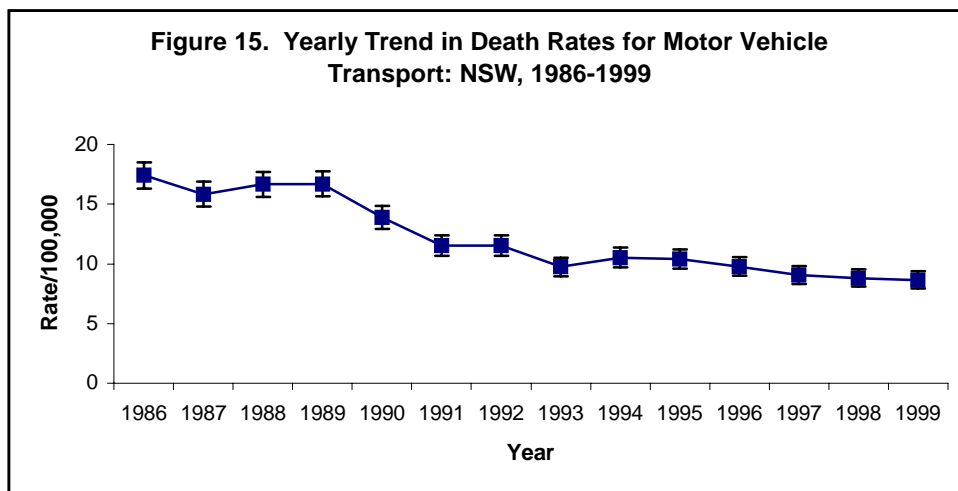


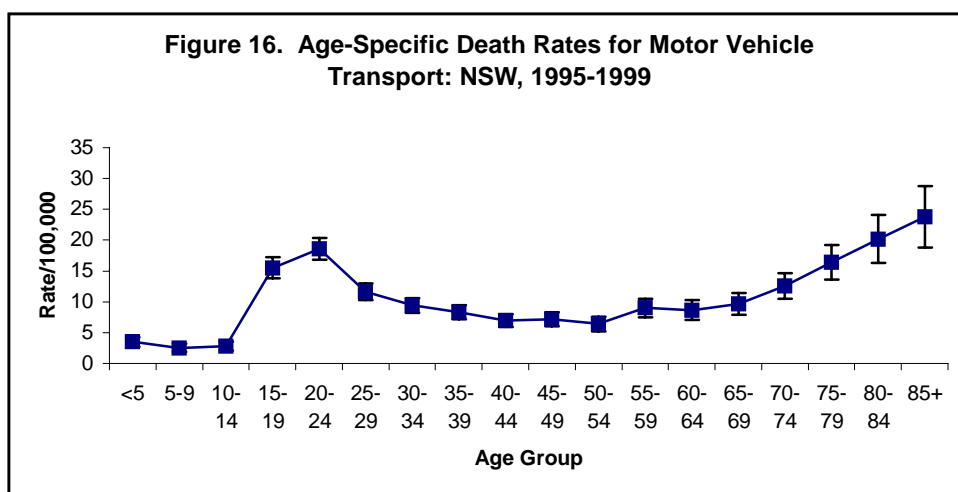
## 6.0 MOTOR VEHICLE TRANSPORT

### 6.1 Deaths due to Motor Vehicle Transport:

The motor vehicle transport (MV) death rate showed a statistically significant decrease overall between 1989 and 1999 although the rate of decrease has slowed since 1993 (Figure 15). Between 1995 and 1999, 2,915 people died from MV injuries, at a rate of 9.3 people/100,000 and 70 percent were male (Table 4).

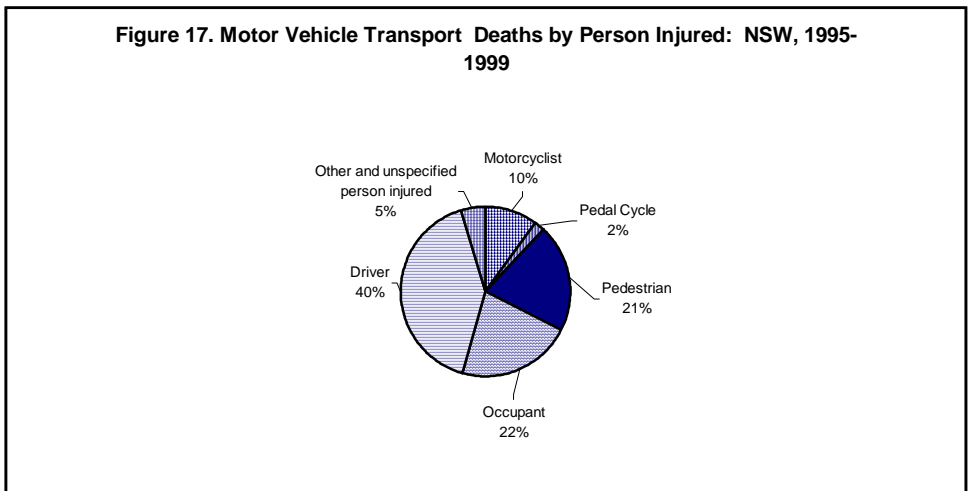


Of the 2,915 MV deaths in NSW between 1995 and 1999, approximately 26 percent of these cases were between 15 and 24 years of age. Figure 16 illustrates the age-specific death rates for MV.



People aged 15-24 and 75 years and older were at greatest risk of dying from motor vehicle-related injuries between 1995 and 1999. Males were 1.5 times more likely than females to die as the result of a motor vehicle crash.

The following chart shows the percentage of deaths for types of people injured in motor vehicle crashes.



Between 1995 and 1999, MV drivers were killed most often, accounting for 40 percent of all motor vehicle deaths. Pedestrian deaths accounted for 21 percent of all MV deaths and vehicle occupants accounted for 22 percent of MV deaths.

Table 11. Number of Motor Vehicle Transport Deaths and Death Rates/100,000\* by Type of Person Injured: NSW, 1995-1999

<b>Injury Mechanism</b>	<b>Total Number</b>	<b>Rate /100,000</b>	<b>Number of Males</b>	<b>Male Rate /100,000</b>	<b>Number of Females</b>	<b>Female Rate /100,000</b>
Driver	1,193	3.8	889	5.8	304	1.9
Occupant	635	2.1	327	2.2	308	1.9
Pedestrian	604	1.9	407	2.7	197	1.1
Motorcyclist	294	1.0	279	1.8	15	0.1
Other and unspecified person injured	138	0.4	89	0.6	49	0.3
Pedal Cycle	51	0.2	41	0.3	10	0.1

\*Death rates have been age-adjusted using the 1991 Australian census population

Table 11 shows the number of motor vehicle transport deaths and death rates by the type of person injured for all persons, males and females from 1995 to 1999.

Males accounted for 75 percent of all drivers who died of a motor vehicle transport injury. Males also died 17 times more often than females as motorcyclists. Females died most often as occupants in motor vehicle transport crashes.

Table 12 shows motor vehicle transport deaths by age group and person injured in NSW for 1995-1999. Three types of people were killed most often in motor vehicle transport accidents- drivers, occupants and pedestrians. Persons aged 15-64 were killed most often as drivers. Children under age one year and aged 5-14 years were killed most often as occupants. Children aged one to four years and adults age 65 years and older were killed most often as pedestrians. For the 15 to 44 age groups, motorcyclists were the third largest group of fatalities in motor vehicle accidents.

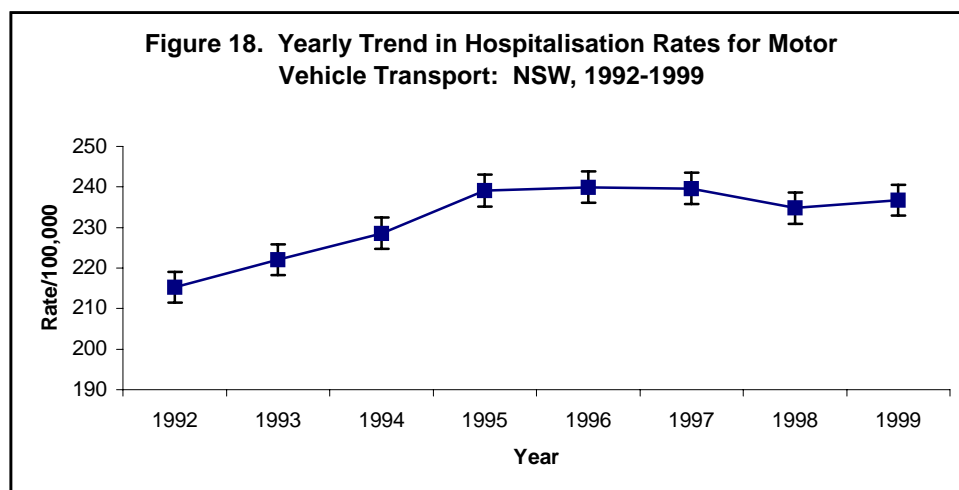
Table 12. Motor Vehicle Transport Deaths by Age Group and Person Injured: NSW, 1995-1999

	<1	1-4	5-9	10-14	15-24	25-34	35-44	45-54	55-64	65+	Total
<b>1</b>	Occupant 7	Pedestrian 35	Occupant 26	Occupant 21	Driver 342	Driver 249	Driver 188	Driver 132	Driver 94	Pedestrian 215	Driver 1,193
<b>2</b>	Pedestrian 1	Occupant 31	Pedestrian 20	Pedestrian 18	Occupant 198	Occupant 81	Occupant 56	Occupant 46	Pedestrian 72	Driver 184	Occupant 635
<b>3</b>		Motorcyclist #	Motorcyclist #	Pedal Cyclist 11	Motorcyclist 109	Motorcyclist 79	Motorcyclist 55	Pedestrian 45	Occupant 47	Occupant 122	Pedestrian 604
<b>4</b>		Other and unspecified #	Pedal Cyclist #	Motorcyclist 7	Pedestrian 77	Pedestrian 73	Pedestrian 48	Motorcyclist 22	Other and unspecified 16	Other and unspecified 38	Motorcyclist 294
<b>5</b>		Pedal Cyclist #	Other and unspecified #	Driver #	Other and unspecified 25	Other and unspecified 16	Other and unspecified 18	Other and unspecified 22	Motorcyclist 10	Pedal Cyclist 8	Other and unspecified 138
<b>6</b>			Driver #	Other and unspecified #	Pedal Cyclist 5	Pedal Cyclist 9	Pedal Cyclist #	Pedal Cyclist 6	Pedal Cyclist #	Motorcyclist 7	Pedal Cyclist 51

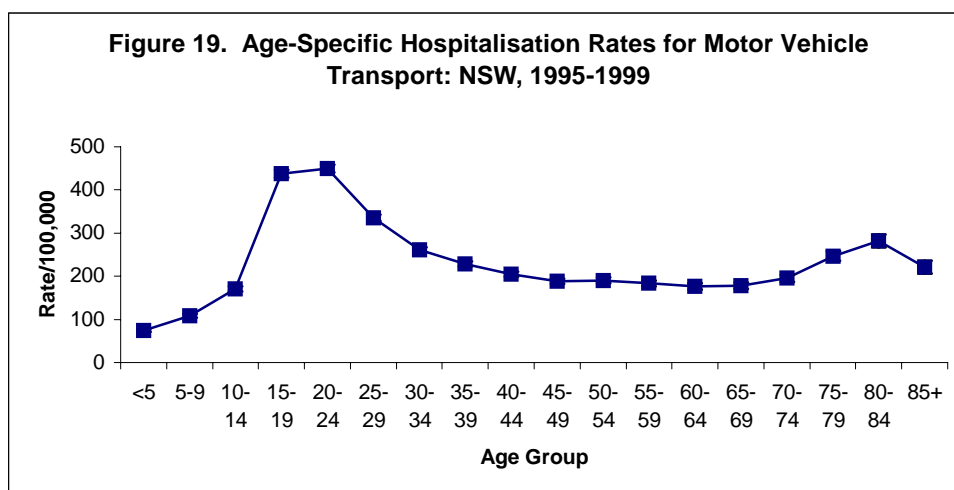
# Cell size less than five cases

## 6.2 Hospitalisations due to Motor Vehicle Transport:

The motor vehicle transport (MV) hospitalisation rate showed a statistically significant increase between 1992 and 1995 (Figure 18), but has remained relatively stable from 1995 to 1999. Between 1995 and 1999, 73,245 people were hospitalised for MV injuries, at a rate of 238.0 people/100,000 and 65 percent were male (Table 6).



Of the 73,245 MV hospitalisations in NSW between 1995 and 1999, approximately 27 percent of these cases were between 15 and 24 years of age and approximately six percent of



cases were over 75 years of age. Figure 19 illustrates the age-specific hospitalisation rates for MV.

People aged 15-24 years were at greatest risk of hospitalisation for motor vehicle-related injuries between 1995 and 1999. Males were around twice as likely as females to be hospitalised as the result of a motor vehicle crash.

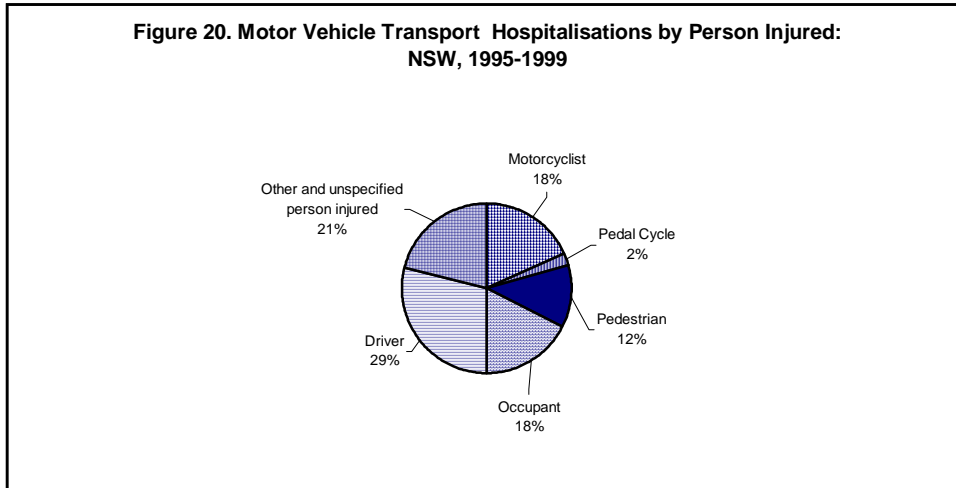


Figure 20 shows the percentage of hospitalisations for types of people injured in motor vehicle crashes. These results show that drivers were hospitalised most often (29%) as a result of a motor vehicle transport injury. Only two percent of hospitalised cases involved pedal cyclists. Notably, in around one in five cases of hospitalisation for motor vehicle crashes the type of road user was not coded.

Table 13. Number of Motor Vehicle Hospitalisation and Hospitalisation Rates/100,000\* by Type of Person Injured: NSW, 1995-1999

<b>Injury Mechanism</b>	<b>Total Number</b>	<b>Rate /100,000</b>	<b>Number of Males</b>	<b>Male Rate /100,000</b>	<b>Number of Females</b>	<b>Female Rate /100,000</b>
Driver	21,136	68.1	12,950	84.6	8,186	52.3
Other/unspecified person injured	15,427	49.2	9,827	63.5	5,600	34.8
Motorcyclist	13,339	44.9	12,089	80.7	1,250	8.3
Occupant	12,965	42.5	5,765	38.5	7,200	45.9
Pedestrian	8,571	27.3	5,283	34.6	3,288	20.0
Pedal Cycle	1,807	6.0	1,525	10.1	282	1.9

\* Hospitalisation rates have been age-adjusted using the 1991 Australian census population

Table 13 shows the number of motor vehicle transport hospitalisations and hospitalisation rates by the person injured for all persons, males and females from 1995 to 1999. Males accounted for 61 percent of all drivers hospitalised for a motor vehicle transport injury. Males were also hospitalised 8.7 times more often than females as motorcyclists and around five times more often as pedal cyclists. On the other hand, females were hospitalised more often than males with injuries sustained as a motor vehicle transport occupant.

Table 14 shows motor vehicle transport hospitalisations by age group and person injured in NSW for 1995-1999. Four types of people were hospitalised most often in motor vehicle transport accidents- drivers, occupants, motorcyclists and pedestrians. Persons aged 15 to 65 years and older were hospitalised most often as drivers. Children under age one year and aged 5-9 years were hospitalised most often as occupants. Children aged one to four years were hospitalised most often as pedestrians, while children aged 10-14 years were hospitalised most often as motorcyclists.

Table 14. Motor Vehicle Transport Hospitalisations by Age Group and Person Injured: NSW, 1995-1999

	<1	1-4	5-9	10-14	15-24	25-34	35-44	45-54	55-64	65+	Total
<b>1</b>	Occupant 128	Pedestrian 583	Occupant 701	Motorcyclist 1,285	Driver 5,710	Driver 4,588	Driver 3,542	Driver 2,679	Driver 1,822	Driver 2,633	Driver 21,136
<b>2</b>	Pedestrian 11	Occupant 538	Pedestrian 691	Occupant 844	Motorcyclist 4,985	Motorcyclist 3,346	Other and unspecified 2,959	Other and unspecified 2,309	Other and unspecified 1,253	Occupant 1,926	Other and unspecified 15,427
<b>3</b>	Other and unspecified 7	Other and unspecified 211	Motorcyclist 408	Pedestrian 712	Occupant 4,095	Other and unspecified 3,290	Motorcyclist 1,782	Occupant 966	Occupant 830	Pedestrian 1,844	Motorcyclist 13,339
<b>4</b>	Motorcyclist 5	Motorcyclist 88	Pedal Cyclist 301	Pedal Cyclist 421	Other and unspecified 3,031	Occupant 1,827	Occupant 1,110	Motorcyclist 856	Pedestrian 644	Other and unspecified 1,782	Occupant 12,965
<b>5</b>		Pedal Cyclist 49	Other and unspecified 269	Other and unspecified 316	Pedestrian 1,447	Pedestrian 1,045	Pedestrian 881	Pedestrian 713	Motorcyclist 336	Motorcyclist 248	Pedestrian 8,571
<b>6</b>		Driver 9	Driver 21	Driver 129	Pedal Cyclist 388	Pedal Cyclist 285	Pedal Cyclist 176	Pedal Cyclist 84	Pedal Cyclist 50	Pedal Cyclist 53	Pedal Cyclist 1,807

# Cell size less than five cases

### **6.3 Summary**

Death rates due to motor vehicle injury have been decreasing since the mid 1980's, although the rate of decrease has slowed since around 1993. Hospitalisations for motor vehicle injury, in contrast, increased by about 10 percent between 1992 and 1995 and have remained fairly stable since then. Young adults, between 15 and 24 years of age, account for around one-quarter of motor vehicle deaths and hospitalisations. Very high death rates were also seen for over 75 year olds, but hospitalisation rates were only moderately high for this age group. Further analysis needs to examine the reasons for this pattern in over 75 year olds.

Different patterns of death and hospitalisation rates were seen for the various road user groups. Drivers were a larger percentage of the motor vehicle fatalities but pedestrians and motorcyclists were a larger percentage of hospitalisations. In particular, motorcycle injury was relatively common for the 15 to 34 year old age group as it accounted for around one quarter of hospitalisations, but only around 15 percent of motor vehicle deaths for motor vehicle injury in this age group. This finding suggests that drivers are more at risk of severe injury than pedestrian and motorcycle riders. As analysis of road traffic crash databases suggests the opposite (RTA, 2001), this finding needs to be explored further.

Death and hospitalisation rates were much higher for male for all types of road users except vehicle occupants where there was little difference in male and female rates. This is probably because vehicle occupants play little role in causing crashes.