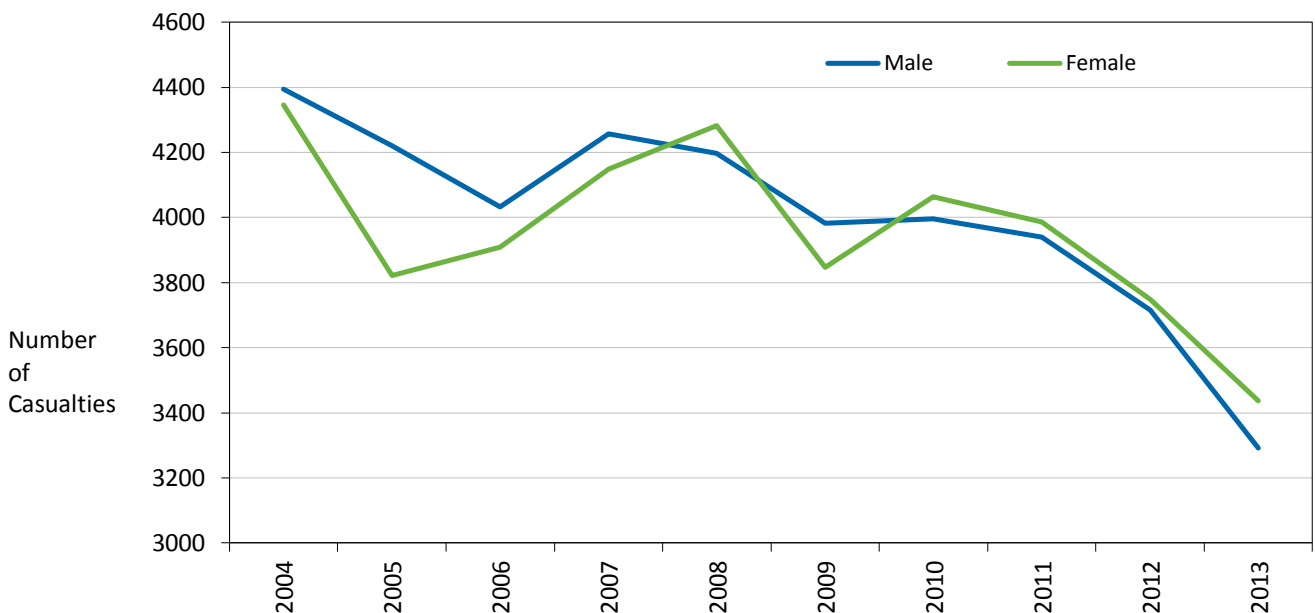


## MALES AND FEMALES INVOLVED IN ROAD CRASHES IN SOUTH AUSTRALIA

The overall number of casualties from 2004 has decreased and the proportions of male to female have almost equated. Figure 1 below illustrates the number of total casualties per year for both males and females since 2004.

**Figure 1 – Number of casualties (fatal, serious and minor) per year, 2004-2013, South Australia**

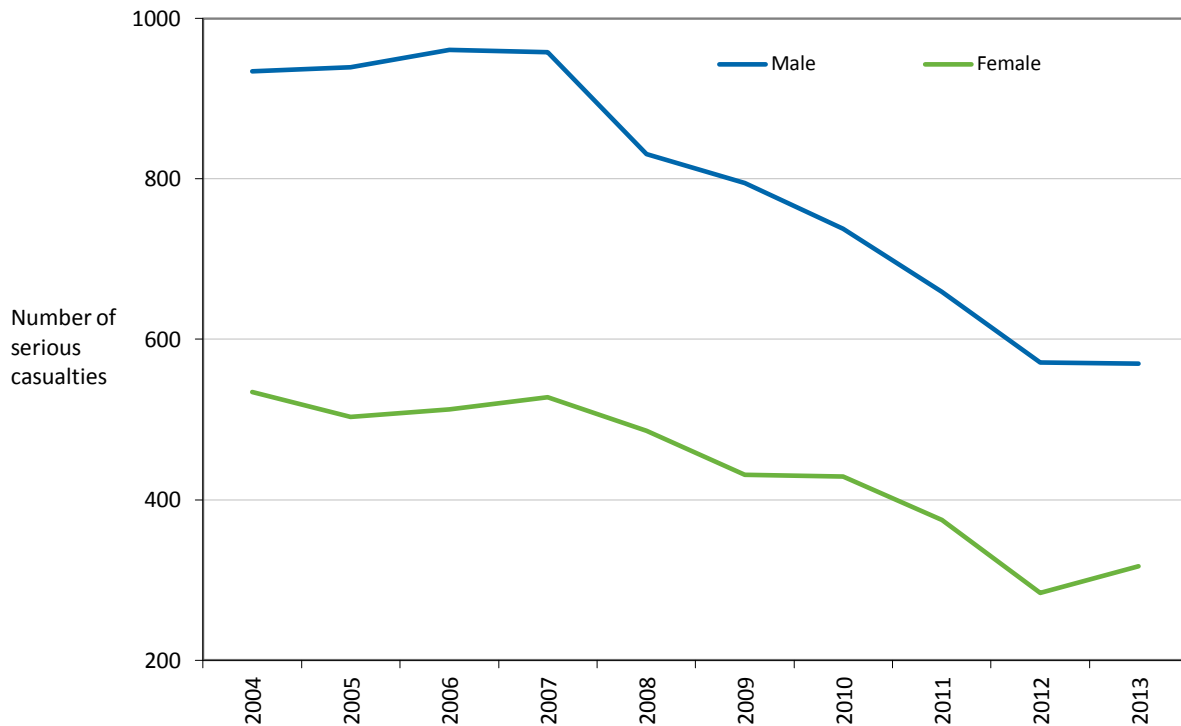


This trend of equal proportions of casualties is only apparent because of increased female involvement in minor injuries, when we consider serious injuries and fatalities, males are clearly over represented as illustrated in Table 1 and Figure 2.

**Table 1: Percent of casualties by severity and gender, South Australia, 2009-2013**

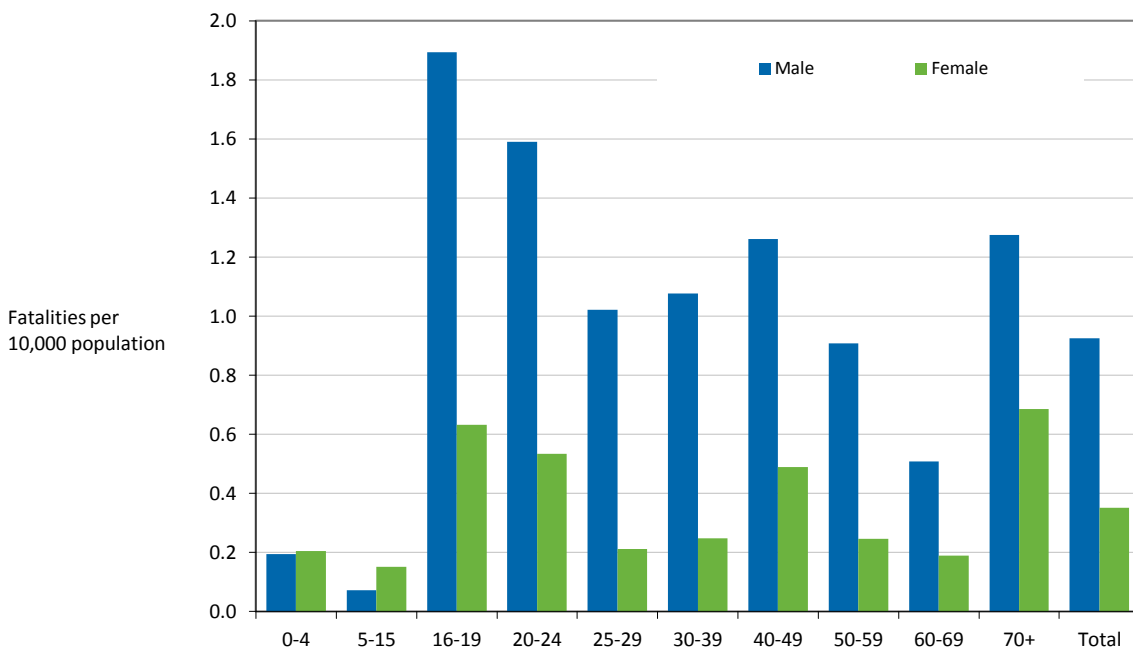
Year	Minor injuries		Serious injuries		Fatalities	
	Male	Female	Male	Female	Male	Female
2009	48%	52%	64%	36%	77%	23%
2010	47%	53%	63%	37%	64%	36%
2011	48%	52%	63%	37%	74%	26%
2012	48%	52%	66%	34%	77%	23%
2013	47%	53%	64%	36%	70%	30%

**Figure 2 - Number of serious injuries and fatalities by gender, South Australia, 2004-2013**



Males are on average almost three times more likely to be fatally injured in a car crash than females. In the 2009- 2013 period 383 (72%) males were killed on South Australian roads, compared to 148 (28%) females.

**Figure 3 – Fatality rate per 10,000 population by age & gender, South Australia, 2009-2013<sup>1</sup>**



<sup>1</sup> 3101.0 Australian Demographic Statistics, Australian Bureau of Statistics, June 2013.

This is also reflected in the rate of fatalities, males fatalities rate per 10,000 of the population is 0.9 compared with females at 0.4 for the same five year period.

Young adult males tend to be over represented. Fatality rates per 10,000 male persons are as follows:

- 1.0 for the 25-29 year olds range
- 1.6 for the 20-24 year olds range
- 1.9 for the 16-19 year olds range. This is more than double the average fatality rate of 0.9 for all males.

The highest rate for females is 0.7 fatalities per 10,000 female persons for age 70+ which is less than double the average fatality rate for all females.

### Where do these fatalities occur?

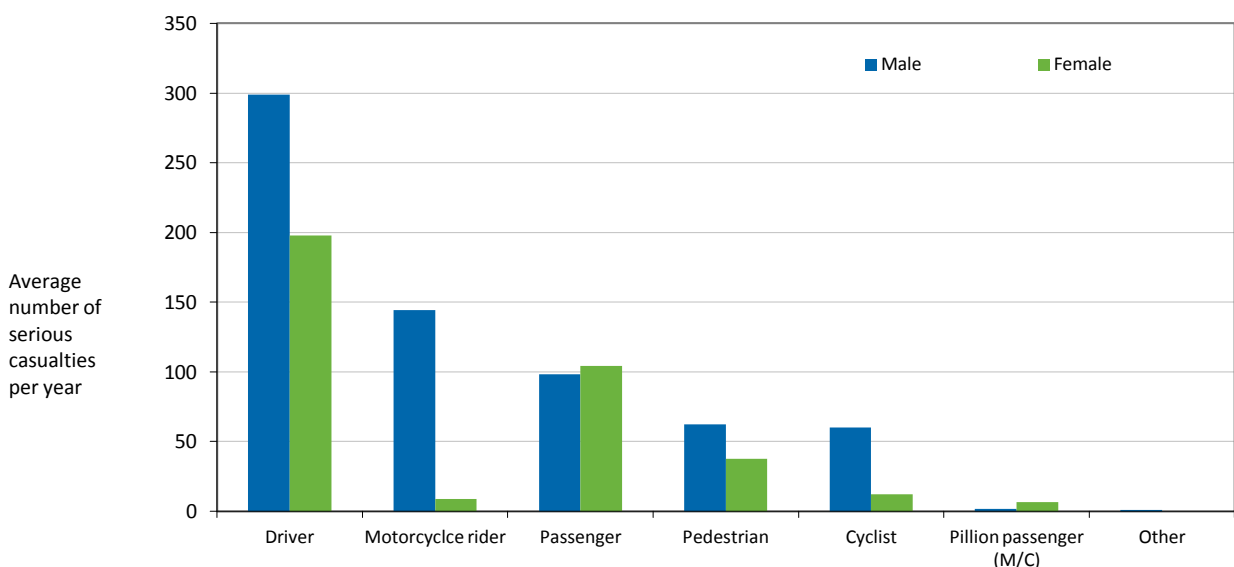
Table 2 shows that 38% of males and 35% of females were killed in the metropolitan Adelaide area in the 5-year period 2009 to 2013.

**Table 2 – Fatalities by location and gender, South Australia, 2009-2013**

Location	Gender of fatality	
	Male	Female
Adelaide metropolitan area	38%	35%
Rural area	62%	65%

### Which road user types are affected?

**Figure 4 – Average number of fatalities and serious injuries per year by road user, South Australia, 2009-2013**



Males are over-represented in those categories where the road user is most likely to be in control of their own situation, i.e. drivers, motorcyclists, cyclists and pedestrians. This could be a reflection of risk taking behaviour in males. High-risk behaviours such as drink driving and speeding play a major role in serious crashes.

**Table 3 – Average number of fatalities per year in South Australia, 2009-2013 and ratio of males to females**

User Type	Male	Female	Total	M:F Ratio
Driver	37	14.4	51.4	2.6 : 1
Passenger	13.2	8.6	21.8	1.5 : 1
Motor cyclist (M/C)	14.8	0.2	15	74 : 1
Pillion passenger (M/C)	0	0.8	0.8	0 : 1
Cyclist	3.2	0.4	3.6	8 : 1
Pedestrian	8.4	5.2	13.6	1.6 : 1
Total	76.6	29.6	106.2	2.6 : 1

Table 3 highlights that overall males are more likely to suffer a fatality. The most striking difference is the male to female ratio involving motorcyclists, there are exceptionally higher numbers of males compared to females. These findings are partly attributable to exposure; that is more males than females are licensed to ride motorcycles.

### Drug and Alcohol Involvement

On average males have a much higher number of reported incidences of drink driving related fatal crashes compared to females. On average 87% of driver or rider fatalities that had a blood alcohol level above the legal limit were male.

Furthermore on average 82% of driver or rider fatalities with a positive reading for methamphetamine, THC or ecstasy or a combination of these drugs were male.

## Definitions of police reported casualty types:

**Casualty Crash** - A crash where at least one fatality, serious injury or minor injury occurs.

**Casualty** – A fatality, serious injury or minor injury.

**Fatal Crash** - A crash for which there is at least one fatality.

**Fatality** - A person who dies within 30 days of a crash as a result of injuries sustained in that crash.

**Serious Casualty Crash** - A crash where at least one fatality or serious injury occurs.

**Serious Casualty** – A fatality or serious injury.

**Serious Injury Crash** - A non-fatal crash in which at least one person is seriously injured.

**Serious Injury** - A person who sustains injuries and is admitted to hospital as a result of a road crash and who does not die as a result of those injuries within 30 days of the crash.

**Minor Injury Crash** - A crash for at least one person sustains injury but no person is admitted to hospital or dies within 30 days of the crash.

**Minor Injury** – A person who sustains injuries requiring medical treatment, either by a doctor or in a hospital, as a result of a road crash and who does not die as a result of those injuries with 30 days of the crash.

## Data sources

The data presented in this report was obtained from the Department of Planning, Transport and Infrastructure Road Crash Database. The information was compiled from police reported road casualty crashes only.

## Enquiries

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