

# Adult (>17 years) Bicycle-related Crash Presentations to QISU participating emergency departments: 1999-2012

This report has been prepared to inform the Queensland Parliamentary Inquiry into Cycling Issues: <u>http://www.parliament.qld.gov.au/en/work-of-committees/committees/THLGC/inquiries/current-inquiries/INQ-CYC</u>

The Inquiry is addressing the following issues:

- short and long term trends in bicycle injuries and fatalities involving motor vehicles;
- evaluation, considering factors such as effectiveness, enforceability and impacts on other road users of existing and any other alternative road rules, such as the 1m rule, which govern interaction between cyclists and other road users;
- current penalties and sanctions, including where there are differential fine rates for cyclists compared to other road users; and
- the potential benefits and impacts of bicycle registration.

It is hoped that the information provided below will assist with this inquiry. Additional analysis is available on request. Given the focus of the review, adult data is provided here as it is most likely to inform these issues. Paediatric data is also available on request.

## Summary of data:

QISU does not collect data on patients who die at the scene.

QISU does not collect data from every emergency facility in the state. It is estimated that adult data collected in the QISU system represents approximately **one fifth of all adult injury presentations to emergency departments in the state**. Therefore, numbers presented below could be multiplied by a factor of 5, in order to get a rough minimum estimate of true bicycle-related injury numbers presenting to Queensland emergency departments.

- Over the 14 years studied, injury presentations due to bicycle-related crashes comprised 11% of all transport-related presentations to ED. See table 1 and note below. The lowest proportion was in the >65 y age group (9%) and highest was in the 35-54 year age brackets (13%).
- Trend data indicates that the proportion of bicycle-related crashes relative to *all transport-related presentations* has fluctuated between 8 and 14% over the last 14 years, with some recent upward activity from 8% in 2004 to 14% in 2012. See Figure 1.
- The peak age group for injury presentations due to a bicycle-related crash was 25-44 years.
- Males accounted for 79% (2800/ 3536) of injury presentations due to bicycle-related crashes.
- In the majority of presentations due to bicycle crashes, the crash occurred in the **vicinity of a public road** (2099/3536 or **59%**).



- More specifically, in at least 1571 cases (44%), the crash occurred on a roadway. The next most common location was a bikeway (246/ 3536 or 7%). However in a significant proportion, the precise location could not be identified (1270/3536 or 36%).
- The majority of bicycle-related crashes were categorised as a fall from a bike (2738/3536 or 77%). Collision (as a trigger or result of a crash) could be specifically identified in 711 cases (20%). See table 8.
- Two thirds of presentations due to bicycle collisions (481/ 711 or 68%) involved a vehicle, with 350 of those cases occurring on a roadway (in 104 cases the location was unspecified). See table 8.
- Collision accounted for 77/174 or 44% of high acuity bicycle-related crash presentations based on triage status (category 1 and 2, requiring treatment in <10 minutes). See table 9. The majority of these cases involved collisions with motor vehicles (66/77 or 86%). See Table 10.</li>
- Collision accounted for 90/372 or 24% of high acuity cases based on admission status (died in ED, admitted or transferred). See table 9. Collision with a motor vehicle accounted for 66/90 or 73% of these cases. See table 10.
- Incidents occurring in the vicinity of a public road accounted for 117/174 or 67% of high acuity bicycle-related crash presentations based on triage status. See table 11. Incidents occurring on the roadway accounted for 91/174 or 52% of high acuity cases based on triage status. See table 12.
- Incidents occurring in the vicinity of a public road accounted for 233/372or 63% of high acuity cases based on admission status. See table 11. Incidents occurring on the roadway accounted for 184/372or 49% of high acuity presentations based on admission status. See table 12.

Textual information available for the 25 resuscitation cases is presented in table 13 (84% males). Inquiries should be directed to Dr Ruth Barker, Director, Queensland Injury Surveillance Unit: Ruthb@qisu.org.au



## Background of QISU Data:

QISU collects injury data from emergency departments (ED) at participating hospitals across Queensland. The data is estimated to represent roughly one quarter to one fifth of all ED injury presentations in the state depending on the age group and injury type studied. The QISU database contains injury data collected over a 14 year period (Jan 1999-Dec 2012) from 29 collecting hospitals. Not all hospitals have collected for the full 13 year period and there are currently 23 active collection hospitals in Queensland comprising four sample regions: metropolitan (Brisbane), regional ( Cherbourg, Mackay and Moranbah Health Districts), tropical northern coast (Innisfail) and remote (Mt Isa and Hughenden). Data is coded for Injury Surveillance by using the National Data Standards for Injury Surveillance (NDSIS v.2c).

- Not all cases identified in the QISU database will have been admitted to hospital as the majority of patients are discharged from the emergency department following treatment.
- QISU data will miss cases that present at other non-participating EDs. These cases may be severe and could be transferred directly to intensive care or other inpatient units at QISU participating hospitals, without being registered by the ED based injury surveillance system.
- Fatalities that occur at the scene of an injury or after admission to hospital will not be captured in QISU data.

We analysed QISU data for the 14 year period from 1999 to 2012. A brief summary of the search criteria and methodology is described.

## Search Criteria:

Year: 1999 - 2012; Age: >17 years old Activity: 1.53, 2.53 (Bicycling) External cause: 5 (Pedal cyclist or pedal cycle passenger) Major Injury Factor: 0549 Bicycle Injury description: BIKE, BIKING, CYCLE, CYCLING, CYCLIST, BMX, RIDING, RIDE, PBA

## Methods:

The "Injury Description" consists of a brief free text field entered by the Triage Nurse when a person initially presents to the Emergency Department (ED) with an injury. This free text is examined in order to elicit additional non coded information in relation to the injury event. This analysis is limited by the fact that the entry in this field can vary depending upon triaging style and clinical circumstances at the time when the nurse is attending to the injured person.

In addition to reviewing the coded data, the results of the above search strategy were further examined by reviewing the "Injury Description" field for possible cases and selecting only cases specifically related to "bicycle crash". Cases involving "skateboard", "scooter", "roller blade" and "motorised bike" were excluded.



#### Table 1 Overview: Estimate proportion of bicycle and other transport injuries

					Bicycle re	lated crasl	nes				
Age group	On road	% over all transport	Bikeway	% over all transport	Footpath	% over all transport	Other/ unspecified locations	% over all transport	<u>Total</u> bicycle related crashes	<u>% over all</u> transport	All transport*
18-19	148	4%	28	1%	25	1%	199	6%	400	12%	3445
20-24	133	4%	12	0%	8	0%	146	5%	299	10%	3029
25-29	393	5%	64	1%	47	1%	389	5%	893	11%	8154
30-34	172	5%	39	1%	12	0%	179	5%	402	12%	3398
35-39	165	6%	19	1%	9	0%	177	6%	370	13%	2932
40-44	145	6%	22	1%	13	1%	139	5%	319	13%	2544
45-49	133	7%	23	1%	7	0%	104	5%	267	13%	2025
50-54	96	6%	15	1%	10	1%	83	5%	204	13%	1554
55-59	64	5%	13	1%	4	0%	45	4%	126	11%	1166
60-64	45	6%	4	1%	9	1%	36	5%	94	12%	797
65+	77	4%	7	0%	15	1%	63	4%	162	9%	1720
Total	1571	5%	246	1%	159	1%	1560	5%	3536	11%	30764

\* All transport injuries are estimated using all bicycle crash cases plus additional transport cases as identified by the following external cause codes: motor vehicle driver, passenger or unknown occupant, motorcycle driver or passenger, pedestrians or other/unspecified transport. This method of using codes alone to identify non-bicycle transport cases will capture any other transport incident (crash and non-crash) in any location (on and off-road). Further analysis would be required to identify non-bicycle transport-related crashes.

Figure 1 Trend data from all collecting hospitals, 1999 – 2012, Proportion of Bicycle crashes over all transport related accidents





## Adult Bicycle-related Injuries:

## **Demographic**

- In total, 3675 adult (>17 years of age) injury presentations were identified as bicycle-related.
- Approximately 96% were crash events.
- Males accounted for 76% of the total bicycle-related injuries in the adult age group.

## <u> Table 2 – Demographic & crash status</u>

Age & Gender	Crash	Non-crash & unspecified	Total
Female	732	46	778
15 - 24	167	6	173
25 - 44	331	26	357
45 - 64	202	13	215
65 +	32	1	33
Male	2800	93	2893
15 - 24	923	28	951
25 - 44	1261	44	1305
45 - 64	488	16	504
65 +	128	5	133
Unspecified	4		4
25 - 44	1		1
45 - 64	1		1
65 +	2		2
Total	3536	139	3675
15 - 24	1090	34	1124
25 - 44	1593	70	1663
45 - 64	691	29	720
65 +	162	6	168
Total	3536	139	3675



## Mechanism of injury and role of injured person

## Figure 2 Type of crash by age group





Table 3 – Injure	d nerson and T	Type of crash by	v age group	(n=3536)
Tuble 5 Injuly	a person ana	Type of clush b	y use sloup	(II-3330)

Injured person & Type of cresh		Age gro	oup		Total
injured person & Type of crash	18 - 24	25 - 44	45 - 64	65 +	TOLAI
Cyclist	1084	1575	682	154	3495
Collision	172	323	148	27	670
Bike vs. motor vehicle	114	239	106	18	477
Bike vs. stationary object	32	43	12	3	90
Bike vs. another bike	7	16	14	2	39
Bike vs. person	2	4	3	1	10
Bike vs. animal			4	1	5
Bike vs. skateboard/scooter rider	1			1	2
Unspecified	16	21	9	1	47
Fall	884	1202	527	125	2738
Unspecified crash	10	21	4	1	36
Struck by bike part while riding	18	29	3	1	51
Pedestrian/bystander	5	17	8	6	36
Collision	5	17	8	6	36
Bike vs. person	5	17	8	6	36
Other vehicle driver/passenger	1	1	1	2	5
Collision	1	1	1	2	5
Bike vs. motor vehicle	1		1	2	4
Bike vs. skateboard/scooter rider		1			1
Grand total	1090	1593	691	162	3536

## **Location**

Data on location of injury are extracted using a combination of codes and text narrative interrogation. Results are displayed as follows:

- **Type of location:** general location type (public road, recreation area, trade or service area, private area (home, farm), unspecified)
- **Part of place:** more specific location within type of location (bikeway, footpath, garage/ carport, car park/ driveway, roadway, sport area, unspecified)

This level of description is not possible for all injury cases and some remain 'unspecified'.



## Figure 3 Type of location of bicycle crash (n=3536)



## Table 4a Type of location by Age group: percentages totaled by columns

				Age g	roup				Total	
Location of crash	18 - 24		25 - 44		45 - 64		65 +		rotar	
	n	%	n	%	n	%	n	%	n	%
Public road	609	56%	931	58%	466	67%	93	57%	2099	59%
Recreation area	202	19%	193	12%	54	8%	14	9%	463	13%
Trade/service area	10	1%	12	1%	8	1%	2	1%	32	1%
Private area (home & farm)	74	7%	110	7%	32	5%	25	15%	241	7%
Unspecified	195	18%	347	22%	131	19%	28	17%	701	20%
Total	1090	100%	1593	100%	691	100%	162	100%	3536	100%

## Table 5a Type of location by Age group: percentages totaled by rows

		Age group									
Location of crash	18 - 24		25 - 44		45	- 64	65 +		Total		
	n	%	n	%	n	%	n	%			
Public road	609	29%	931	44%	466	22%	93	4%	2099		
Recreation area	202	44%	193	42%	54	12%	14	3%	463		
Trade/service area	10	31%	12	38%	8	25%	2	6%	32		
Private area (home & farm)	74	31%	110	46%	32	13%	25	10%	241		
Unspecified	195	28%	347	50%	131	19%	28	4%	701		
Total	1090	31%	1593	45%	691	20%	162	5%	3536		



## Table 6 Type of location by type of crash

			Type of crash		
Location	Collision	Fall	Unspecified crash	Struck by bike part while riding	Total
Public road	551	1510	18	20	2099
Recreation area	39	411	5	8	463
Trade/service area	9	22		1	32
Private area (home & farm)	27	200	4	10	241
Other/unspecified	85	595	9	12	701
Total	711	2738	36	51	3536

## Table 7 Type of location & Part of place (n=3536)

Type of location & Part of place	18 - 24	25 - 44	45 - 64	65 +	Total
Public road	609	931	466	93	2099
Roadway	454	665	328	75	1522
Bikeway	27	60	30	2	119
Footpath	40	45	24	6	115
Car park /driveway	10	13	5		28
Unspecified	78	148	79	10	315
Recreation area	202	193	54	14	463
Sport area	88	82	15	6	191
Bikeway	20	35	12	1	68
Footpath	6	6	1		13
Roadway	5	4	1	1	11
Car park /driveway	2				2
Unspecified	81	66	25	6	178
Trade/service area	10	12	8	2	32
Car park /driveway	5	4	2		11
Footpath		1	2	1	4
Roadway		1	1		2
Garage/carport			1		1
Unspecified	5	6	2	1	14
Private area (home & farm)	74	110	32	25	241
Car park /driveway	6	11	4	5	26
Garage/carport	3	9	2	1	15
Footpath	3	5	2	5	15
Roadway	3	4	4		11
Bikeway	2	7	1		10
Unspecified	57	74	19	14	164
Other/unspecified type of place	195	347	131	28	701
Bikeway	11	22	12	4	49
Roadway	5	15	4	1	25
Car park /driveway	8	4	1	1	14
Footpath	2	6	1	3	12
Garage/carport	1	1			2
Unspecified	168	299	113	19	599
Total	1090	1593	691	162	3536

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## Table 7a Part of place by age group (n=3536): percentages totaled by column

				Age g	roup				Total	
Part of place	18 - 24		25	25 - 44		45 - 64		i +	Total	
	n	%	n	%	n	%	n	%	n	%
Roadway	467	43%	689	43%	338	49%	77	48%	1571	44%
Bikeway	60	6%	124	8%	55	8%	7	4%	246	7%
Sport area	88	8%	82	5%	15	2%	6	4%	191	5%
Footpath	51	5%	63	4%	30	4%	15	9%	159	4%
Car park /driveway	31	3%	32	2%	12	2%	6	4%	81	2%
Garage/carport	4	0%	10	1%	3	0%	1	1%	18	1%
Unspecified	389	36%	593	37%	238	34%	50	31%	1270	36%
Total	1090	100%	1593	100%	691	100%	162	100%	3536	100%

#### Table 7b Part of place by age group (n=3536): percentages totaled by row

				Age gro	up				
Part of place	18 - 24		25 - 44		45 - 64		65 +		Total
	n	%	n	%	n	%	n	%	
Roadway	467	30%	689	44%	338	22%	77	5%	1571
Bikeway	60	24%	124	50%	55	22%	7	3%	246
Sport area	88	46%	82	43%	15	8%	6	3%	191
Footpath	51	32%	63	40%	30	19%	15	9%	159
Car park /driveway	31	38%	32	40%	12	15%	6	7%	81
Garage/carport	4	22%	10	56%	3	17%	1	6%	18
Unspecified	389	31%	593	47%	238	19%	50	4%	1270
Total	1090	31%	1593	45%	691	20%	162	5%	3536



## Figure 4 Part of place of bicycle crash (n=3536)





## Table 8 Part of place by type of collision (n=711)

Collision	Roadway	Footpath	Bikeway	Sport Area	Car park/ Driveway	Garage	Other/ Unspecified	Total
Bike vs. motor vehicle	350	9	10		8		104	481
Bike vs. stationary object	28	13	9	5	2	1	32	90
Bike vs. person	9	9	4	1	3		20	46
Bike vs. another bike	14	3	3	7			12	39
Bike vs. animal	3						2	5
Bike vs. skateboard/scooter rider	2						1	3
Unspecified	24	4	3	3	1	1	11	47
Total	430	38	29	16	14	2	182	711

## <u>Trend data – All hospitals</u>

Figure 5a Trend data from all collecting hospitals, 1999 – 2012, Proportion of Bicycle collisions over all bicycle related injuries:





## <u>Figure 6b Trend data from all collecting hospitals, 1999 – 2012, Proportion of Bicycle collisions over all</u> <u>bicycle related crashes:</u>



## Severity:

#### Table 9 Severity by type of crash (n=3536)

			Triage	e Category					
Type of crash	Resuscitation (immediate)	Emergency (10 Mins)	Urgent (30 Mins)	Semi urgent (60 Mins)	Non urgent (120 Mins)	Unspecified	Total		
Fall	8	87	838	1548	243	14	2738		
Collision	16	61	296	300	37	1	711		
Struck by bike part while riding			8	28	13	2	51		
Unspecified crash	1	1	5	25	4		36		
Total	25	149	1147	1901	297	17	3536		
	Mode of separation								
Type of crash	Died in ED	Admitted	Transfer	Discharged	Did not wait	Left after treatment commenced	Total		
Fall		226	52	2343	57	60	2738		
Collision	1	72	17	597	12	12	711		
Struck by bike part while riding		3	1	47			51		
Unspecified crash				34		2	36		
Total	1	301	70	3021	69	74	3536		



## Table 10 Severity by type of collision (n=711)

	Triage Category						
Type of collision	Resuscitation	Emergency	Urgent	Semi urgent	Non urgent	Unspecified	Total
	(immediate)	(10 mins)	(30 mins)	(60 mins)	(120 mins)	onspecified	
Bike vs. motor vehicle	13	53	220	180	14	1	481
Bike vs. stationary object		2	28	50	10		90
Bike vs. person		2	17	21	6		46
Bike vs. another bike	2	3	15	14	5		39
Bike vs. animal	1		2	2			5
Bike vs. skateboard/scooter rider			1	2			3
Unspecified		1	13	31	2		47
Total	16	61	296	300	37	1	711
	Mode of separation						
Type of collision	Died in FD	Admitted	Transfer	Discharged	Did not	Left after treatment	Total
					wait	commenced	
Bike vs. motor vehicle	1	54	11	401	7	7	481
Bike vs. stationary object		7	1	79	2	1	90
Bike vs. person		2	2	41		1	46
Bike vs. another bike		4	2	31	1	1	39
Bike vs. animal			1	4			5
Bike vs. skateboard/scooter rider				3			3
Unspecified		5		38	2	2	47
Total	1	72	17	597	12	12	711



## Table 11 Severity by type of location

	Triage Category						
Type of location	Resuscitation (immediate)	Emergency (10 Mins)	Urgent (30 Mins)	Semi urgent (60 Mins)	Non urgent (120 Mins)	Unspecified	Total
Public road	15	102	712	1098	161	11	2099
Recreation area		17	136	252	56	2	463
Private area (home & farm)		9	56	148	26	2	241
Trade/service area			13	18	1		32
Unspecified	10	21	230	385	53	2	701
Total	25	149	1147	1901	297	17	3536
	Mode of separation						
Type of location	Died in ED	Admitted	Transfer	Discharged	Did not wait	Left after treatment commenced	Total
Public road	1	187	45	1782	40	44	2099
Recreation area		27	8	417	5	6	463
Private area (home & farm)		16	4	209	7	5	241
Trade/service area		4	1	25	1	1	32
Unspecified		67	12	588	16	18	701
Total	1	301	70	3021	69	74	3536

## Table 12 Severity by part of place (n=3536)

	Triage category						
Part of place	Resuscitation (immediate)	Emergency (10 mins)	Urgent (30 mins)	Semi urgent (60 mins)	Non urgent (120 mins)	Unspecified	Total
Roadway	11	80	538	803	128	11	1571
Bikeway		3	70	151	22		246
Sport area		6	59	87	38	1	191
Footpath		1	41	103	13	1	159
Car park /driveway		1	25	48	6	1	81
Garage/carport		1	5	11	1		18
Unspecified	14	57	409	698	89	3	1270
Total	25	149	1147	1901	297	17	3536
	Mode of separation						
Part of place		Admitted	Transfer	Discharged	Did not wait	Left after	Total
i art or place	Died in ed					treatment	
						commenced	
Roadway	1	139	44	1326	29	32	1571
Bikeway		17	5	213	5	6	246
Sport area		11	3	176		1	191
Footpath		7	1	146	3	2	159
Car park /driveway		5		69	5	2	81
Garage/carport		3		12	1	2	18
Unspecified		119	17	1079	26	29	1270
Total	1	301	70	3021	69	74	3536



## Table 83 Injury Description of 25 Resuscitation cases and 1 ED Death (n = 26)

ATTEND	AGE	GENDER		TRIAGE	MODE OF	TYPE OF	INJURED
YEAR	AGE	GLINDLIN		category	SEPARATION	INJURY	PERSON
1999	28	Male	PBA FALL FROM BIKE CYCLIST BIB FRIENDS DUMPED IN DRIVEWAY OF DEM UNRESPONSIVE ON ARRIVAL FRIENDS STATE HAS BEEN DRINKING HEAVILY ALCOHOL	Resuscitation	Admitted	Fall	CYCLIST
1999	25	Male	MVA RTA OTHER PUSH BIKE ACCIDENT	Resuscitation	Transfer	Collision: bike vs. another bike	CYCLIST
2005	38	Male	MULTI TRAUMA PATIENT INTUBATED PUSH BIKE HIT BY CAR LIVER LACERATION LAP RIGHT HAEMOTHORAX COMPOUND FEMUR AND TIBIA FIBULA NEEDS CT ? NECK	Resuscitation	Admitted	Collision: bike vs. motor vehicle	CYCLIST
2005	48	Male	MULTI TRAUMA CYCLIST VS CAR HEAD INJURIES INTUBATED 3 X 14 G NEEDLES IN CHEST BLEEDING PROFUSELY FROM HEAD PUPILS FIXED AND DILATED	Resuscitation	Admitted	Collision: bike vs. motor vehicle	CYCLIST
2007	45	Male	MVA ON BICYCLE HIT BY CAR COMPLAINING RIGHT LEG PAIN	Resuscitation	Admitted	Collision: bike vs. motor vehicle	CYCLIST
2008	26	Female	DOA POST 4WD HITTING PUSH BIKE	Urgent (30 minutes)	Dead on Arrival	Collision: bike vs. motor vehicle	CYCLIST
2008	20	Male	TRIATHLETE IN CYCLING LEG EVENT AROUND ROUNDABOUT HIT BY CYCLIST NOT IN EVENT MULTITRAUMA	Resuscitation	Discharged	Collision: bike vs. another bike	CYCLIST
2008	32	Male	INJURY CYCLIST HIT BY CAR ? HEAD INJURY FOUND LYING FACE DOWN INITIAL POTENTIAL CERVICAL SPINE INJURY	Resuscitation	Transfer	Collision: bike vs. motor vehicle	CYCLIST
2009	45	Male	PUSH BIKE RIDER HIT BY A CAR	Resuscitation	Admitted	Fall	CYCLIST
2010	38	Male	PATIENT EXPECT BICYCLE RIDER HIT BY CAR TRAVELLING APPROX 60 KM PER HOUR RIDER WEARING HELMET NO LOC WAS CODED F10.0 ACUTE INTOXICATION ? ALCOHOL	Resuscitation	Discharged	Collision: bike vs. motor vehicle	CYCLIST
2010	60	Male	BICYCLE SHUTEHBR RDOVER HANDLEBARS HELMET ON LOC UNKNOWN SPEED DOWN HILL SPINAL INJURIES	Resuscitation	Discharged	Fall: ejected over handlebars	CYCLIST
2010	55	Female	FALL FROM BICYCLE AFTER HIITTING KANGAROO HEAD INJURY GCS 7	Resuscitation	Transfer	Collision: bike vs. animal	CYCLIST
2011	22	Male	MULTI TRAUMA MULTIPLE OPEN FRACTURES R WRIST AND L KNEE FACIAL INJURIES HELMET SMASHED GCS 14 OA CYCLIST HIT BY CAR IN 60 KMH	Resuscitation	Admitted	Collision: bike vs. motor vehicle	CYCLIST
2011	54	Male	FALL FROM PUSHBIKE GCS RANGED FROM 5 11 WITH COMBATIVENESS LEFT TEMPORAL INJURY LACERATION	Resuscitation	Admitted	Fall	CYCLIST
2011	51	Female	PBA: FACIAL INJURIES	Resuscitation	Admitted	Fall	CYCLIST
2011	18	Male	RIDING PUSHBIKE HIT BY CAR FROM BEHIND AT APPROX 50KPH THROWN 10M SHORT PERIOD OF LOC GCS 15 MULTIPLE ABRASIONS HEAD	Resuscitation	Discharged	Collision: bike vs. motor vehicle	CYCLIST
2011	48	Female	FELL OFF RACING PUSHBIKE LOSS OF CONSCIOUSNESS	Resuscitation	Transfer	Fall	CYCLIST
2011	39	Male	CAR VS PUSHBIKE AT APPROX 100KPH GCS 11 ?	Resuscitation	Transfer	Collision: bike	CYCLIST



ATTEND	AGE	GENDER		TRIAGE	MODE OF	TYPE OF	INJURED
YEAR	AGE	GENDER		category	SEPARATION	INJURY	PERSON
			CLOSED HEAD INJURY INITIAL GCS 11 NOW 15			vs. motor	
			PUPILS SLUGGISH BUT EQUAL OBVIOUS			vehicle	
			FRACTURED RIGHT HUMERUS DEFORMITY TO				
			RIGHT LEG				
			CAR HIT PUSH BIKE: LOW SPEED HAS RODE INTO		Admitted	Collision: hike	
2012	10	Mala	BULL BAR OF SLOW MOVING CAR HELMET	Resuscitation		vs motor	CVCLIST
2012	45	whate	DAMAGE L SHOULDER PAIN FACIAL ABRASION	Resuscitation			CICLISI
			PAIN LOWER CHEST GCS 15			venicie	
			CYLIST HIT BY CAR LOC UNKNOWN LENGTH OF			Collision: bike	
2012	67	Male	TIME BRADYCARDIC HYPOTENSIVE BLOOD IN	Resuscitation	Admitted	vs. motor	CYCLIST
			MOUTH BRUISING L SIDE OBVIOUS HEAD INJURY			vehicle	
2012	16	Male	PUSHBIKE ACCIDENT 40KMH LACERATION TO	Resuscitation	Admitted	Fall	CVCUST
2012	40	IVIAIC	FOREHEAD GCS 13	Resuscitation	Aumitteu	i ali	CICLIST
		2 Male	PUSH BIKE HIT BY CAR WITNESSES STATE CAR	Resuscitation	Admitted	Collision: hike	
2012	22		WAS SPEEDING IN 60KPH ZONE AMBULANT ON			vs motor	CVCUST
2012	52		SCENE LARGE HEAMATOMA & LAC TO TOP OF			vehicle	CICLIST
			HEAD GCS 15			venicie	
			CAR HIT PUSHBIKE 60KPH GCS 14 ALOC FOR A			Collision: bike	
2012	46	Male	NUMBER OF MINS POST HELMET CRACKED	Resuscitation	Admitted	vs. motor	CYCLIST
						vehicle	
2012	58	Male	PUSHBIKE RIDER REDUCED LOWER LIMB	Resuscitation	Admitted	Unspecified	CVCUST
2012	50	whate	RESPONSE SHOULDER PAIN	Resuscitation	Admitted	onspecified	CICLIST
		25 Malo	FOUND UNCONSCIOUS ON SIDE OF ROAD NEXT		Discharged		CYCLIST
2012	25		PUSHBIKE NO HELMET INSITU UNKNOWN LOC	Resuscitation		Fall	
2012 23	25	IVIAIC	ABRASION TO L FOREHEAD GCS 13 ON SCENE UP	Resuscitation		Fall	
			TO GCS 14				
2012 5		) Male	PAIN L ANKLE HIT BY CAR ON PUSHBIKE APPROX	Resuscitation	Discharged	Collision: bike	
	50		50KM HR WENT OVER HANDLEBARS EJECTED			vs. motor	CYCLIST
			FOR 15METRES LOC			vehicle	
2012	20	Male	PBA PENETRATING INJURED TO LEFT FLANK	Posuscitation	Discharged	Unspecified	CVCUST
2012	59	iviale		Resuscitation	Discharged	crash	CICLIST

We hope this summary report is useful to you. If you require any further assistance in this matter, please do not hesitate to contact the Queensland Injury Surveillance Unit.

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