



Transport
for NSW

Centre for Road Safety



Young driver trauma trends

Report

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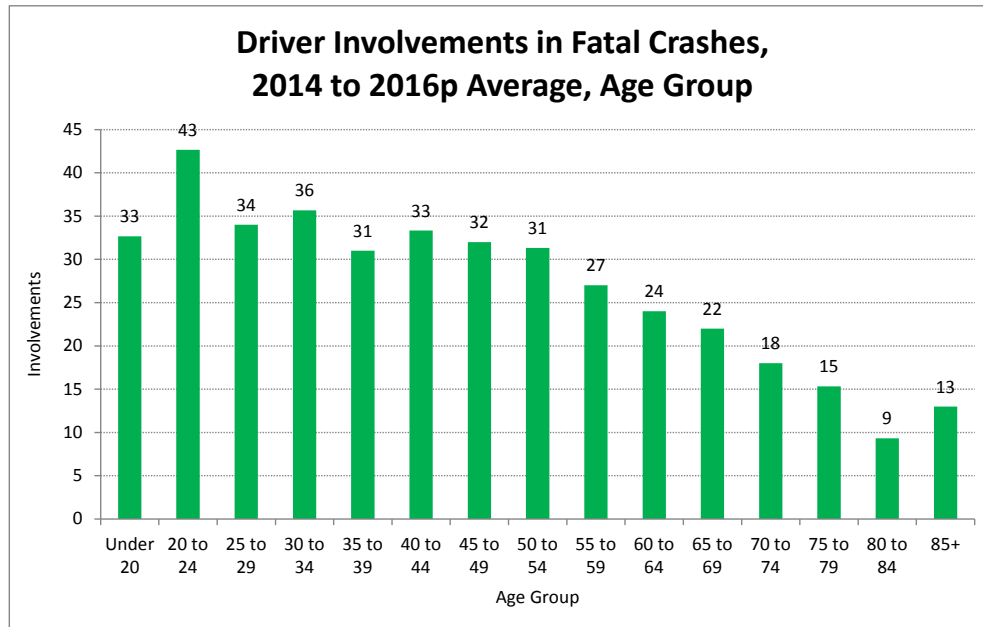
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1 Fatality and serious injury trends

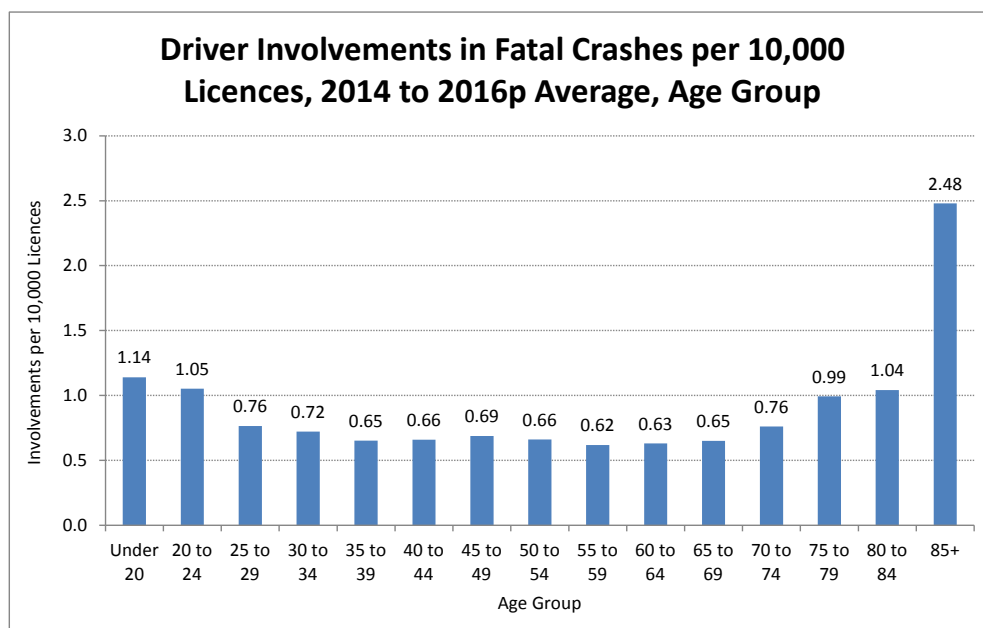
1.1 Fatal crash involvement rates for young and older drivers

1.1.1 Involvement in fatal crashes per year by age group



The above chart shows that the highest numbers of driver involvements in fatal crashes occur amongst the younger age groups. Note that the two lowest driver involvements are among the 80 to 84 and the 85+ age groups.

1.1.2 Involvement rates per year in fatal crashes by age group

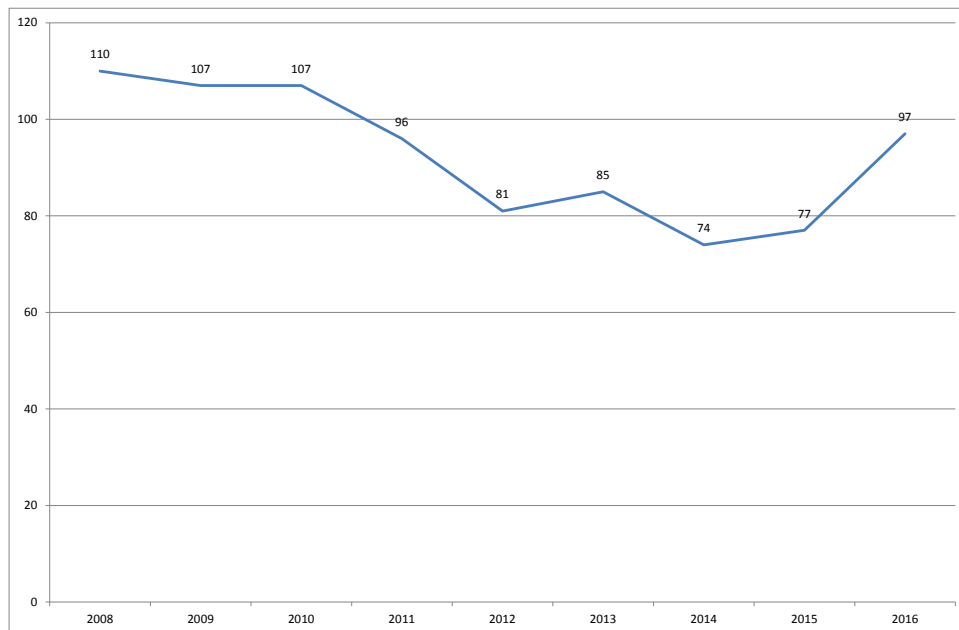


However, the above chart shows a U shape for involvement rates per licences across age groups. The highest rates are for the oldest, particularly those aged 85 years or more, and for the youngest drivers.

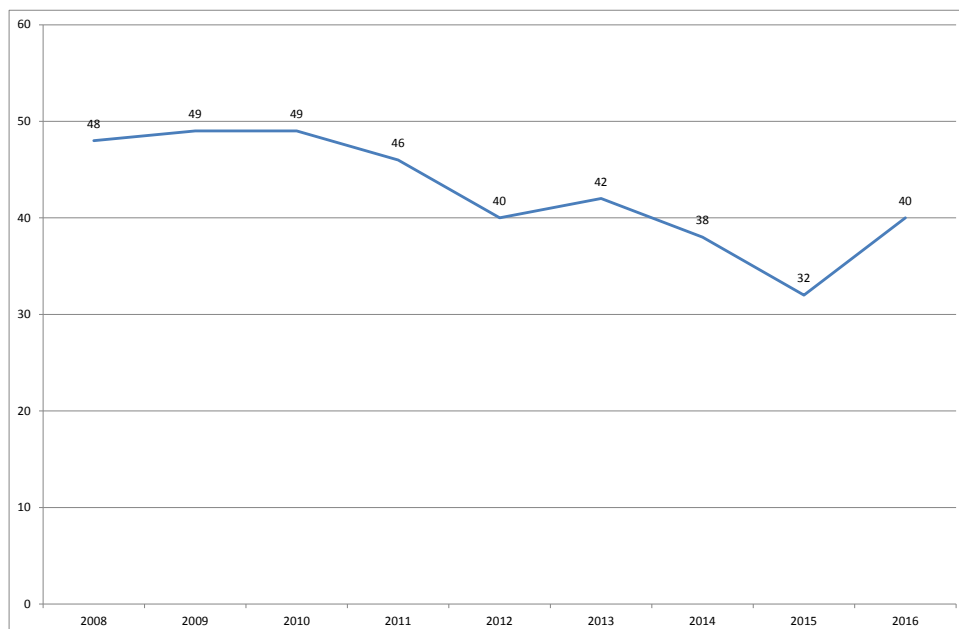
1.2 Young drivers

Young drivers are defined as drivers aged 25 years or younger and do not include motorcycle riders.

1.2.1 Numbers of drivers aged 25 years or younger involved in fatal crashes, 2008 to 2016



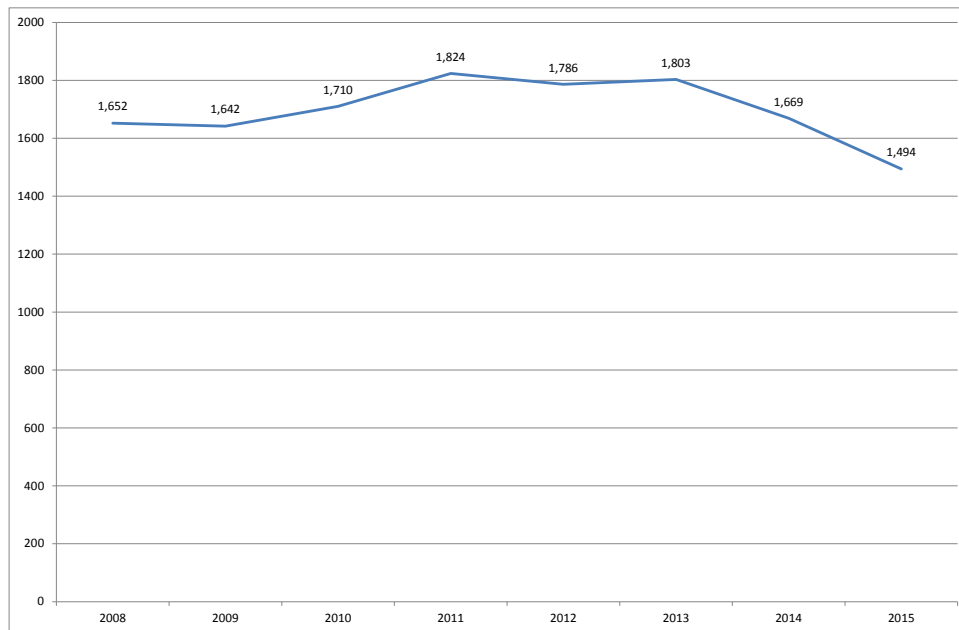
1.2.2 Fatalities of drivers ages 25 years or younger, 2008 to 2016



Comparing 2008-10 with 2014-16,

- The number of fatalities was 25% less.
- The number of involvements in fatal crashes was 23% less.

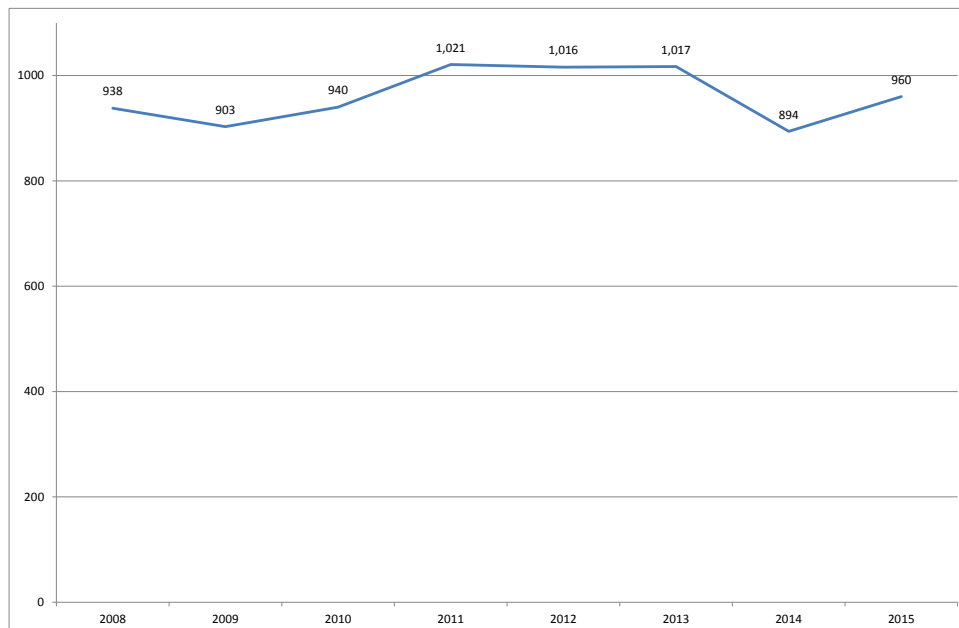
1.2.3 Drivers aged 25 years or younger, involved in matched serious injury crashes, 2008 to 2015



For the first half of 2016, up to 30 June, there had been 763 young driver involvements in matched serious injury crashes, about half (51%) of the involvements for the whole of 2015.

Notice that the involvements relate only to serious injury crashes where the hospital record was matched to the police crash record. For unmatched serious injuries, relevant information is unavailable.

1.2.4 Serious injuries of drivers aged 25 years or younger, 2008 to 2015



For the first half of 2016, up to 30 June, 500 young drivers were seriously injured, about half (52%) of those for the whole of 2015.

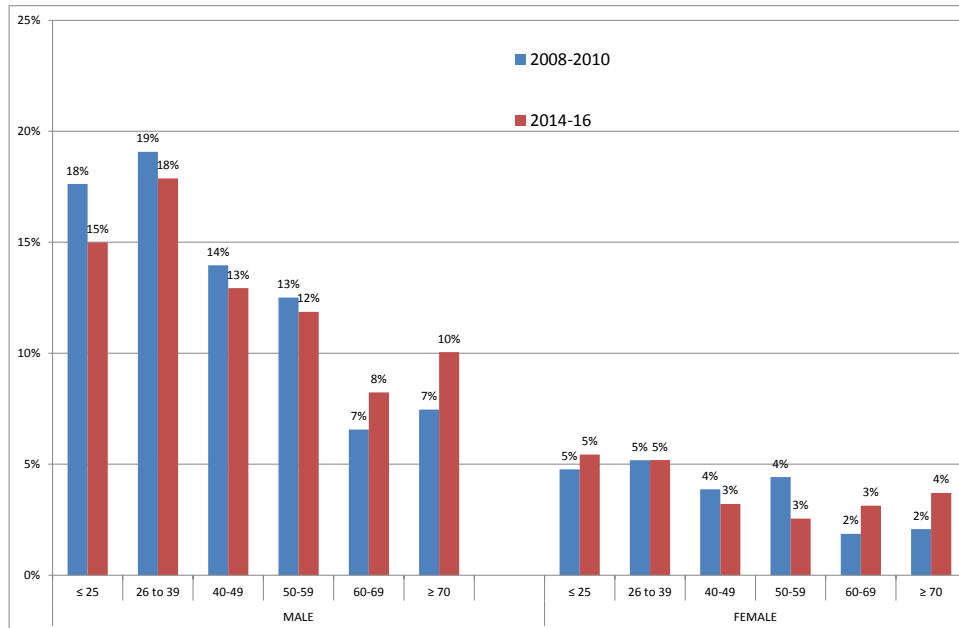
The trend for young driver serious injuries is similar to that for all serious injuries, that is, the levels for 2011 to 2013 are higher than other years.

Comparing 2008-10 with the 2013/14 to 2015/16 financial years:

- The number of involvements in matched serious injury crashes was 3% more.
- The number of serious injuries was 3% less. Serious injuries appear to have returned to a lower level after 2013.

1.3 Young drivers as a proportion of involvements

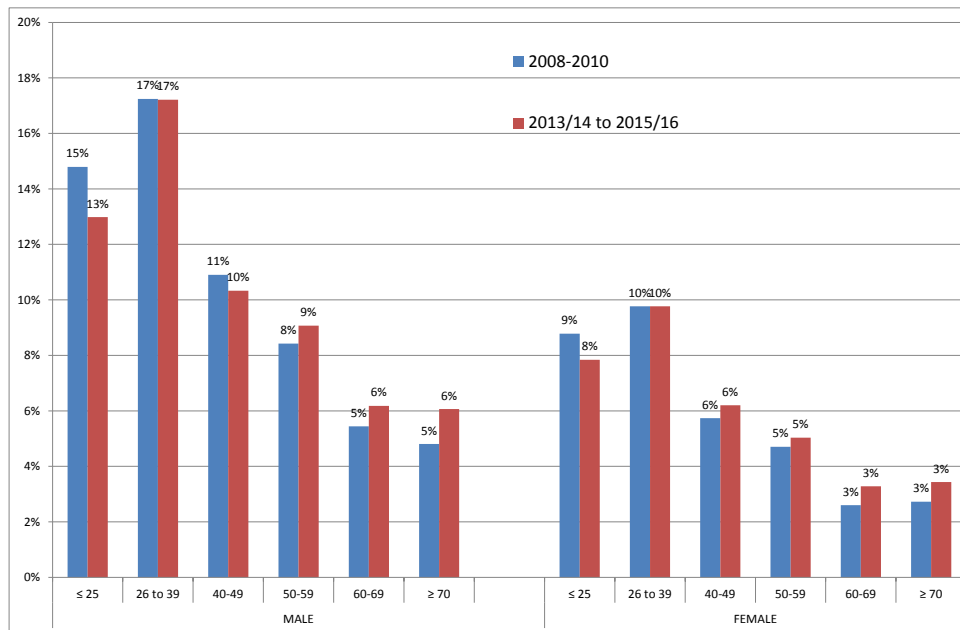
1.3.1 Distribution of fatal crash involved drivers by age-gender groups, 2008-10 and 2014-16



Comparing 2008-10 with 2014-16, the proportion aged 25 years or younger in fatal crashes:

- reduced from 18% to 15% for males
- remained about the same, at 5%, for females.

1.3.2 Distribution of matched serious injury crash involved drivers over age-gender groups, 2008-10 and three years ended 30 June 2016



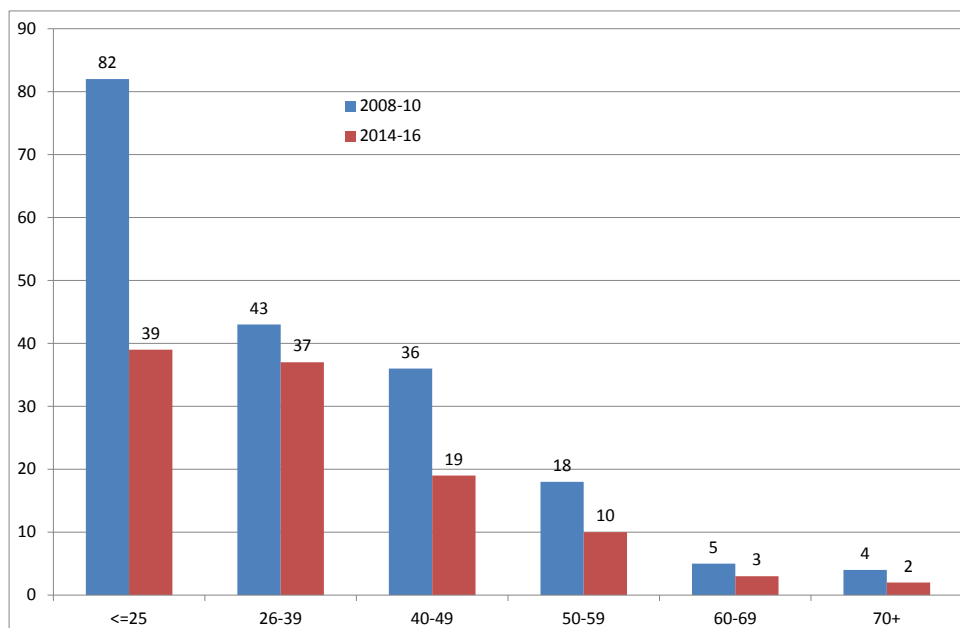
Females are a larger part of serious injury crash involvements compared to fatal crash involvements.

Comparing 2008-10 with the three years ended 30 June 2016, the proportion aged 25 years or younger in matched serious injury crashes,

- decreased from 15% to 13% for males
- decreased from 9% to 8% for females.

1.4 Representation of young drivers among drink drivers

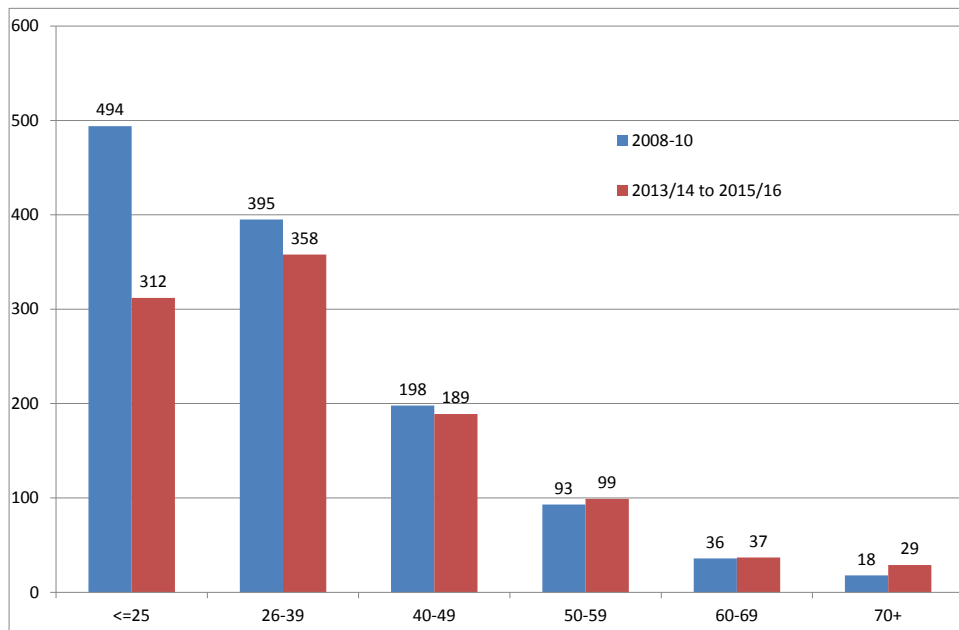
1.4.1 Numbers of drivers with illegal blood alcohol concentration, involved in fatal crashes, by age group, 2008-10 and 2014-16



The total number illegal-BAC drivers (not including riders) involved in fatal crashes was 188 in 2008-10, and 110 in 2014-16 (41% fewer). The number aged 25 or younger with an illegal blood alcohol concentration decreased by 52%.

In 2008-10, of the 82 young drink drivers 10 were female (12%). In 2014-16, of the 39 five were female (13%).

1.4.2 Numbers of drivers with illegal blood alcohol concentration, involved in matched serious injury crashes, by age group, 2008-10 and three years ended 30 June 2016

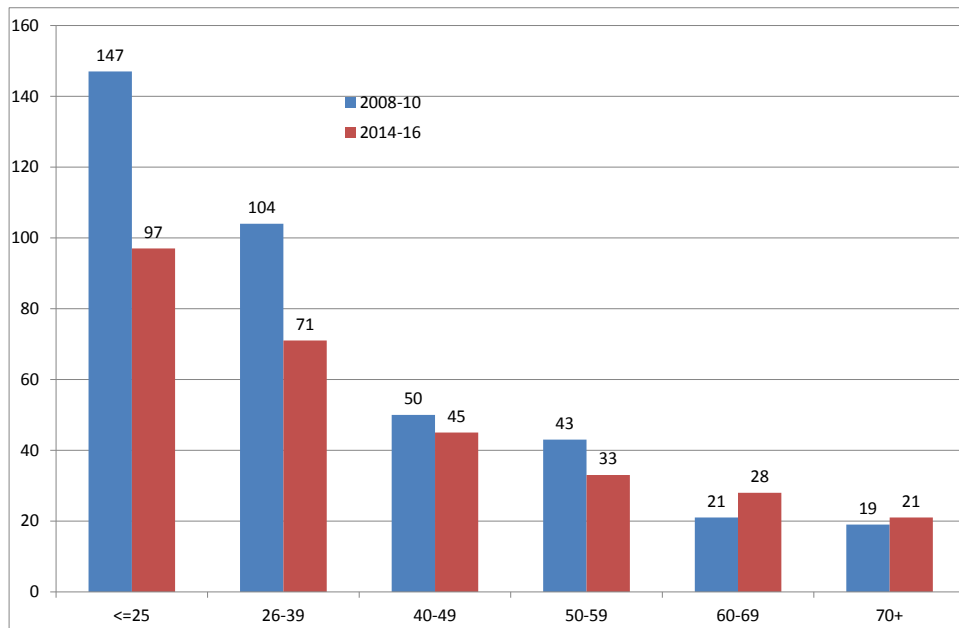


The total number of illegal-BAC drivers involved in matched serious injury crashes was 1,236 in 2008-10, and 1,026 in the three years ended 30 June 2016 (17% fewer). The number of 17 to 25 year olds with an illegal blood alcohol concentration decreased by 37%.

Females were 17% of these young drink drivers in 2008-10 and 16% in the three years ended 30 June 2016.

1.5 Representation of young drivers among speeding drivers

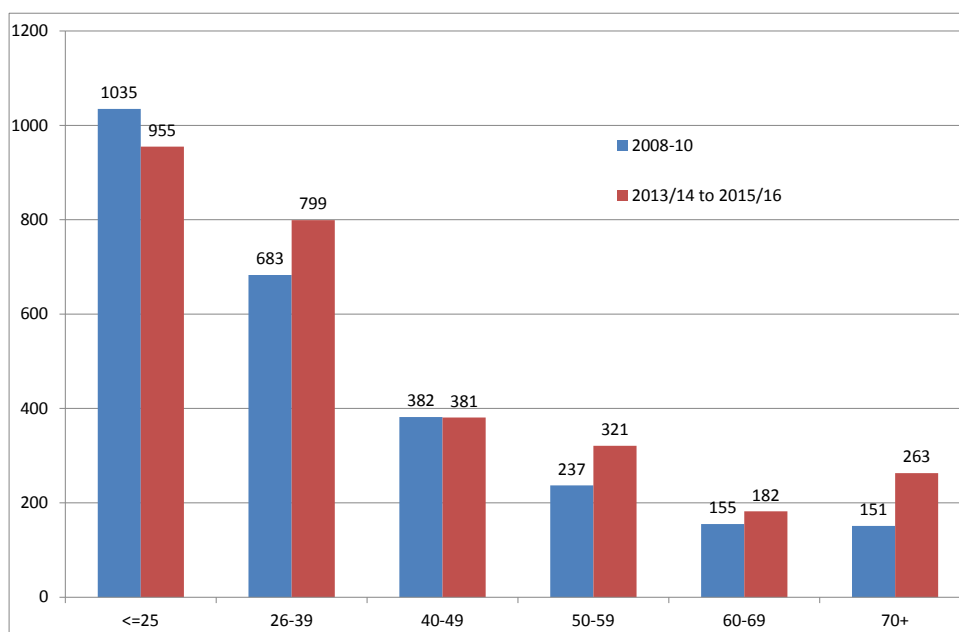
1.5.1 Numbers of speeding drivers, involved in fatal crashes, by age group, 2008-10 and 2014-16



The total number of drivers considered to be driving at an excessive or inappropriate speed involved in fatal crashes was 384 in 2008-10, and 296 in 2014-16 (23% fewer). The number aged 25 or younger decreased by 34%.

In 2008-10, 25 of the 147 young speeding drivers were female (17%). In 2014-16, 25 of the 97 were female (26%).

1.5.2 Numbers of speeding drivers, involved in matched serious injury crashes, by age group, 2008-10 and three years ended 30 June 2016

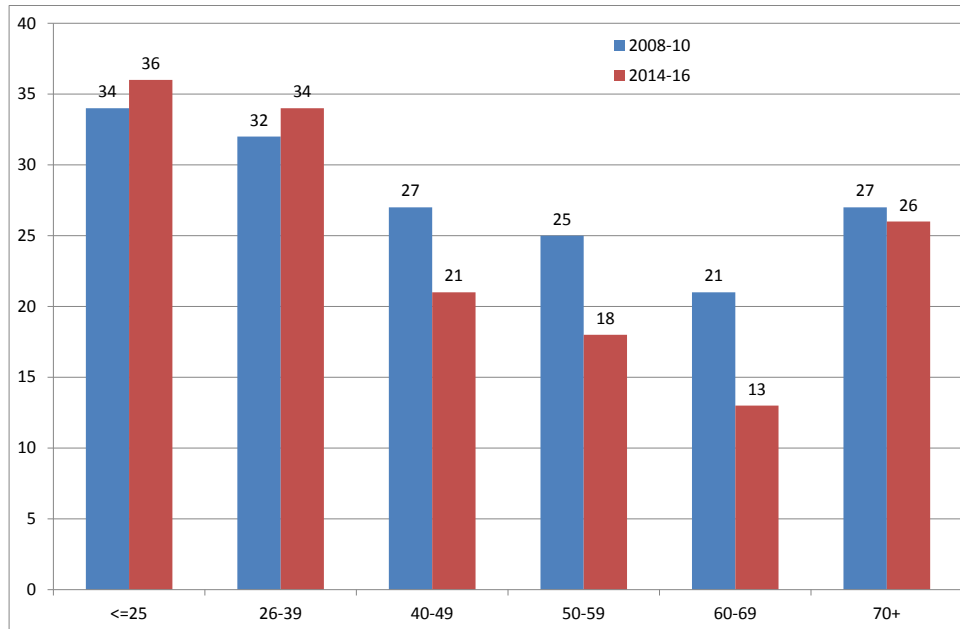


The total number of speeding drivers, involved in matched serious injury crashes was 2,682 in 2008-10, and 2,925 in the three years ended 30 June 2016 (9% more). The

number of speeding 17 to 25 year olds decreased by 8%. In 2008-10, 31% of the young speeding drivers were female. In 2014-16, 30% were female.

1.6 Representation of young drivers among fatigued drivers

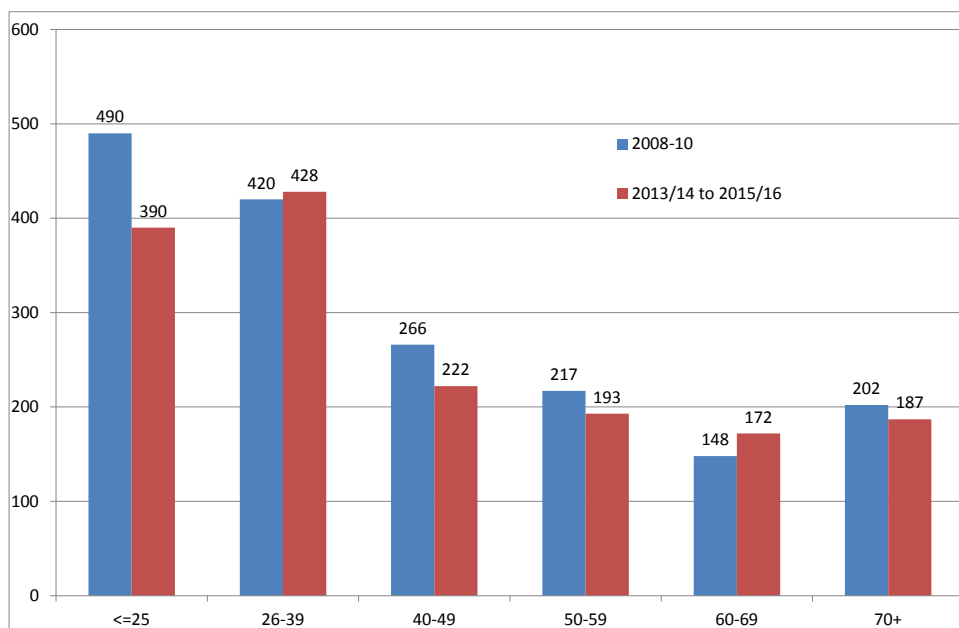
1.6.1 Numbers of fatigued drivers, involved in fatal crashes, 2008-10 and 2014-16



The total number of fatigued drivers involved in fatal crashes was 166 in 2008-10, and 148 in 2014-16 (11% fewer). The number aged 25 or younger increased by 6%. The change in the proportion, of young drivers among fatal crash involved fatigued drivers, is far from statistically significant.

In 2008-10, six of the 34 young fatigued drivers were female. In 2014-16, three of the 36 were female.

1.6.2 Numbers of fatigued drivers involved in matched serious injury crashes, by age group, 2008-10 and 2013/14-2015/16



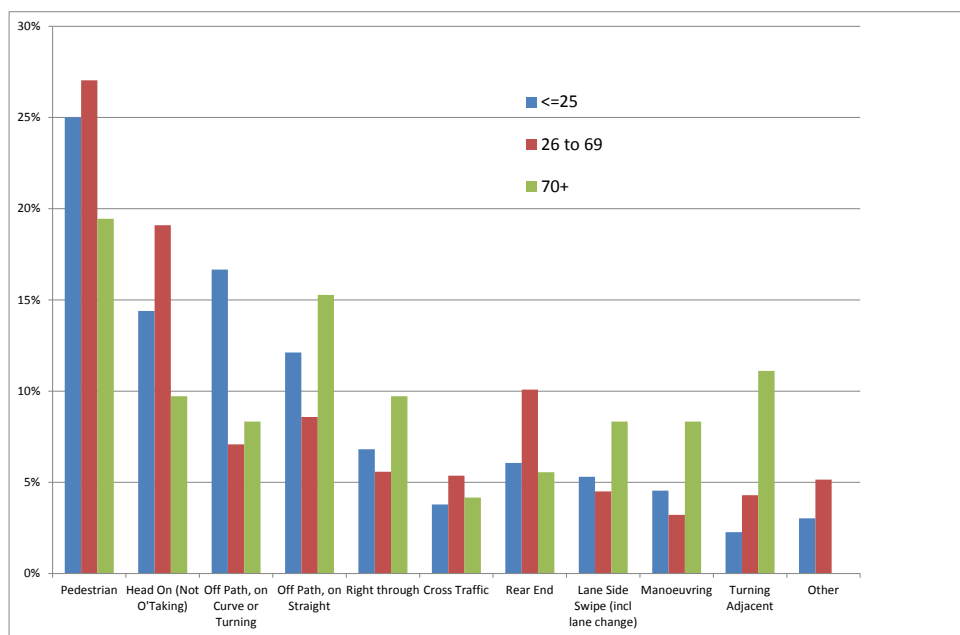
The total number of fatigued drivers involved in matched serious injury crashes was 1,763 in 2008-10, and 1,607 in the three years ended 30 June 2016 (9% fewer). The reduction was larger for young motor vehicle drivers (20%).

In 2008-10, 33% of the young fatigued drivers were female. In 2014-16, 32% were female.

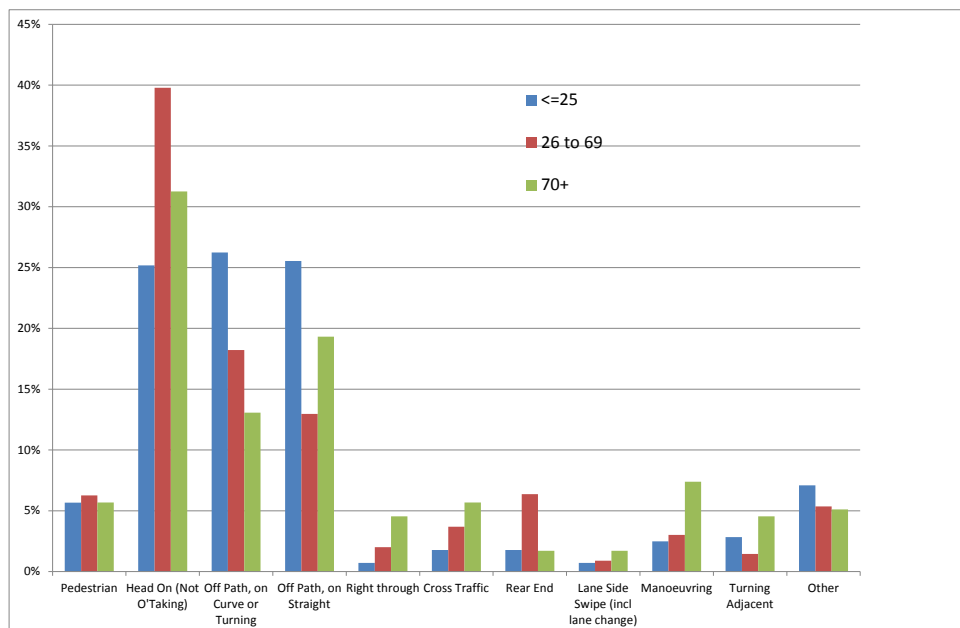
1.7 Crash types, urbanisation

Young drivers are likely to have different types of crashes from drivers who are older. The crash type distributions vary by whether the crash happened on a country road or metropolitan road.

1.7.1 Crash types by fatal crash involvement, by age group, 2012-16, metropolitan roads

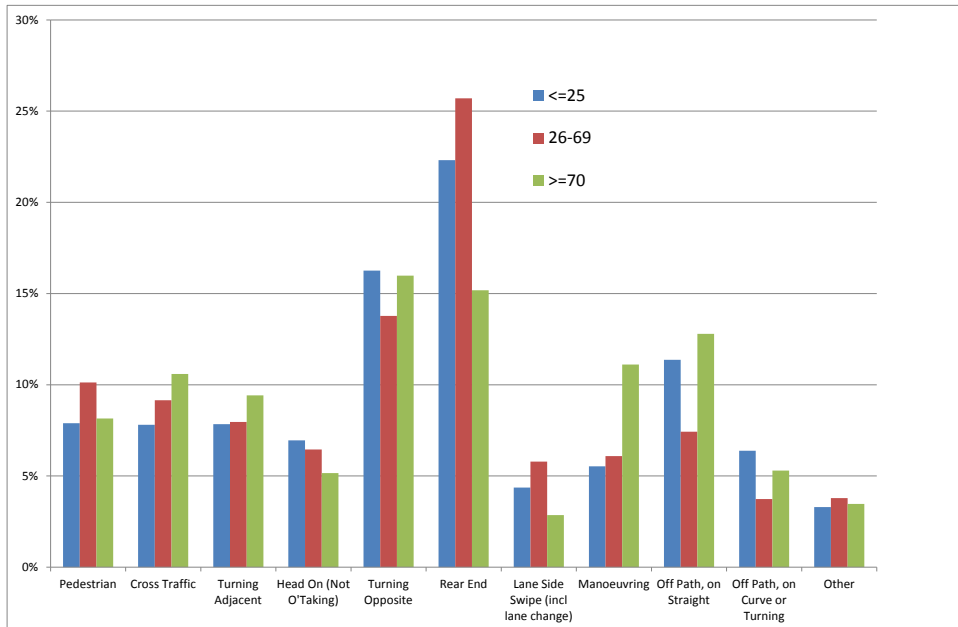


1.7.2 Crash types by fatal crash involvement, by age group, 2012-16, country roads

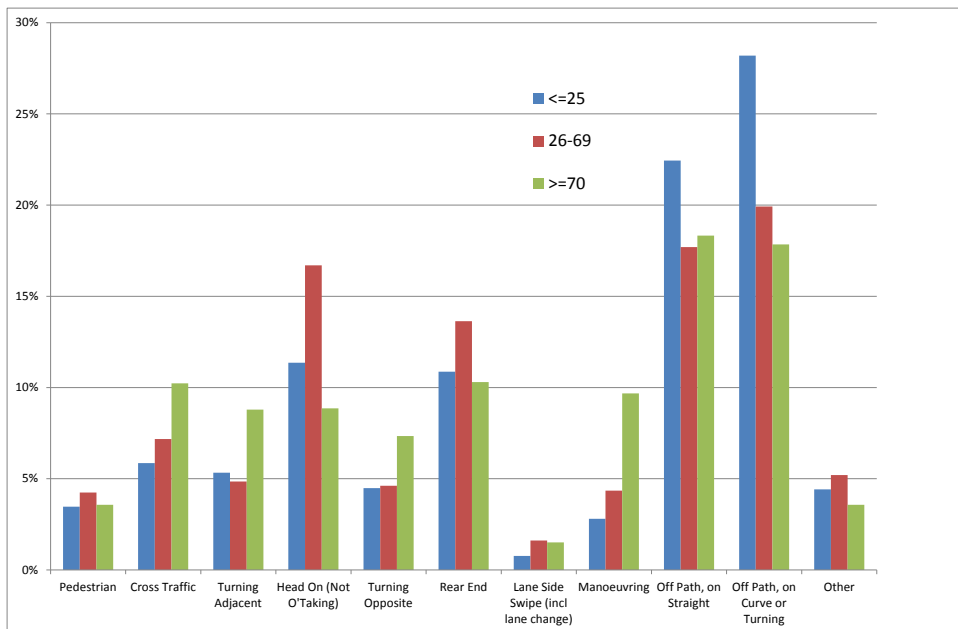


Young driver involvements had a higher proportion of off path on curve. Turning opposite crash type is nearly all right-through.

1.7.3 Crash types by matched serious injury crash involvement, by age group, 2012-15, metropolitan roads

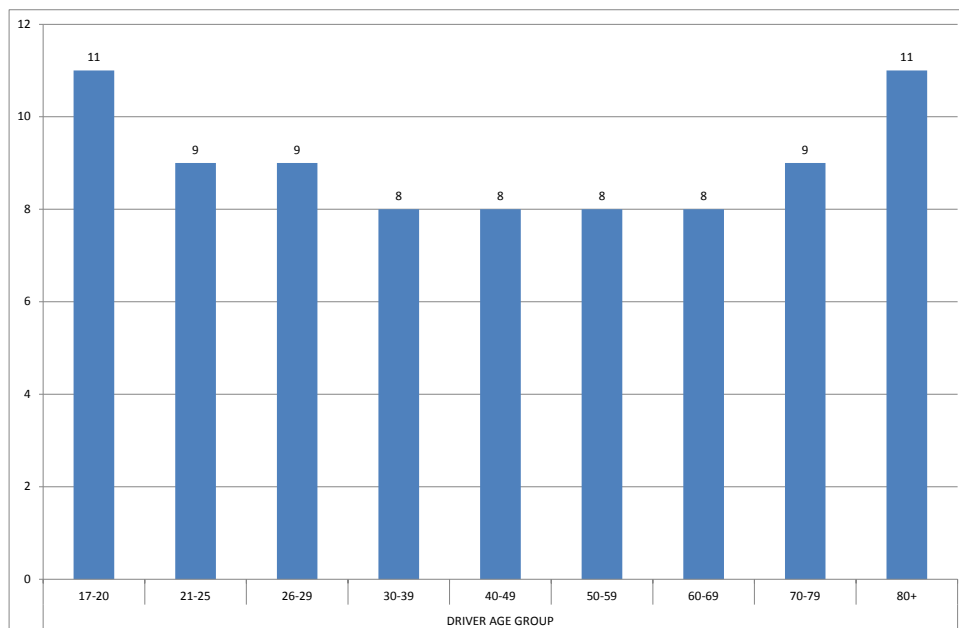


1.7.4 Crash types by matched serious injury crash involvement, by age group 2012-15, country roads



1.8 Severity of injury related to car age

1.8.1 Median ages of car/car derivative in recorded crashes of any severity, by age group of the driver, for five financial years 2011/12 to 2015/16

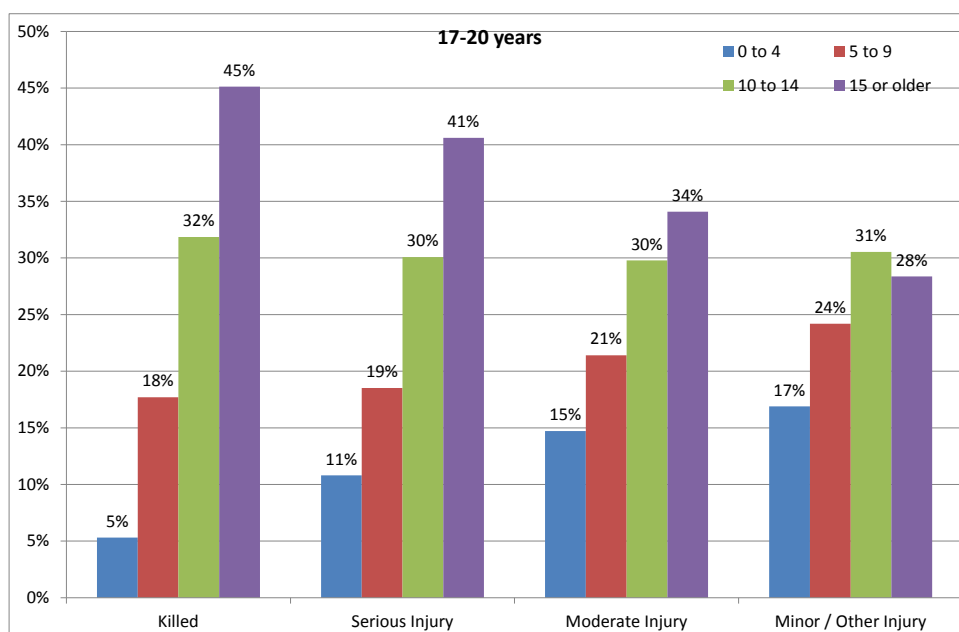


Young drivers and old drivers crash in the oldest cars.

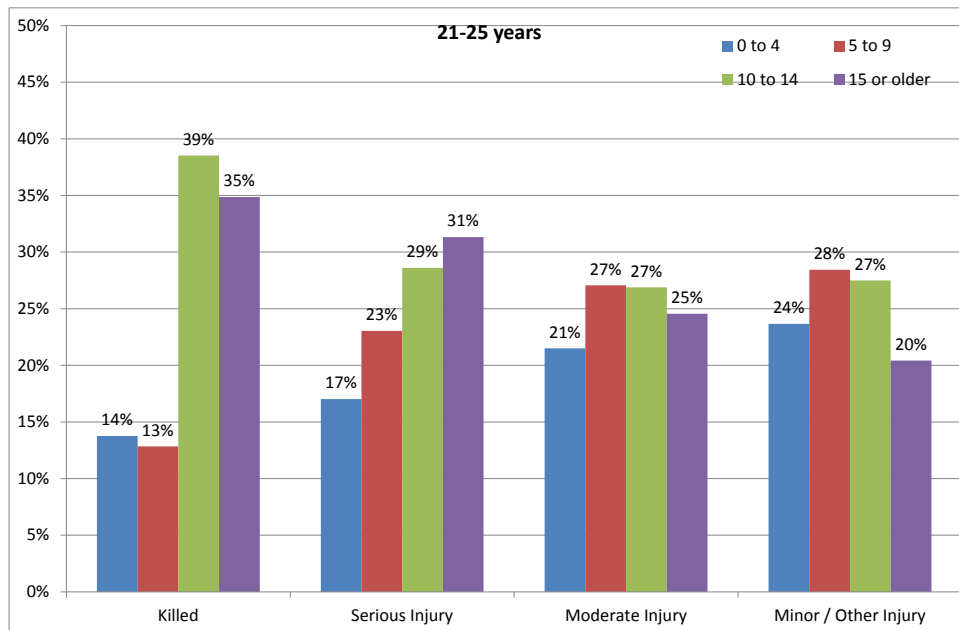
For all age groups, except the 70+, the 0 to 4 years car age is an increasing proportion as injury severity decreases. The 15+ years car age is a decreasing proportion as injury severity decreases. (For the 70+ age group, there is no clear effect of car age on injury severity.)

The following graphs show the distributions of casualties, car drivers and passengers, at each severity level, over car age, for the five years ended 30 June 2016.

1.8.2 Relationship between car/car derivative age and severity of injury to occupants, aged 17 to 20 years, for five financial years 2011/12 to 2015/16



1.8.3 Relationship between car/car derivative age and severity of injury to occupants, aged 21 to 25 years, for five financial years 2011/12 to 2015/16



For all age groups, except the 70+, the 0 to 4 years car age is an increasing proportion as injury severity decreases. The 15+ years car age is a decreasing proportion as injury severity decreases. (For the 70+ age group, there is no clear effect of car age on injury severity.) Large proportions of fatalities and serious injuries happen in cars that are 10 years or older. Young drivers drive older cars.