



Transport  
for NSW

# Quarterly Bulletin of Serious Injury Crash Data

Quarter ending December 2016 (preliminary)

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**Division:** Freight Strategy and Planning  
**Branch:** Centre for Road Safety  
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# 1 Acknowledgements

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Transport for NSW wishes to thank the following –

- NSW Ministry of Health for providing access to information in the NSW Admitted Patient Data Collection, NSW Emergency Department Data Collection and the NSW Registry of Births, Deaths and Marriages – Death registrations.
- Centre for Health Record Linkage for conducting the record linkage.
- Aboriginal Health & Medical Research Council for supporting the ongoing data linkage project.
- Independent Hospital Pricing Authority for providing the International Classification of Diseases, 10th Revision, Australian Modification (ICD-10-AM) electronic code lists.
- The State Insurance Regulatory Authority (SIRA) and icare (Lifetime Care) for providing data on Compulsory Third Party insurance claims and Lifetime Care participants.
- ACT Health Directorate for providing access to information in the ACT Admitted Patient Care and ACT Emergency Department Information System data collections.

This serious injury research forms part of the routine monitoring activity undertaken by Transport for NSW to improve road safety for the community. It was approved by the following ethics committees –

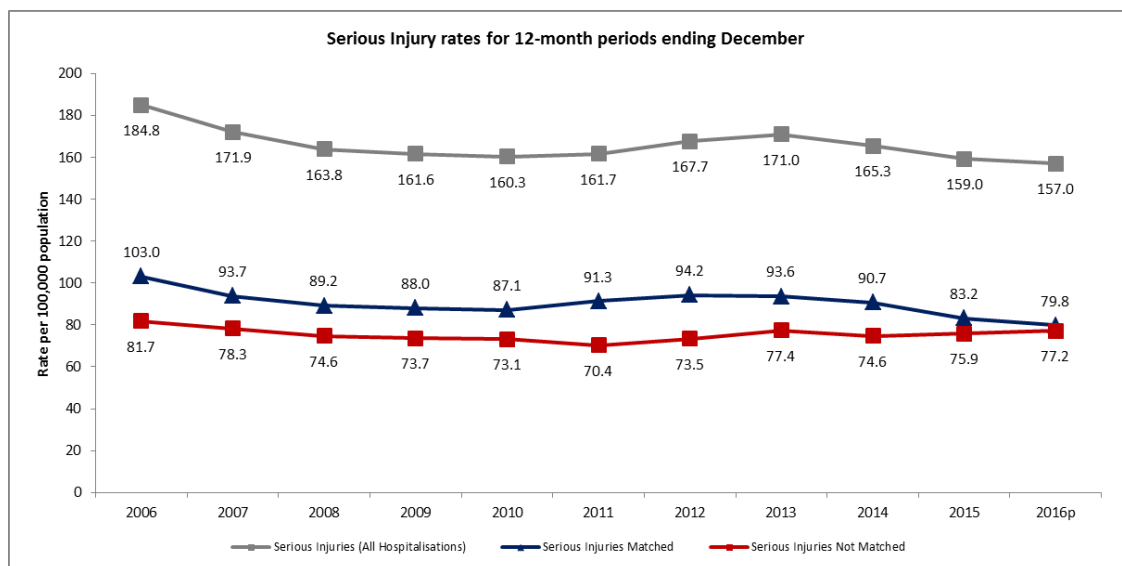
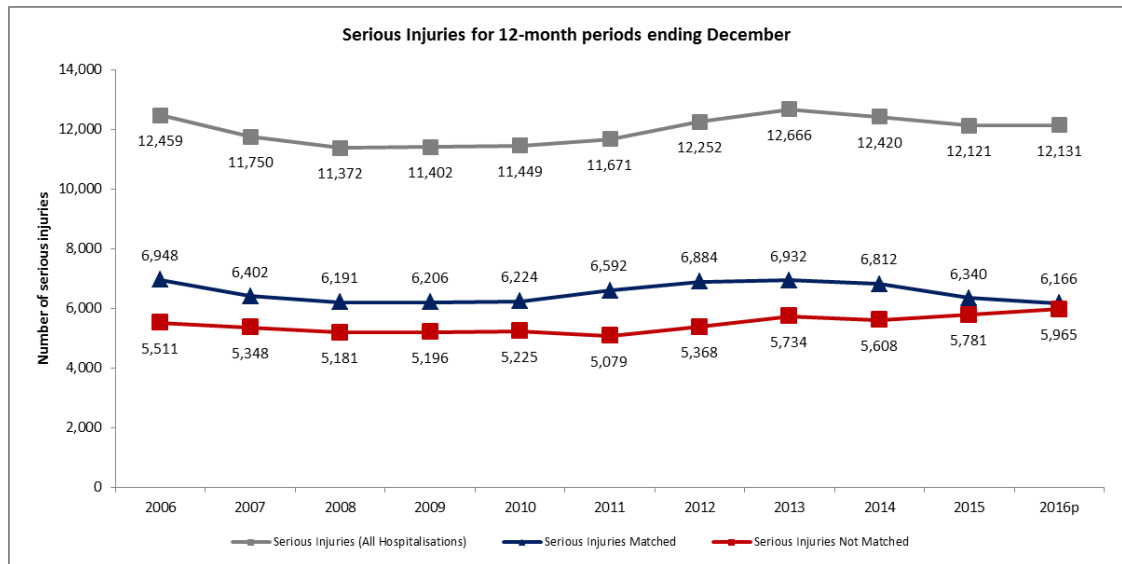
- Approved by the NSW Population & Health Services Research Ethics Committee on 19th December 2013.
- Approved by the Aboriginal Health & Medical Research Council Ethics Committee on 24th January 2014.
- Approved by the ACT Health Human Research Ethics Committee on 13th November 2013.

## 2 Serious Injury Trends

There were a total of 3,008 serious injuries (all hospitalisations) for the December 2016 quarter, 106 (3 per cent) fewer than the September 2016 quarter. Over the 12 month period ending December 2016 there were 12,131 serious injuries (all hospitalisations), 10 more than the 12 month period ending December 2015. The serious injury rate for the 12 months ending December 2016 was 157.0 per 100,000 population.

### Serious injury numbers and rates for 12-month period ending Dec 2016p

|   | Number | Rate per 100,000 population <sup>1</sup> |
|---|--------|--|
| Serious injuries (all hospitalisations)     | 12,131 | 157.0                                    |
| Serious injuries (matched) <sup>2</sup>     | 6,166  | 79.8                                     |
| Serious injuries (not matched) <sup>3</sup> | 5,965  | 77.2                                     |



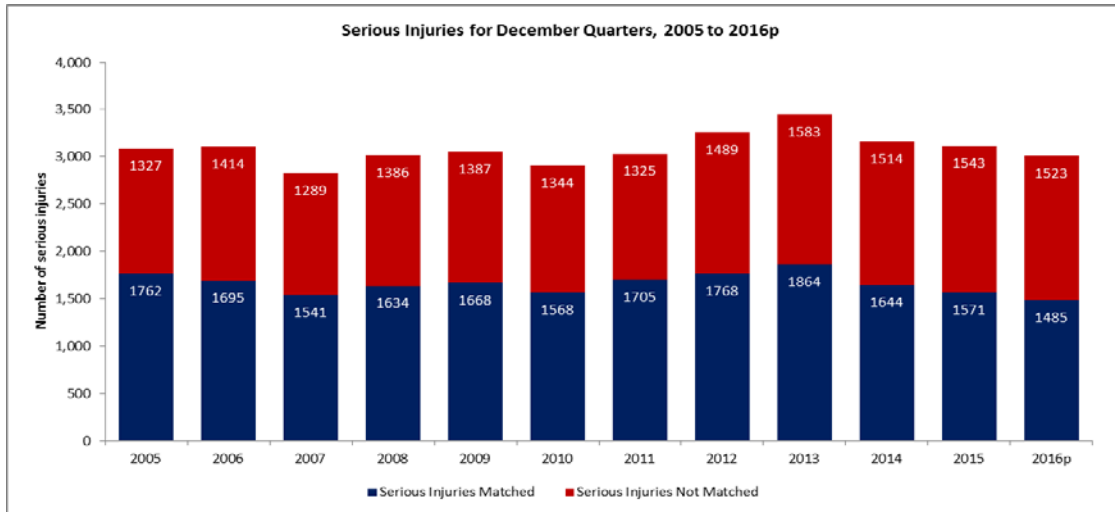
<sup>1</sup> Based on preliminary estimated population data

<sup>2</sup> Serious injuries matched to a police crash report

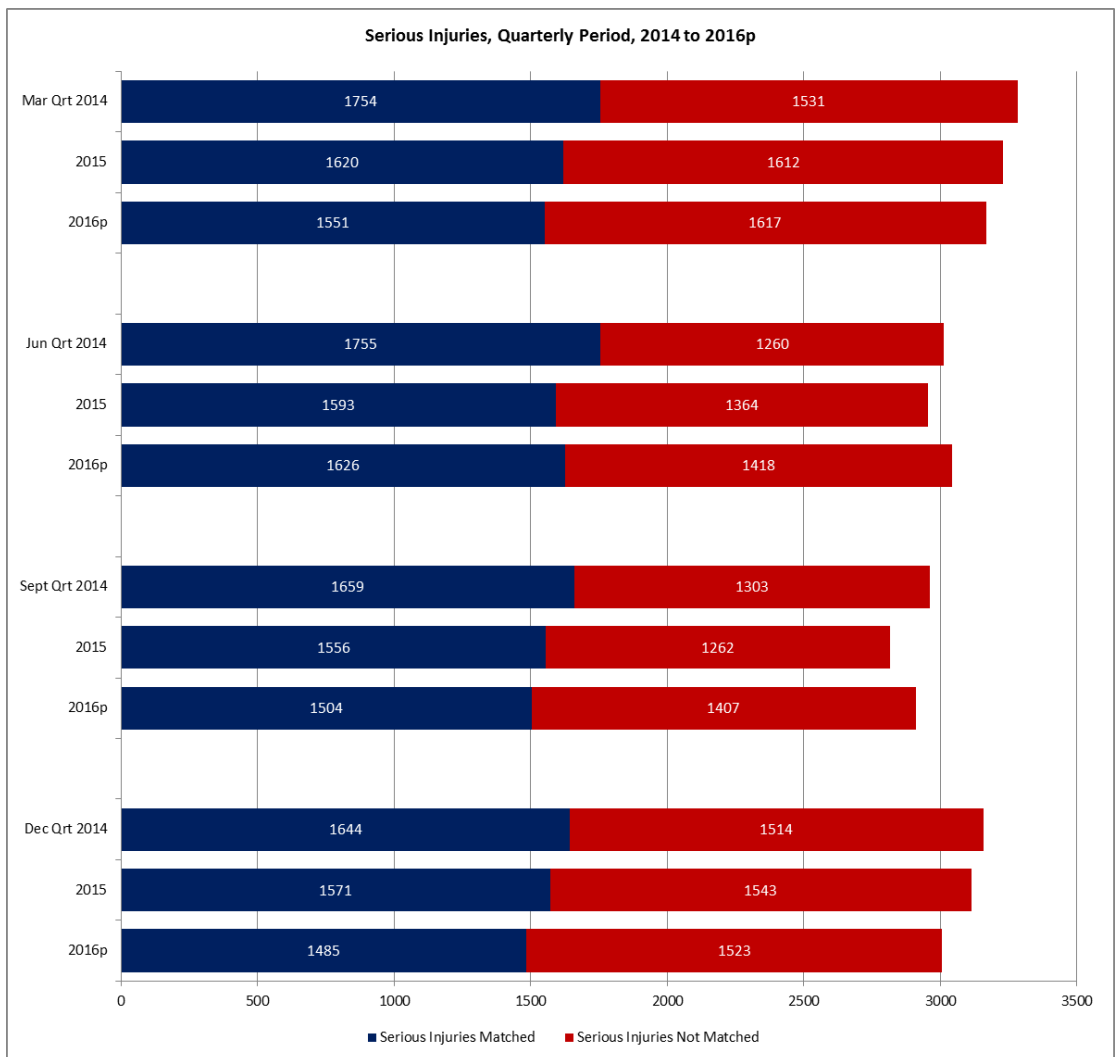
<sup>3</sup> Serious injuries not matched to a police crash report

### 3 Quarterly Comparison

#### 3.1 NSW serious injuries for December Quarter: 2005 to 2016p



#### 3.2 NSW serious injuries: quarterly comparison, 2014 to 2016p



## 4 Rolling 12 Month Statistics

### 4.1 Serious injuries

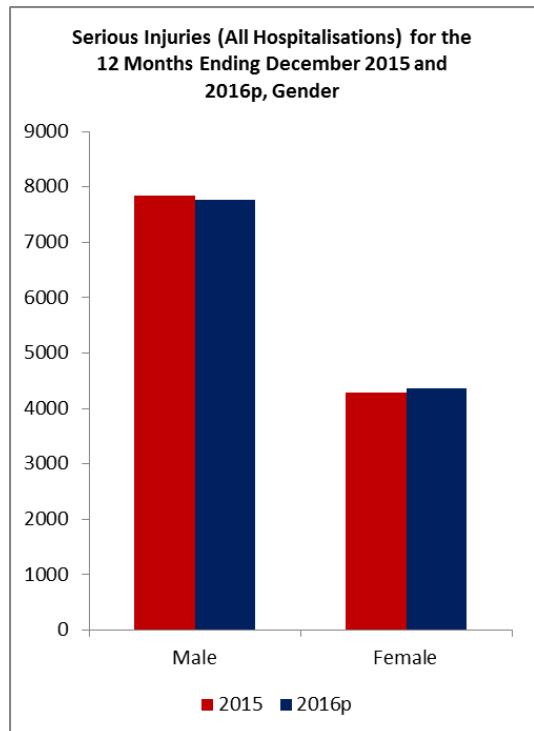
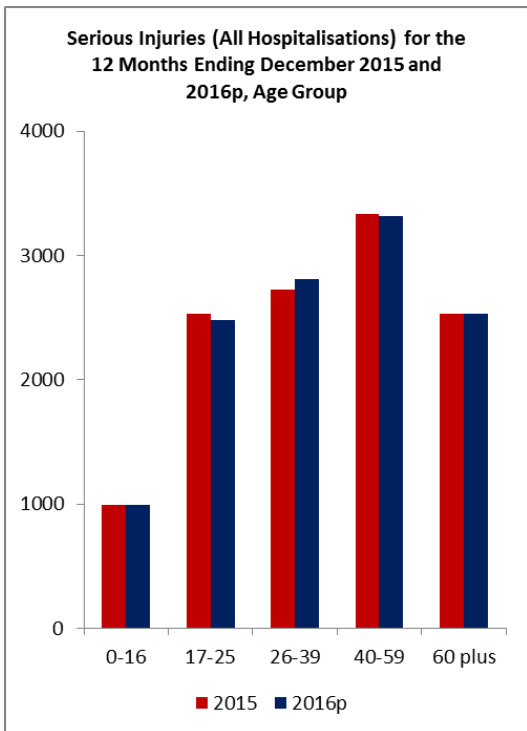
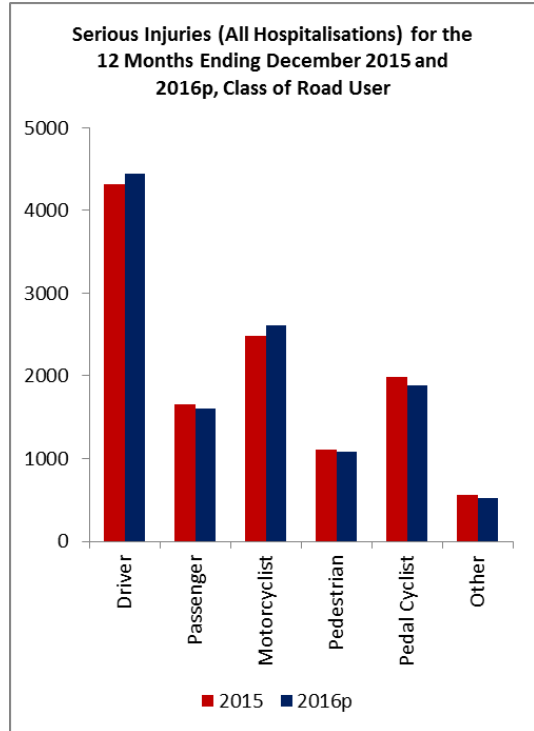
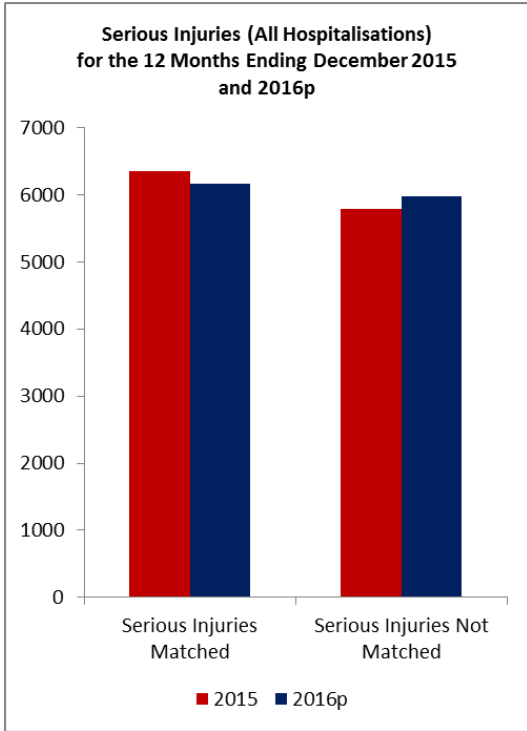
#### Overall

|                              | 12 months ending<br>Dec 2016p | 12 months ending<br>Dec 2015 | # Change  | % Change  |
|------------------------------|-------------------------------|------------------------------|-----------|-----------|
| Serious Injuries Matched     | 6166                          | 6340                         | -174      | -3%       |
| Serious Injuries Not Matched | 5965                          | 5781                         | 184       | 3%        |
| <b>All Hospitalisations</b>  | <b>12131</b>                  | <b>12121</b>                 | <b>10</b> | <b>0%</b> |

#### Serious Injuries (All Hospitalisations)

|                        | 12 months ending<br>Dec 2016p | 12 months ending<br>Dec 2015 | # Change  | % Change  |
|------------------------|-------------------------------|------------------------------|-----------|-----------|
| <b>Road User Group</b> |                               |                              |           |           |
| Driver                 | 4439                          | 4321                         | 118       | 3%        |
| Passenger              | 1601                          | 1659                         | -58       | -3%       |
| Motorcyclist           | 2608                          | 2485                         | 123       | 5%        |
| Pedestrian             | 1076                          | 1114                         | -38       | -3%       |
| Pedal Cyclist          | 1887                          | 1981                         | -94       | -5%       |
| Other                  | 520                           | 561                          | -41       | -7%       |
| <b>Total</b>           | <b>12131</b>                  | <b>12121</b>                 | <b>10</b> | <b>0%</b> |
| <b>Age Group</b>       |                               |                              |           |           |
| 0-4                    | 96                            | 106                          | -10       | -9%       |
| 5-16                   | 896                           | 885                          | 11        | 1%        |
| 17-20                  | 1110                          | 1188                         | -78       | -7%       |
| 21-25                  | 1369                          | 1342                         | 27        | 2%        |
| 26-29                  | 904                           | 884                          | 20        | 2%        |
| 30-39                  | 1908                          | 1841                         | 67        | 4%        |
| 40-49                  | 1694                          | 1746                         | -52       | -3%       |
| 50-59                  | 1619                          | 1589                         | 30        | 2%        |
| 60-69                  | 1143                          | 1113                         | 30        | 3%        |
| 70-79                  | 777                           | 773                          | 4         | 1%        |
| 80+                    | 609                           | 642                          | -33       | -5%       |
| Unknown                | 6                             | 12                           | -6        | -50%      |
| <b>Total</b>           | <b>12131</b>                  | <b>12121</b>                 | <b>10</b> | <b>0%</b> |
| <b>Gender</b>          |                               |                              |           |           |
| Male                   | 7760                          | 7836                         | -76       | -1%       |
| Female                 | 4370                          | 4284                         | 86        | 2%        |
| Unknown                | 1                             | 1                            | 0         | 0%        |
| <b>Total</b>           | <b>12131</b>                  | <b>12121</b>                 | <b>10</b> | <b>0%</b> |

p Preliminary data subject to change.

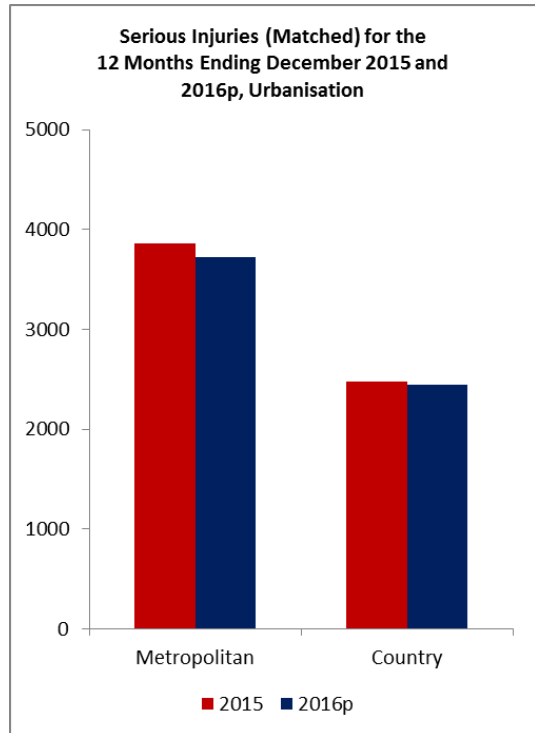
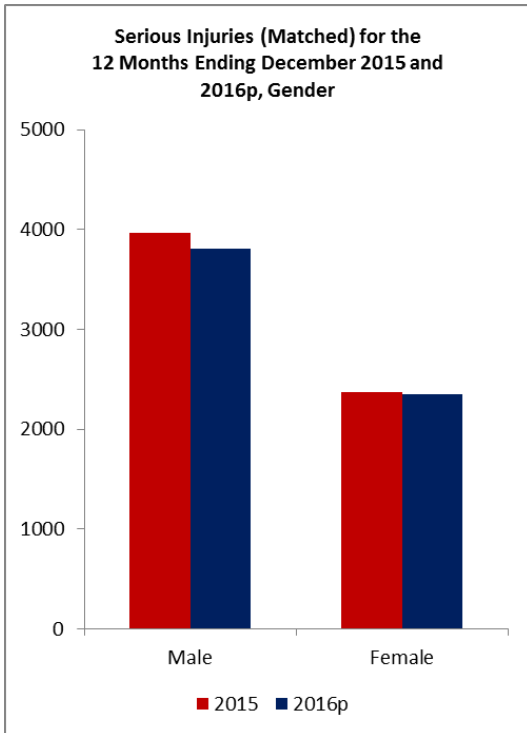
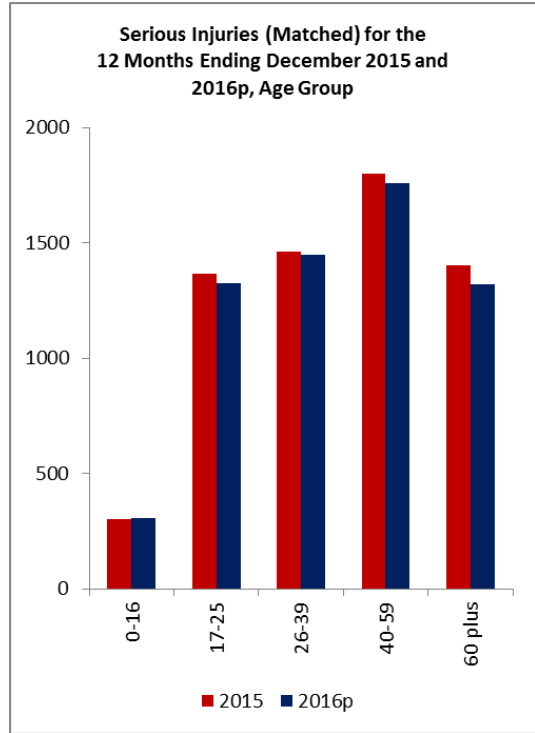
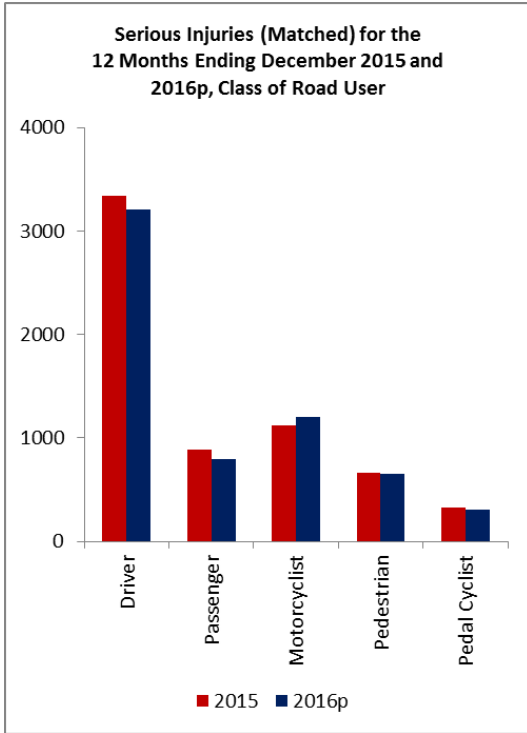


**Serious Injuries (Matched)**

|                        | 12 months ending<br>Dec 2016 <sup>p</sup> | 12 months ending<br>Dec 2015 | # Change    | % Change   |
|------------------------|---|------------------------------|-------------|------------|
| <b>Road User Group</b> |   |                              |             |            |
| Driver                 | 3205                                      | 3343                         | -138        | -4%        |
| Passenger              | 799                                       | 884                          | -85         | -10%       |
| Motorcyclist           | 1205                                      | 1124                         | 81          | 7%         |
| Pedestrian             | 655                                       | 664                          | -9          | -1%        |
| Pedal Cyclist          | 302                                       | 322                          | -20         | -6%        |
| Other Road User        | 0   | 3                            | -3          | -100%      |
| <b>Total</b>           | <b>6166</b>                               | <b>6340</b>                  | <b>-174</b> | <b>-3%</b> |
| <b>Age Group</b>       |   |                              |             |            |
| 0-4                    | 47  | 42                           | 5           | 12%        |
| 5-16                   | 260                                       | 258                          | 2           | 1%         |
| 17-20                  | 611                                       | 664                          | -53         | -8%        |
| 21-25                  | 714                                       | 700                          | 14          | 2%         |
| 26-29                  | 469                                       | 458                          | 11          | 2%         |
| 30-39                  | 980                                       | 1003                         | -23         | -2%        |
| 40-49                  | 889                                       | 929                          | -40         | -4%        |
| 50-59                  | 868                                       | 872                          | -4          | 0%         |
| 60-69                  | 620                                       | 628                          | -8          | -1%        |
| 70-79                  | 420                                       | 443                          | -23         | -5%        |
| 80+                    | 282                                       | 331                          | -49         | -15%       |
| Unknown                | 6   | 12                           | -6          | -50%       |
| <b>Total</b>           | <b>6166</b>                               | <b>6340</b>                  | <b>-174</b> | <b>-3%</b> |
| <b>Gender</b>          |   |                              |             |            |
| Male                   | 3811                                      | 3971                         | -160        | -4%        |
| Female                 | 2354                                      | 2368                         | -14         | -1%        |
| Unknown                | 1   | 1                            | 0           | 0%         |
| <b>Total</b>           | <b>6166</b>                               | <b>6340</b>                  | <b>-174</b> | <b>-3%</b> |
| <b>Urbanisation</b>    |   |                              |             |            |
| Metropolitan           | 3719                                      | 3859                         | -140        | -4%        |
| Country                | 2447                                      | 2481                         | -34         | -1%        |
| <b>Total</b>           | <b>6166</b>                               | <b>6340</b>                  | <b>-174</b> | <b>-3%</b> |

<sup>p</sup> Preliminary data subject to change.





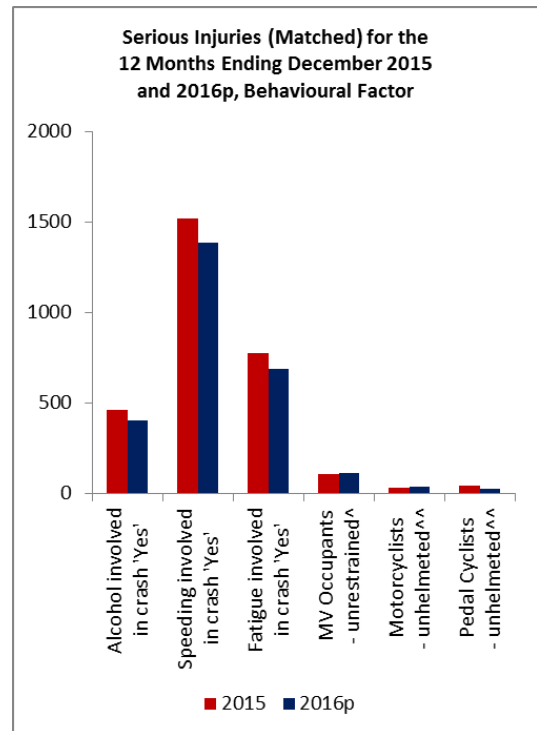
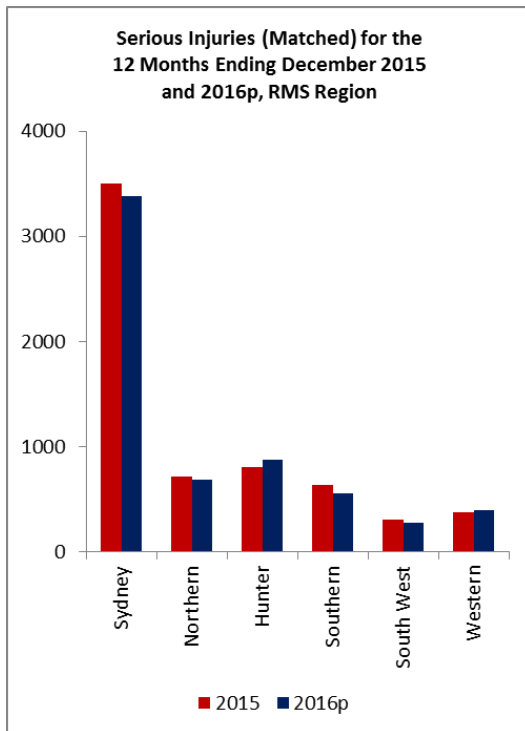
Serious Injuries (Matched) cont....

|   | 12 months ending<br>Dec 2016p | 12 months ending<br>Dec 2015 | # Change    | % Change   |
|---|-------------------------------|------------------------------|-------------|------------|
| <b>RMS Region (CRS)</b>                 |                               |                              |             |            |
| Sydney                                  | 3381                          | 3504                         | -123        | -4%        |
| Northern                                | 690                           | 716                          | -26         | -4%        |
| Hunter                                  | 877                           | 804                          | 73          | 9%         |
| Southern                                | 552                           | 632                          | -80         | -13%       |
| South West                              | 272                           | 306                          | -34         | -11%       |
| Western                                 | 394                           | 378                          | 16          | 4%         |
| <b>Total</b>                            | <b>6166</b>                   | <b>6340</b>                  | <b>-174</b> | <b>-3%</b> |
| <b>Behaviour Factors</b>                |                               |                              |             |            |
| Alcohol involved in crash 'Yes'         | 405                           | 463                          | -58         | -13%       |
| Speeding involved in crash 'Yes'        | 1384                          | 1520                         | -136        | -9%        |
| Fatigue involved in crash 'Yes'         | 690                           | 774                          | -84         | -11%       |
| <b>Safety Device Usage</b>              |                               |                              |             |            |
| Driver - unrestrained^                  | 85                            | 73                           | 12          | 16%        |
| Passenger - unrestrained^               | 29                            | 37                           | -8          | -22%       |
| Motor Vehicle Occupants - unrestrained^ | 114                           | 110                          | 4           | 4%         |
| Motorcyclists- unhelmeted^^             | 37                            | 34                           | 3           | 9%         |
| Pedal Cyclists - unhelmeted^^           | 28                            | 47                           | -19         | -40%       |

^ belt not worn

^^ no helmet worn

p Preliminary data subject to change.

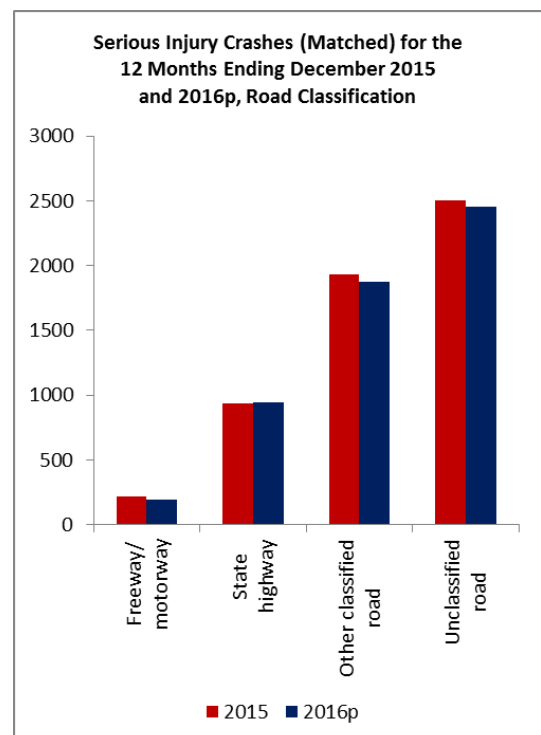
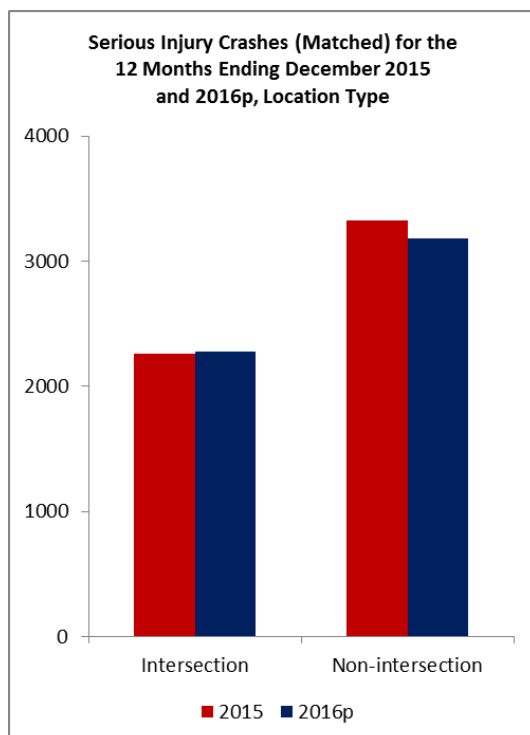


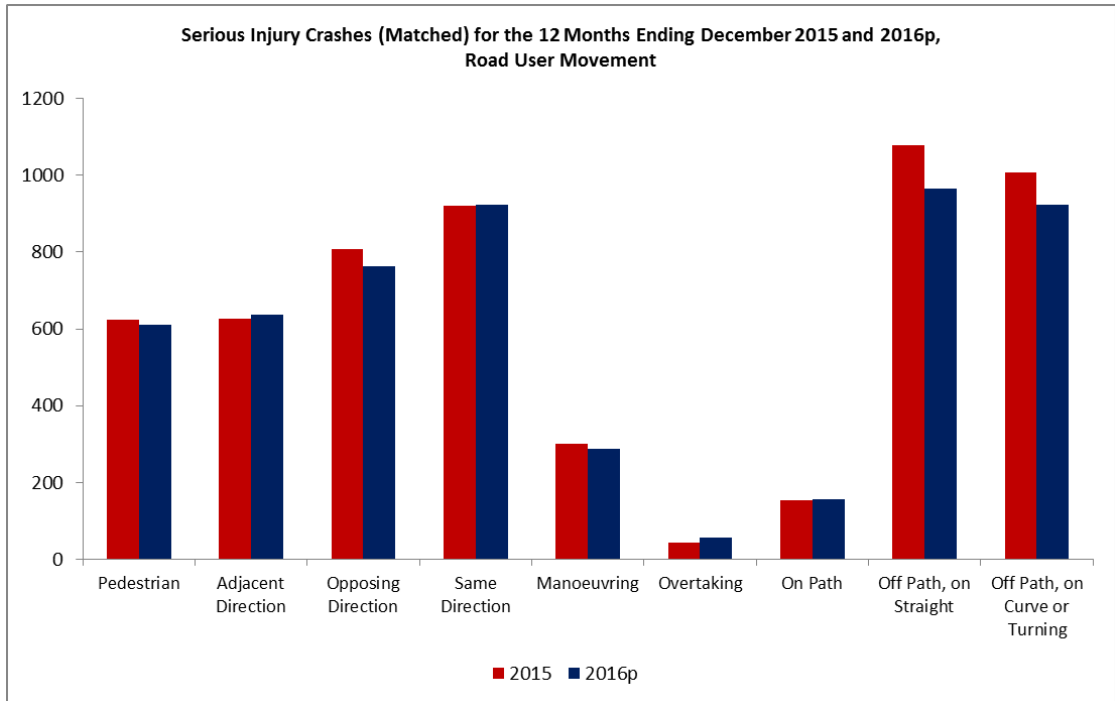
## 4.2 Serious injury crashes

### Serious Injury Crashes (Matched)

|   | 12 months ending<br>Dec 2016p | 12 months ending<br>Dec 2015 | # Change    | % Change   |
|---|-------------------------------|------------------------------|-------------|------------|
| <b>Location type</b>                            |                               |                              |             |            |
| Intersection                                    | 2276                          | 2263                         | 13          | 1%         |
| Non-intersection                                | 3185                          | 3328                         | -143        | -4%        |
| <b>Total</b>                                    | <b>5461</b>                   | <b>5591</b>                  | <b>-130</b> | <b>-2%</b> |
| <b>Road classification</b>                      |                               |                              |             |            |
| Freeway/motorway                                | 190                           | 215                          | -25         | -12%       |
| State highway                                   | 945                           | 940                          | 5           | 1%         |
| Other classified road                           | 1874                          | 1934                         | -60         | -3%        |
| Unclassified road                               | 2452                          | 2502                         | -50         | -2%        |
| <b>Total</b>                                    | <b>5461</b>                   | <b>5591</b>                  | <b>-130</b> | <b>-2%</b> |
| <b>Type of crash (RUM)</b>                      |                               |                              |             |            |
| Pedestrian                                      | 611                           | 623                          | -12         | -2%        |
| Cross Traffic                                   | 329                           | 337                          | -8          | -2%        |
| Other Turning Adjacent                          | 309                           | 289                          | 20          | 7%         |
| Head On (Not O'Taking)                          | 272                           | 352                          | -80         | -23%       |
| Other Turning Opposite                          | 492                           | 456                          | 36          | 8%         |
| Rear End (incl Left and Right Rear)             | 656                           | 662                          | -6          | -1%        |
| Lane Side Swipe (incl lane change left / right) | 180                           | 196                          | -16         | -8%        |
| Other Turn Side Swipe                           | 87                            | 62                           | 25          | 40%        |
| Manoeuvring                                     | 287                           | 300                          | -13         | -4%        |
| Overtaking                                      | 57                            | 43                           | 14          | 33%        |
| On Path   | 155                           | 154                          | 1           | 1%         |
| Off Path, on Straight                           | 965                           | 1079                         | -114        | -11%       |
| Off Path, on Curve or Turning                   | 923                           | 1008                         | -85         | -8%        |
| Miscellaneous / Unknown                         | 138                           | 30                           | 108         | 360%       |
| <b>Total</b>                                    | <b>5461</b>                   | <b>5591</b>                  | <b>-130</b> | <b>-2%</b> |

p Preliminary data subject to change.





## 5 Annual Statistics

### 5.1 Serious injuries<sup>4</sup>

|                                |                      | Quarter |      |      |      | Total |
|--------------------------------|----------------------|---------|------|------|------|-------|
|                                |                      | Q1      | Q2   | Q3   | Q4   |       |
| Serious Injuries Matched       | <b>Year</b>          |         |      |      |      |       |
|                                | 2005                 | 1443    | 1722 | 1694 | 1762 | 6621  |
|                                | 2006                 | 1753    | 1748 | 1752 | 1695 | 6948  |
|                                | 2007                 | 1698    | 1601 | 1562 | 1541 | 6402  |
|                                | 2008                 | 1459    | 1556 | 1542 | 1634 | 6191  |
|                                | 2009                 | 1540    | 1516 | 1482 | 1668 | 6206  |
|                                | 2010                 | 1499    | 1643 | 1514 | 1568 | 6224  |
|                                | 2011                 | 1609    | 1578 | 1700 | 1705 | 6592  |
|                                | 2012                 | 1724    | 1740 | 1652 | 1768 | 6884  |
|                                | 2013                 | 1579    | 1672 | 1817 | 1864 | 6932  |
|                                | 2014                 | 1754    | 1755 | 1659 | 1644 | 6812  |
|                                | 2015                 | 1620    | 1593 | 1556 | 1571 | 6340  |
|                                | 2016 <sub>p</sub>    | 1551    | 1626 | 1504 | 1485 | 6166  |
| Serious Injuries Not Matched   | 2005                 | 1455    | 1225 | 1139 | 1327 | 5146  |
|                                | 2006                 | 1404    | 1379 | 1314 | 1414 | 5511  |
|                                | 2007                 | 1479    | 1350 | 1230 | 1289 | 5348  |
|                                | 2008                 | 1356    | 1294 | 1145 | 1386 | 5181  |
|                                | 2009                 | 1356    | 1155 | 1298 | 1387 | 5196  |
|                                | 2010                 | 1387    | 1343 | 1151 | 1344 | 5225  |
|                                | 2011                 | 1368    | 1240 | 1146 | 1325 | 5079  |
|                                | 2012                 | 1375    | 1256 | 1248 | 1489 | 5368  |
|                                | 2013                 | 1430    | 1360 | 1361 | 1583 | 5734  |
|                                | 2014                 | 1531    | 1260 | 1303 | 1514 | 5608  |
|                                | 2015                 | 1612    | 1364 | 1262 | 1543 | 5781  |
|                                | 2016 <sub>p</sub>    | 1617    | 1418 | 1407 | 1523 | 5965  |
|                                | All Hospitalisations | 2005    | 2898 | 2947 | 2833 | 3089  |
| 2006                           |                      | 3157    | 3127 | 3066 | 3109 | 12459 |
| 2007                           |                      | 3177    | 2951 | 2792 | 2830 | 11750 |
| 2008                           |                      | 2815    | 2850 | 2687 | 3020 | 11372 |
| 2009                           |                      | 2896    | 2671 | 2780 | 3055 | 11402 |
| 2010                           |                      | 2886    | 2986 | 2665 | 2912 | 11449 |
| 2011                           |                      | 2977    | 2818 | 2846 | 3030 | 11671 |
| 2012                           |                      | 3099    | 2996 | 2900 | 3257 | 12252 |
| 2013                           |                      | 3009    | 3032 | 3178 | 3447 | 12666 |
| 2014                           |                      | 3285    | 3015 | 2962 | 3158 | 12420 |
| 2015                           |                      | 3232    | 2957 | 2818 | 3114 | 12121 |
| 2016 <sub>p</sub> <sup>i</sup> |                      | 3168    | 3044 | 2911 | 3008 | 12131 |

<sup>p</sup> Preliminary data subject to change.

<sup>4</sup> Serious injuries are estimated to be under-enumerated by about 3 per cent for the latest quarter and are projected to increase by a magnitude of around 80.