



TOWARDS ZERO

Expert Countermeasure Workshop

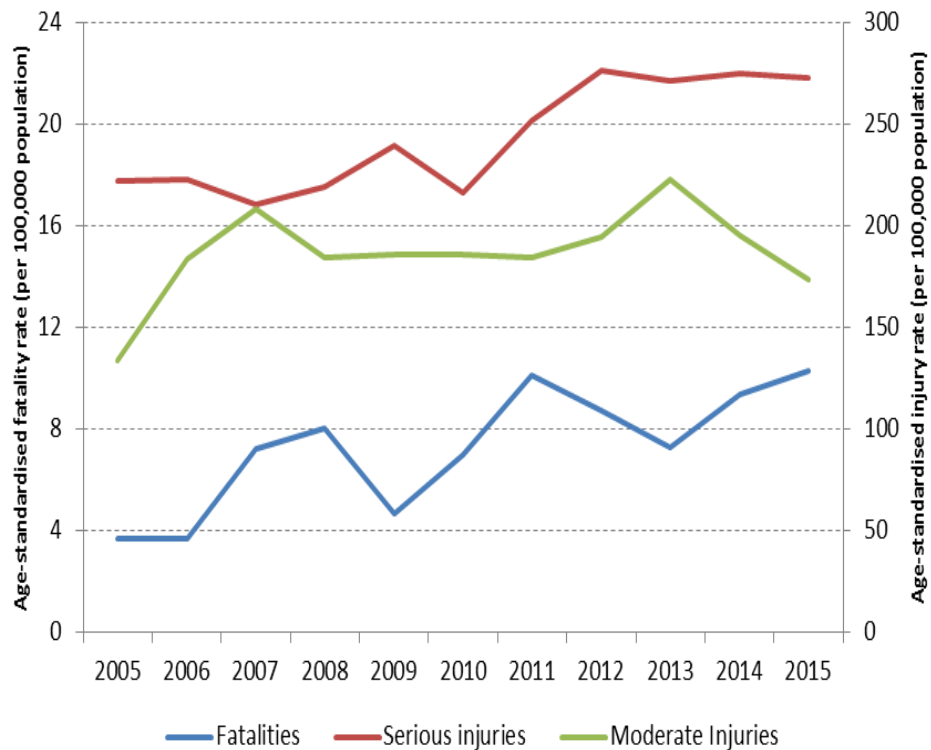
Aboriginal and Torres Strait Islander
People – Road Trauma Statistical Profile

Reporting Aboriginal and Torres Strait Islander Status

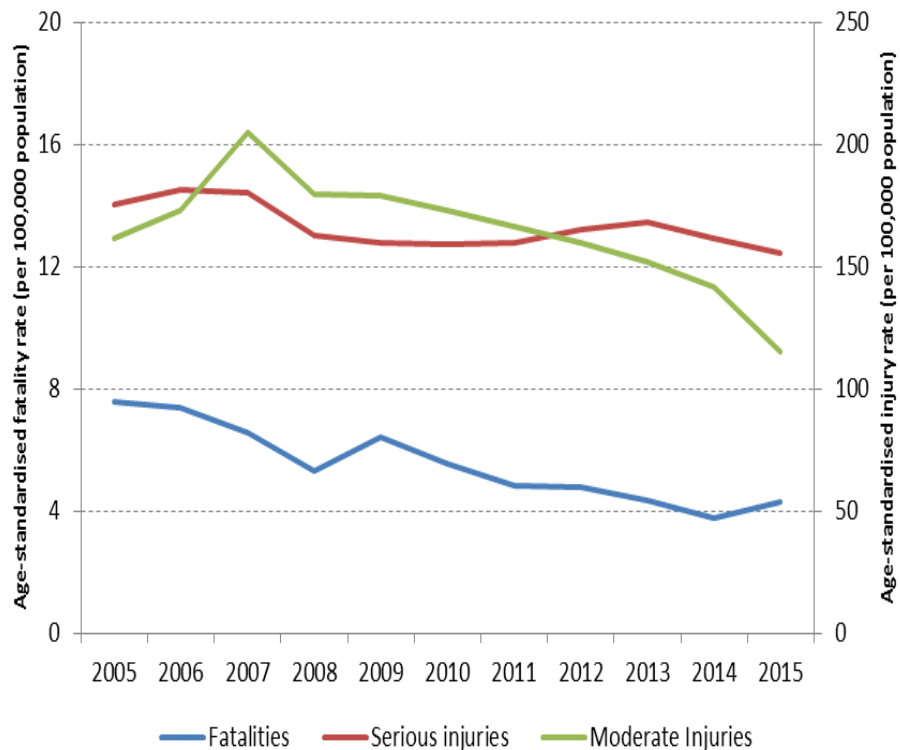
- Aboriginal and Torres Strait Islander status was derived using any linked record (not just crash-related) from NSW Health data.
- The method used was based on an algorithm endorsed by the NSW Ministry of Health.
- Between 2005 and 2015, 931,203 people were recorded as being involved in crashes (defined as a traffic unit controller or a casualty of a non-controller) in NSW. Of these people, 18,452 (2.0%) were reported as being Aboriginal or Torres Strait Islander.

Casualty rates by severity, 2005-2015

Aboriginal People

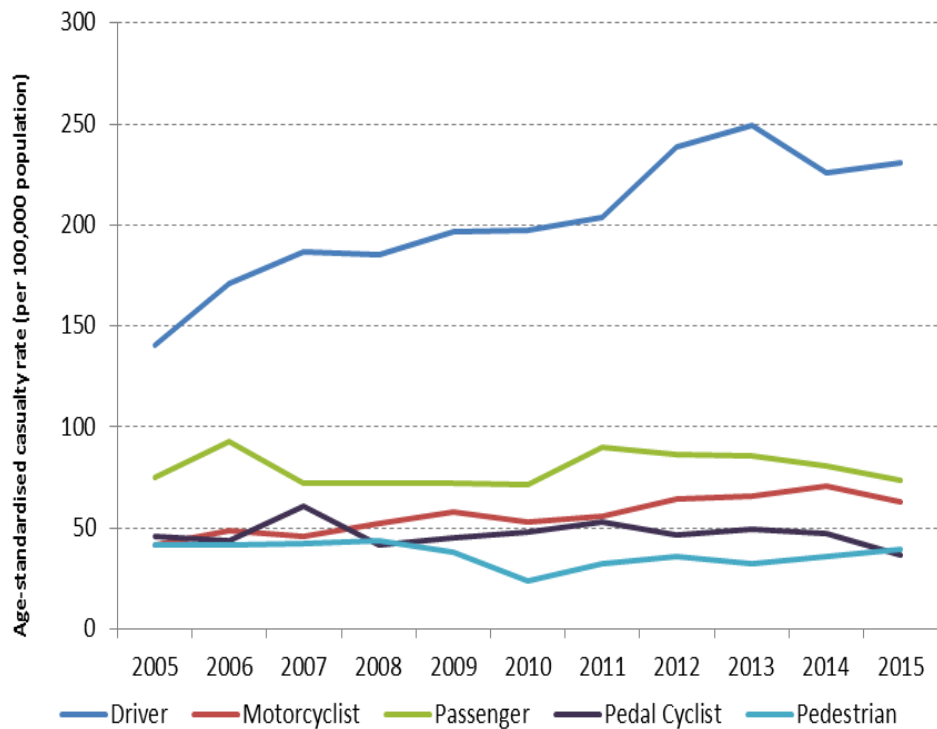


Non Aboriginal People

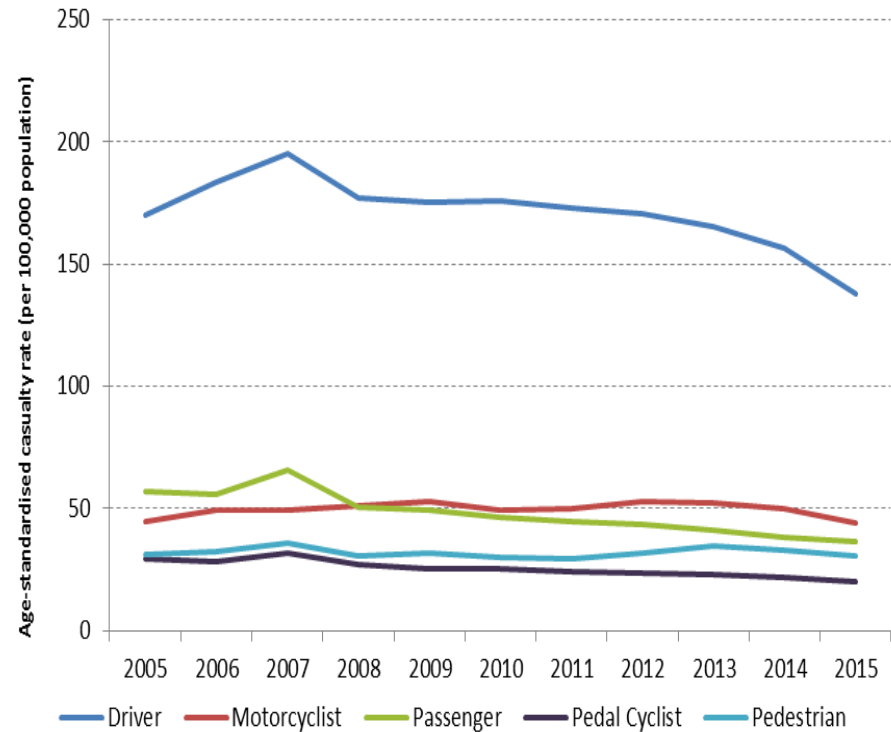


Casualty rates by road user group, 2005-2015

Aboriginal People



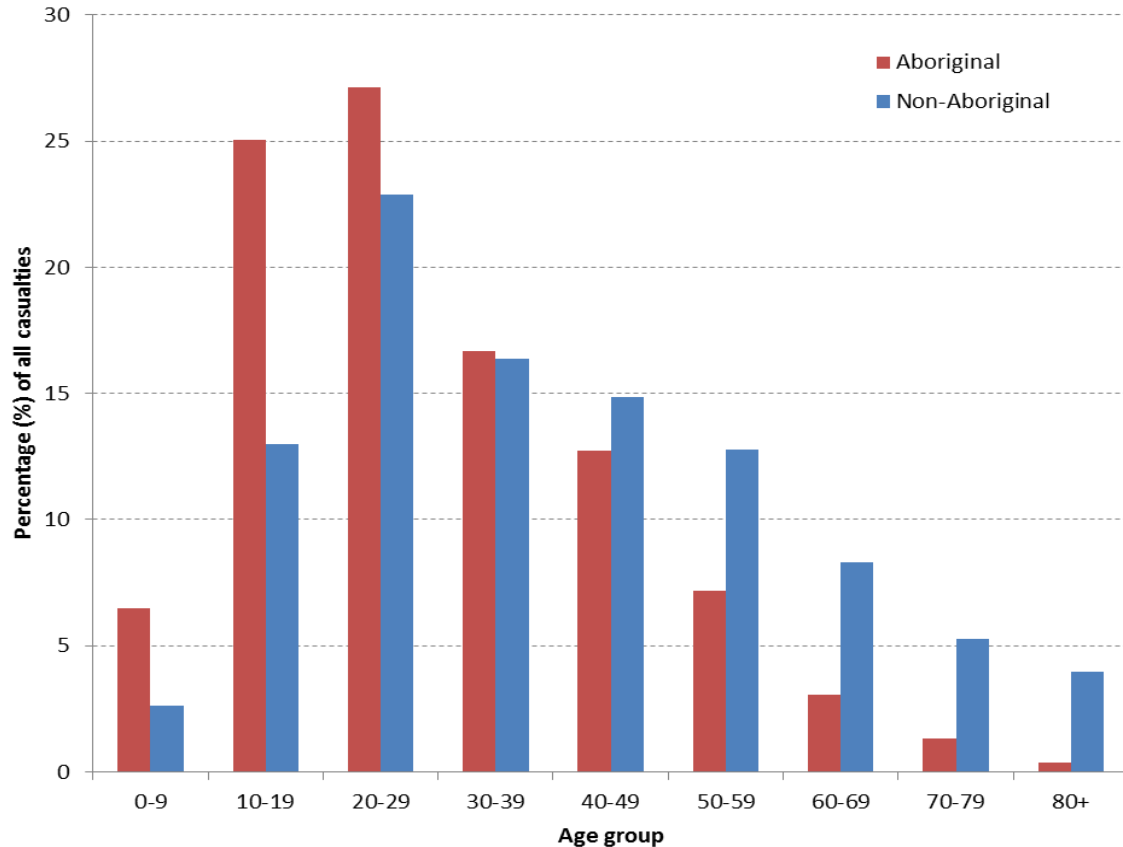
Non Aboriginal People



Who is involved in road casualties?

Age group

Distribution of Aboriginal and non-Aboriginal casualties by age NSW 2011-2015



Who is involved in road casualties?

Gender

Number and proportions of Aboriginal and non-Aboriginal casualties by gender and severity NSW 2011-2015

Gender	Fatality	%	Serious Injury	%	Moderate Injury	%	Total
Aboriginal							
Male	63	72.4	1,796	64.8	1,017	49.7	2,876
Female	24	27.6	975	35.2	1,031	50.3	2,030
Total	87	100	2,771	100	2,048	100	4,906
Non-Aboriginal							
Male	1,167	71.3	37,774	64.7	27,802	53.5	66,743
Female	469	28.7	20,575	35.3	24,164	46.5	45,208
Total	1,636	100	58,349	100	51,966	100	111,951

Note: There were 25 missing values for gender (1 Aboriginal person and 24 non-Aboriginal people).

Where do the casualties occur? Urbanisation

Aboriginal casualties by area of crash in NSW 2011-2015

Area of Crash	Killed	%	Serious Injury	%	Moderate Injury	%	Total
	Aboriginal						
SNW Gtr Conurbation	11	13	652	44	771	38	1,434
Urban Rest of NSW	25	29	449	30	884	43	1,358
Rural Rest of NSW	51	59	392	26	392	19	835
Rest of NSW – Unknown	0	0	2	0	1	0	3
Total	87	100	1,495	100	2,048	100	3,630

Where do the casualties occur?

Local Government Area (1)

Aboriginal serious casualties by local government area of crash in NSW 2011-2015
(Top 20 Ranking by total number of serious casualties)

<i>Rank</i>	<i>LGA</i>	<i>Total Serious Casualties</i>	<i>Rank</i>	<i>LGA</i>	<i>Total Serious Casualties</i>
1	Blacktown	108	11	Campbelltown	30
2	Penrith	53		Liverpool	30
3	Wollongong	51		Tweed	30
4	Shoalhaven	49	14	Cessnock	28
5	Lake Macquarie	45		Shellharbour	28
6	Wyong	44		Wagga Wagga	28
7	Sydney	41	17	Gosford	27
8	Newcastle	37	18	Lismore	25
9	Kempsey	33	19	Inverell	23
10	Clarence Valley	32	20	Dubbo	22

Where do the casualties occur?

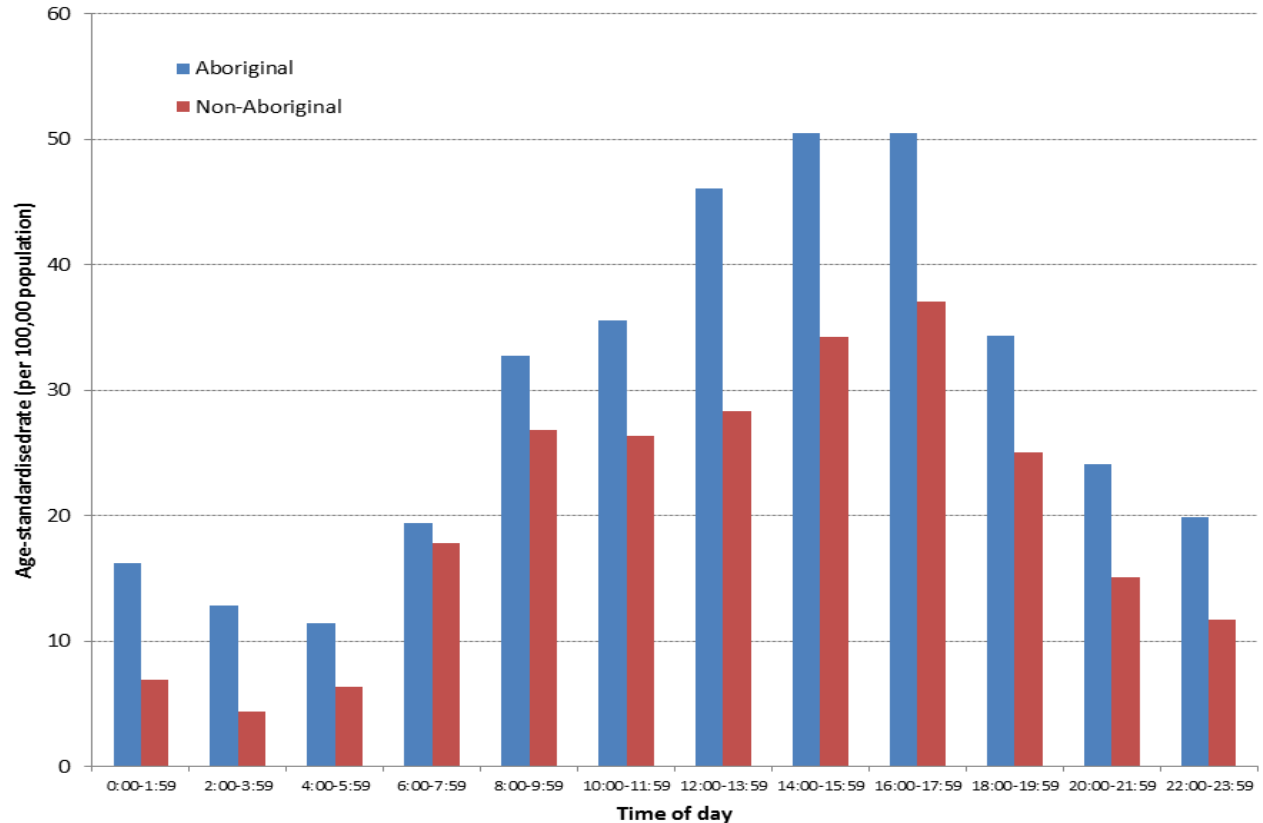
Road classification

Aboriginal casualties by injury severity and road classification in NSW 2011-2015

Road classification	Killed	%	Serious Injury	%	Moderate Injury	%	Total
	Aboriginal						
Freeway/motorway	0	0	34	2	29	1	63
State highway	34	39	290	19	476	23	800
Other classified road	21	24	373	25	482	24	876
Unclassified road	32	37	798	53	1061	52	1891
Total	87	100	1495	100	2048	100	3630

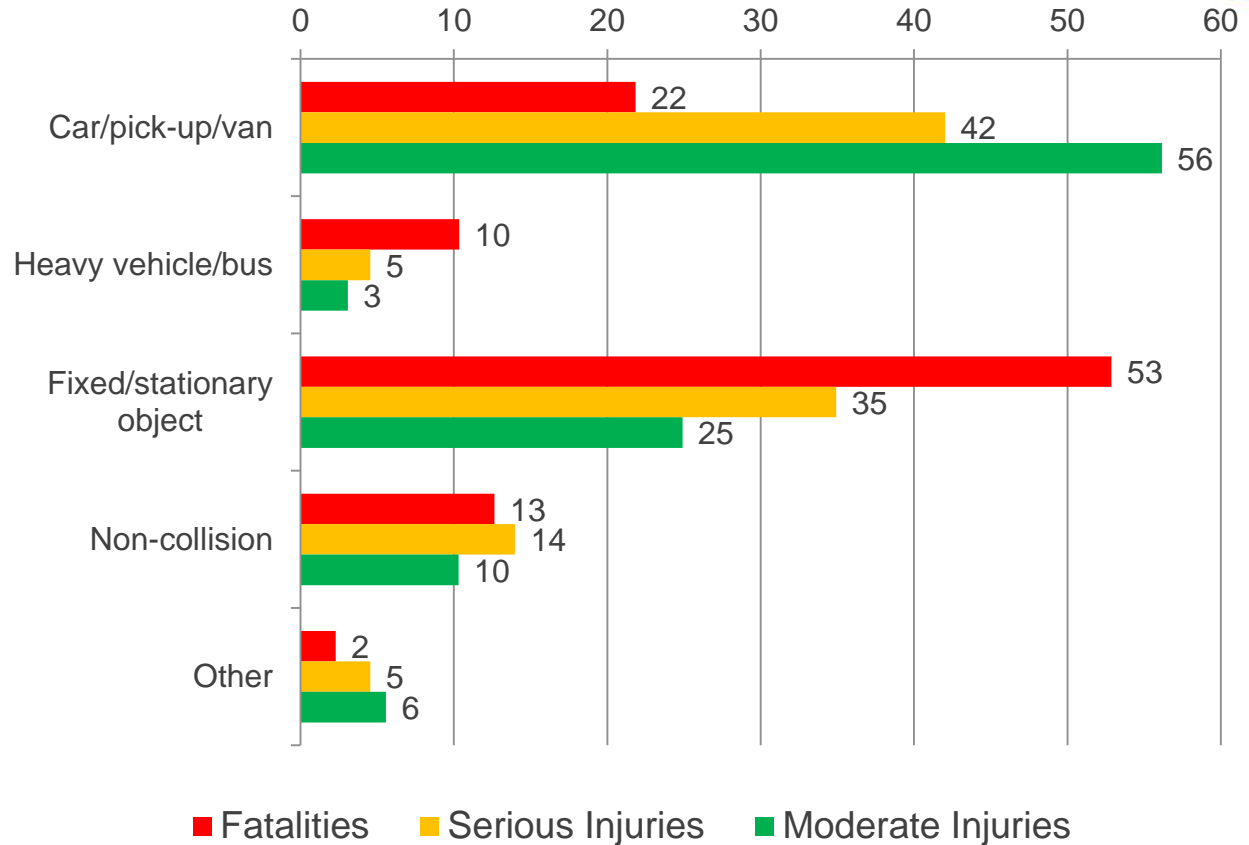
When do the casualties occur? Two-hour time period of crash

Aboriginal and non-Aboriginal age-standardised casualty rates by two-hour time period of crash in NSW 2011-2015



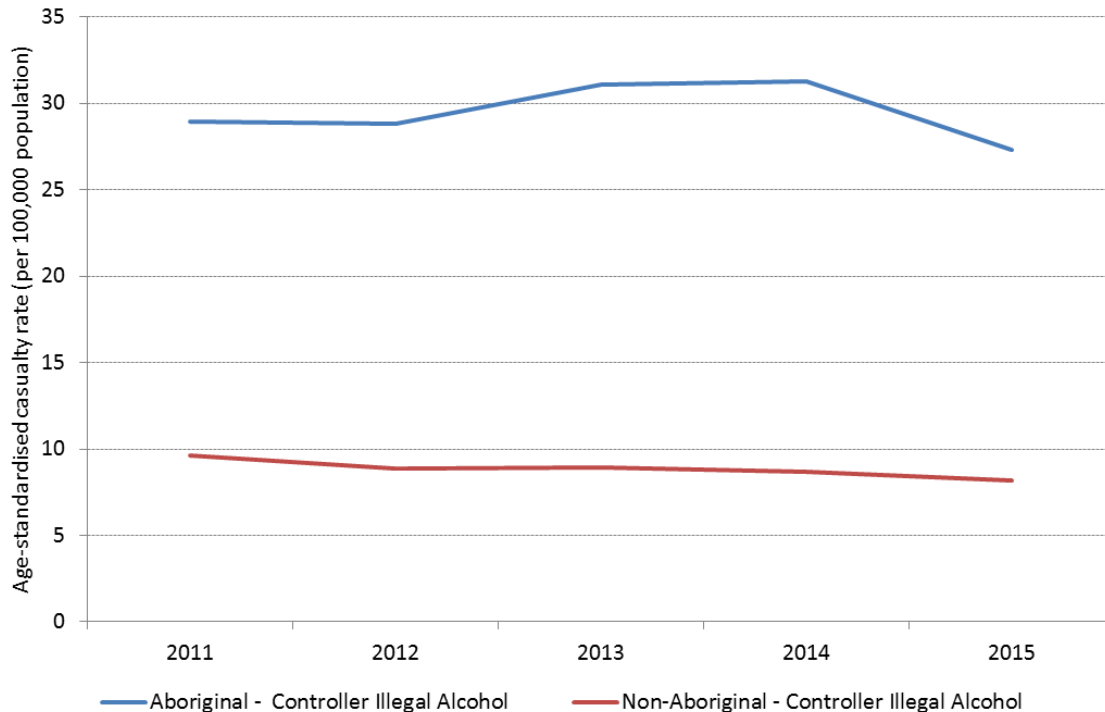
How do the casualties occur? Crash counterpart

**Percentage of
Aboriginal casualties
by severity and crash
counterpart in NSW
2011-2015**



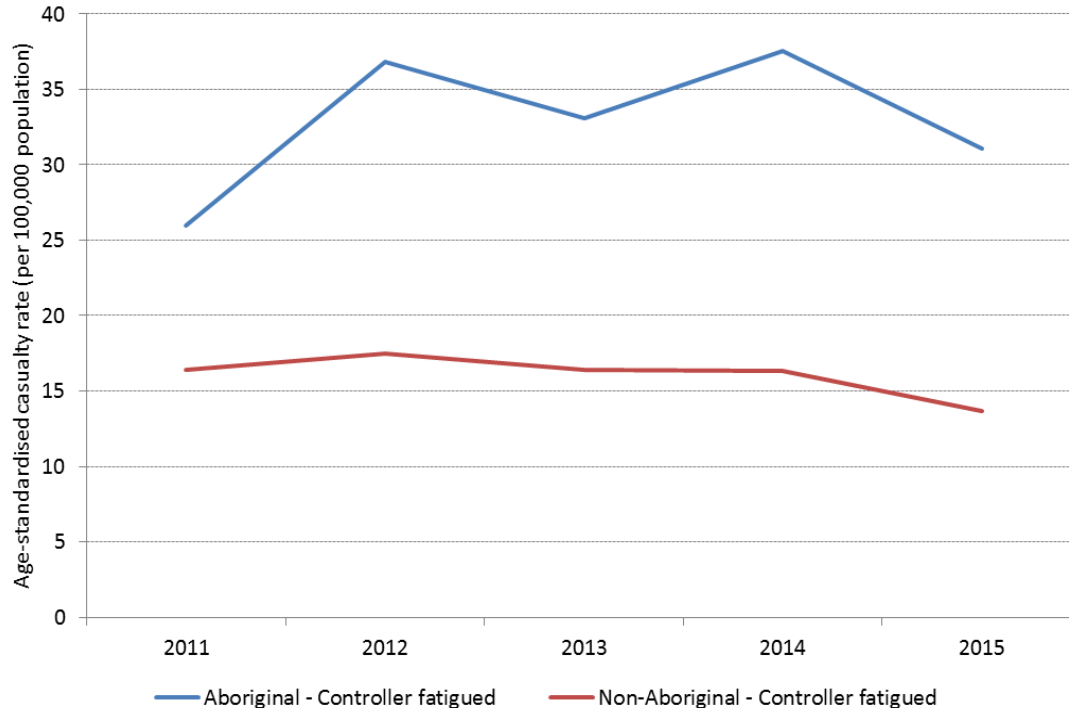
Why do the casualties occur? Illegal alcohol

Age-standardised casualty rates for motor vehicle controller casualties by illegal alcohol indicator in NSW 2011-2015



Why do the casualties occur? Controller fatigue

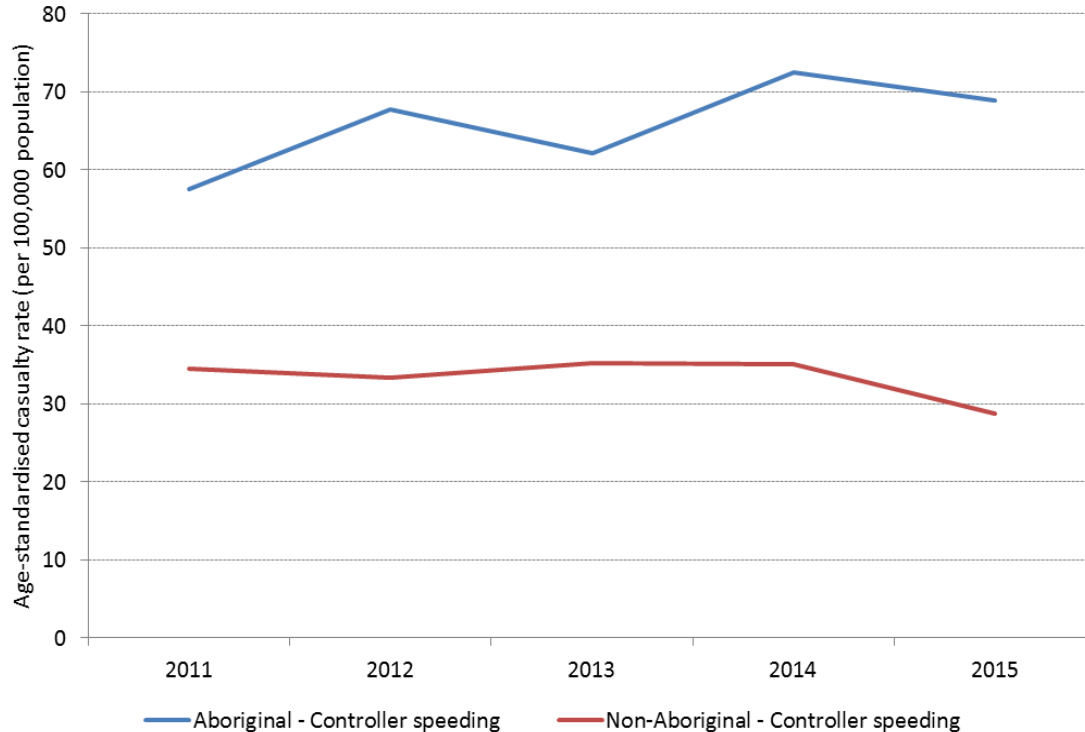
Age-standardised casualty rates for motor vehicle controller casualties by controller fatigue in NSW 2011-2015



Why do the casualties occur?

Controller speeding

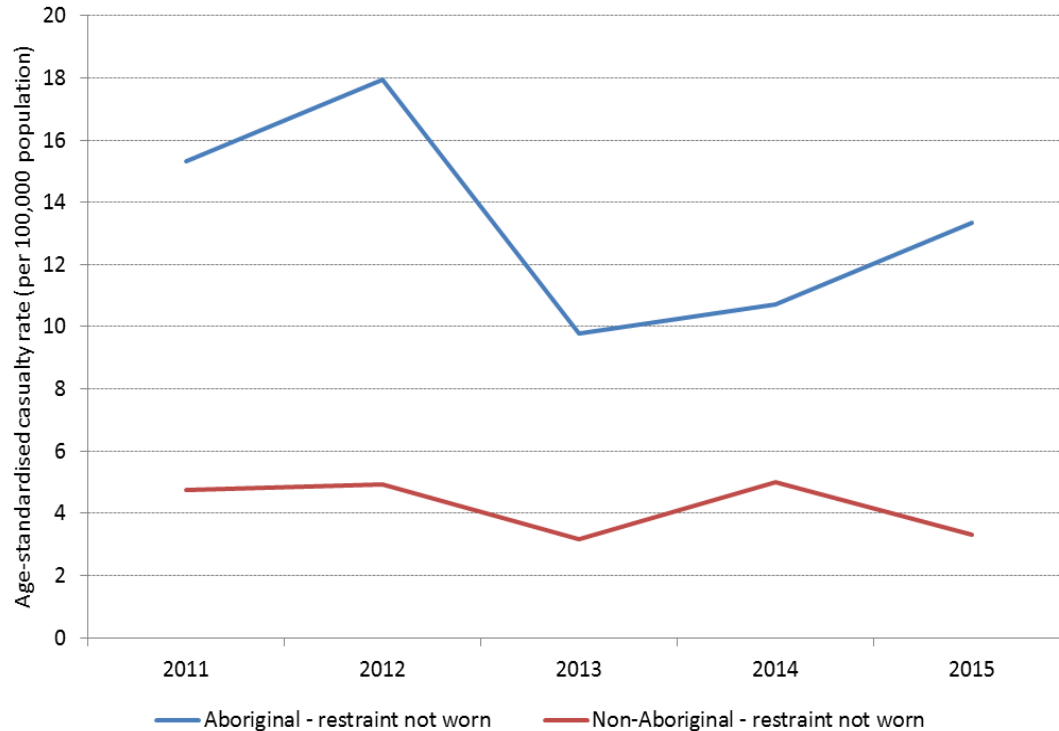
Age-standardised casualty rates for Aboriginal non-Aboriginal motor vehicle controller casualties by controller speeding in NSW 2011-2015



Why do the casualties occur?

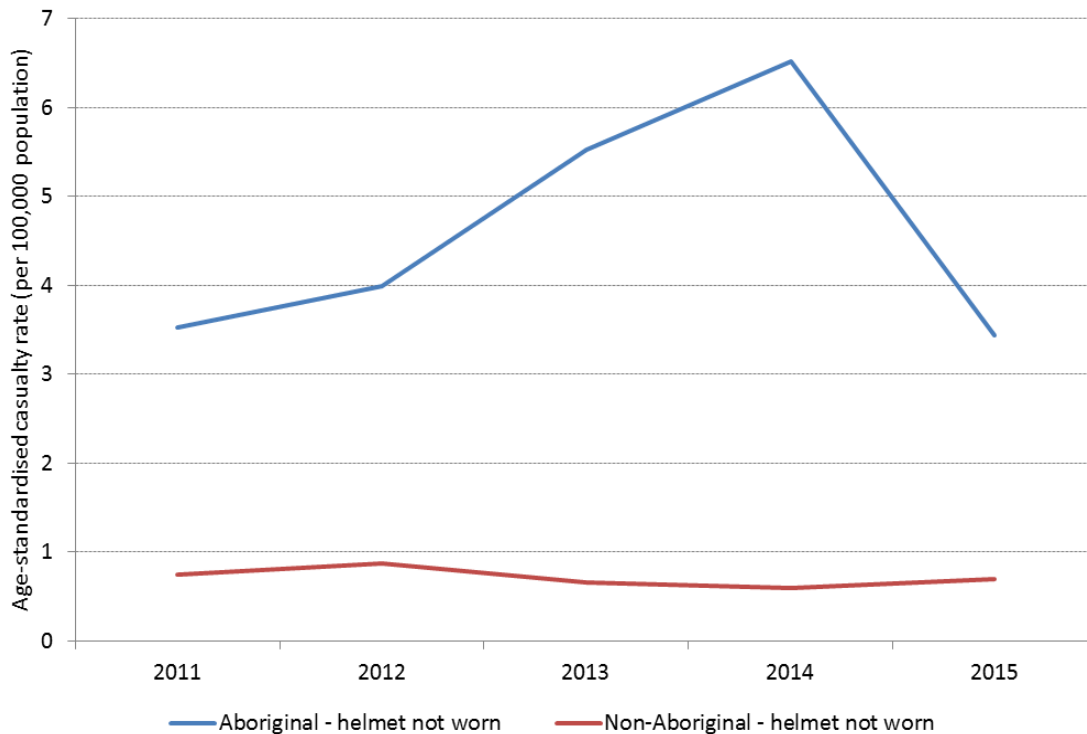
Restraint usage – motor vehicle

Age-standardised rates for Aboriginal and non-Aboriginal motor vehicle occupant casualties by safety belt usage in NSW 2011-2015



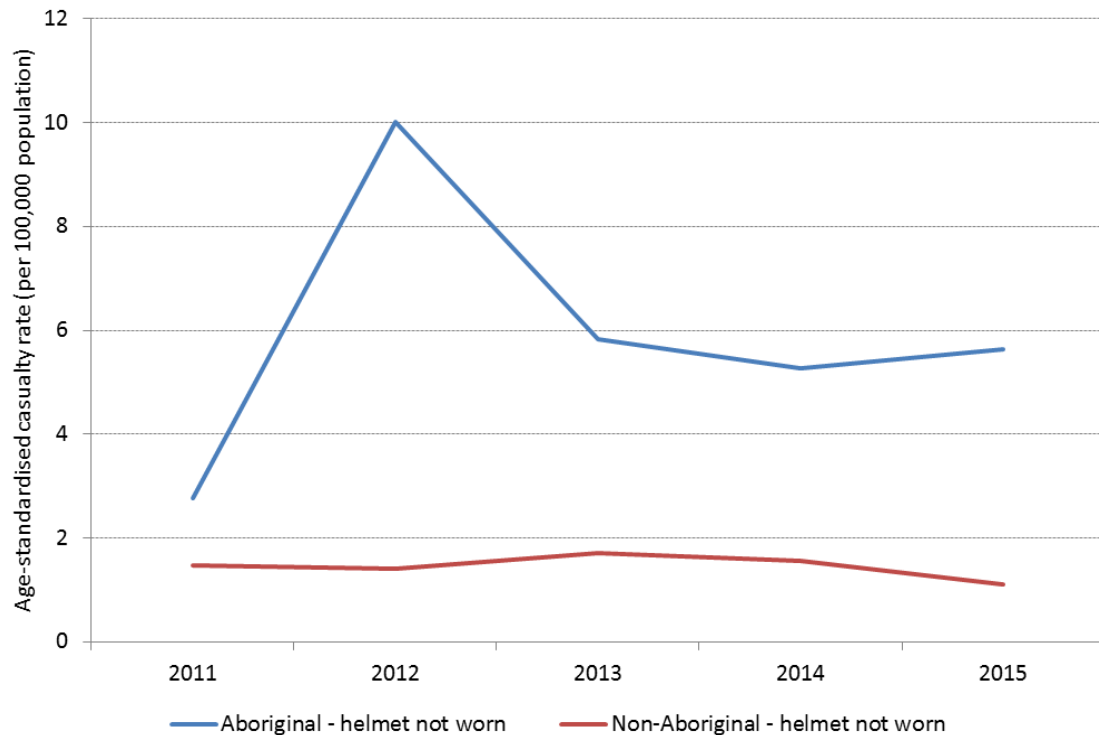
Why do the casualties occur? Helmet usage – motorcyclists

Age-standardised rates for Aboriginal and non-Aboriginal motorcyclist casualties by helmet usage NSW 2011-2015



Why do the casualties occur? Helmet usage – pedal cyclists

Age-standardised rates for Aboriginal and non-Aboriginal pedal cyclist casualties by helmet usage NSW 2011-2015



Main Findings (1)

- Aboriginal people are 2.7 times more likely than non-Aboriginal people to be fatally injured, and 1.7 times more likely to be seriously injured, in a road crash (2011 to 2015 data).
- **Who:** Aboriginal casualties tended to be slightly younger; the distribution was similar by gender;
- **Where:** Aboriginal casualties were more likely to occur outside of the Sydney-Newcastle-Wollongong greater conurbation and on unclassified roads.

Main Findings (2)

- **When:** Between midnight and 5:59 the Aboriginal age-standardised serious injury rate was double that of the non-Aboriginal rate.
- **How:** A fixed or stationary object was the more common crash counterpart among Aboriginal fatalities (52.9 per cent), whereas car/pick-up/van was the most common crash counterpart for non-Aboriginal fatalities (39.1 per cent).
- **Why:** Illegal alcohol, fatigue, speeding, and restraint non-usage were consistently more commonly involved among Aboriginal road users.



Questions ?