

Road Safety Progress Report

A quarterly report of road crashes in South Australia - December 2009

The 119 fatalities reported in 2009 were 20 more than the 99 fatalities recorded in 2008. Despite the increase in numbers, 119 is the third lowest yearly total recorded since 1950 and is 6 below the 5 year average, 2004-2008. Overall crashes and casualties in the last 5 years have continued decreasing. In recent years, serious injuries are also decreasing in number. In 2008 serious injuries decreased to 1218, the lowest number on record.

The South Australian State Strategic Plan has a target to reduce fatalities to less than 90 persons per year and serious injuries to less than 1000 per year by 2010.

South Australian road fatalities and serious injuries – progression towards the target:

	2003	2008	2009 current figure	2010 Target
Fatalities	156	99	119 (Calendar year)	less than 90
Serious injuries	1468	1218	1102 (12 months to September 09)	less than 1000

There were 119 fatalities for the 12 months to the end of December 2009 compared to 118 last quarter (12 months to the end of September 2009). There are 1102 serious injuries for the 12 months to the end of September 2009 compared to 1145 serious injuries for the previous quarter (12 months to the end of June 2009).



Government of South Australia

Department for Transport,
Energy and Infrastructure

Fatalities per month

<i>Month</i>	<i>2003</i>	<i>2004</i>	<i>2005</i>	<i>2006</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>
January	10	13	6	13	12	5	6
February	14	10	9	8	9	9	15
March	17	8	27	12	10	7	13
April	8	10	10	10	14	9	7
May	12	12	14	12	8	5	20
June	13	14	7	16	6	6	9
July	12	18	17	8	7	8	5
August	16	12	14	8	11	11	9
September	12	11	8	8	10	14	11
October	16	15	7	4	11	6	7
November	10	7	14	8	13	9	9
December	16	9	14	10	14	10	8
Total	156	139	147	117	125	99	119

Serious injuries per month

<i>Month</i>	<i>2003</i>	<i>2004</i>	<i>2005</i>	<i>2006</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>
January	129	146	101	114	102	102	102
February	138	104	94	102	109	94	69
March	141	118	131	141	108	112	111
April	118	110	103	116	135	101	88
May	128	111	111	118	106	125	84
June	106	103	91	103	127	87	94
July	131	103	93	87	92	95	114
August	99	108	111	115	113	106	85
September	102	98	113	123	113	119	78
October	120	107	95	135	102	94	
November	128	110	126	86	125	99	
December	128	113	127	118	129	84	
Total	1468	1331	1296	1358	1361	1218	

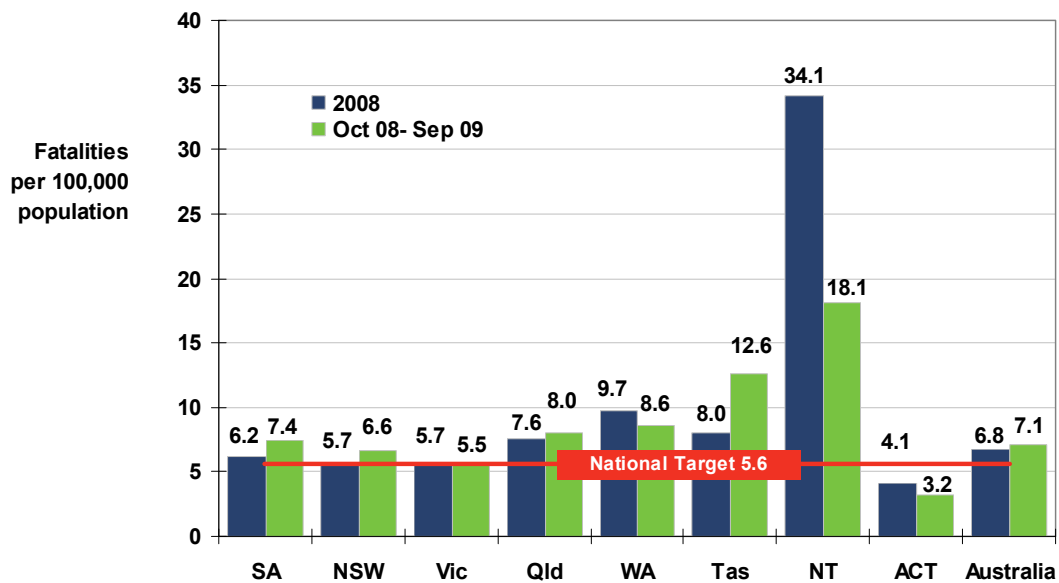
Fatalities

National Comparison

The following graph compares the fatality rate per 100,000 population for the 12 months to the end of September 2009 compared to the previous 12 months for all States and Territories of Australia. Fatality numbers are from the Australian Department of Infrastructure, Transport Regional Development and Local Government's latest release '*Road Deaths Australia, Monthly Bulletin September 2009*'¹.

South Australia continues to perform well. As of September 2009 South Australia has achieved the greatest average annual percentage change of any state in Australia since 2004 – a 5.9% decrease, compared to states such as NSW with a 5.1% decrease, Victoria 2.7% decrease, Qld which has had a 2.4% increase and WA a 2.6% increase.

Figure 1 – Fatalities per 100,000 population by State and Territory, Australia



¹ Fatality numbers from the Department of Infrastructure, Transport, Regional Development and Local Government '*Road Deaths Australia, Monthly Bulletin, August 2009*'.

Fatalities

Trend in South Australia

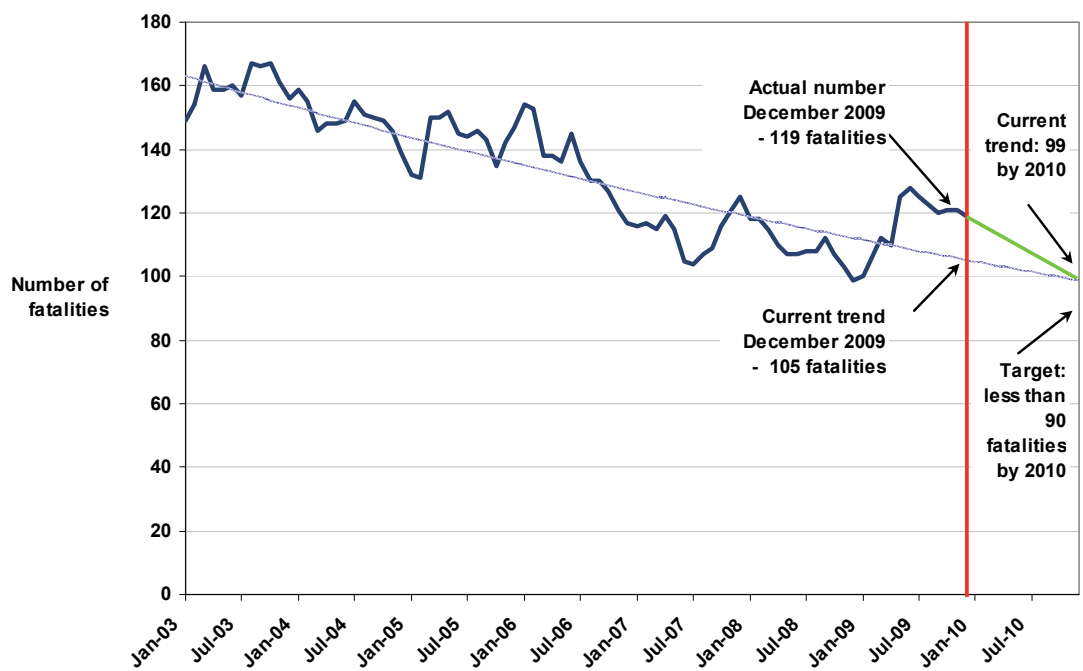
Fatalities have decreased in recent years. In 2008 the number of fatalities was below 100 for the first time in over 60 years, reaching a total of just 99. February, March and May 2009 had high monthly totals increasing the total number of fatalities in 2009 to 119, 20% above 2008 fatalities.

Annual Road Deaths:

Target 2010:	90
2003:	156
2008:	99
2009:	119

The 119 fatalities in 2009 are 32% above the 2010 target of less than 90. The general decline in the number of fatalities in South Australia has been achieved despite a steadily rising population and an escalation in the number of motor vehicles on register. From the current trend, the number of fatalities will reach approximately 99 by 2010.

Figure 2 – Number of fatalities in South Australia (rolling 12 monthly data)



Note: Each point represents the number of fatalities in the preceding 12 months.

Fatalities by road user type:

	2009	2004-2008	Difference
Drivers	60	63	-3
Passengers	33	28	+5
Motorcyclists	15	18	-3
Cyclists	2	3	-1
Pedestrians	8	12	-4
Motorised wheelchair	1	1	-
Total	119	125	-6

Serious injuries

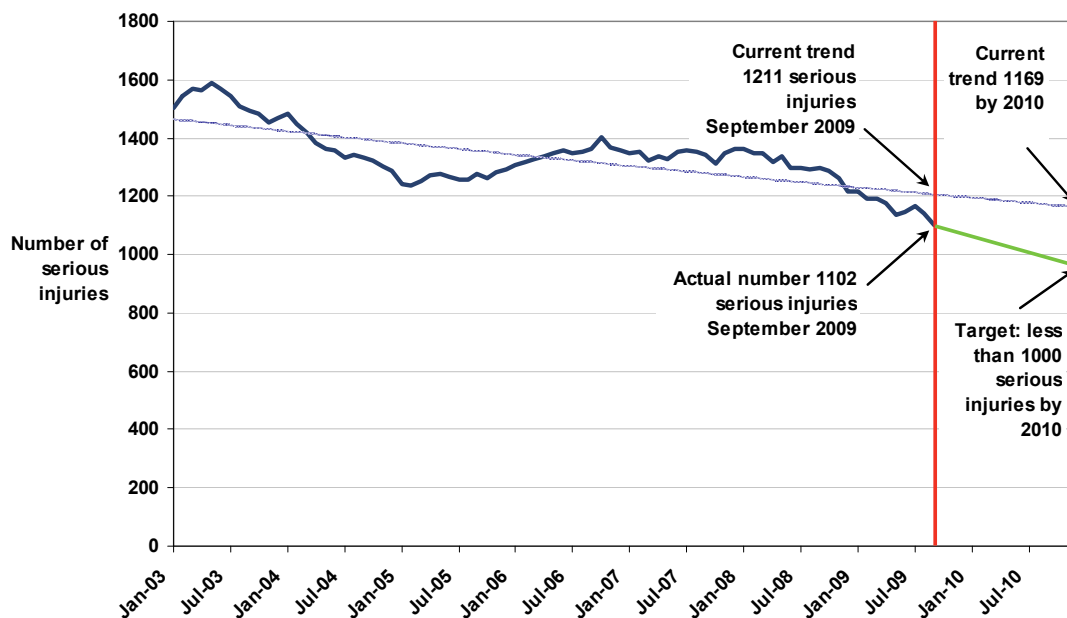
Trend in South Australia

Since 2000 serious injuries have decreased each year except in 2006 and 2007 when they once again increased. In 2008 the total reached 1218, the lowest yearly total of serious injuries since systematic recording began in 1968. For the 12 months October 2008 to September 2009 there have been 1102 serious injuries reported. This is just 10% above the 2010 target. The current trend shows that serious injuries will not reach the 2010 target and instead will reach approximately 1169 by 2010.

Annual Serious Injuries:

Target 2010:	1000
2003:	1468
2008:	1218
(12 months to the end of Sept.) 2009:	1102

Figure 3 – Number of fatalities in South Australia (rolling 12 monthly data)



Note: Each point represents the number of fatalities in the preceding 12 months.

Serious injuries by road user type:

	October 08 – September 09	2004-2008	Difference
Drivers	539	655	-116
Passengers	240	314	-74
Motorcyclists	171	171	-
Cyclists	54	62	-8
Pedestrians	96	109	-13
Motorised wheelchair	2	1	+1
Total	1102	1312	-210

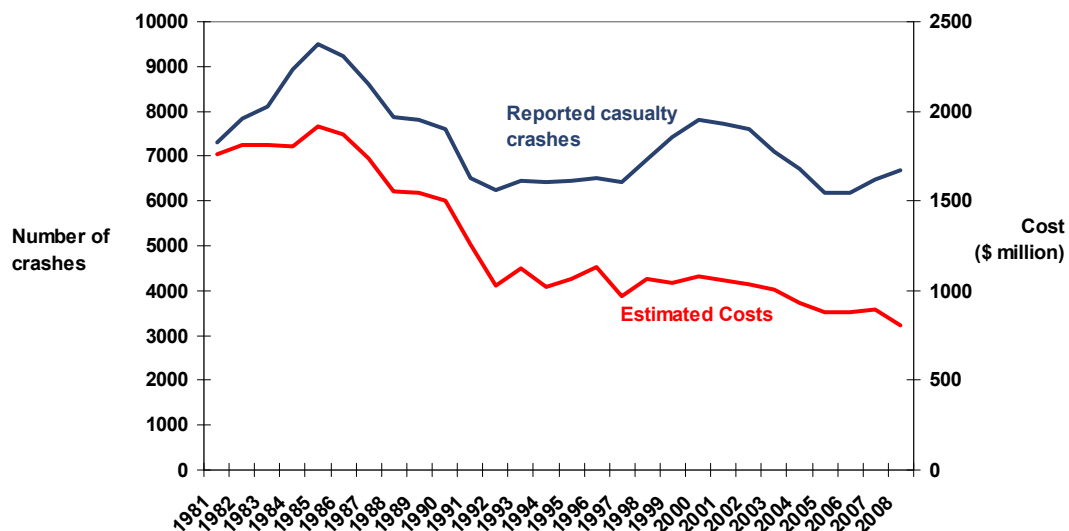
Cost of crashes

Crashes reported to Police

Road crashes in South Australia cost the state over \$1 billion per year, the majority of the cost attributed to serious injury crashes. Even a relatively small reduction in crash numbers would result in considerable savings to the economy.

The following graph shows the number of casualty crashes (including those that result in minor injury) since 1981. In a 25 year period the costs of crashes have decreased considerably. While crashes increased and then decreased between 1997 and 2005, the relative crash costs stayed steady over the same period. This is mainly because crash numbers varied, in particular an increase in minor crashes, however the accompanying decrease in fatal crashes made a considerable impact on total cost.

Figure 4 – Reported casualty crashes and estimated costs, 1981-2008



These crash costs are based on the Bureau of Transport Economic report released in 2000 and indexed using CPI. The costs are estimated based on 'human costs' and include lost labour in the work place, household and community, quality of life, ambulance, hospital and medical care, vehicle and other associated costs.

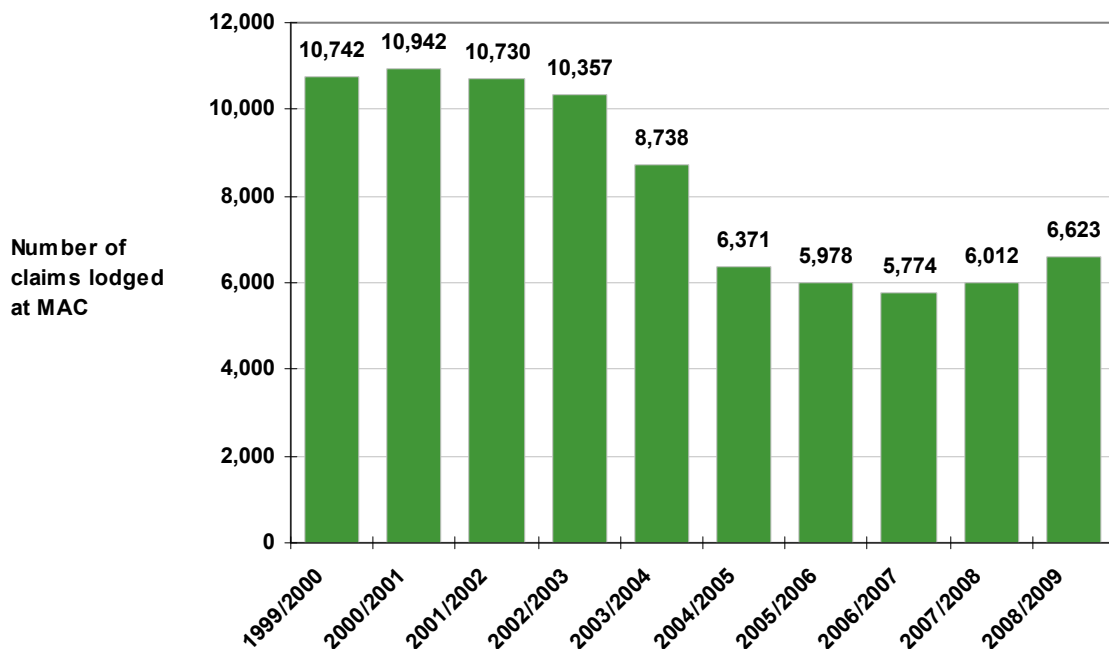
Cost of crashes

Claims made to the Motor Accident Commission (MAC)

The Motor Accident Commission is responsible for the administration of South Australia's Compulsory Third Party (CTP) insurance scheme. This scheme provides cover to people injured in road crashes. There are differences with the Police statistics on crashes, largely because a driver fully responsible for a crash cannot make a claim for his or her injuries, and some claims arise from crashes not reported to Police.

As can be seen in figure 5, claim numbers have reduced substantially since 2003. Some of this reduction is associated with claims management practices, but some is associated with an improvement in the road safety situation.

Figure 5 – Number of claims lodged with MAC, 1996-2009²



In contrast to this downward trend in claim numbers, claim payments have risen from around \$196 million in 2004/05 to \$337 million in 2008/09. Inflation with the payout for the average claim has overwhelmed the reduction in claim numbers.

Approximately 45% of CTP costs arise from fatality and serious injury crashes. Minor injury crashes account for the remaining costs.

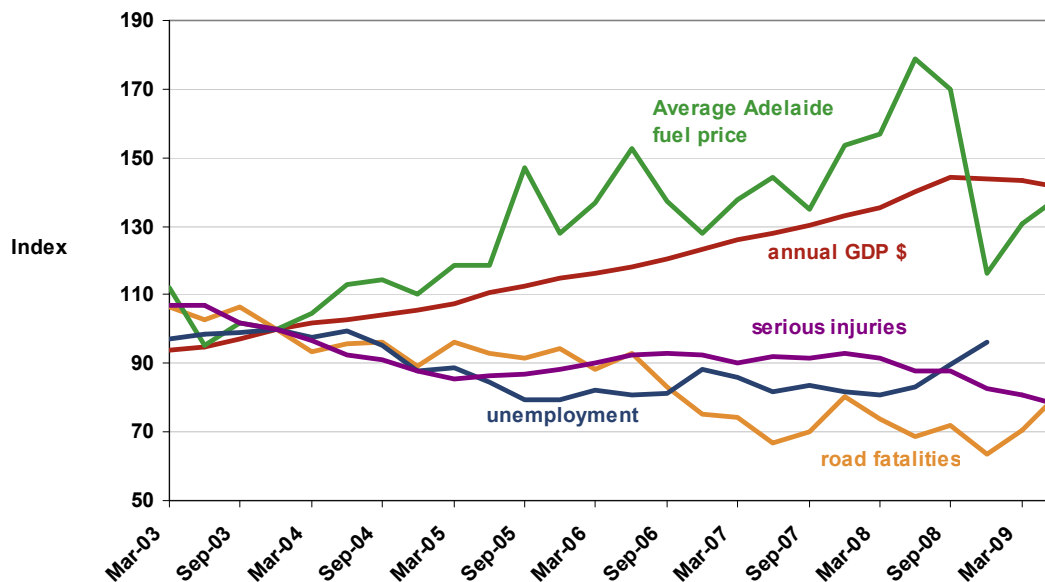
² All CTP data and information is supplied by the Motor Accident Commission

Travel, economic and crash casualty indicators

In these charts, quarterly indicators relevant to road safety are indexed to a common fixed point (December 2003) to directly compare the various trends.

Figure 6 shows from June 2006 annual fatalities fell steeply until June 2007 and then once again declined over 2008. In 2009 fatalities have increased. The average Adelaide fuel price rose dramatically from September 2007 but had a notable drop in the December 2008 quarter. Since the start of 2009 the price has been on the rise again, decreasing slightly in the September quarter. Unemployment rose slightly in late 2008 while serious injuries have decreased slightly in the later half of 2008 and have continued to do so in 2009.

Figure 6 – Economic indicators and road toll³ (Indexed to December 2003=100)



³ Annual GDP data is from the Australian Bureau of Statistics Table 3. Expenditure on Gross Domestic Product (GDP), Current Prices, Cat No. 5206.0 Australian National Accounts: National Income, Expenditure and Product, Commonwealth of Australia, 2008.

Average Fuel Price Adelaide is sourced from the Australian Automobile Association

Unemployment data is from the Australian Bureau of Statistics Table 7. Labour force status by Sex – South Australia – Trend, Seasonally adjusted and Original, Cat No. 6202.0.55.001 Labour Force, Australia, 2008 (data is not available yet for 2009)

Travel, economic and crash casualty indicators

Figure 7 shows that new motorcycle registrations have grown steadily over time, but have fallen in 2009. New truck registrations declined for the first quarter of 2009 and then increased again for the second quarter. Figure 8 shows that the number of motorcyclists seriously injured have shown some decline in 2009.

Figure 7 – Annual new vehicle registrations⁴ (Indexed to December 2003=100)

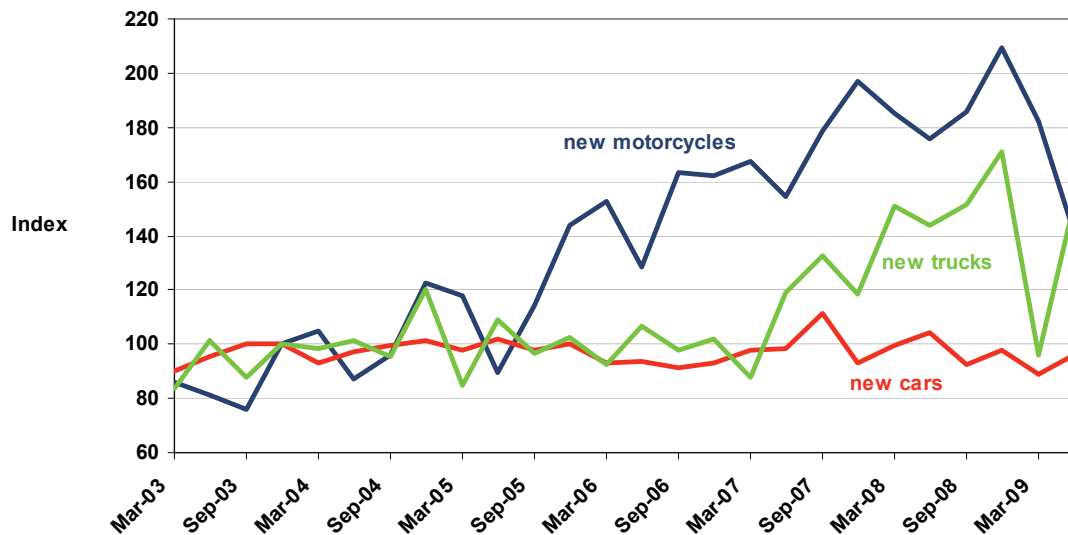
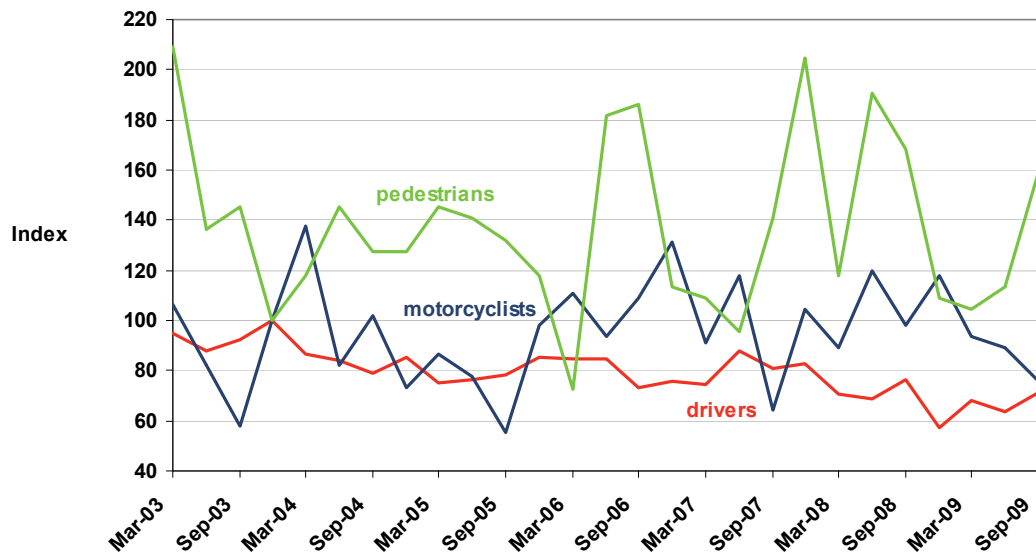


Figure 8 – Serious casualties by road user type⁵ (Indexed to December 2003=100)



⁴ New vehicle registrations are supplied by Safety Regulation Division, DTEI, 2008
 New cars includes cars, station wagons and panel vans
 New trucks includes trucks, prime movers, other commercial and commercial trailers >2.5T

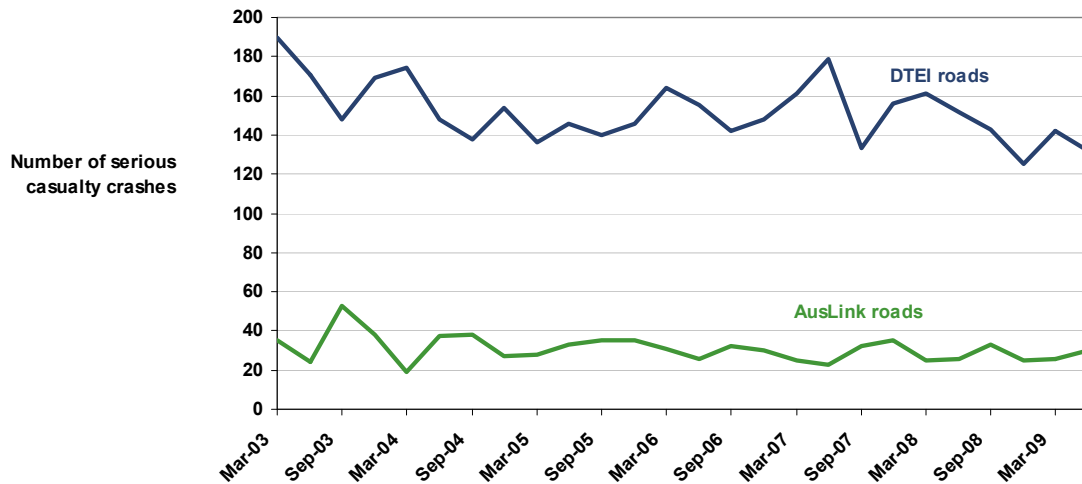
⁵ Please note that in Figure 8 'motorcyclist' does not include pillion passengers

Serious casualty crashes

Crashes on AusLink and DTEI roads

Nearly 20% of all road travel in South Australia is on AusLink roads and 58% is on DTEI roads. DTEI and AusLink roads together account for nearly 72% of all fatal crashes and 60% of serious injury crashes.

Figure 9 – Number of fatal and serious crashes by road type



There was a decline in the number of serious casualty crashes on DTEI roads from March to December 2008. The crashes on AusLink roads have been relatively stable over the same period.

Top 5 crash types

There were 1000 crashes resulting in serious injury or death reported in the 12 months to September 2009. Crash movement patterns remain fairly constant over time with police reporting crash types such as hit fixed object, right angle, hit pedestrian and vehicle rollover crashes to be the most common serious crash types in the State. The five leading collision types for crashes resulting in death or serious injury for metro and rural areas for the 12 months to the end of September 2009 were:

Metropolitan Adelaide		Rural SA	
135	Hit fixed object crashes	186	Hit fixed object crashes
82	Hit pedestrian crashes	124	Vehicle rollover crashes
72	Right angle crashes	50	Right angle crashes
65	Rear end crashes	24	Head on crashes
57	Right turn crashes	19	Hit pedestrian

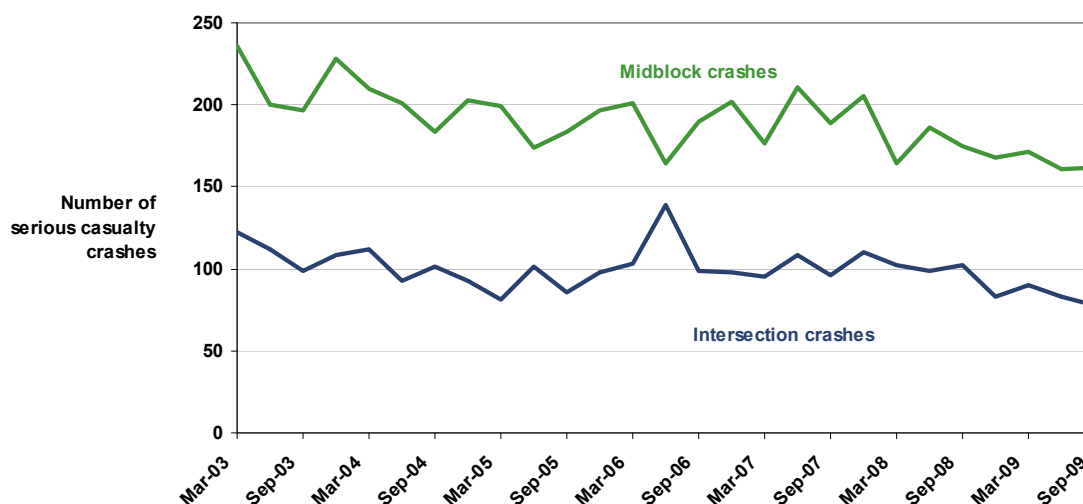
Serious casualty crashes

Intersection and midblock crashes

In the 12 months to September 2009, there were 334 serious casualty crashes at intersections and 666 serious casualty crashes on midblock sections (those sections of road where there are no intersecting roads). On average 57% of midblock crashes occur on rural roads, while the majority of intersection crashes (71%) occur on metropolitan roads.

Since 2003 while midblock crashes have had a slight decrease, intersection crashes have remained steady and even increased slightly since 2005. The third quarter of 2009 shows a decrease for intersection crashes, while midblock crashes remained steady.

Figure 10 – Number of fatal and serious injury crashes at intersections and midblock sections per quarter



Crashes by speed limit

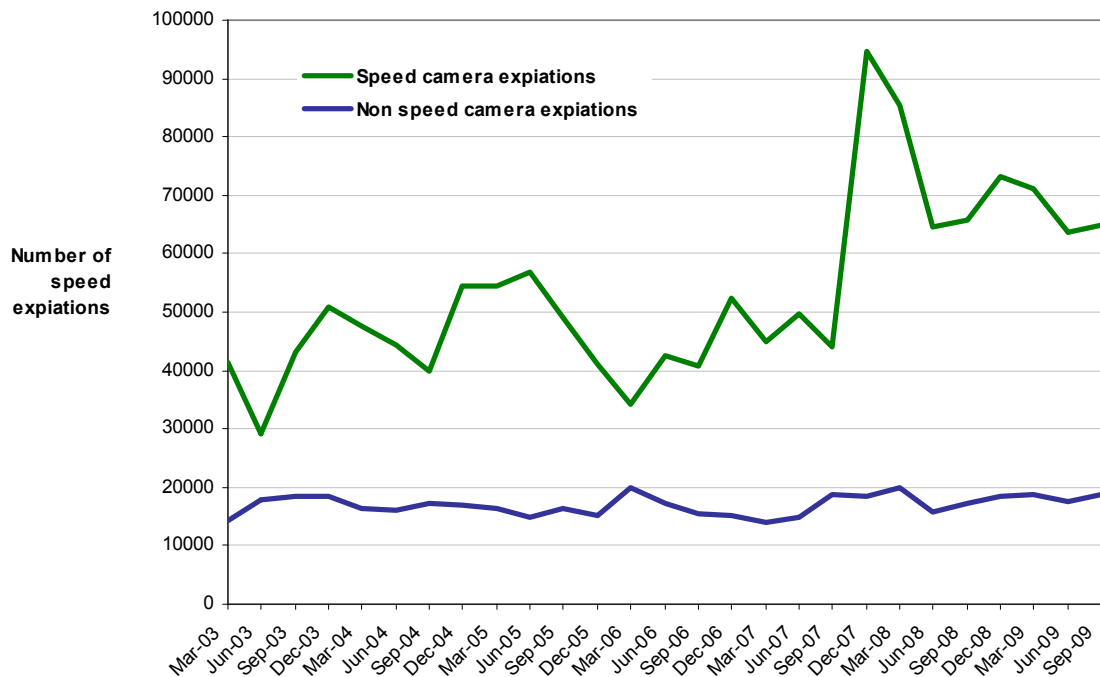
In the 12 months to September 2009 there have been 219 serious casualty crashes on 50km/h roads, 292 crashes on 60km/h roads, 159 crashes on 100km/h roads and 171 crashes on 110km/h roads. Crashes resulting in death or serious injury for metro and rural areas by speed limit for the 12 months to the end of September 2009:

Speed limit of road	Metropolitan Adelaide		Rural SA	
	Oct 08-Sep 09	5 year average 2004-08	Oct 08-Sep 09	5 year average 2004-08
Below 50km/h	10	15	7	7
50km/h	142	170	77	76
60km/h	257	318	35	43
70, 80 or 90km/h	89	90	52	62
100km/h	24	24	135	171
110km/h	2	5	169	175

Speed enforcement

Figure 11 – Number of expiations issued for speed camera and non speed camera enforcement per quarter, 2003-09⁶

(Speed cameras include mobile cameras and static safety cameras. Non speed camera enforcement includes car mounted mobile radar, hand held laser/radar devices or police vehicle speedometer).



The 50km/h default urban speed limit was introduced in March 2003. Since then the number of speed expiations from non speed camera enforcement such as hand held laser devices have averaged nearly 17,000 expiations per year, while speed camera expiations have fluctuated. Speed camera expiations include mobile cameras and static speed/red light traffic safety cameras at intersections. Static traffic safety cameras have been in operation since December 2003. The obvious decrease in speed camera expiations in late 2005 is due to a low number of non-fixed speed camera detection hours for that quarter. There was a sharp increase in the number speed camera expiations in late 2007. One of the contributing factors to this rise is the increase in the number of non-fixed speed cameras used for speed enforcement. Since the March 2008 quarter speed camera expiations have declined.

⁶ Enforcement data supplied by Traffic Intelligence Section, South Australian Police

⁷ Blood alcohol concentration for fatalities is supplied directly from Forensic Science SA

⁸ Please note that these figures are preliminary and may change with future updates

Alcohol and drugs

The proportion of driver and rider fatalities with an illegal blood alcohol concentration has been on the increase in recent years to reach levels similar to that of nearly 25 years ago. In 1981, 44 percent of all drivers and riders killed in road crashes had a BAC of 0.05 or greater. Over time this has decreased to a low of 22 percent in 1998. Since then the incidence of drink driving amongst drivers and riders killed has generally increased. On average 20% of the drivers and riders seriously injured that are tested for blood alcohol concentration have a BAC of 0.05 or above.

For the first 9 months of 2009, 22 of the 54 drivers or riders killed (or 41%) who were tested for BAC had an illegal limit of 0.05 or above⁷. In 2008, 97 of the 387 drivers and riders tested (or 25%) who were hospitalised recorded a BAC over 0.05⁸.

On average 23% of driver and rider fatalities that have been tested for the presence of cannabis, methamphetamine or ecstasy, test positive to one or a combination of these drugs. Preliminary figures show for the first 9 months of 2009, 11 of the 54 drivers or riders killed (or 20%) who were tested had the presence of one or a combination of these drugs^{9,10}.

Figure 12 and 13 show enforcement operations and effectiveness of Driver Screening Tests (previously called random breath testing) by South Australia Police. The data includes both static and mobile Driver Screening Tests (DST).

Mobile DST (alcohol) was introduced in June 2003 for 'prescribed periods' such as long weekends and school holidays. In June 2005, this was extended to full time mobile DST, where detections by mobile DST increased. Expiations for both static and mobile DST peaked in the first quarter of 2006. There has been a second peak of positive tests from mobile DST in late 2007, a reflection of an increase in testing over this period. Figure 13 shows another rise in positive tests from both static and mobile DST in December 2008, once again a reflection of the increase in the number of tests conducted at this time as shown in Figure 12.

⁷ Blood alcohol concentration for fatalities is supplied directly from Forensic Science SA

⁸ Please note that these figures are preliminary and may change with future updates

⁹ Drug results for fatalities is supplied directly from Forensic Science SA

¹⁰ Please note that these figures are preliminary and may change with future updates

Driver behaviour

Figure 12 – Number of Driver Screening Tests conducted per quarter 2003-2009¹¹

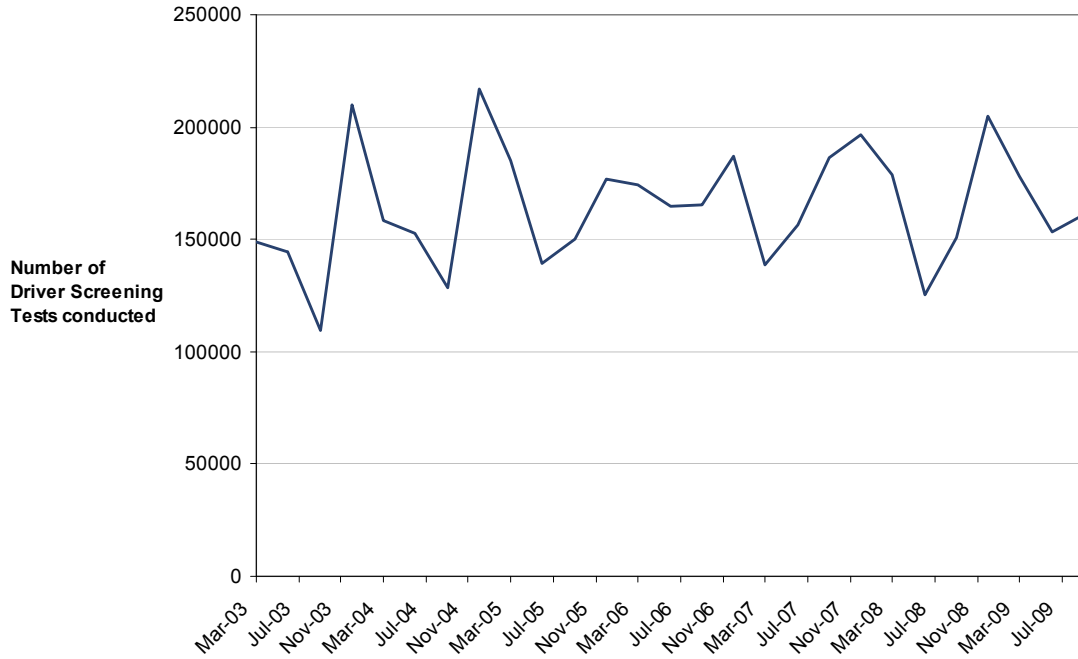
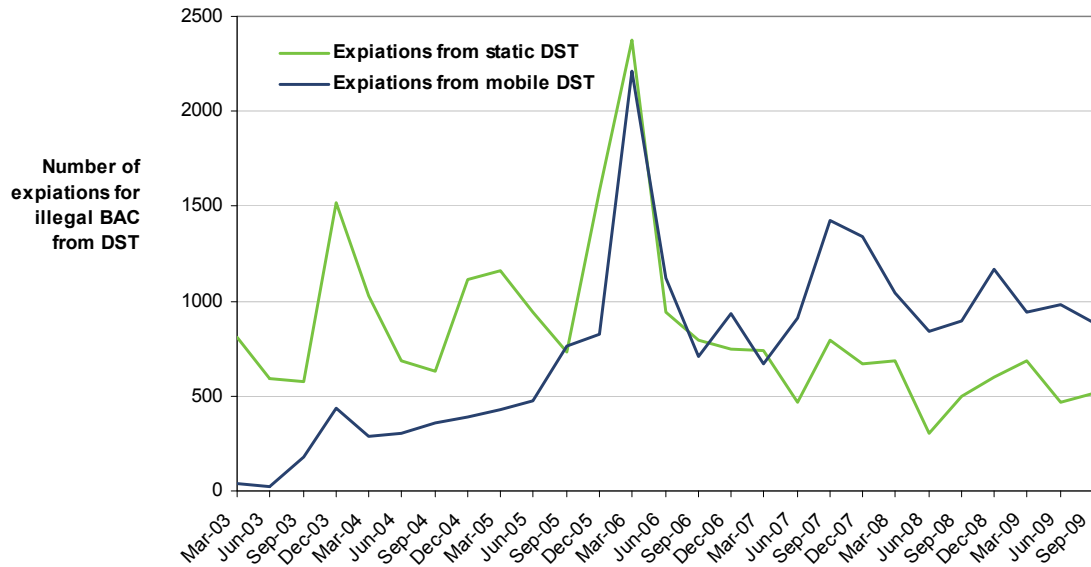


Figure 13 – Number of expiations by static and mobile DST per quarter, 2003-2009¹²



¹¹ Enforcement data supplied by the Traffic Intelligence Section, South Australia Police

¹² Enforcement data supplied by the Traffic Intelligence Section, South Australia Police

Driver Behaviour

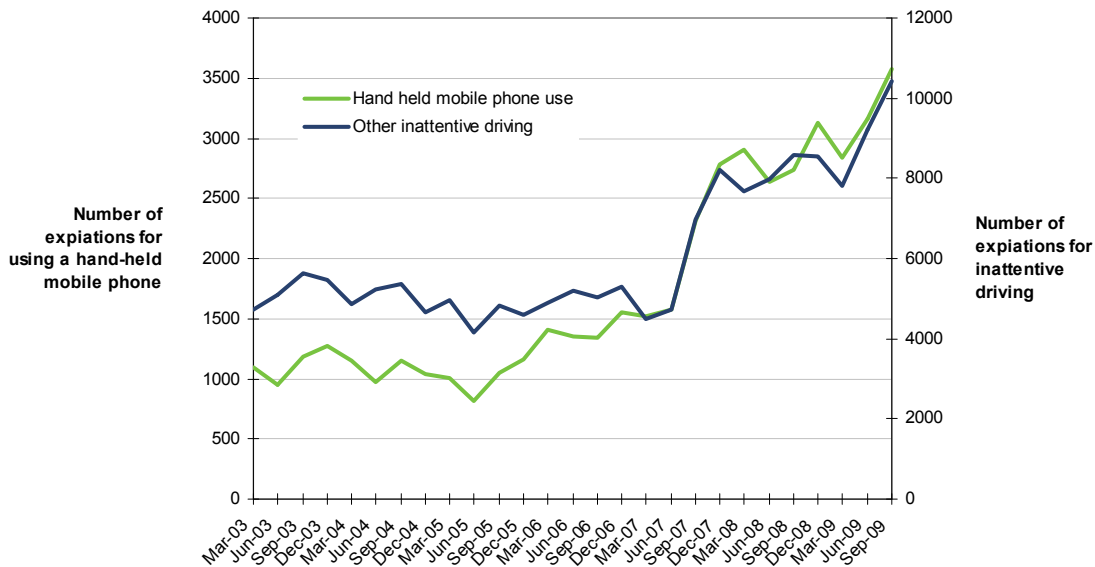
Inattention

Driving is a complex task, requiring drivers to use and coordinate a number of skills. Any lapse in concentration increases the risk of the vehicle being involved in a crash.

For the 12 months to September 2009, inattention was reported as a contributing cause of 56% of fatal crashes and 55% of serious injury crashes.

There are over 160 different offences related to inattentive driving. One of the most common inattentive driving offences is using a hand held mobile phone. The number of expiations for hand held mobile phone use and all other inattentive driving offences are shown in figure 14. There has been an obvious increase in the number of expiations given for hand held mobile phone use since 2005. Expiations for using a hand-held mobile phone and other inattentive driving has had a sharp rise since late 2007. The increase in expiations for using a hand held mobile phone has had a large influence on the number of expiations for inattentive driving since 2007. The variation in inattentive driving offences over time could be due to differences in the incidence of inattentive driving or to varying enforcement activity by police.

Figure 14 – Number of expiations for inattentive driving offences per quarter, 2003-2009¹³



¹³ Enforcement data supplied by the Traffic Intelligence Section, South Australia Police

Driver Behaviour

The 2008 National Community Attitudes to Road Safety Survey¹⁴ showed that 90% of South Australian drivers had a mobile phone and 58% reported that they used a mobile phone while driving. This is a significant increase from the 2006 Community Attitudes Survey where 42% of South Australian drivers admitted to using a mobile phone while driving.

Unlicensed or disqualified drivers

Of all drivers and riders who were responsible for fatal crashes for the 12 months to December 2009, 70% had at least one previous driving offence in the last 5 years. The majority of offence types included speeding and driving under the influence (DUI).

From those responsible over the same period, 45% had previously had their licence disqualified on at least one occasion, and 14% of the drivers responsible did not hold a licence at the time of the crash.

Unrestrained vehicle occupants

In the 12 months to September 2009, 23 people killed and 55 people seriously injured were not wearing seatbelts.

On average 35% of all drivers and passengers killed and 12% of vehicle occupants seriously injured are not wearing a seatbelt at the time of the crash.

Intoxicated drivers involved in fatal crashes are less likely than sober drivers to be wearing a seatbelt at the time of the crash. On average 58% of drivers killed who had a BAC of 0.05 or above were not wearing a seatbelt at the time of the crash, compared to 20% of sober drivers.

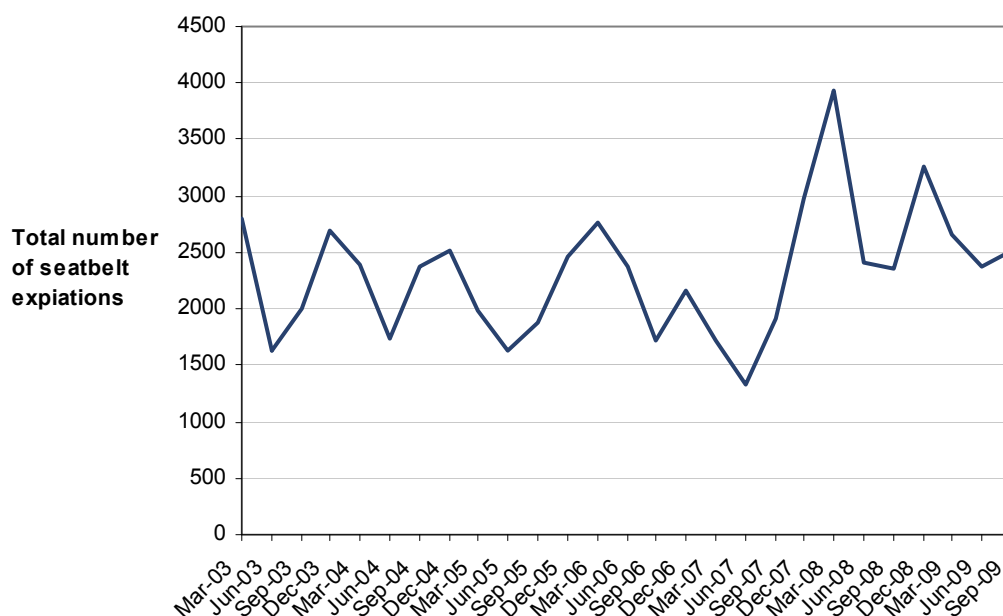
The proportion of people aged 15 years and over that always wears a seat belt when travelling in the front seat of a car has remained steady at between 95% and 97% since 1993¹⁵.

Figure 15 shows the total number of restraint expiation notices given per quarter. There are seven different types of restraint-related offences. The driver of the vehicle is held legally responsible for four of the offences. Consistently the most common restraint offence involved the driver failing to wear a seatbelt adjusted and fastened properly.

¹⁴ Community Attitudes to Road Safety: 2008 survey report, Social Research Centre, Department of Infrastructure, Transport, Regional Development and Local Government, December 2008.

¹⁵ Community Attitudes to Road Safety: 2008 survey report, Social Research Centre, Department of Infrastructure, Transport, Regional Development and Local Government, December 2008

Figure 15 –Number of expiations for restraint use offences per quarter 2003-2009¹⁶



There was a peak of seatbelt expiations in the March 2008 quarter. This coincided with SAPOLs 'Operation Belt Up' targeting seatbelt offences.

New seatbelt legislation was introduced on 1 March 2008. Drivers are responsible for ensuring that their adult passengers aged 16 and over, are properly restrained in the same way they are responsible for passengers aged less than 16 years.

The variation in the number of restraint-related offences recorded over time could be due to differences in wearing rates or to varying enforcement activity by police.

¹⁶ Enforcement data supplied by the Traffic Intelligence Section , South Australia Police

Children

Five children aged up to 15 years were killed and 59 were seriously injured in road crashes for the 12 months to the end of September 2009. This is one fewer fatality and 8 fewer serious injuries than the average for the 5 years 2004-2008.

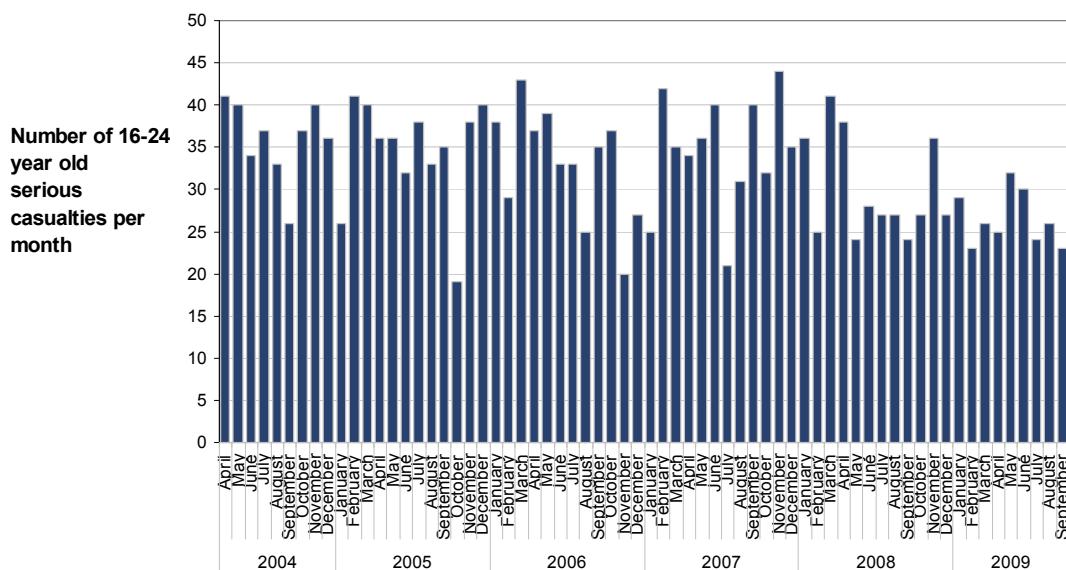
The serious casualties for the 12 months to September 2009 included 2 drivers, 47 passengers, 2 motorcyclists, 4 cyclists and 9 pedestrians. Ten of the vehicle occupant casualties were not wearing a seatbelt or child restraint at the time of the crash. One of the cyclists was not wearing a helmet.

Younger road users

For the 12 months to the end of September 2009, 49 people aged 16-24 years were killed in road crashes and 281 people were seriously injured. The majority were vehicle occupants, 23 driver fatalities and 147 drivers seriously injured, 19 passenger fatalities and 69 passengers seriously injured. In addition there were 4 motorcycle rider fatalities, 30 motorcycle riders seriously injured, 4 pillion passengers seriously injured, 9 cyclists seriously injured, 3 pedestrians killed and 22 pedestrians seriously injured in this younger age group.

The over involvement of young drivers in road crashes continues to be a serious road safety problem. In South Australia young people aged 16 to 24 make up 12% of the population but account for 27% of fatalities and 30% of serious injuries each year. Young drivers in particular have significantly higher risk of death relative to the number of kilometres driven compared to other age groups.

Figure 16 – Number of 16-24 year old serious casualties per month 2004-2009



Older road users

In the 12 months to September 2009, 12 people aged 70 years or over were killed in road crashes and 90 people were seriously injured.

Deaths and serious injury among older road users aged 70 or over have decreased over the last 10 years despite an increase in their population.

The serious casualties for the 12 months to September 2009 included 67 drivers, 17 passengers, 3 motorcyclists, 2 cyclists, 11 pedestrians and 2 motorised wheelchair operators. Three of the vehicle occupant casualties were not wearing a seatbelt at the time of the crash.

Older people generally suffer more serious injury when involved in a road crash because of their fragility. In the same crash circumstances, a 75 year old is four times more likely to be seriously injured than a younger person, or suffer minor injuries when a younger person may have remained uninjured.

Motorcyclists

Serious crashes involving motorcycles were relatively low between 1997 and 2001, but have been increasing since 2002 while other road user trauma has generally decreased. On average 45% of serious motorcycle crashes are 'motorcycle only' crashes and do not involve another vehicle.

In the 12 months to September 2009 there were 15 motorcycle fatalities and 171 motorcyclists seriously injured (including pillion passengers). The number of fatalities and serious injuries is similar to the 2008 totals. Over half of the serious crashes reported were in metropolitan Adelaide.

Cyclists and Pedestrians

In the 12 months to September 2009 there was 1 cyclist death and 54 cyclists reported as seriously injured. Over the same period there have also been 11 pedestrian fatalities and 96 pedestrians seriously injured.

There are approximately 3 cyclists killed and 62 injured per year. On average, most cycling injuries occur in the metropolitan area (76%), with around 9% of cyclists killed or seriously injured reported as not wearing a helmet at the time of the collision. A recent survey in the City of Adelaide reported that 99% of cyclists were wearing helmets.

Road Users

Over the last 5 years nearly 1 in every 10 road deaths in South Australia was a pedestrian. The 11 pedestrian fatalities recorded in the 12 months to September 2009 is one less than the reported total in 2008 and the 5 year average 2004-08.

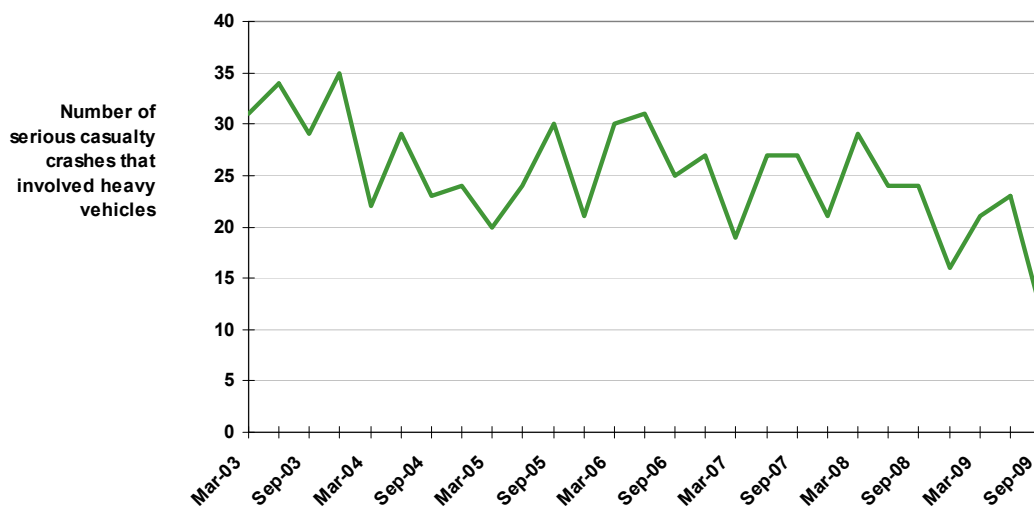
On average 36% of pedestrian fatalities are found to have a blood alcohol concentration above the legal driving limit of 0.05. Over half of those that had been alcohol-affected were found to have had a blood alcohol concentration more than 4 times the legal driving limit.

Heavy vehicles

Heavy vehicles travel more than 1 billion kilometres per year in SA. Although they make up around 3% of vehicles registered in SA, heavy vehicles represent 8% of the kilometres travelled in the State.

In the 12 months to September 2009, 14 fatal crashes and 57 serious injury crashes were reported as involving a heavy vehicle. The heavy vehicle driver was deemed to be responsible in 46% of these serious crashes. Since 2003, serious crashes involving trucks have averaged around 25 crashes per quarter. The lowest number of serious casualty crashes involving heavy vehicles occurred in the 2009 September quarter, with just 12 crashes, 3 fatal and 9 resulting in serious injury.

Figure 17 - Number of serious casualty crashes per quarter that involved a heavy vehicle, 2003-2009



Local Government Areas

The following table shows the number of fatal and serious crashes in each local government area in South Australia for the 12 months October 2008 to September 2009.

Metropolitan Adelaide Council areas	Fatal	Serious	Total
Adelaide (C)	0	45	45
Burnside (C)	1	16	17
Campbelltown (C)	2	15	17
Charles Sturt (C)	6	49	55
Holdfast Bay (C)	0	10	10
Marion (C)	1	21	22
Mitcham (C)	0	22	22
Norwood Payneham St Peters (C)	1	29	30
Onkaparinga (C)	9	54	63
Playford (C)	7	27	34
Port Adelaide Enfield (C)	3	51	54
Prospect (C)	0	7	7
Salisbury (C)	5	43	48
Tea Tree Gully (C)	1	20	21
Unley (C)	3	15	18
Walkerville (M)	0	6	6
West Torrens (C)	1	30	31
Total Metropolitan Adelaide	40	460	500
Fleurieu and Kangaroo Island Council areas	Fatal	Serious	Total
Alexandrina (DC)	3	13	16
Kangaroo Island (DC)	0	9	9
Victor Harbor (DC)	1	10	11
Yankalilla (DC)	1	5	6
Total Fleurieu and Kangaroo Island	5	37	42
Murray and Mallee Council areas	Fatal	Serious	Total
Berri and Barmera (DC)	0	10	10
Karoonda East Murray (DC)	1	2	3
Loxton Waikerie (DC)	1	19	20
Mid Murray (DC)	1	19	20
Murray Bridge (RC)	1	12	13
Renmark Paringa (DC)	0	11	11
Southern Mallee (DC)	2	3	5
The Coorong (DC)	1	14	15
Total Murray and Mallee	7	90	97
Limestone Coast Council areas	Fatal	Serious	Total
Grant (DC)	2	6	8
Lacepede (DC)	0	3	3
Mount Gambier (C)	1	4	5
Naracoorte Lucindale (DC)	1	8	9
Robe (DC)	0	3	3
Tatiara (DC)	2	12	14
Wattle Range (DC)	1	12	13
Total Limestone Coast	7	48	55
Adelaide Hills Council areas	Fatal	Serious	Total
Adelaide Hills (DC)	7	30	37
Mount Barker (DC)	4	15	19
Total Adelaide Hills	11	45	56

Local Government Areas

Barossa Council Areas	Fatal	Serious	Total
Barossa (DC)	4	17	21
Light (DC)	3	19	22
Mallala (DC)	3	6	9
Gawler (M)	0	7	7
Total Barossa	10	49	59
York and Mid North Council Areas	Fatal	Serious	Total
Barunga West (DC)	2	4	6
Clare and Gilbert Valleys (DC)	2	7	9
Copper Coast (DC)	2	7	9
Goyder (DC)	0	6	6
Mount Remarkable (DC)	2	6	8
Northern Areas (DC)	0	6	6
Orroroo Carrieton (DC)	0	1	1
Peterborough (DC)	0	3	3
Port Pirie C, Dists (M)	2	8	10
Wakefield (DC)	1	9	10
Yorke Peninsula (DC)a	0	15	15
Total Yorke and Mid North	11	72	83
Eyre Peninsula and Western Council areas	Fatal	Serious	Total
Ceduna (DC)	1	7	8
Cleve (DC)	0	1	1
Elliston (DC)	1	2	3
Kimba (DC)	0	0	0
Franklin Harbor (DC)	0	1	1
Le Hunte (DC)	0	1	1
Lower Eyre Peninsula (DC)	1	9	10
Port Lincoln (C)	0	7	7
Streaky Bay (DC)	0	0	0
Tumby Bay (DC)	1	3	4
Whyalla (C)	0	11	11
Total Eyre Peninsula and Western	4	42	46
Far North Council areas	Fatal	Serious	Total
Coober Pedy (DC)	1	5	6
Flinders Ranges (DC)	1	3	4
Port Augusta (C)	1	9	10
Roxby Downs (M)	0	2	2
Unincorporated Far North, Pirie, West Coast, Whyalla, Lincoln & Flinders Ranges	6	34	40
Total Far North	9	53	62

Definitions

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.

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 within 30 days of the crash.

Property Damage Only Crash – A crash resulting in property damage in excess of the prescribed amount in which no person is injured or dies within 30 days of the crash.

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.

Enquiries

For further information about data in this report, contact:

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Data Sources

The data presented in this report is obtained from the following sources:

Department for Transport, Energy and Infrastructure

Motor Accident Commission

South Australia Police

Road deaths and injury from recent months are preliminary and subject to revision