



South Australia ROAD SAFETY Progress Report July - September Quarter, 2014

This report provides a quarterly snapshot¹ of crash and injury statistics and factors that influence road safety including numbers of insurance claims, levels of enforcement and the numbers of new cars sold with safety technologies. It provides an indication of how South Australia is progressing against the targets outlined in *Towards Zero Together*, South Australia's Road Safety Strategy 2020 and how South Australia is performing compared to other jurisdictions.

A summary of progress towards 2020 road safety targets

Information on road fatalities and fatal crashes is provided for the quarter ending on 30 September 2014. As three months are required to finalise case details and to process injury data compared to fatality data, serious injury and casualty data can only be reported up to 30 June 2014. Data on road safety enforcement, motor vehicle insurance and vehicle safety is also reported for the quarter ending 30 June 2014.

For the most up to date fatality data please visit sa.gov.au/towardszerotogether

	2020 Target	2012	2013	1 Oct 2013 to 30 Sep 2014
Fatalities	less than 80 (per year)	94	97	92
Fatality rate (per 100,000 population)	4.5	5.7	5.8	5.5

	2020 Target	2012	2013	1 July 2013 to 30 June 2014
Serious injuries	less than 800 (per year)	761	790	773
Serious injury rate (per 100,000 population)	45.0	46.0	47.3	46.3

The data presented in this report are for information purposes only and should be used with care before drawing conclusions not contained in the report. Numbers may not always match due to rounding off and because the databases are continuously updated with new information.

¹ Figures relating to the current quarter are provisional and are subject to revision as detailed crash reports, enforcement data and CTP insurance claims are finalised. Crash data are sourced from the Traffic Accident Reporting System (TARS) maintained by Department of Planning Transport and Infrastructure in South Australia as at 11 Nov 2014. Population numbers are as at June 2013 (Australian Bureau of Statistics, 2013, Australian Demographic Statistics, Cat no. 3101.0, ABS, Canberra).

MANAGING FOR RESULTS

Key performance indicators are used to monitor and regularly report on South Australia's progress toward reducing serious casualty crashes by at least 30% over the decade.

The range of performance indicators below draws on crash, transport, enforcement and other road safety data. These indicators may be further developed and refined throughout the life of the *Towards Zero Together* strategy. The performance indicators for the most recent years are reported for comparison against the 2008-2010 annual average, which is the benchmark from the *Towards Zero Together* strategy.

Performance Indicators	Annual Average 2008-2010	2012	2013
Number of single vehicle run-off road serious casualty crashes	465	325	341
Number of intersection serious casualty crashes	368	228	256
Average metro traffic speed ²	56.1 km/h (2010)	56.2 km/h	55.6 km/h
Average rural traffic speed ²	103.2 km/h (2010)	102.2 km/h	102.4 km/h
Percentage of vehicles exceeding stated speed limit ²	23.6% (2010)	22.9%	20.7%
Percentage of new vehicles sold in SA with a 5 star safety rating	40.9% (2010)	60.2%	66.5%
Number of young people (16-24) killed or seriously injured	318	197	158
Number of drivers/riders killed with a BAC (Blood Alcohol Concentration) above legal limit	22	13	14
Number of drivers/riders tested positive for alcohol ³	10,269	8,021	7,430
Number of drivers/riders tested positive for drugs	1,159	3,269	3,768
Number of people killed or seriously injured not wearing a seatbelt	77	51	41
Number of new Compulsory Third Party insurance claims	6,024	5,616	4,917

² Based on Centre for Automotive Safety Research (CASR) speed surveys (free speeds): Average metro speed is based on Adelaide 60 km/h speed limit arterial roads; average rural traffic speed is based on 110 km/h speed limit arterial roads; percentage of vehicles exceeding signed speed limit is based on Adelaide 60 and 80 km/h limit roads and rural 110 km/h limit arterial roads. Since 2013, Adelaide 80 km/h limit roads are no longer included in the speed surveys, and hence the performance indicator "Percentage of vehicles exceeding stated speed limit" in 2013 is based only on Adelaide 60 km/h limit roads and rural 110 km/h limit arterial roads. Values may be subject to change as speed survey site characteristics change over time.

³ Note, due to changes in SA Police reporting and data extraction procedures, enforcement statistics have been revised from previously published results in *Towards Zero Together* South Australia's Road Safety Strategy 2020 and the previous Quarterly Reports.

OVERVIEW OF CASUALTIES AND CRASHES

Road fatalities

Table 1: Number of fatalities per month in South Australia, 2011-2014⁴

Month	2011	2012	2013	2014
January	12	6	10	8
February	9	9	4	5
March	7	10	17	12
April	12	11	4	5
May	11	5	5	7
June	11	7	13	6
July	7	5	11	9
August	8	9	9	8
September	6	8	3	11
October	7	5	6	
November	6	8	8	
December	7	11	7	
Total	103	94	97	71

Table 2: Number of fatal crashes per month in South Australia, 2011-2014

Month	2011	2012	2013	2014
January	11	6	8	7
February	9	9	4	5
March	7	9	15	11
April	11	9	4	4
May	11	5	5	7
June	8	7	11	5
July	6	5	11	8
August	8	6	7	6
September	6	8	3	11
October	6	4	6	
November	5	7	8	
December	7	11	7	
Total	95	86	89	64

⁴ Note: A previously reported fatality and fatal crash for the month of November 2013 has been removed.

Serious injuries

Table 3: Number of serious injuries per month in South Australia, 2011-2014

Month	2011	2012	2013	2014
January	81	52	59	65
February	74	66	51	43
March	98	64	73	79
April	69	66	70	65
May	77	76	76	61
June	74	49	55	54
July	71	62	65	
August	82	66	54	
September	76	53	65	
October	65	71	65	
November	74	74	89	
December	90	62	68	
Total	931	761	790	367

Table 4: Number of serious injury crashes per month in South Australia, 2011-2014

Month	2011	2012	2013	2014
January	69	39	54	50
February	62	56	46	42
March	83	50	63	68
April	59	57	58	54
May	66	65	61	51
June	54	40	47	50
July	58	52	54	
August	63	55	43	
September	71	43	57	
October	56	63	59	
November	61	64	68	
December	78	53	56	
Total	780	637	666	315

In 2004 and 2009, there were changes in reporting procedures of serious injuries by SA Police. These procedural changes may have had an influence on serious injury numbers, with more recent serious injury numbers appearing lower due to both genuine reductions in the number of serious injury crashes and changes in the recording of crashes due to improved reporting procedures.

Road users

Table 5: Number of serious casualties by road user, South Australia, 2013-2014

Road User	Jun Qtr 2013	Sep Qtr 2013	Dec Qtr 2013	Mar Qtr 2014	Jun Qtr 2014
Drivers ⁵	105	107	118	95	90
Passengers	32	39	39	40	37
Motorcyclists ⁶	36	29	42	31	36
Cyclists	17	8	25	20	16
Pedestrians ⁷	31	24	18	25	17
Other ⁸	2	0	1	1	2
Total	223	207	243	212	198

Table 6: Number of serious casualties by participant age, South Australia, 2013-2014

Age Group	Jun Qtr 2013	Sep Qtr 2013	Dec Qtr 2013	Mar Qtr 2014	Jun Qtr 2014
0-15	10	6	14	11	5
16-24	41	41	46	48	53
25-29	26	22	19	19	24
30-39	26	26	37	34	31
40-49	43	26	38	47	20
50-59	28	35	30	14	18
60-69	19	15	25	17	18
70-79	14	18	13	8	7
80-89	10	9	10	11	10
90+	1	0	1	0	2
Unknown	5	9	10	3	10
Total	223	207	243	212	198

⁵ Includes heavy vehicle drivers. Heavy vehicles include rigid trucks, semi-trailers and B-doubles.

⁶ Includes pillion passengers and scooter riders/passengers. A scooter is a motorcycle with step-through architecture and either a platform for the operator's feet or footrests integral with the bodywork.

⁷ Includes motorised wheelchairs.

⁸ 'Other' may include drivers and passengers of buses, other defined motor vehicles, animal drawn vehicles, riders of animals, railway vehicles, trams, small wheel vehicles and motor vehicles - type unknown.

Vehicles

Table 7: Number of vehicles involved in serious casualty crashes by vehicle type, South Australia, 2013-2014

Vehicle Type	Jun Qtr 2013	Sep Qtr 2013	Dec Qtr 2013	Mar Qtr 2014	Jun Qtr 2014
Passenger vehicles ⁹	194	220	227	193	186
Heavy vehicles ¹⁰	13	11	17	15	19
Buses	0	1	4	2	0
Motorcycles ¹¹	36	30	41	34	39
Bicycles	17	9	27	23	18
Other vehicle types ¹²	5	3	3	2	7
Total	265	274	319	269	269

Table 8: Age of passenger vehicles involved in serious casualty crashes, South Australia, 2013-2014¹³

Vehicle Age (years)	Jun Qtr 2013	Sep Qtr 2013	Dec Qtr 2013	Mar Qtr 2014	Jun Qtr 2014
0-4	28	48	44	32	37
5-9	44	52	52	49	46
10-14	55	51	47	41	47
15-19	31	37	47	36	28
20+	31	29	30	27	25
Unknown	5	3	7	8	3
Total	194	220	227	193	186

⁹ Passenger vehicles include light trucks (trucks < 4.5 tonnes GVM)

¹⁰ Heavy vehicles include rigid trucks, semi-trailers and B-doubles.

¹¹ Includes scooters.

¹² 'Other vehicle types' include other defined motor vehicles, animal drawn vehicles, riders of animals, railway vehicles, trams, small wheel vehicles and motor vehicles - type unknown.

¹³ Excludes motorcycles, scooters, buses, heavy vehicles and other vehicle types.

Regions within the state

Table 9: Serious casualty crashes by region, South Australia, 2013-2014¹⁴

Regions	Jun Qtr 2013	Sep Qtr 2013	Dec Qtr 2013	Mar Qtr 2014	Jun Qtr 2014
Metropolitan Adelaide	92	83	122	94	87
Inner Rural (Within 100km of Adelaide)	38	27	31	36	29
Outer Rural (Greater than 100km from Adelaide)	56	65	51	53	55
Total	186	175	204	183	171

Crash type

Table 10: Serious casualty crashes by type and region, South Australia, 2013-2014¹⁵

Regions	Crash Type	Jun Qtr 2013	Sep Qtr 2013	Dec Qtr 2013	Mar Qtr 2014	Jun Qtr 2014
Metro	Intersection crashes	42	37	49	41	48
	Single vehicle run-off-road crashes	26	20	41	28	24
	All other crash types	32	34	43	34	23
Rural	Intersection crashes	26	25	20	20	24
	Single vehicle run-off-road crashes	62	53	49	57	44
	All other crash types	16	21	15	19	21

¹⁴ A map of these regional areas is in *Towards Zero Together*, South Australia's Road Safety Strategy 2020. Due to recent slight changes in the inner rural/outer rural boundaries, there are some differences between previously reported serious casualty crashes by region.

¹⁵ **Intersection crashes** are any crashes that occur at the junction of two or more transport paths (including roll over, left road out of control or hit fixed object crashes). **Single vehicle run-off-road crashes** are roll over, left road out of control or hit fixed object crashes (including those at intersections). The type of crash categories are not mutually exclusive and must not be added together. **All other crash types** include any other crash type not included in intersection crashes or single vehicle run-off-road crashes.

Speed limit

Table 11: Serious casualty crashes by speed limit and region, South Australia, 2013-2014

Region	Speed Limit	Jun Qtr 2013	Sep Qtr 2013	Dec Qtr 2013	Mar Qtr 2014	Jun Qtr 2014
Metro	Below 40 km/h	0	0	0	0	0
	40 km/h	0	0	1	1	1
	50 km/h	28	20	39	29	28
	60 km/h	50	46	53	50	49
	70 – 90 km/h	12	15	23	13	8
	100 km/h	1	1	4	1	0
	110 km/h	1	1	2	0	1
Rural	Below 40 km/h	1	1	0	1	0
	40 km/h	1	1	0	0	1
	50 km/h	16	10	12	12	16
	60 km/h	6	8	4	8	3
	70 – 90 km/h	15	15	14	15	9
	100 km/h	39	24	30	29	39
	110 km/h	16	33	22	24	16
TOTAL		186	175	204	183	171

ENFORCEMENT ACTIVITY

The enforcement data presented in this section has been supplied by the Business Information Unit, South Australia Police (SAPOL)¹⁶.

Speed offences

For driver speeding offences, numbers of expiations per quarter are reported in Figures 1 and 2. A number of methods for detecting speed offences are employed. Speed camera offences are detected by mobile cameras deployed by SAPOL's Traffic Camera Unit and also fixed speed/red light traffic safety cameras. Non speed-camera offences are detected using laser speed detection devices, hand held radars, mobile radars within police vehicles and also include expiations issued as indicated by the speed of police vehicles. Variations in speeding offences over time may be due to differences in the incidence of speeding, hours of speed enforcement and the number of speed camera devices used by police.

Figure 1: Number of expiations issued for speed camera enforcement per quarter, June 2011 to June 2014

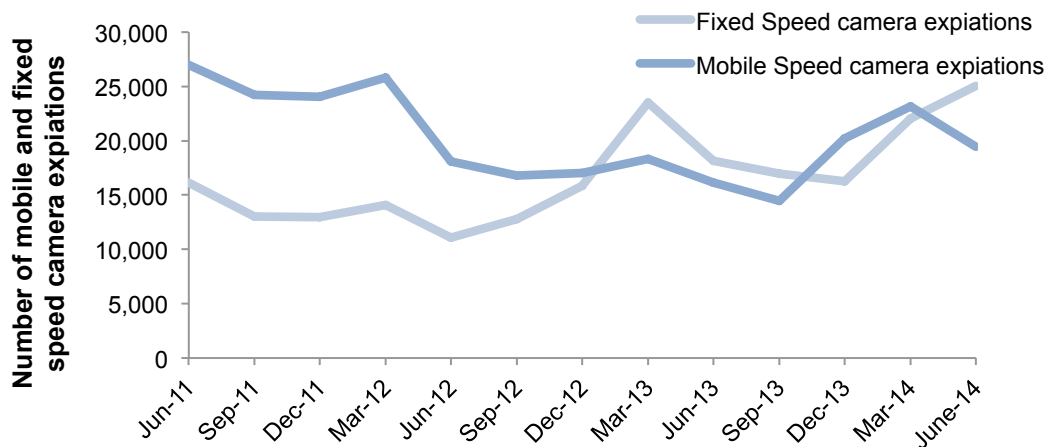
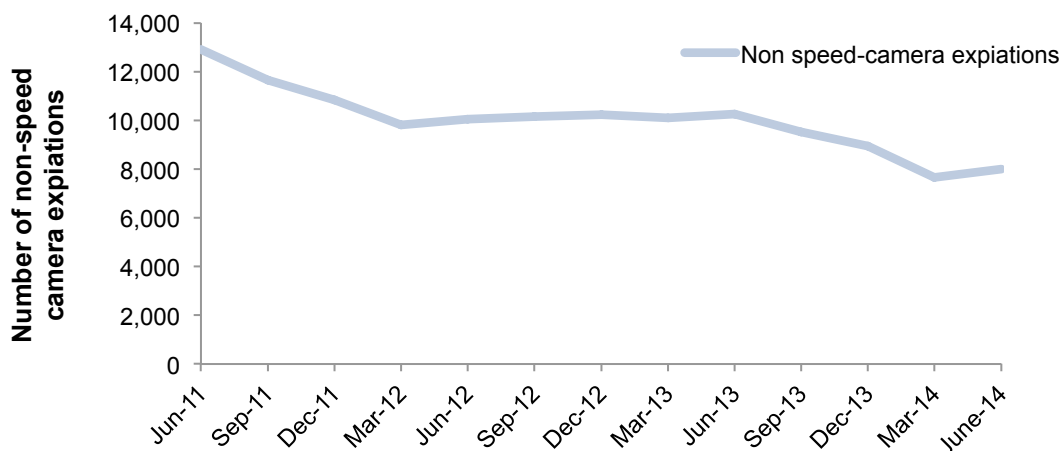


Figure 2: Number of expiations issued for non speed-camera enforcement per quarter, June 2011 to June 2014



¹⁶ Due to changes in SA Police reporting and data extraction procedures, enforcement statistics may differ from those previously reported. Additionally, static and mobile detection rates are no longer reported separately for alcohol or drug detections. Expiation data are based on issued date and not offence date. These data are correct as at 11 August 2014. Future data calculations may show some differences as data are continually refreshed. Comparisons should not be made between point in time data.

Alcohol and drug offences

Alcohol and drug offences are detected through Driver Screening Tests (DST) and numbers of detections per 1,000 drivers tested, per quarter, are reported in Figures 3 and 4. Offences are detected through static testing and mobile testing. Static testing for alcohol or drugs occurs when drivers passing police checkpoints are randomly pulled over to undergo alcohol breath tests or oral fluid drug tests. Mobile testing for alcohol or drugs occurs when drivers are randomly pulled over by police officers in mobile vehicles to undergo alcohol breath tests or oral fluid drug tests. Mobile testing also includes drivers tested as a result of involvement in a crash.

Figure 3: Rate of expiations and apprehensions for alcohol offences using static and mobile Driver Screening Tests (DST) per 1,000 tested, per quarter, June 2011 to June 2014

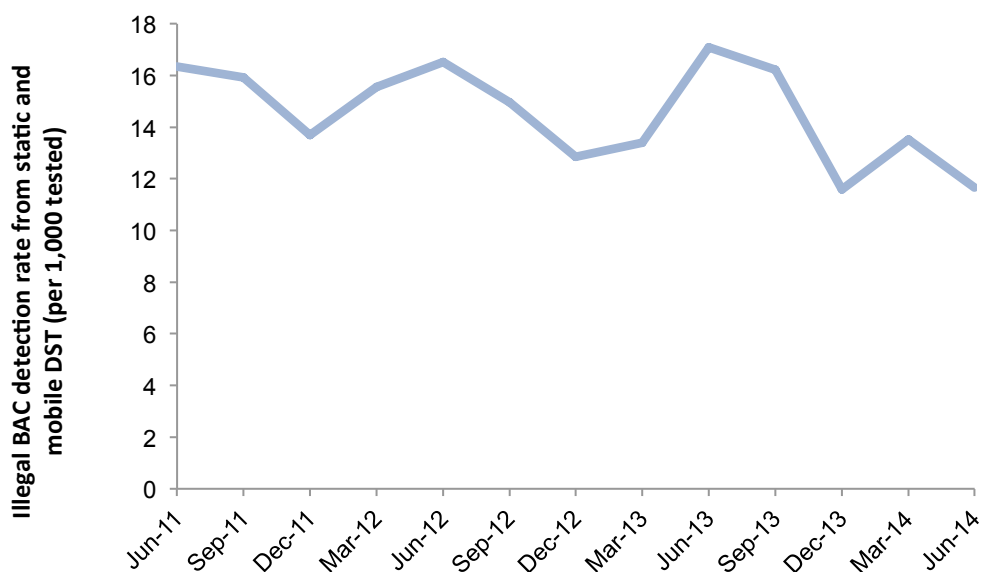
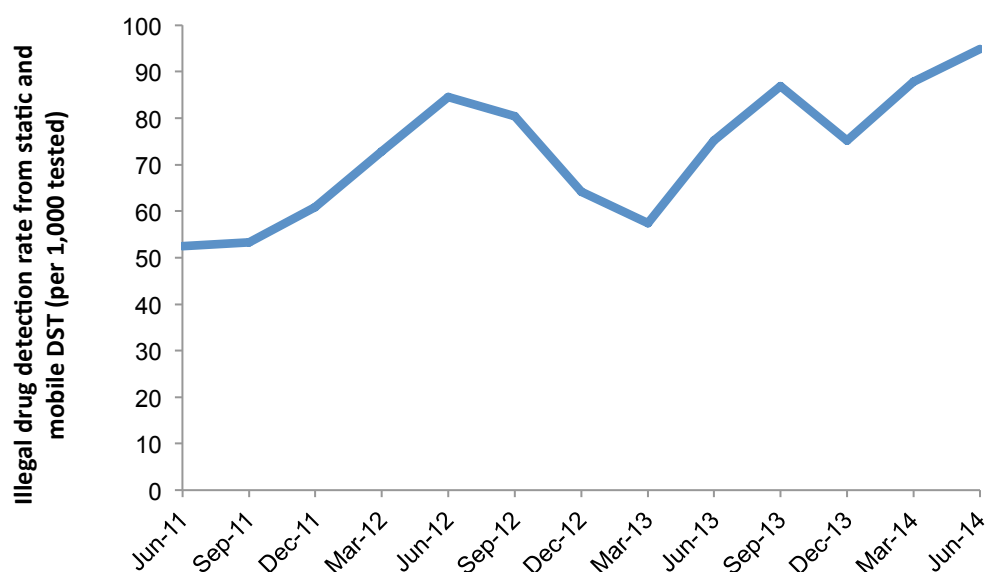


Figure 4: Rate of expiations and apprehensions for drug offences using static and mobile Driver Screening Tests (DST) per 1,000 tested, per quarter, June 2011 to June 2014



Mobile phone and restraint use offences

Driver expiations for mobile phone use and restraint use offences are reported per quarter in Figures 5 and 6. Variations in mobile phone and restraint use offences over time may be due to differences in the incidence of mobile phone and restraint use while driving, as well as varying enforcement activities by police.

Figure 5: Number of expiations for mobile phone use offences per quarter, June 2011 to June 2014

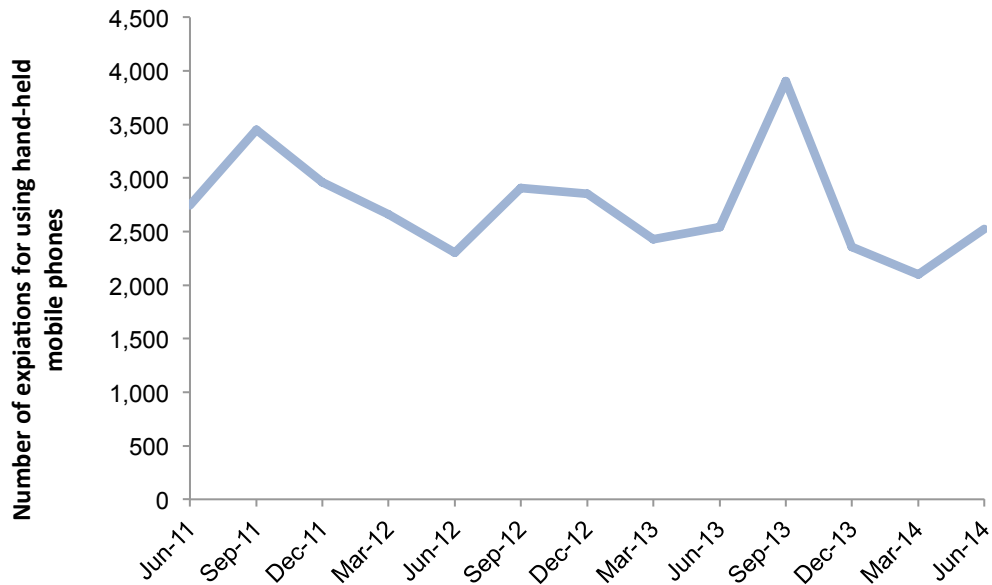
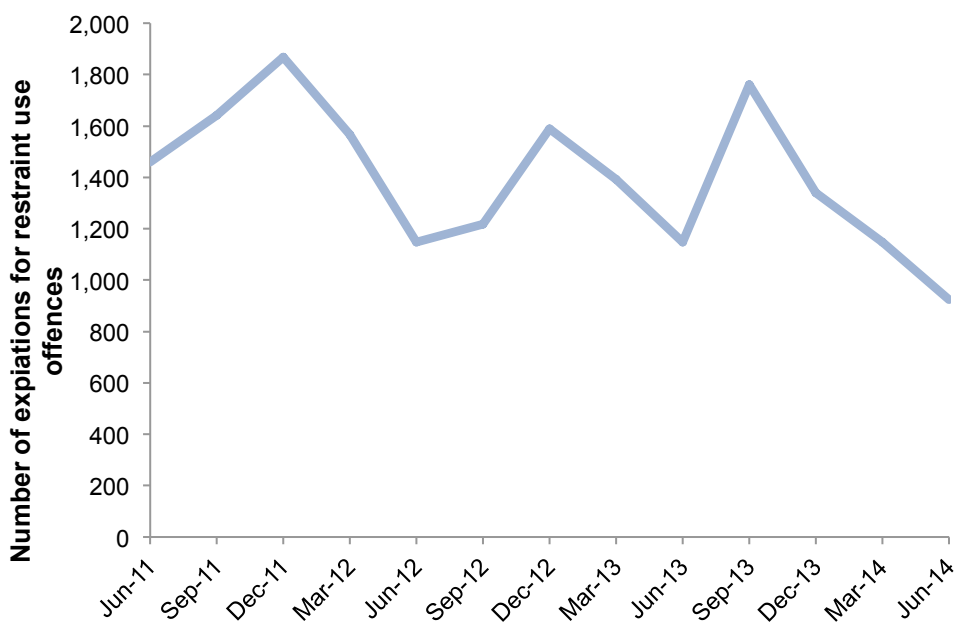


Figure 6: Number of expiations for restraint use offences per quarter, June 2011 to June 2014

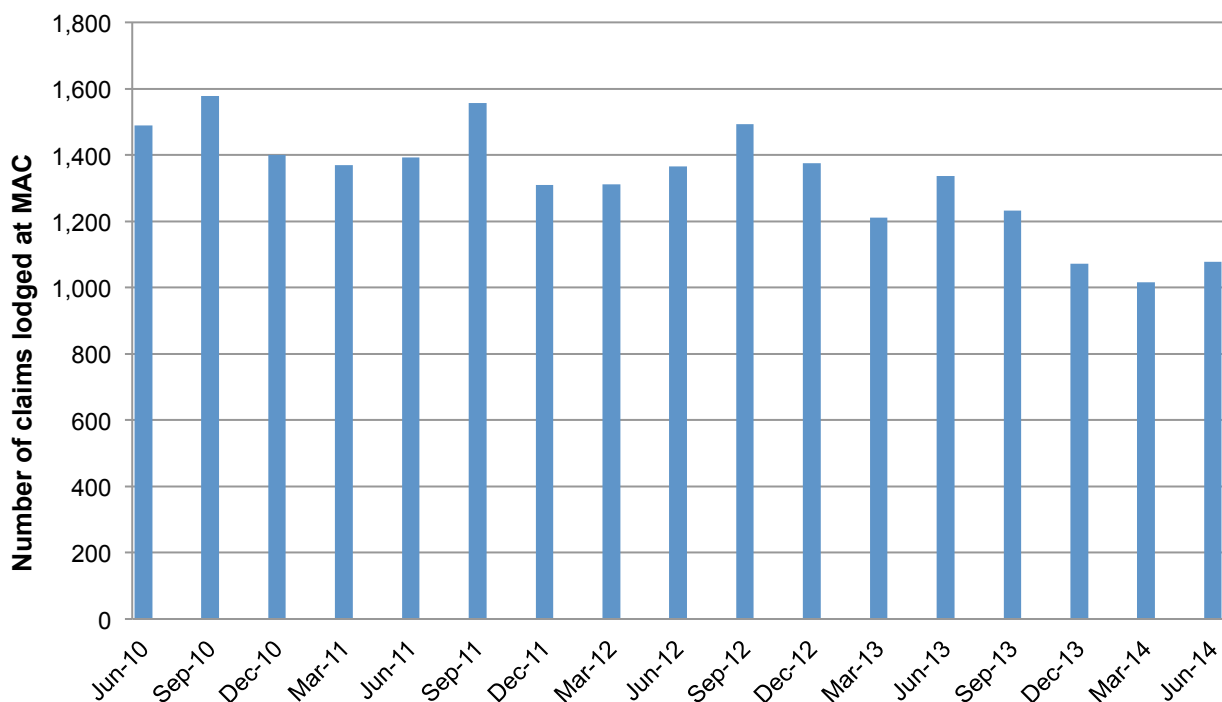


ROAD SAFETY MANAGEMENT PRACTICES AND OTHER MEASURES

Compulsory third party (CTP) insurance claims

The Motor Accident Commission (MAC) is responsible for the administration of South Australia's CTP insurance scheme. This scheme provides cover to people injured in road crashes. There are differences between CTP statistics and 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. In the past, approximately 45% of CTP costs arose from fatality and serious injury crashes. Minor injury crashes account for the remaining costs. Figure 7 shows the number of new CTP claims per quarter. Please note in July 2013 there was a change to the administrative management of claims in South Australia, this may have had an effect on the number of claims reported in more recent quarters.

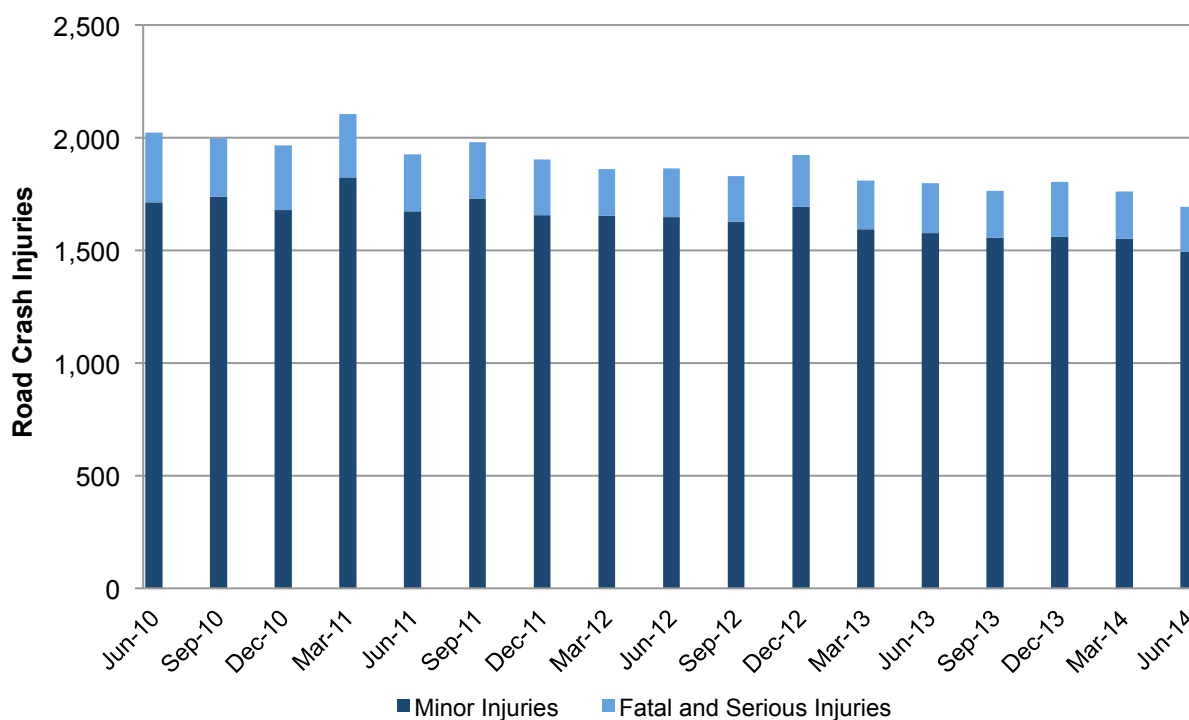
Figure 7: Number of new CTP insurance claims per quarter, June 2010 to June 2014¹⁷



¹⁷ Excludes zero dollar claims (Claims data current as of 31 October 2014).

In South Australia there are four categories of injury severity recorded by police. These are crashes with fatal injuries, serious injuries (admitted to hospital), treated at hospital injuries and injuries treated by private doctor. The latter two categories are collectively referred to as minor injuries. In 2013, fatal and serious injuries accounted for 12.4% of crash injuries while minor injuries accounted for the remaining 87.6% of injuries. Figure 8 shows the total number of injuries per quarter in South Australia and indicates that there has been a genuine decline in all road crash injuries in the reporting period. Not all road crash injuries result in a CTP claim being made, and hence Figure 7 and Figure 8 are not directly comparable. However, there has been a reduction in CTP claims made, consistent with the overall reduction in road crash injuries over the same period. In more recent quarters however, the decline in CTP claim numbers has been more significant, this may be due to recent changes in the administration of CTP claims.

Figure 8: Total number of road crash injuries per quarter, June 2010 to June 2014



The safety of new vehicles being sold

The Australasian New Car Assessment Program (ANCAP) provides safety star ratings to vehicles sold on the Australian market. It has been estimated that vehicle occupants have twice the chance of being killed or seriously injured in an ANCAP 1-star rated vehicle compared to an ANCAP 5-star rated vehicle.

The requirements for a vehicle to achieve a 5-star rating are changing over time. In 2012, in order to gain an ANCAP 5-star rating, a vehicle's performance on a number of crash tests must meet or exceed specified criteria. Also, the vehicle must have been fitted with mandatory Safety Assist Technology (SAT) as a standard for that vehicle, as well as a specified number of additional SATs which is dependent on whether the technology is fitted as standard or optional equipment.

In 2011, the requirements for a vehicle to achieve a 5-star rating included¹⁸:

- achieving a suitable standard in frontal offset, side impact and side pole impact tests
- electronic stability control (ESC) and 3-point seat belts for all forward facing seats
- head-protecting technology (side airbags¹⁹) for the front seats.

In 2012 this was extended to also include:

- a marginal pedestrian rating, an acceptable whiplash rating
- two additional SATs (or more if not fitted as standard equipment).

In 2013, in addition to the 5-star rating requirements of previous years, there is now a mandatory requirement for seatbelt reminders in the front seats, emergency brake assist and a minimum of three additional SATs.

In 2014, in addition to the 5-star rating requirements of previous years, there is now a mandatory requirement for head-protecting technology (side airbags) for the second row seats of vehicles, an acceptable pedestrian rating, an acceptable whiplash rating and a minimum of four additional SATs.

Tables 12 shows the percentage of new vehicles sold in South Australia per quarter with a 5-star rating, while Table 13 shows the percentage with various safety features.

Table 12: Percentage of new vehicles sold with a 5-star rating, South Australia, 2013-2014²⁰

New Vehicles sold	Jun Qtr 2013	Sep Qtr 2013	Dec Qtr 2013	Mar Qtr 2014	Jun Qtr 2014
5-star	66%	68%	69%	71%	67%
Total number of new vehicles	17,416	16,440	17,398	16,214	17,350

¹⁸ ANCAP, *ANCAP Rating Road Map 2011-2017*, 23 April 2013.

¹⁹ Front airbags for the driver and passenger of a vehicle are not required to achieve a 5-star rating. Although this is the case, in the Sep Quarter of 2013, approximately 99.97% of vehicles sold were fitted with driver's airbags as a standard feature and 99.86% were fitted with a front passenger airbag. Some classes of vehicles sold were less likely to have these features as a standard (POLK, *SA Safety Report*, Apr - Jun 2014).

²⁰ POLK, *SA ANCAP report*, Apr - Jun 2014.

Table 13: Percentage of new vehicles sold in South Australia with specified safety features as standard, 2013-2014²¹

Safety Feature	Jun Qtr 2013	Sep Qtr 2013	Dec Qtr 2013	Mar Qtr 2014	Jun Qtr 2014
Electronic stability control	92%	93%	93%	94%	92%
Front side curtain airbags	88%	91%	91%	91%	90%
Emergency brake assist	83%	85%	87%	86%	85%
Rear side curtain airbags	85%	87%	87%	87%	85%
Centre 2nd row lap/sash belt	81%	85%	84%	86%	85%

²¹ The March Quarter 2014 and June Quarter 2014 percentages are current as of POLK, *SA Safety Report, Apr – Jun 2014*. Due to methods used by POLK to combine data from vehicle records and a significant change in the VFACTS vehicle segmentation in early 2012 there may be differences in some of the percentages reported previously.

MEASURES OF EXPOSURE TO THE ROAD SYSTEM

Table 14: Yearly fatality and serious injury rates in South Australia, 12 monthly period ending June 2014²²

	South Australia	Fatality Rate (per 100,000)	Serious Injury Rate (per 100,000)
Licence Holders ²³	1,185,641	4.5	41.7
Registered Vehicles ²⁴	1,336,427	6.5	57.8

National Comparisons

Figure 9: Fatalities per 100,000 population by State and Territory, Australia, 12 monthly period ending September 2014²⁵

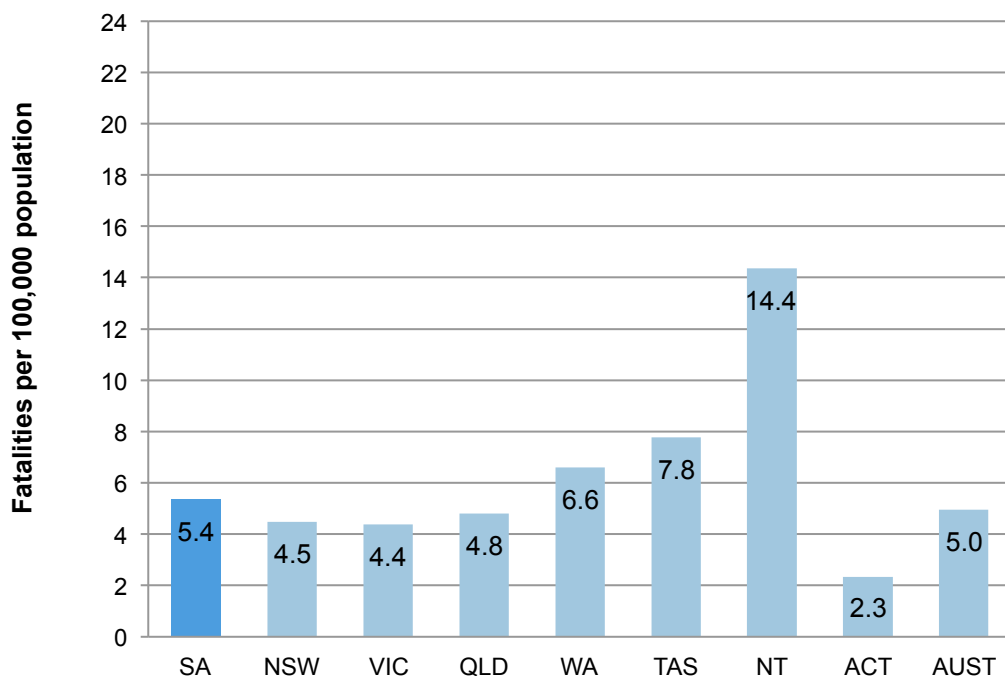


Table 15: Yearly deaths in each State and Territory, Australia - 12 monthly periods ending September²⁵

Year	SA	NSW	VIC	QLD	WA	TAS	NT	ACT	AUST
2014	90	336	255	226	169	40	35	9	1,160
2013	101	324	259	285	176	29	40	10	1,224
2012	90	380	277	284	178	29	54	8	1,300

²² Licence holder fatality and serious injury rates are based on drivers and riders only. Registered vehicle rates are based on all fatalities or serious injuries.

²³ Registration and Licensing, SA Department of Planning, Transport and Infrastructure, 30 June 2013.

²⁴ Excludes tractors, trailers and caravans. Registration and Licensing, SA Department of Planning, Transport and Infrastructure, 30 June 2013.

²⁵ Department of Infrastructure and Transport, Bureau of Infrastructure, Transport and Regional Economics, *Road Deaths Australia, September 2014*. Note: as quality assurance, auditing and finalising of jurisdictional data are ongoing, the data presented in Figure 8 and Table 14 are preliminary and a snap shot jurisdictional comparison as of September 2014. Any recent changes and updates in fatality data may not be reflected in this table and figure.

Definitions

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 where at least one person sustains injuries but no person is admitted to hospital or dies within 30 days of the crash.

Minor Injury - A person who sustains injuries requiring medical or surgical treatment, either by a doctor or in a hospital, but is not 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.

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.

Useful links

Towards Zero Together - South Australia's Road Safety Strategy:

www.sa.gov.au/towardszerotogether

Centre for Automotive Safety Research (CASR) road safety research:

www.casr.adelaide.edu.au

Motor Accident Commission (MAC):

www.mac.sa.gov.au/

SA Police:

www.sapolice.sa.gov.au/

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