

## Transport Injury Fact Sheet - ROAD INJURY

- Road injury is the main cause of unintentional death and hospitalisation among young people. About three quarters of all preventable deaths among 15-19 year olds are due to transport injury (RTA, 2003).
- Road injury includes those travelling as:
  - Vehicle drivers
  - Vehicle passengers
  - Motor cycle drivers
  - Motor cycle pillion passengers
  - Pedestrians
  - Pedal cyclists
- The costs of treating and managing injury amongst young males in the 15-24 year age group in metropolitan areas represents the highest overall cost for traffic crashes in NSW, but costs for young people overall, both within and outside of metropolitan areas are high compared to all drivers (IRMRC, 2003).

Age and degree of casualty (n)											
Age	15	16	17	18	19	20	21	22	23	24	TOTAL
Killed	2	7	10	24	14	10	13	10	20	11	121 (2%)
Injured	232	360	903	989	908	834	788	758	686	637	7095 (98%)
TOTAL	234	367	913	1013	922	844	801	768	706	648	7216 (100%)

Table One. Age and degree of casualty, NSW 2003. *Source: RTA, NSW 2004.*

In 2003:

- Two per cent of young people in road related crashes were fatally injured (n=121) and the remainder (98%) received serious or minor injuries (n=7095).
- 18 year olds accounted for 20% (n=24) of all road related fatalities among 15-24 year olds.

### Casualties by road user type, 15-24 years, NSW, 2003

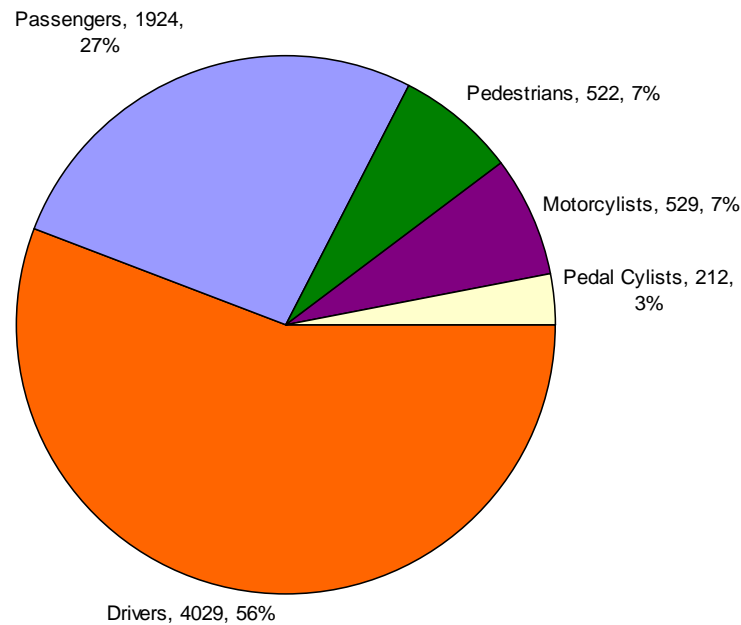


Figure One. Casualties by road user type. *Source: RTA, NSW 2004.*

In 2003:

- More than half of all road related casualties were vehicle drivers (56%). The main contributory crash factors among young drivers are speed (particularly among 15-19 year olds), fatigue, drink driving, and non-usage of seat belts (RTA, 2003)
- Just over one quarter of casualties were vehicle passengers (27%)
- Pedestrians and motorcyclists (riders and pillion passengers) each accounted for 7%, and pedal cyclists 3%, of casualties.

Casualties by age and gender, 15-24 years, NSW, 2003

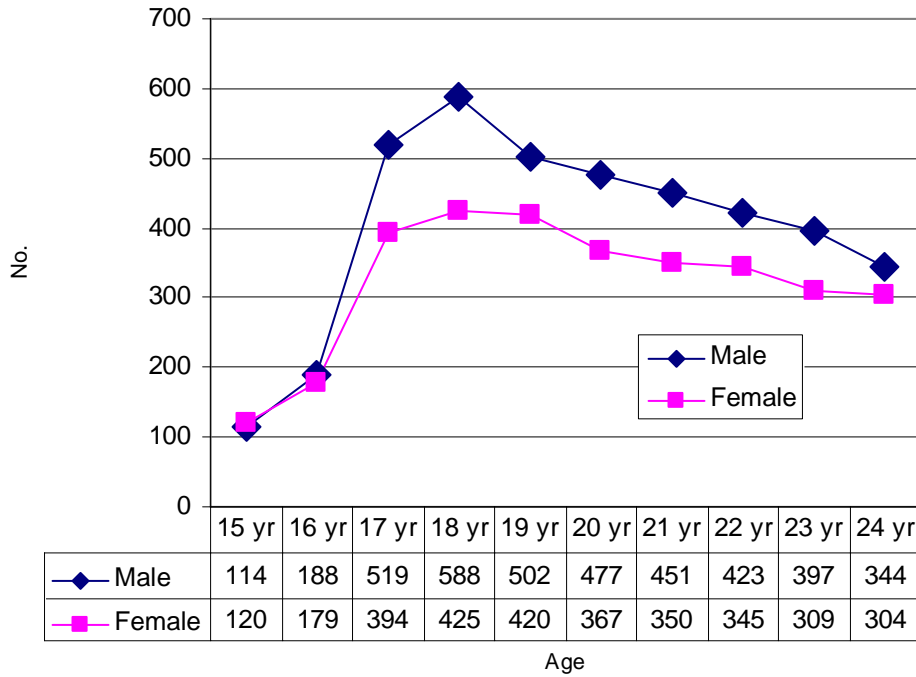


Figure Two. All road casualties by age and gender. *Source RTA, NSW 2004.*

- The number of young people injured on the roads increases sharply from 15 years of age and peaks at about 18 years of age.
- As men and women move into their mid-twenties the number of injuries begin to decline.

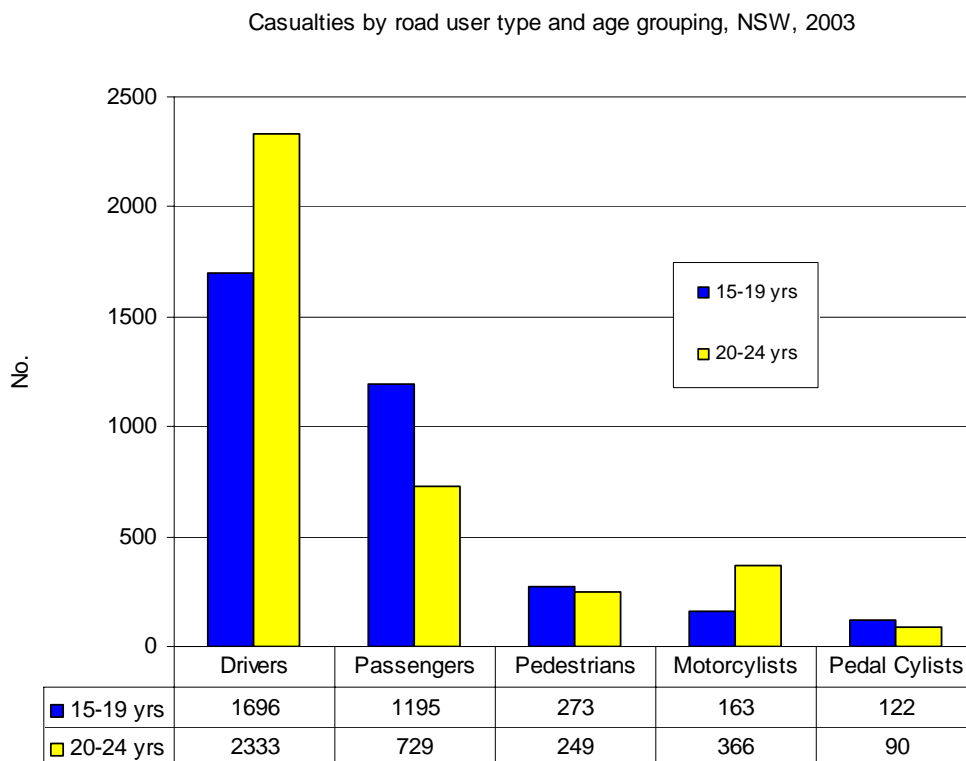


Figure Three. All casualties by age group and road user type, NSW 2003.  
 Source RTA, NSW 2004.

- Young people are most frequently injured as vehicle drivers. Casualties are higher among 20-24 year olds because there are more drivers in this older age group.
- Passenger injuries are higher among 15-19 year olds because they are more likely to be travelling as passengers than to be driving – and often travel in vehicles with young drivers.

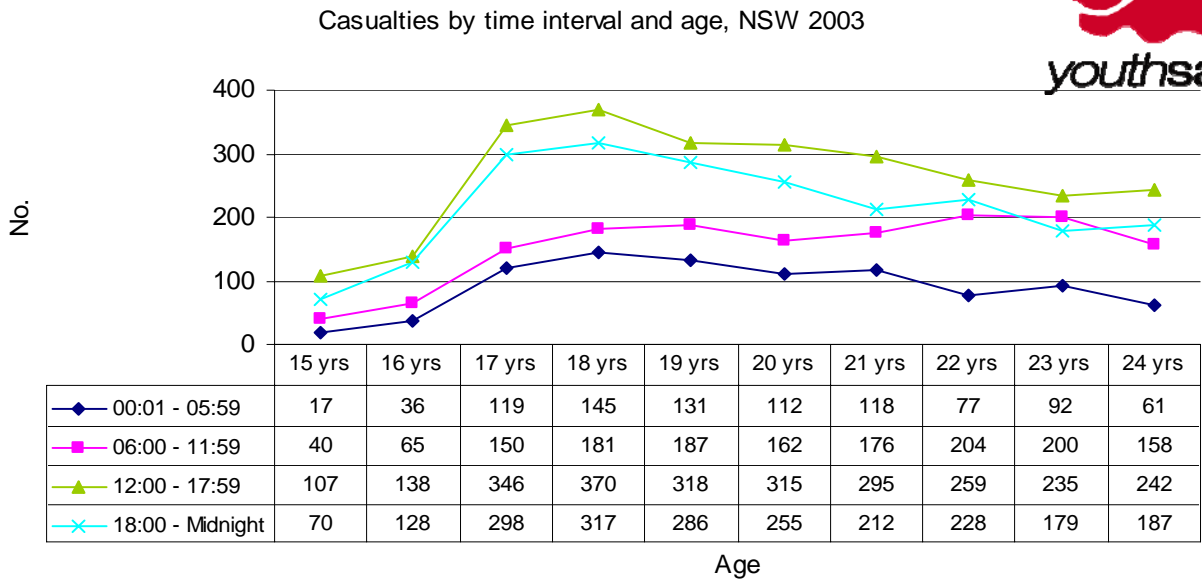


Figure Four. All casualties by age and time of day, NSW 2003. *Source RTA, NSW 2004.*

- Most road related casualties occur in the afternoon period between midday and 6pm, a time when young people may be travelling home after work or study. The second major time period for road casualties is between 6pm and midnight.
- When day of week and time of day are taken into account, the time period for the highest number of fatalities for road users under 26 years of age is on Friday night/early Saturday morning and Saturday night/early Sunday morning. More than two-thirds of fatalities among young people in NSW happen between 6pm and 6am. (ATSB Fatal Road Crash Database).

## Transport Injury Fact Sheet - RAIL INJURY



Cause of rail transport fatality, NSW, 1998-2002	Fatalities 15-24 years
Pedestrian rail transport fatality	20
Occupant rail transport fatality (incl. boarding and alighting)	< 5
Other and unspecified person rail transport fatality	< 5

Table One. Rail fatalities, 15-24 years, NSW 1998-2002. *Source NSW IRMRC, 2004.*

- Between 1998-2002 most of the rail deaths among young people in New South Wales were pedestrian rail transport deaths (i.e. were struck by a train).
- Twenty young people died as a result of being struck by a train. This figure does not include known cases of suicide.
- Over that five year period fewer than five young people were injured as train passengers, which includes those getting on and off the train (Table One).

Cause of rail transport fatality, Australia, 1997-2002	Male 15-19 years	Female 15-19 years	Male 20-24 years	Female 20-24 years
Pedestrian rail transport fatality	33	2	17	2
Occupant rail transport fatality	2	0	1	1
Boarding or alighting rail transport	2	1	1	0

Table Two. Rail fatalities, gender and age group, Australia, 1997-2002. *Source ATSB, 2003.*

- Table Two shows the number of young people injured Australia wide in the Young people are at risk of rail transport injury. Between

1997-2002, 15-19 year olds accounted for 17% of pedestrian rail transport fatalities, but less than 4% of the Australian population (ATSB, 2003).

- Males are very significantly more likely to be killed in rail transport incidents than females.

### Transport Injury Fact Sheet – BUS INJURY

Transport fatality, involving a bus, and road user type NSW 1997-2002	15-19 years		20-24 years	
	Male	Female	Male	Female
<b>Driver</b>	1	1	3	1
<b>Passenger</b>	4	0	1	0
<b>Pedestrian</b>	0	1	2	0
<b>Cyclist</b>	1	0	0	0

Table Three. Transport fatalities involving a bus by age group, NSW, 1997-2002.

- Fifteen young people were killed as road users in incidents that involved a bus between 1997 and 2002.
- With 80% of bus related fatalities involving males, they were much more likely to be killed in these types of crashes than were females.