



Minister for Transport and Main Roads

Our ref: MC104198

10 DEC 2018

Dr Richard Bean
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Dear Dr *Richard,* Bean

Thank you for your letter of 14 September 2018 about the data cited in my response to the petition calling for changes to Queensland's civil liability laws.

The data I referenced was sourced from Queensland's official road safety database 'Road crash', which draws directly from individual crash reports provided by the Queensland Police Service (QPS). As you have requested, I am providing a table of the relevant data with this letter.

The QPS data for the period 2012–2016 indicated that a bicycle rider was at fault 41 per cent of the time in serious crashes involving a bicycle rider and a motor vehicle. Police data also indicates that motor vehicle drivers or riders were at fault in 67 per cent of serious crashes with bicycle riders. Multiple people may be considered to be at fault in a crash, therefore, these proportions add up to be greater than one hundred per cent.

In your letter, you compare the Queensland data to two research studies which attributed a higher incidence of fault to motorists in crashes involving bicycle riders. You further noted that the differences were difficult to reconcile. Queensland's figure of 67 per cent of motor vehicle drivers or riders at fault in serious crashes with bicycle riders is lower than the 79 per cent and 87 per cent cited by these two research studies. However, the differences are not unexpected considering the different methodologies used, vastly different sample sizes, time period for data collection and the types of locations. Different methodologies include:

- the study by the Centre for Automotive Safety Research at the University of Adelaide found that in 79 per cent of cases, the driver of the vehicle was deemed to be at fault for the crash, while the bicycle rider deemed at fault in 21 per cent of cases. This study examined crash involvement for a group of 61 bicycle riders involved in a collision with a motor vehicle who were admitted to the Royal Adelaide Hospital over the period between 1 January 2008 and 31 December 2010
- the study by Monash University was a naturalistic study conducted in Melbourne. The study involved 13 participants. A video camera was attached to their helmets to record footage of on-road commuting over three months from October to December 2009. Where an 'event' is a collision, near-collision or incident, 87 per cent of drivers were deemed to be at fault in the majority of events recorded. There were 54 events during the study, of which two were collisions.

The Queensland data is based on a substantial sample of 1590 bicycle riders involved in serious crashes over a five year period. Consequently, it can be regarded as a more representative sample of crashes occurring in Queensland between motor vehicles and bicycle riders.

I would like to assure you that care is always taken to present Queensland's crash data accurately. If you require further data in relation to this subject, I encourage you to submit a data request to the Department of Transport and Main Roads' data analysis team. I have enclosed a data request form for your convenience.

I trust this information is of assistance.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Mark Bailey', with a long horizontal flourish extending to the right.

MARK BAILEY MP
Minister for Transport and Main Roads

Enc (2)

Crashes involving bicycle riders, 2012 to 2016, Queensland

Between 2012 and 2016, 89% of serious crashes involving bicycle riders within Queensland also involved motor vehicles.

Between 2012 and 2016, 90% of all casualty crashes involving bicycle riders within Queensland also involved motor vehicles.

	Number controllers involved	Number controllers at fault	Per cent controllers at fault
Serious crashes*			
Bicycle rider	1,590	644	41%
Motor vehicle driver/rider	1,529	1,029	67%

* a serious crash is a road crash which results in a fatality or person transported to hospital

Notes

A controller involved in a road traffic crash is considered "at fault" when determined as "at fault" by police or attributed with a traffic violation (e.g. "Violation – over prescribed concentration of alcohol"). Multiple people can be considered at fault in a crash. For example, if two units were both speeding and collided, one unit (controller) would be considered "most at fault", however since both units were speeding then both units (controllers) are considered to be "at fault".

Bicycle crashes, particularly those of lesser severity, often go unreported. Crashes outside of road-related areas, such as along bikeways, are considered in-scope but are not always reported. Bicycle crashes therefore may be underreported, particularly for crashes of lesser severity or where a motor vehicle is not involved.

Data Request Form

Road Crash, Registration, Licensing and Infringement Data Requests
Data Analysis, Land Transport Safety, Customer Services, Safety and Regulation
DataAnalysis@tmr.qld.gov.au
<https://www.tmr.qld.gov.au/Safety/Transport-and-road-statistics.aspx>

Contact Details

Name:

Organisation:

Email:

Phone:

Mobile:

Request Type

Road Crash

Registration

Licensing

Infringements

Date Required (dd/mm/yyyy)

Standard turnaround is at least five working days.

How do you plan to use this data?

Time Period

For example, calendar year, financial year, previous five full years, year to date.

Geographical Area

For example, Queensland, Local Government Area, Police Region/District, road section/intersection. Only road crash data is available for road section/intersection.

Request Details

The Department of Transport and Main Roads is collecting the information on this form for the purposes of providing road crash, registration, licensing and infringement data. Your personal information will not be disclosed to a third party without your consent unless required or authorised to do so by law.