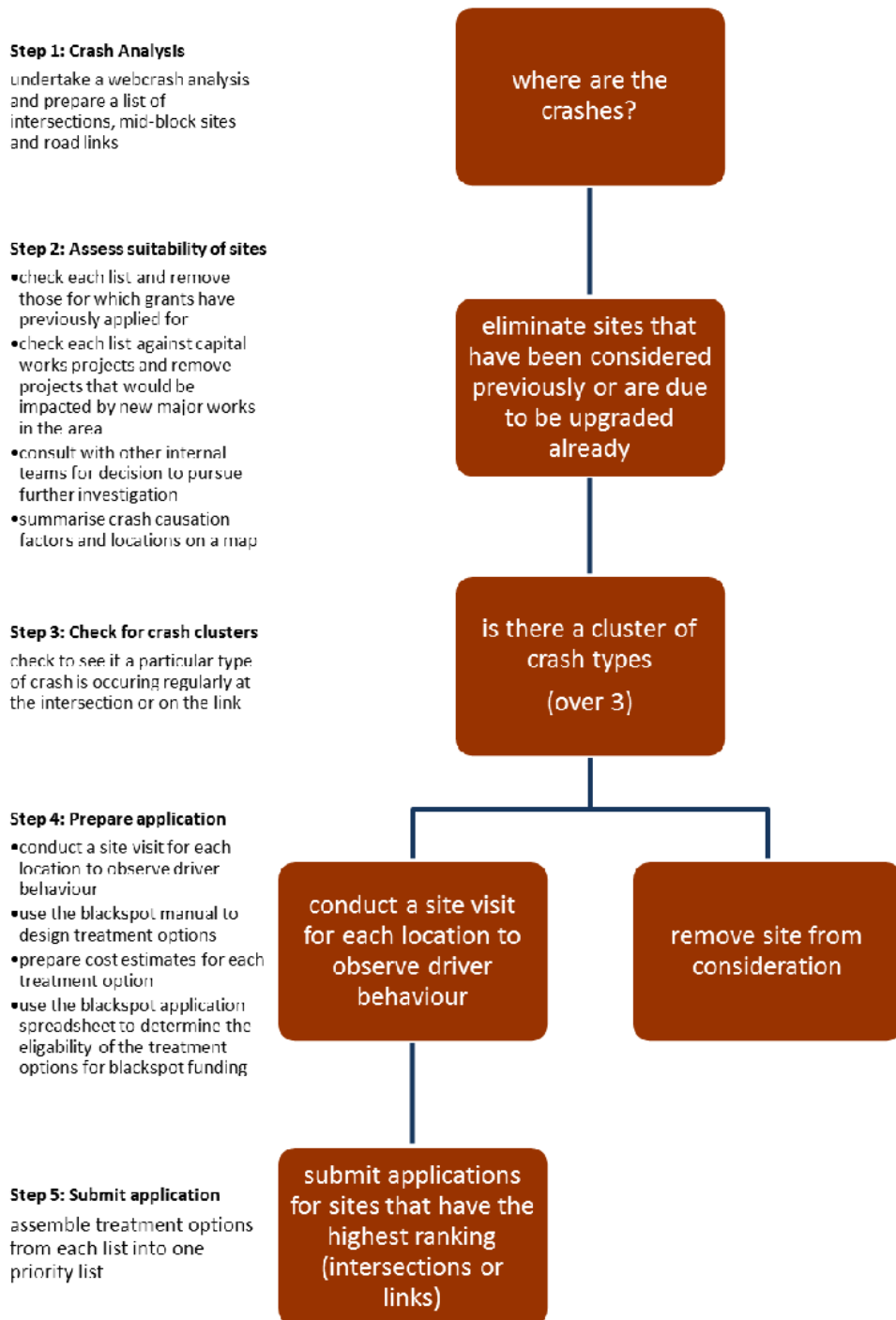
On average over the last five years, Sunshine Coast Council have received \$170,000 per annum for this program. By improving our processes in our applications, we will be seeking to increase our proportion of the funding from the State Government in future years.

The procedure for seeking funding from the Black Spot Program is set out in the flowchart in Figure 4.

What actions can we take?

5. Continue to undertake road safety reviews or audits as part of the design of new roads and road upgrades
6. Develop a priority list of remedial works for possible inclusion in the Ten Year Capital Works Program
7. Identify and treat locations which have a high incidence of motorcycle crashes
8. Continue to monitor and review crash data to identify black spot locations
9. Continue to seek funding from the Black Spot Program and other sources to treat high risk locations

Figure 4: Black Spot Program Application Process



Pedestrian enabling facilities

By 2019 the Sunshine Coast is a place where pedestrians feel safe and supported within an attractive and engaging environment.

Our actions for prioritising the safety of pedestrians on our roads are:

A10 - Identify high risk locations and missing links to improve pedestrian safety

Pedestrians are the most vulnerable of road users. If they are involved in a collision with a motor vehicle, there is a high risk they will be seriously injured or killed.

A11 – Develop a priority list for pedestrian enabling facilities for potential inclusion in the Ten Year Capital Works Program

A priority list of pedestrian enabling facilities will be developed based on customer requests. These will be assessed based on safety, demand and the surrounding environment and then considered for potential inclusion in the Ten Year Capital Works Programs.

A12 - Design residential streets for low speeds

A traffic calming procedure has been developed which will enable council to design for low speeds in existing streets. This includes the potential for new development to incorporate pedestrian safety into new subdivisions and the design of new streets.



A13 - Adopt recommendations in the state government's Action Plan for Walking to improve pedestrian safety

The state government's *Action Plan for Walking* identifies key risks and issues, along with interventions to improve pedestrian road safety in Queensland.

Both this Plan and the *Sunshine Coast Active Transport Plan 2011-2031* have been prepared with reference to the *Action Plan for Walking* and include actions relevant to council.

These recommendations include:

- making the paths safer by providing wayfinding
- increasing pathway capacity
- removing pathway interruptions.

Council has developed a process for assessing the prioritisation of pedestrian crossing facilities. This is illustrated in Figure 5.

What actions can we take?

10. Identify high risk locations and missing links to improve pedestrian safety
11. Develop a priority list for pedestrian enabling facilities for potential inclusion in the Ten Year Capital Works Program
12. Design residential streets for low speeds
13. Adopt recommendations in the state government's Action Plan for Walking to improve pedestrian safety

Figure 5: Pedestrian enabling facilities assessment process

Step 1: Qualitative Assessment

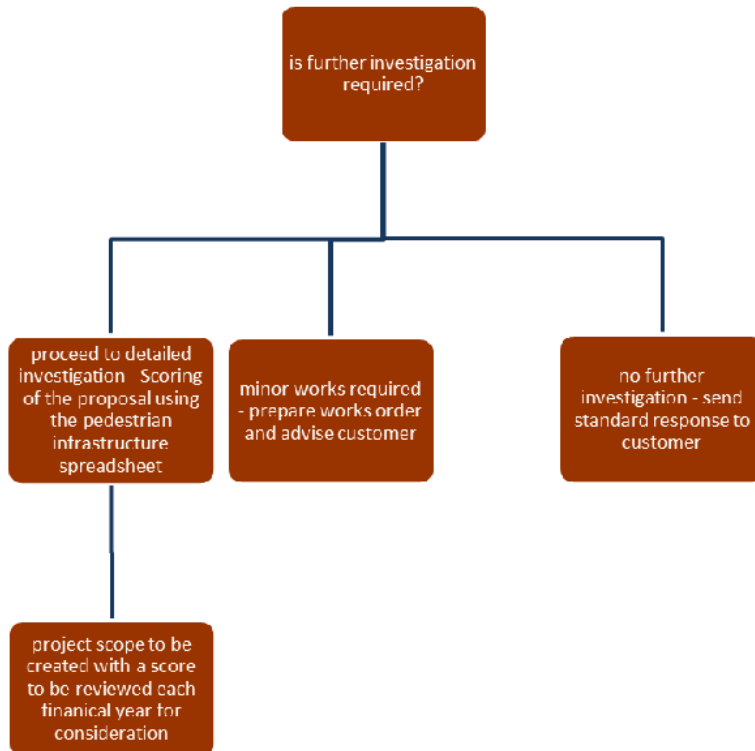
- undertake a preliminary assessment of the site to determine if detailed investigation is warranted
- is there a community facility within a 200m radius of the requested crossing site?
- is the request for a crossing on a local road?

Step 2: Quantitative Assessment

- gather required data
- undertake an assessment using the spreadsheet for pedestrian infrastructure scoring

Step 3: Prioritisation and Financial Consideration

- complete a project scope and include project history, analysis undertaken, required treatment and estimated cost
- undertake an annual review of each project on the priority list and confirm those that are to progress to construction



On and off road cycle facilities

By 2019 the Sunshine Coast is a place where cycling is considered to be a safe, efficient and comfortable way to travel.

Our actions to improve the safety of cyclists on roads are:

A14 - Identify high risk locations and missing links to improve cyclist safety

Cyclists are vulnerable road users, and in the event of a crash, they suffer a high risk of being seriously injured or killed.

- For adult cyclists, the most common crashes were:
 - side swipe by a motor vehicle
 - turned in front of by a motor vehicle
 - rider hit by a car crossing a pathway at a commercial driveway
 - a car door opening.
- For high school aged students the most common crashes were caused by:
 - riding on the wrong side of the road
 - riding at night without lights

A15 – Develop a priority list of new cycle infrastructure for potential inclusion in the Ten Year Capital Works Program

A priority list of cycling infrastructure will be developed based on customer requests. These will be assessed based on safety, demand, surrounding links and the surrounding environment and then considered for potential inclusion in the Ten Year Capital Works Programs.

A16 - Review council's reseal program and identify opportunities to improve bicycle safety

Council undertakes an annual bitumen reseal program. Within this program there is an opportunity to review existing line-marking and improve the safety of cyclists on the road by the provision of line-marking. These include:

- minimum standard cycle lanes
- green paint on cycle lanes at conflict points
- Bicycle Awareness Zones

- chevrons at intersections to deflect vehicles from areas that can be used by cyclists.

A17 - Implement cycling safety and pedestrian safety actions outlined in the Sunshine Coast Active Transport Plan 2011-2031

Both this Plan, and the *Sunshine Coast Active Transport Plan 2011-2031*, have been prepared to further guide and deliver the Sunshine Coast Sustainable Transport Strategy. The Active Transport Plan identifies a range of actions to improve cycling and walking on the Sunshine Coast. It is not intended to duplicate the actions in these plans, but rather to acknowledge that they are complementary.

A18 - Maximise opportunities for external funding

Each year council applies for funding through the Cycle Network Local Government Grant program. In the past this program has enabled council to design and construct major cycling infrastructure on the Sunshine Coast.

Council will continue to apply for approximately \$2Million of external funding annually through this program to help fund safety improvements and projects such as:

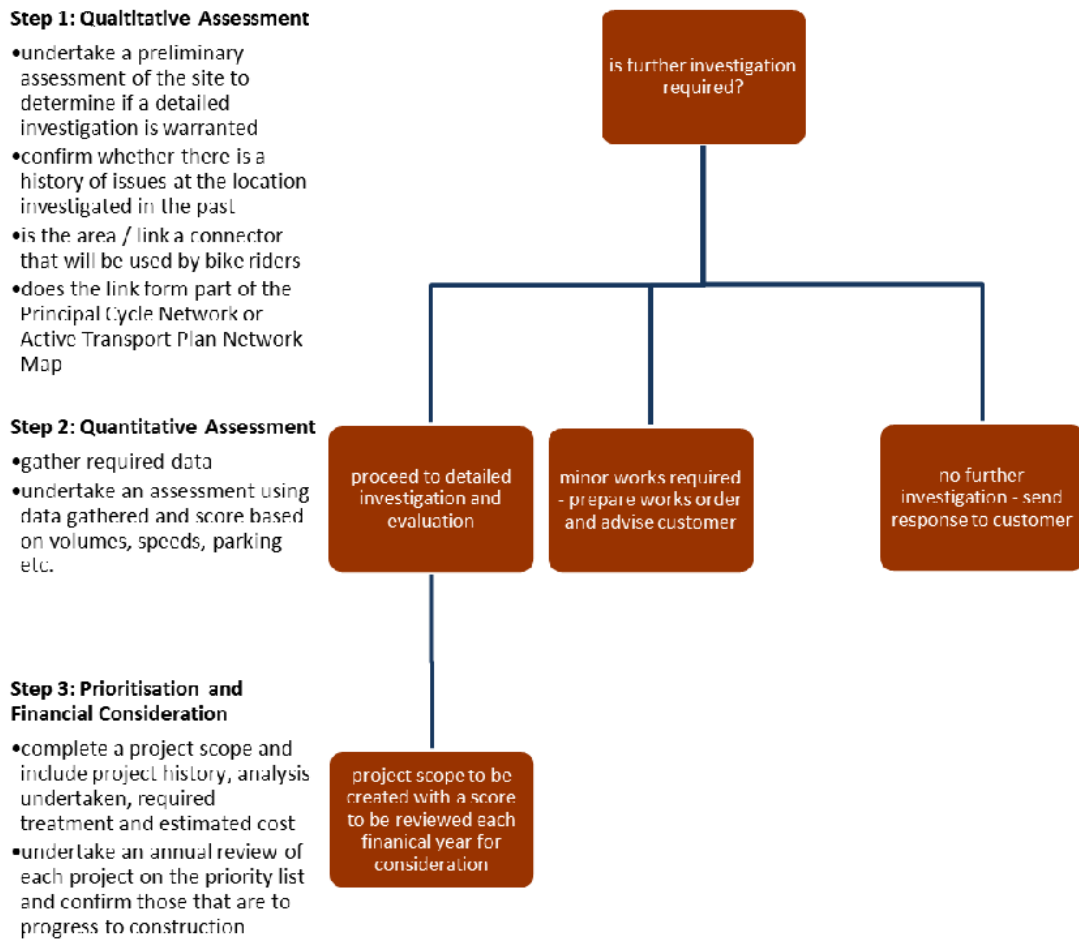
- separated bicycle paths
- delineation of on-road paths
- road widening
- new bridges
- additional connections where required

Council has developed a process for assessing the prioritisation of cycling infrastructure. This is illustrated in Figure 6.

What actions can we take?

14. Identify high risk locations and missing links to improve cyclist safety
15. Develop a priority list of new cycle infrastructure for potential inclusion in the Ten Year Capital Works Program
16. Review council's reseal program and identify opportunities to improve bicycle safety
17. Implement cycling safety and pedestrian safety actions outlined in the Sunshine Coast Active Transport Plan 2011-2031
18. Maximise opportunities for external funding

Figure 6: On and off road cycle facilities assessment process



Speed management measures

By 2019 the Sunshine Coast is a place for people where they feel safe and comfortable on our roads.

Our actions for tackling speed management are:

A19 - Design new residential streets for low speeds

Council can improve the safety of new residential streets through policy guidance that requires all new developments to incorporate traffic calming to achieve a speed environment of 30-40km/h.

A20 - Retrofit traffic calming into existing residential streets

Existing residential streets can be improved through retrofitting traffic calming devices. Council have developed a traffic calming procedure which will facilitate low speeds in existing streets. This is illustrated in Figure 7.

A21 - Identify high risk locations and develop a priority list for possible speed management measures for inclusion in the Ten Year Capital Works Program

Using data collected from customer requests for traffic calming, council can identify high risk locations to be considered in the Ten Year Capital Works program. The procedure illustrated in Figure 7 will include reviews of:

- existing 85th percentile speeds
- location of activity generators nearby
- crash history
- traffic volumes

A22 - Trial new technologies to see what makes a difference

Using the state government's community road safety grants program, trial new speeding, road user behaviour change and data collection technologies and monitor their effectiveness for future implementation.



What actions can we take?

19. Design new residential streets for low speeds
20. Retrofit traffic calming into existing residential streets
21. Identify high risk locations and develop a priority list for possible speed management measures for inclusion in the Ten Year Capital Works Program
22. Trial new technologies to see what makes a difference

Figure 7: Traffic calming assessment process

Step 1: Qualitative Assessment

undertake a preliminary assessment of the site to determine if a detailed investigation is warranted:

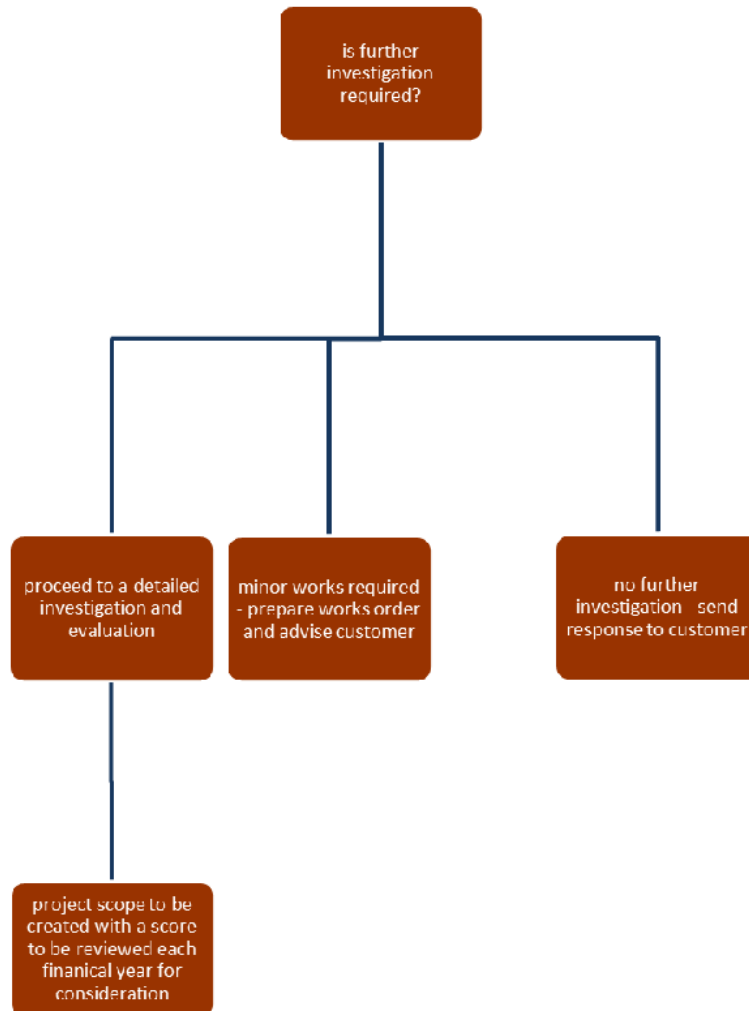
- is the road in question a bus route?
- is the speed limit 50km/h or under?
- has the issue been investigated in the past?
- is it a residential area?
- has the fact sheet been returned by the customer, complete with signatures?

Step 2: Quantitative Assessment

- gather required data
- undertake an assessment using data gathered and score based on volumes, speeds, parking etc.

Step 3: Prioritisation and Financial Consideration

- complete a project scope and include project history, analysis undertaken, required treatment and estimated cost
- undertake an annual review of each project on the priority list and confirm those that are to progress to construction



Monitoring & reporting

At present, a limited amount of road safety data is collected in the Sunshine Coast area. It is essential to collect accurate and current data to enable us to measure our progress.

A21 – Prepare an annual report to council to monitor progress of the Plan’s vision

Council will continue to assess the road crash statistics and data from other government agencies. An annual report will be prepared and delivered which will assess the progress towards the vision for a reduction in the number and severity of crashes on our roads.

What actions can we take?

23. Prepare an annual report to council to monitor progress of the Plan’s vision



Glossary and abbreviations

| | |
|-----------|---|
| ARRB | Australian Road Research Board |
| AustRoads | The association of Australian and New Zealand road transport and traffic authorities and aims to promote improved road transport outcomes. |
| Casualty | A person who is killed or injured as a result of a crash |
| QPS | Queensland Police Service (Queensland Government) |
| TMR | Queensland Department of Transport and Main Roads |
| TTA | Translink Transit Authority (known as TransLink) is the authority introduced by the Queensland Government in June 2003 as a section of the Department of Transport & Main Roads to coordinate and integrate rail, bus and ferry services. |

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Appendix A – Crash Statistics 2007-2011

For the five years from 2007 – 2011 across the Sunshine Coast area there were:

Total crashes and casualties

- 6,191 reported crashes
- 98 deaths resulting from 88 crashes on all roads
- 35% of all deaths occurred on council managed roads (34 deaths)
- 4,776 people who survived injuries from 3,635 crashes
- 33% of all hospitalisations from crashes occurred on council managed roads (532 hospitalisations)
- 39% of all reported crashes caused property damage only (2,457 crashes)

Road user groups

- 23% of all casualties involved those aged 17-24 years old (1,130 casualties)
- 24% of casualties involved those aged 25-39 years old (1,197 casualties)
- females were over-represented in crashes as opposed to males in age groups 12-20, 30-49 and 60-64 years old
- males were over-represented in crashes as opposed to females in all other age groups

Casualties

- 81% of casualties were occupants of vehicles, either as drivers or passengers (3,946 casualties)
- 10% of casualties were motorcyclists, either riders or pillion passengers (470 casualties). This is higher than the state average of 9%
- 5% of casualties were cyclists (234 casualties)
- 5% casualties were pedestrians (224 casualties)

Driver casualties (excluding cyclists and motorcyclists)

- 61% of driver casualties did not involve cyclists or motorcyclists (2,986 casualties)
 - 17% were 30-39 years old (521)

- 16% 40-49 years old (499)
- 16% 17-20 years old (477)
- 32% of these casualties occurred on council managed roads (947 casualties)

Passengers

- 20% of casualties who were passengers of cars and trucks (960 casualties)
 - 17% 17-20 years old (165)
 - 24% 0-16 years old (232)
 - 64% females (616)
- more female than male casualties in the 17-20 age group
- 30% occurred on council managed roads (292 casualties)

Motorcyclists & Scooters

- 7% of crashes involved motorcyclists or scooters (440 crashes)
- 10% casualties who were motorcyclists or pillion passengers (497 casualties)
 - 22% 21-29 years old (112)
 - 22% 40-49 years old (110)
 - 19% 30-39 years old (94)
 - 18% 50-59 years old (88)
- 41% of crashes occurred on council managed roads (184 crashes)
- 85,566 registered motorcycles in Queensland (2003) - this has grown by 47% to 162,231 (2013) in ten years, and represents 4.5% of all registered vehicles

Cyclists

- 5% of casualties were cyclists (234)
 - 22% 0-16 years old (50 cyclists)
 - 34% 40-59 years old (79 cyclists)
 - 14% 60+ years old (32 cyclists)
- 56% of cycling casualties occurred on council managed roads (132 casualties)
- 41% of cycling casualties resulted in either hospitalisation or death (97 casualties)
- 12% of cycling casualties not wearing a helmet, with 12-16 year olds the worst offenders (26 casualties)

Pedestrians

- 5% of casualties were pedestrians (224 pedestrians)

- 25% 0-16 years old (57 pedestrians)
- 10% 30-39 years old (22 pedestrians)
- 53% of pedestrian casualties were on council managed roads (119 casualties).

Unit types involved in crashes

- 69% of crashes involved cars/station wagons (4,665 crashes)
- 13% of crashes involved utilities/panel vans (863 crashes)
- 7% of crashes involved motorcycles (451 crashes) while motorcyclists made up almost 10% of all casualties

Drivers and riders in crashes

- Almost 81% of drivers and riders in crashes were Sunshine Coast residents
- 6% of drivers and riders in crashes were residents of neighbouring council areas (Moreton Bay, Gympie and Somerset)
- 4% of drivers and riders in crashes were residents of the Brisbane area
- 9% of drivers and riders in crashes were residents of other parts of Queensland, interstate or overseas

Nature / type of crashes

- 61% were multi-vehicle crashes (2,969)
- 34% were single vehicle crashes (1,632)
- 26% were 'angle' crashes (1,279)
- 22% were 'hit fixed obstruction or temporary object' crashes (1,089)
- 25% were 'rear end' crashes (1,240)
- 30% were crashes from vehicles leaving the carriageway resulting in casualties (1,110)
- 60% of crashes were at intersections resulting in casualties (1,945 crashes)
- 25% of crashes were from 'opposing vehicles turning' resulting in casualties (915 crashes)
- 23% of crashes were on a 'wet sealed surface' resulting in casualties (1,116 crashes)

Road user behaviour

- 21 contributing circumstance categories resulting in casualties

- 15% of casualties resulting from an illegal manoeuvre (722 casualties), half of these on council managed roads
- 14% of casualties resulting from a failure to Give Way or Stop (684 casualties), half of these on council managed roads
- 12% of casualties from crashes where alcohol or drugs were contributing circumstances (587 casualties), half of these on council managed roads
- 11% casualties involving dangerous driving (517 casualties), mostly on state controlled roads
- 5% casualties involving speeding drivers or riders (234 casualties), mostly on council managed roads
- 5% casualties involving fatigue (220 casualties), mostly on state controlled roads
- 3% casualties involving disobeying traffic lights/signs (150 casualties), mostly on state controlled roads

Road site and crash type

- 64% of crashes on state controlled roads (2,372 crashes), which make up 15% of the road network
- 36% of crashes on council managed roads (1,351 crashes), which make up 85% of the road network
- 28% crashes at cross roads and at T-junctions (1,052 crashes).



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