



Transport  
for NSW

# Quarterly Bulletin of Serious Injury Crash Data

Quarter ending March 2020 (preliminary)

# Contents

1	Acknowledgements .....	3
2	Serious Injury Trends .....	4
3	Quarterly Comparison .....	5
3.1	NSW serious injuries for March Quarter: 2005 to 2020p .....	5
3.2	NSW serious injuries: quarterly comparison, 2018 to 2020p .....	5
4	Rolling 12 Month Statistics .....	6
4.1	Serious injuries .....	6
4.2	Serious injury crashes .....	11
5	Annual Statistics .....	13
5.1	Serious injuries .....	13

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# 1 Acknowledgements

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Transport for NSW wishes to thank the following –

- NSW Police Force for supply of road crash data.
- Spinal Cord Injuries Australia for providing coding and data entry service.
- 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) for providing data on Compulsory Third Party insurance and Workers Compensation claims.
- The Lifetime Care and Support Authority for data on 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.
- The Cause of Death Unit Record File (COD URF) provided by the Australian Coordinating Registry for the COD URF on behalf of the NSW Registry of Births, Deaths and Marriages, NSW Coroner and the National Coronial Information System.
- The Ambulance Service of NSW for providing data from the Computer-Aided Dispatch, electronic Medical Record and Patient Health Care Record systems.
- Forensic and Analytical Science Service, NSW Health for providing alcohol and drug test results.
- Department of Justice & Regulation for and on behalf of the State of Victoria, for access to the National Coronial Information System for the verification of fatality information.
- NSW Institute of Trauma and Injury Management for access to information on injury outcomes for road crash related casualties that are considered seriously injured by Health.

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 –

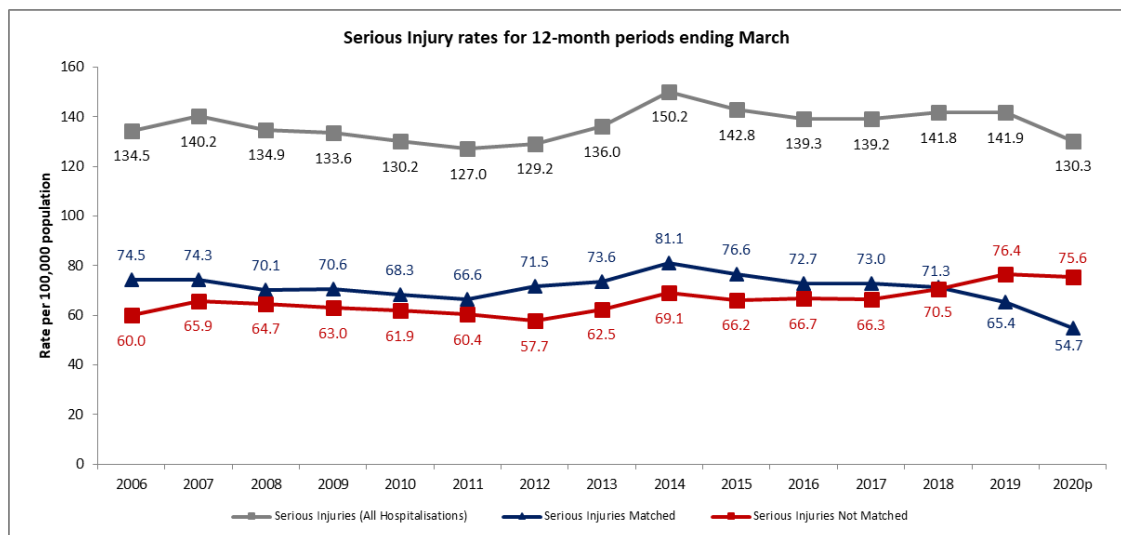
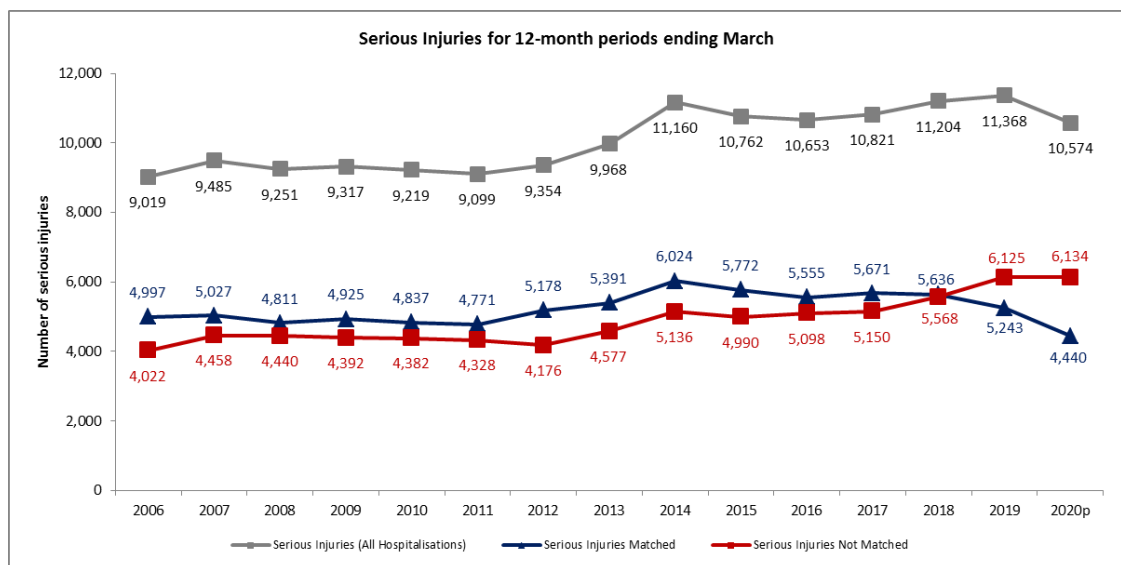
- Approved by the NSW Population & Health Services Research Ethics Committee on 19th December 2013.
- Approved by the Aboriginal Health & Medical Research Council Ethics Committee on 24th January 2014.
- Approved by the ACT Health Human Research Ethics Committee on 13th November 2013.
- Approved by the Calvary Public Hospital Bruce Human Research Ethics Committee on 20th September 2017.

## 2 Serious Injury Trends

There were a total of 2,369 serious injuries (all hospitalisations) for the March 2020 quarter, 511 (18 per cent) fewer than the March 2019 quarter. Over the 12 month period ending March 2020 there were 10,574 serious injuries (all hospitalisations), 794 fewer than the 12 month period ending March 2019. The serious injury rate for the 12 months ending March 2020 was 130.3 per 100,000 population.

### Serious injury numbers and rates for 12-mth period ending March 2020p

	Number	Rate per 100,000 population <sup>1</sup>
Serious injuries (all hospitalisations)	10,574	130.3
Serious injuries (matched) <sup>2</sup>	4,440	54.7
Serious injuries (not matched) <sup>3</sup>	6,134	75.6



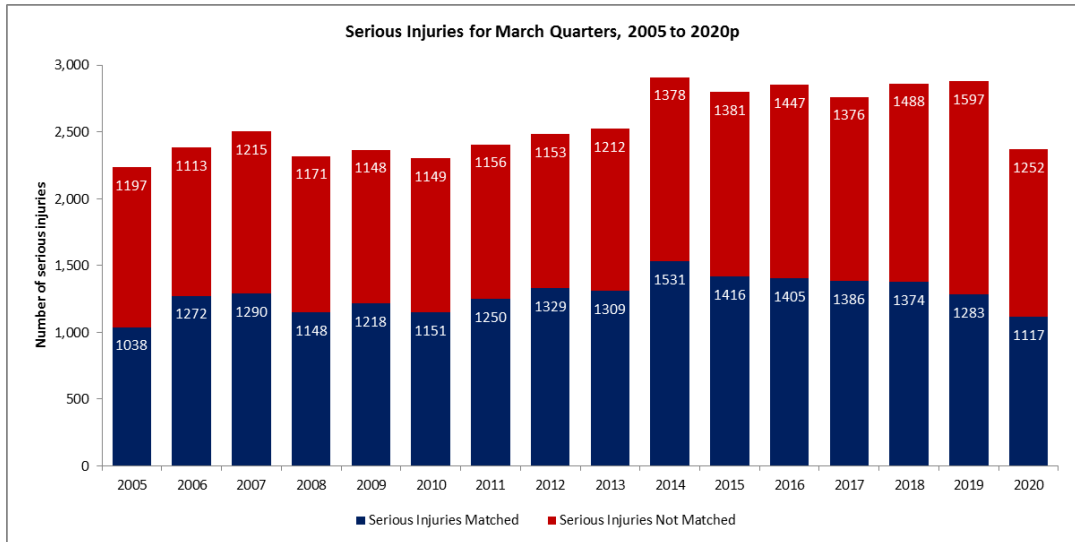
<sup>1</sup> Based on preliminary estimated population data

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

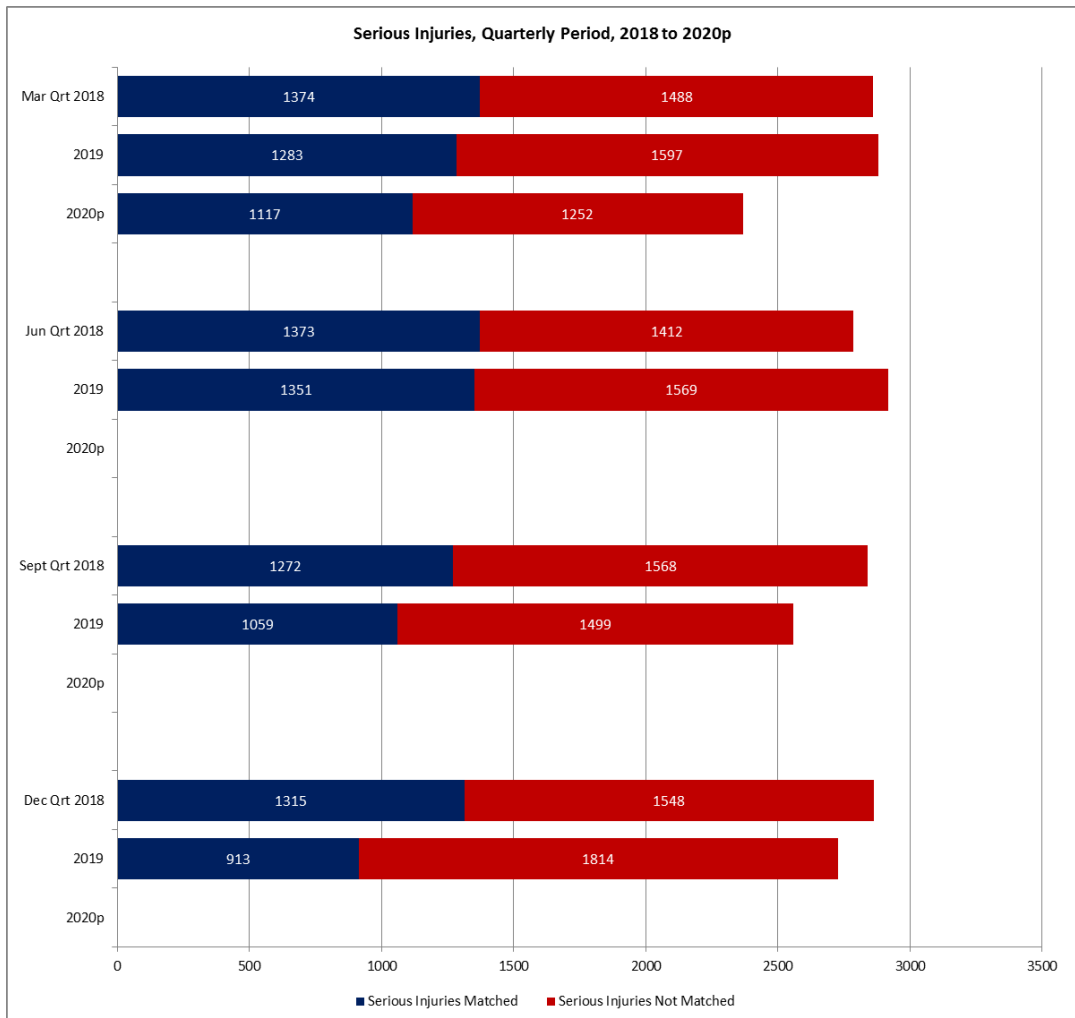
<sup>3</sup> Serious injuries not matched to a police crash report

### 3 Quarterly Comparison

#### 3.1 NSW serious injuries for March Quarter: 2005 to 2020p



#### 3.2 NSW serious injuries: quarterly comparison, 2018 to 2020p



## 4 Rolling 12 Month Statistics

### 4.1 Serious injuries

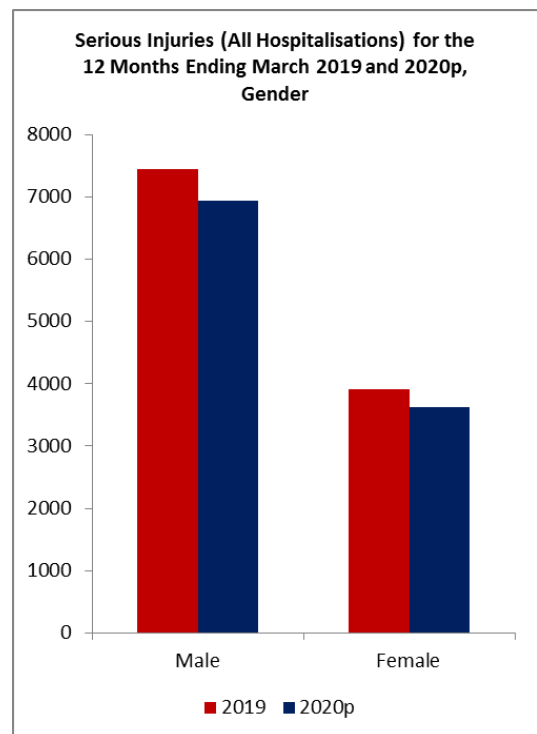
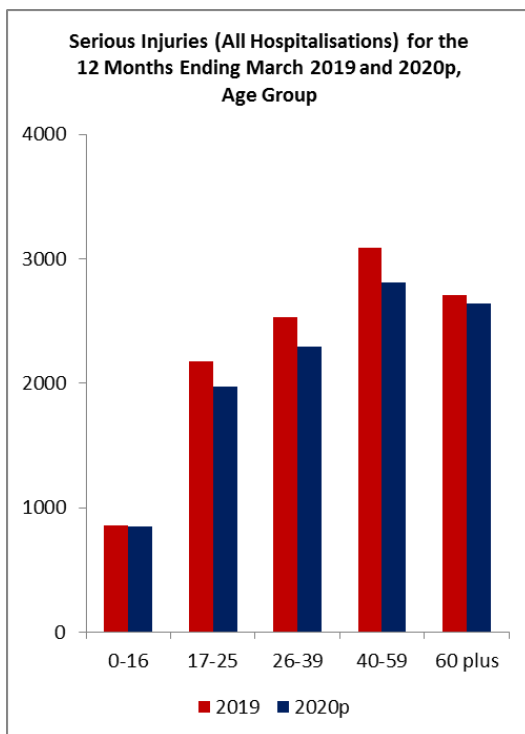
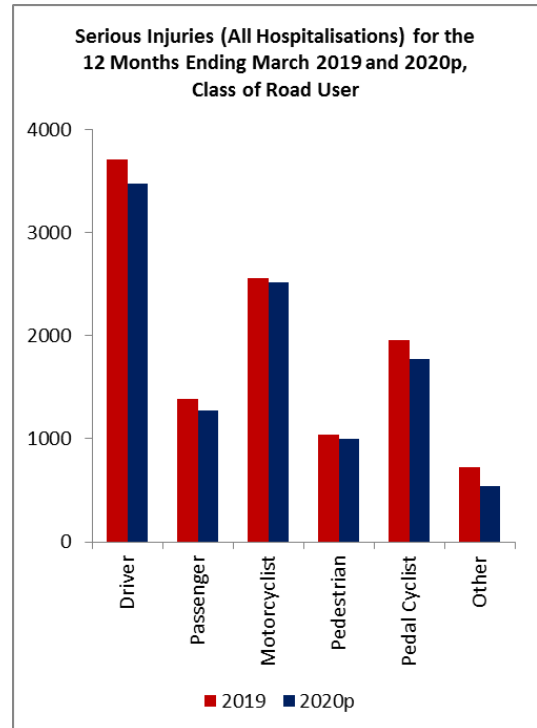
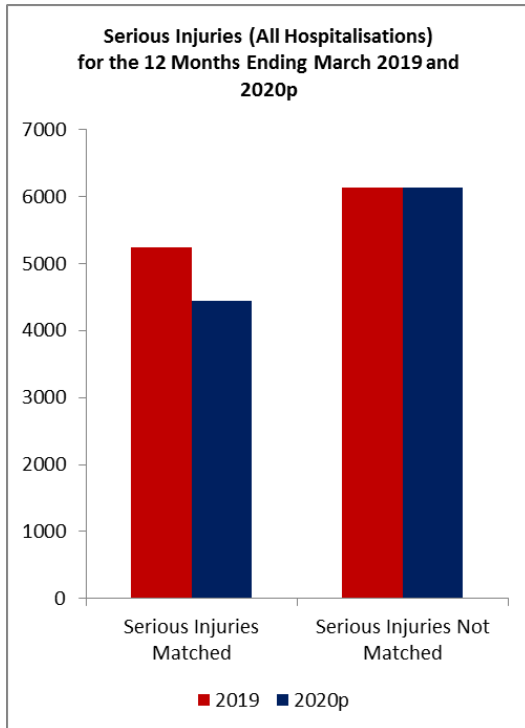
#### Overall

	12 months ending Mar 2020p	12 months ending Mar 2019	# Change	% Change
Serious Injuries Matched	4440	5243	-803	-15%
Serious Injuries Not Matched	6134	6125	9	0%
<b>All Hospitalisations</b>	<b>10574</b>	<b>11368</b>	<b>-794</b>	<b>-7%</b>

#### Serious Injuries (All Hospitalisations)

	12 months ending Mar 2020p	12 months ending Mar 2019	# Change	% Change
<b>Road User Group</b>				
Driver	3476	3708	-232	-6%
Passenger	1268	1388	-120	-9%
Motorcyclist	2519	2551	-32	-1%
Pedestrian	999	1043	-44	-4%
Pedal Cyclist	1768	1952	-184	-9%
Other	544	726	-182	-25%
<b>Total</b>	<b>10574</b>	<b>11368</b>	<b>-794</b>	<b>-7%</b>
<b>Age Group</b>				
0-4	69	83	-14	-17%
5-16	781	771	10	1%
17-20	878	1025	-147	-14%
21-25	1095	1149	-54	-5%
26-29	777	821	-44	-5%
30-39	1513	1707	-194	-11%
40-49	1460	1584	-124	-8%
50-59	1351	1502	-151	-10%
60-69	1111	1145	-34	-3%
70-79	847	854	-7	-1%
80+	681	707	-26	-4%
Unknown	11	20	-9	-45%
<b>Total</b>	<b>10574</b>	<b>11368</b>	<b>-794</b>	<b>-7%</b>
<b>Gender</b>				
Male	6943	7450	-507	-7%
Female	3631	3918	-287	-7%
Unknown	0	0	0	n/a
<b>Total</b>	<b>10574</b>	<b>11368</b>	<b>-794</b>	<b>-7%</b>

p Preliminary data subject to change.

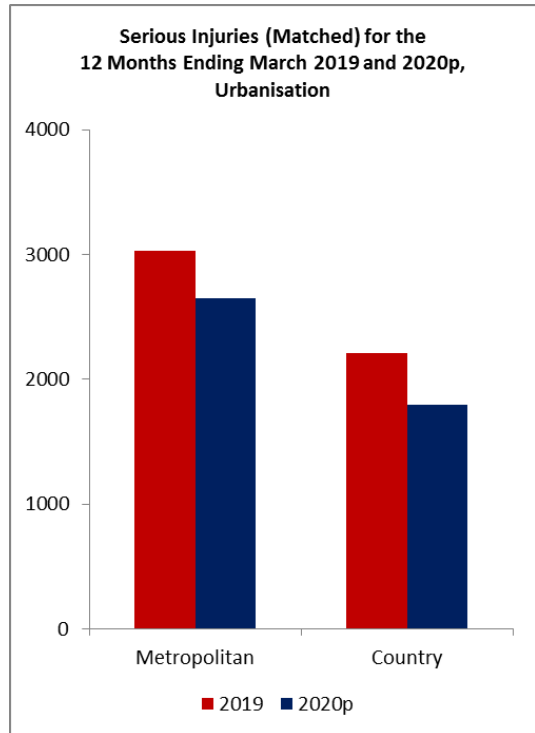
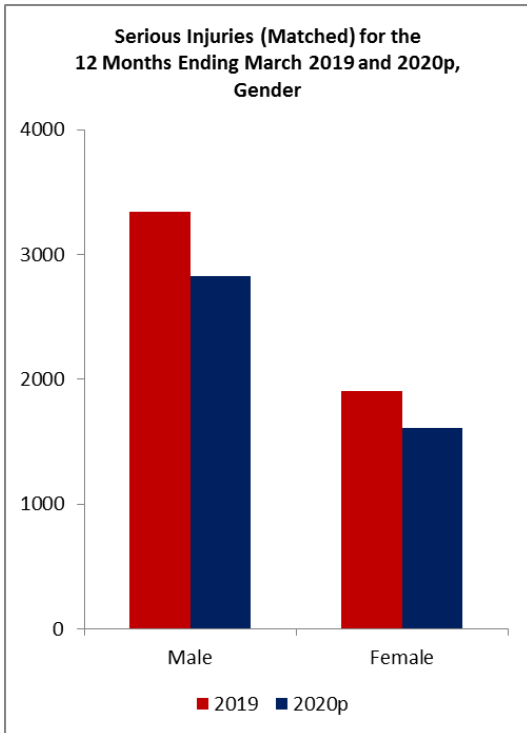
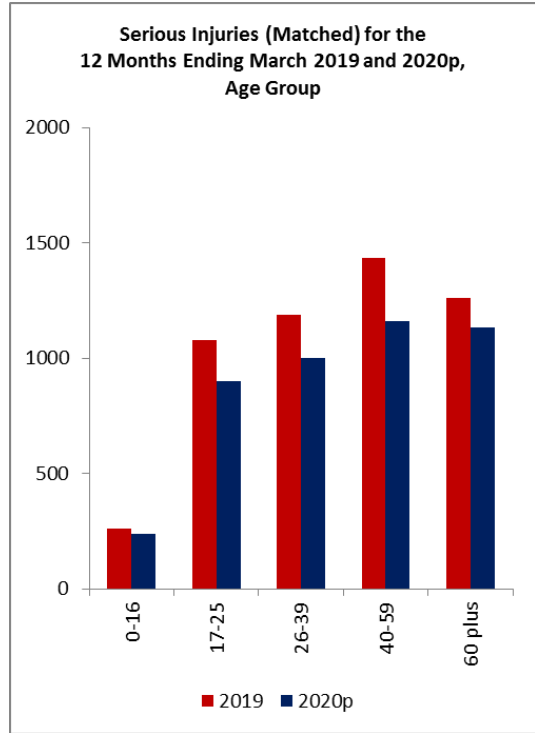
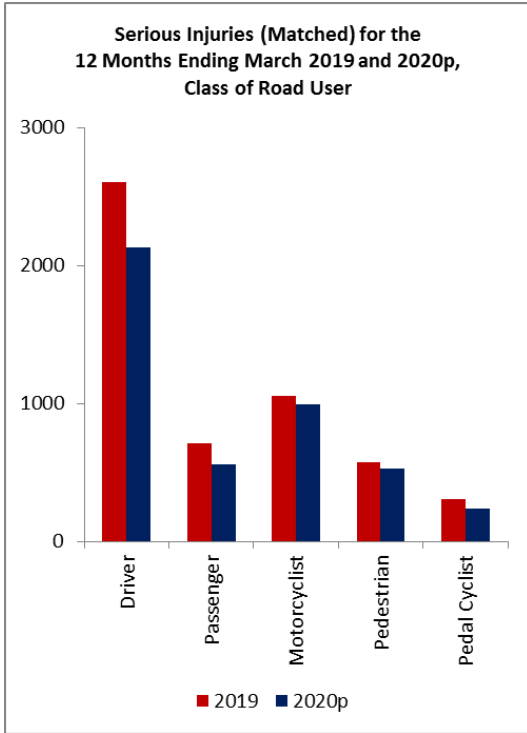


### Serious Injuries (Matched)

	12 months ending Mar 2020p	12 months ending Mar 2019	# Change	% Change
<b>Road User Group</b>				
Driver	2128	2601	-473	-18%
Passenger	554	713	-159	-22%
Motorcyclist	990	1052	-62	-6%
Pedestrian	531	570	-39	-7%
Pedal Cyclist	237	307	-70	-23%
Other Road User	0	0	0	n/a
<b>Total</b>	<b>4440</b>	<b>5243</b>	<b>-803</b>	<b>-15%</b>
<b>Age Group</b>				
0-4	20	26	-6	-23%
5-16	216	237	-21	-9%
17-20	398	518	-120	-23%
21-25	501	559	-58	-10%
26-29	329	369	-40	-11%
30-39	670	820	-150	-18%
40-49	557	697	-140	-20%
50-59	603	738	-135	-18%
60-69	512	545	-33	-6%
70-79	364	400	-36	-9%
80+	259	314	-55	-18%
Unknown	11	20	-9	-45%
<b>Total</b>	<b>4440</b>	<b>5243</b>	<b>-803</b>	<b>-15%</b>
<b>Gender</b>				
Male	2827	3339	-512	-15%
Female	1613	1904	-291	-15%
Unknown	0	0	0	n/a
<b>Total</b>	<b>4440</b>	<b>5243</b>	<b>-803</b>	<b>-15%</b>
<b>Urbanisation</b>				
Metropolitan	2645	3032	-387	-13%
Country	1795	2211	-416	-19%
<b>Total</b>	<b>4440</b>	<b>5243</b>	<b>-803</b>	<b>-15%</b>

p Preliminary data subject to change.





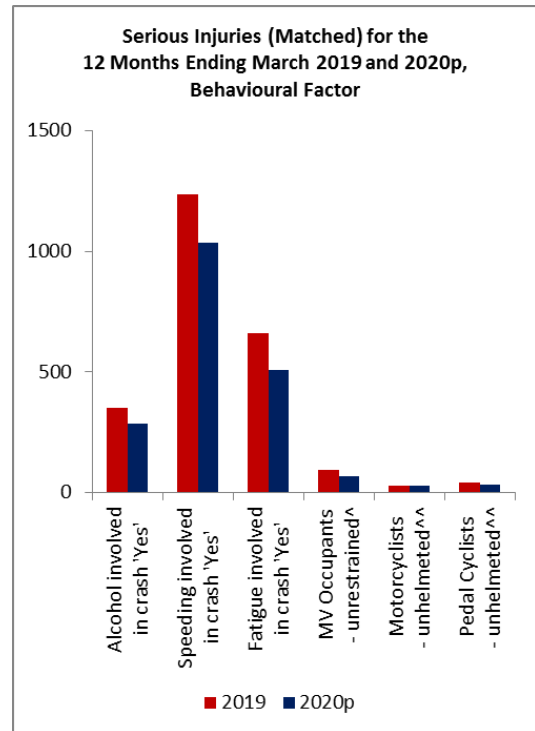
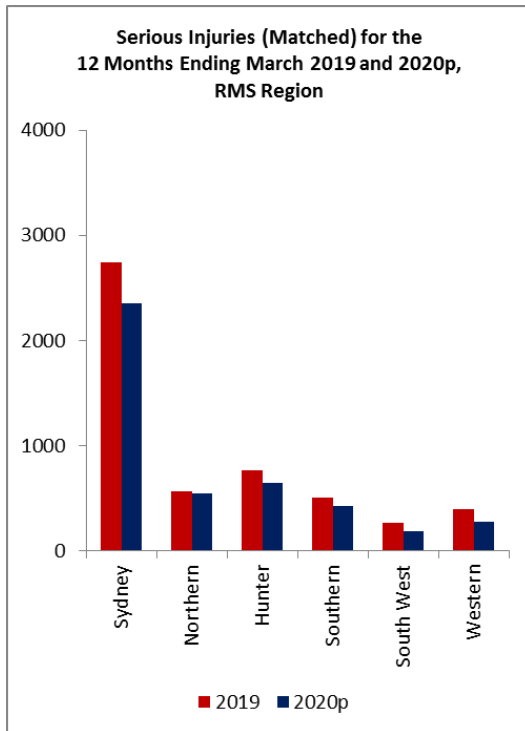
Serious Injuries (Matched) cont...

	12 months ending Mar 2020p	12 months ending Mar 2019	# Change	% Change
<b>RMS Region (CRS)</b>				
Sydney	2358	2742	-384	-14%
Northern	543	567	-24	-4%
Hunter	650	766	-116	-15%
Southern	424	507	-83	-16%
South West	191	270	-79	-29%
Western	274	391	-117	-30%
<b>Total</b>	<b>4440</b>	<b>5243</b>	<b>-803</b>	<b>-15%</b>
<b>Behaviour Factors</b>				
Alcohol involved in crash 'Yes'	286	353	-67	-19%
Speeding involved in crash 'Yes'	1036	1235	-199	-16%
Fatigue involved in crash 'Yes'	510	660	-150	-23%
<b>Safety Device Usage</b>				
Driver - unrestrained^	53	63	-10	-16%
Passenger - unrestrained^	17	33	-16	-48%
Motor Vehicle Occupants - unrestrained^	70	96	-26	-27%
Motorcyclists- unhelmeted^^	29	31	-2	-6%
Pedal Cyclists - unhelmeted^^	34	42	-8	-19%

^ belt not worn

^^ no helmet worn

p Preliminary data subject to change.

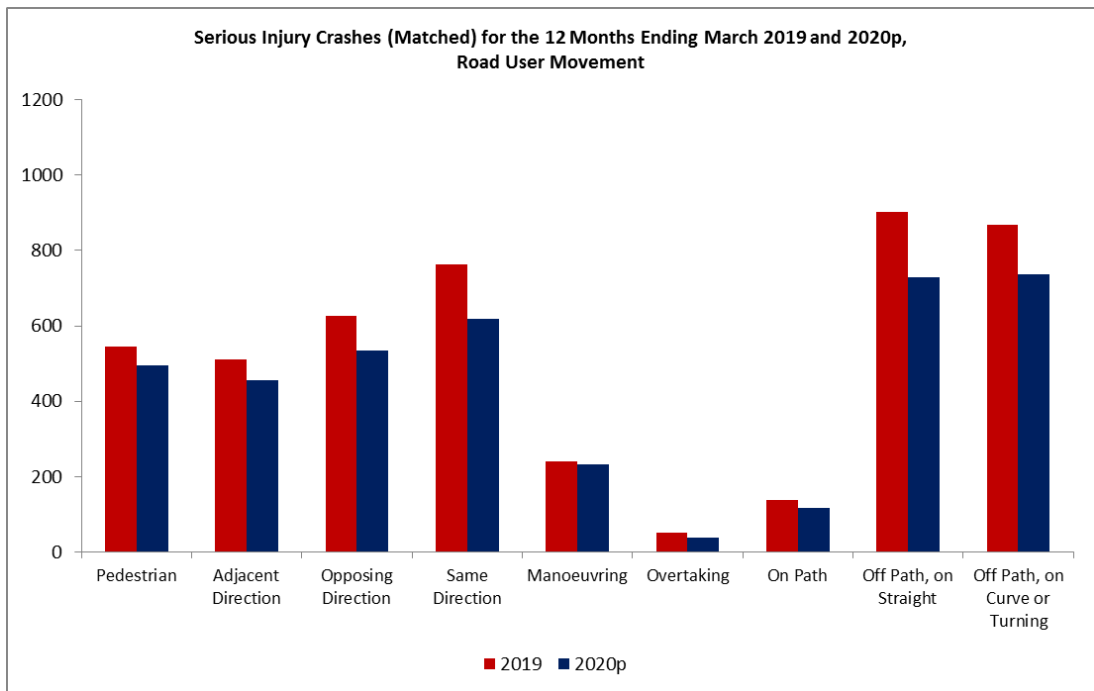
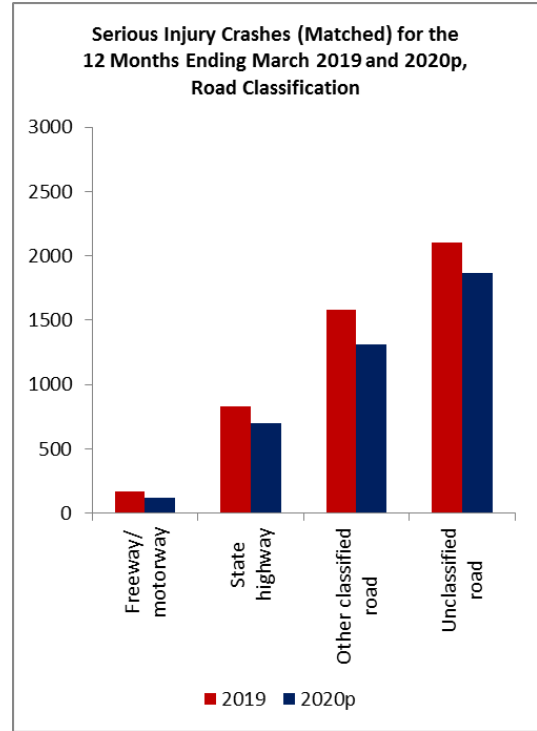
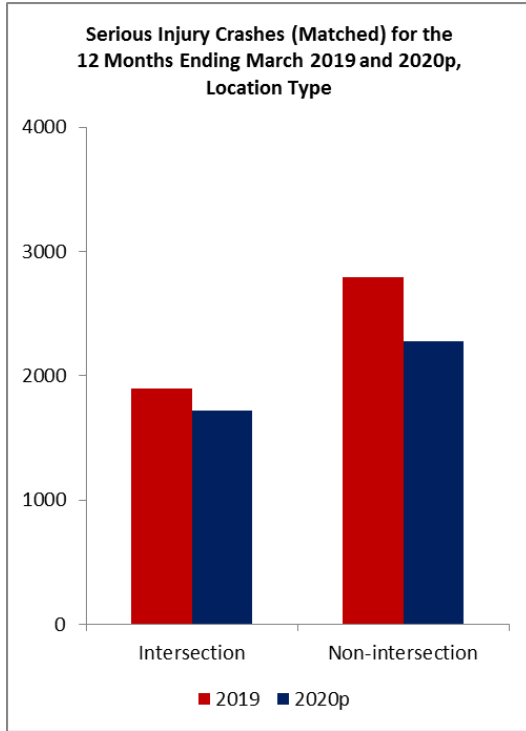


## 4.2 Serious injury crashes

### Serious Injury Crashes (Matched)

	12 months ending Mar 2020p	12 months ending Mar 2019	# Change	% Change
<b>Location type</b>				
Intersection	1720	1895	-175	-9%
Non-intersection	2281	2790	-509	-18%
<b>Total</b>	<b>4001</b>	<b>4685</b>	<b>-684</b>	<b>-15%</b>
<b>Road classification</b>				
Freeway/motorway	119	168	-49	-29%
State highway	699	829	-130	-16%
Other classified road	1313	1584	-271	-17%
Unclassified road	1870	2104	-234	-11%
<b>Total</b>	<b>4001</b>	<b>4685</b>	<b>-684</b>	<b>-15%</b>
<b>Type of crash (RUM)</b>				
Pedestrian	495	545	-50	-9%
Cross Traffic	265	279	-14	-5%
Other Turning Adjacent	192	232	-40	-17%
Head On (Not O'Taking)	209	260	-51	-20%
Other Turning Opposite	326	367	-41	-11%
Rear End (incl Left and Right Rear)	429	534	-105	-20%
Lane Side Swipe (incl lane change left / right)	144	171	-27	-16%
Other Turn Side Swipe	46	58	-12	-21%
Manoeuvring	232	240	-8	-3%
Overtaking	39	51	-12	-24%
On Path	118	138	-20	-14%
Off Path, on Straight	730	902	-172	-19%
Off Path, on Curve or Turning	738	867	-129	-15%
Miscellaneous / Unknown	38	41	-3	-7%
<b>Total</b>	<b>4001</b>	<b>4685</b>	<b>-684</b>	<b>-15%</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	1038	1226	1215	1284	4763
	2006	1272	1246	1235	1256	5009
	2007	1290	1263	1208	1192	4953
	2008	1148	1219	1202	1286	4855
	2009	1218	1226	1166	1294	4904
	2010	1151	1220	1122	1179	4672
	2011	1250	1213	1278	1358	5099
	2012	1329	1364	1326	1392	5411
	2013	1309	1375	1514	1604	5802
	2014	1531	1518	1416	1422	5887
	2015	1416	1386	1357	1407	5566
	2016	1405	1479	1342	1464	5690
	2017	1386	1434	1446	1382	5648
2018	1374	1373	1272	1315	5334	
2019	1283	1351	1059	913	4606	
2020 <sup>p</sup>	1117				1117	
Serious Injuries Not Matched	2005	1197	974	897	1038	4106
	2006	1113	1065	1041	1137	4356
	2007	1215	1147	1044	1078	4484
	2008	1171	1105	973	1166	4415
	2009	1148	1005	1098	1130	4381
	2010	1149	1101	925	1146	4321
	2011	1156	985	942	1096	4179
	2012	1153	1042	1054	1269	4518
	2013	1212	1158	1196	1404	4970
	2014	1378	1132	1142	1335	4987
	2015	1381	1204	1128	1319	5032
	2016	1447	1242	1183	1349	5221
	2017	1376	1285	1341	1454	5456
	2018	1488	1412	1568	1548	6016
2019	1597	1569	1499	1814	6479	
2020 <sup>p</sup>	1252				1252	
All Hospitalisations	2005	2235	2200	2112	2322	8869
	2006	2385	2311	2276	2393	9365
	2007	2505	2410	2252	2270	9437
	2008	2319	2324	2175	2452	9270
	2009	2366	2231	2264	2424	9285
	2010	2300	2321	2047	2325	8993
	2011	2406	2198	2220	2454	9278
	2012	2482	2406	2380	2661	9929
	2013	2521	2533	2710	3008	10772
	2014	2909	2650	2558	2757	10874
	2015	2797	2590	2485	2726	10598
	2016	2852	2721	2525	2813	10911
	2017	2762	2719	2787	2836	11104
	2018	2862	2785	2840	2863	11350
2019	2880	2920	2558	2727	11085	
2020 <sup>p</sup>	2369				2369	

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

<sup>4</sup> Serious injuries are estimated to be under-enumerated by about 6 per cent for the latest quarter and are projected to increase by a magnitude of around 135.