

Question on Notice

No. 655

Asked on 25 May 2021

MR S MINNIKIN ASKED MINISTER FOR TRANSPORT AND MAIN ROADS (HON M BAILEY)—

QUESTION:

Will the Minister advise (reported separately for 2018 to 2020 calendar years) (a) the number of accidents where 'Road Conditions' is a contributing factor or contributing circumstance (as defined in the TMR Data Analysis Road Crash Glossary- February 2014) and (b) in relation to those accidents, the number of fatalities, hospitalisations, medical treatments and minor injuries recorded for those people involved?

ANSWER:

I thank the Member for Chatsworth for the question.

Any road crash has a complex combination of contributing factors and behaviours. International road safety research indicates that typically, road user factors are involved in over 90 per cent of road crashes, road environment and conditions up to 30 per cent of road crashes, and vehicle defects around five per cent of road crashes. When added, these total more than 100 per cent as most crashes have more than one factor involved.

I am advised the Road Conditions contributing factor (as defined in the Department of Transport and Main Roads Data Analysis Road Crash Glossary) includes the following contributing circumstances:

- road – wet/slippery
- road – gravel/dirt
- road – potholes
- road – narrow bitumen
- road – rough shoulder(s)
- road – water covering
- road – rough surface
- road – crest/dip – view obscured
- road – steep grade
- road – narrow
- road – temporary object on carriageway
- road – roadworks
- road conditions – miscellaneous.

I am advised that during 2020, across the almost 185,000 kilometres of public roads in Queensland, there were 1262 casualty crashes where road condition was considered a contributing factor. Of these crashes, 675 (54 per cent) occurred on local roads, 579 (46 per cent) occurred on state-controlled roads resulting in 48 lives lost, 847 people hospitalised, 513 people medically treated and 260 people with minor injuries.

During 2019, there were 1128 casualty crashes where road condition was considered a contributing factor. Of these crashes, 581 (52 per cent) occurred on local roads, 547 (48 per cent) occurred on state-controlled roads resulting in 34 lives lost, 736 people hospitalised, 489 people medically treated and 277 people with minor injuries.

During 2018, there were 1312 casualty crashes where road condition was considered a contributing factor. Of these crashes, 661 (50 per cent) occurred on local road, 651 (50 per cent) occurred on state-controlled roads resulting in 30 lives lost, 860 people hospitalised, 618 people medically treated and 283 people with minor injuries.

It should be noted that road conditions that are reported as contributing circumstances are very broad and cover matters relating to the design of the road (width, site lines and grade), weather and water on the road impacts (slippery surface or flooding), if the road has narrow bitumen or unsealed pavement and operational matters, such as presence of objects on the road or if roadworks are being undertaken.

The Palaszczuk Government is committed to ensuring the safety of all road users, which is why we are investing a record \$1.69 billion for targeted road safety initiatives across Queensland. It is relevant to contrast this approach with that of the previous Newman Government, which saw a \$60 million reduction in road safety funding, as part of a \$1.6 billion cut to road and transport funding, necessarily impacting the number of upgrades that were able to be undertaken to improve road quality on both State and locally controlled roads, with cuts to the joint partnership with local governments under the Transport Infrastructure Development Scheme. In addition, under the LNP there was a reduction in the Maintenance, Preservation and Operations budget.

The Palaszczuk Government is now spending more than \$1.1 billion each year in maintenance funding with a total of \$4.6 billion locked in the *Queensland Transport and Roads Investment Program 2021–22 to 2024–25*.