

SOUTH AUSTRALIA'S ROAD SAFETY STRATEGY ANNUAL PROGRESS REPORT 2014



TOWARDS
ZERO
TOGETHER



Government of South Australia
Department of Planning,
Transport and Infrastructure

A summary of progress towards the 2020 road safety targets

This report is a snapshot of crash and injury statistics and factors that influenced road safety in 2014, 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 the State is performing compared to other jurisdictions.

	2020 Target	2010 – 2013 Average	2011	2012	2013	2014
Fatalities	less than 80 (per year)	103	103	94	97	108
Fatality rate (per 100,000 population)	4.5	6.2	6.3	5.7	5.8	6.4

	2020 Target	2010 – 2013 Average	2011	2012	2013	2014
Serious injuries	less than 800 (per year)	883	932	761	790	711
Serious injury rate (per 100,000 population)	45.0	53.6	56.8	46.0	47.3	42.2

Key Points for 2014

There were 108 fatalities on South Australian roads in 2014, 11 more fatalities than in 2013 and the highest in the last few years. There were 79 fewer serious injuries in 2014 compared to 2013, representing a 10% decrease.

- The 108 fatalities is 5 more than the 2010- 2013 average of 103 fatalities Serious injuries in 2014 decreased by 172 from the 2010-2013 average of 883 to 711 in 2014. Fatal crashes in the rural areas increased by eight crashes from 54 in 2013 to 62 in 2014. Serious injury crashes decreased by 26 crashes from 307 in 2013 to 281 in 2014. Just under two-thirds of drivers in rural serious casualty road crashes resided in rural areas.
- Overall serious injury crashes have decreased by 11% in 2014 compared to 2013. The majority of the decrease has been in metro areas from 359 serious injury crashes in 2013 to 313 serious injury crashes in 2014.
- Fatal crashes in metropolitan Adelaide decreased by one crash from 35 in 2013 to 34 in 2014. Serious injury crashes decreased by 46 crashes from 359 in 2013 to 313 in 2014. The vast majority of drivers in metropolitan crashes (87%) resided in metropolitan Adelaide.
- Passenger fatalities increased from 17 in 2013 to 24 (41% more) in 2014.

- 22% of drivers and motorcycle riders killed had an illegal BAC, a decrease in the proportion compared to 2013 (25%) and the previous 4 year average (24%).
- 25% of drivers and motorcycle riders killed tested positive for the presence of cannabis, methamphetamine or ecstasy or a combination of these drugs, an increase in the proportion compared to 2013 (18%) and the previous 4 year average (21%).
- South Australia's road fatality rate for 2014 was 6.4 fatalities per 100,000 population, higher than the national average of 4.9.

Key Performance Indicators

Performance Indicators	Annual Average 2008-2010	Annual Average 2010-2013	2014
Number of single vehicle run-off road serious casualty crashes	465	370	317
Number of intersection serious casualty crashes	368	292	228
Average metro traffic speed ¹	56.1 km/h (2010)	56.0 km/h	55.6 km/h
Average rural traffic speed ²	103.2 (2010)	102.9 km/h	102.6 km/h
Percentage of vehicles exceeding stated speed limit ²	23.6%	22.8%	20.1%
Percentage of new vehicles sold in SA with a 5 star safety rating	40.9% (2010)	54.2%	67.5%
Number of young people (16-24) killed or seriously injured	318	215	187
Number of drivers/riders killed with a BAC (Blood Alcohol Concentration) above legal limit	22	15	13
Number of drivers/riders tested positive for alcohol ²	10,269	8,654	6,380
Number of drivers/riders tested positive for drugs	1,159	2,763	4,672
Number of people killed or seriously injured not wearing a seatbelt	77	52	55
Number of new CTP insurance claims	6,024	5,495	3,991

In this report it is important to make clear the following 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 injury but no person is admitted to hospital or dies 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.

¹ Based on Centre for Automotive Safety Research (CASR) speed surveys (free speeds): average metro speed is based on Adelaide 60 km/h arterial roads; average rural traffic speed is based on 110 km/h arterial roads; percentage of vehicles exceeding stated speed limit is based on Adelaide 60 and 80 km/h roads and rural 110 km/h arterial roads. Values may be subject to change as survey site characteristics change over time. 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" since 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.

² 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.

Safer Roads in 2014

Key points

- The number of off road serious casualty crashes involving single vehicles dropped 15% from a 2010-2013 average of 371 crashes to 317 in 2014.
- The number of serious casualty crashes at intersections dropped 22% from a 2010-2013 average of 292 to 228 in 2014.
- The number of serious casualty crashes in rural South Australia dropped 14% from a 2010-2013 average of 399 crashes to 343 in 2014.

Safer Speeds in 2014

Key points

- A decrease in the average metropolitan travelling speed from the 2010-2013 average of 56.0 km/h to 55.6 km/h (in 60 km/h zones).
- An average of 18.2% of vehicles exceeded the speed limit on 60km/h metropolitan roads in 2014 compared to 18.7% in 2013.
- A drop in the average rural travelling speed from the 2010-2013 average of 102.9 km/h to 102.6 km/h (in 110 km/h zones).
- An average of 21.9% of vehicles exceeded the speed limit on 110km/h rural roads in 2014 compared to 22.7% in 2013.
- A 17% drop in mobile speed camera expiations, 53% increase in fixed speed camera expiations and a 33% drop in non-camera speed expiations issued by SA Police, compared to the 2010-2013 average.
- The identification of speeding as a contributing factor in road traffic crashes cannot always be directly determined and is often under reported in road crash data. However analysis suggests that in 28% of fatal crashes in 2014 speeding was considered a contributing factor. This is slightly lower than the 4 year (2010-2013) average of 30% of fatal crashes being considered as speed related³.

³ Based on NSW Roads and Traffic Authority criteria for determining whether or not a crash is to be considered as having involved speeding as a contributing factor. A motor vehicle is assessed as having been speeding if it satisfies the conditions described below:

(a) The vehicle's controller (driver or rider) was charged with a speeding offence; or the vehicle was described by police as travelling at excessive speed; or the stated speed of the vehicle was in excess of the speed limit.

(b) The vehicle was performing a manoeuvre characteristic of excessive speed, that is: while on a curve the vehicle jack-knifed, skidded, slid or the controller lost control; or the vehicle ran off the road while negotiating a bend or turning a corner and the controller was not distracted by something or disadvantaged by drowsiness or sudden illness and was not swerving to avoid another vehicle, animal or object and the vehicle did not suffer equipment failure.

Safer People in 2014

Key points

- Young road user fatalities aged 16-24 increased from 15 in 2013 to 17 in 2014, but are below the previous 5 year average of 19 fatalities (2010-2013).
- Fewer motorcyclists were killed or seriously injured, a 9% reduction, compared to the 2010-2013 average
- A decrease of 26% in drivers/riders who tested positive for alcohol, compared to the 2010-2013 average.
- There were 4,672 people who tested positive to drugs in 2014, an increase of 69% compared to the 2010-2013 average. The number of drug tests performed increased by 7% in 2014 compared to the 2010-2013 average.
- 25% of driver and passenger fatalities in 2014 were not wearing a seatbelt at the time of the crash, a decrease compared to 31% in 2013 and 34% for the previous 4 year average.
- Older road user fatalities aged 70+ decreased from 24 deaths in 2013 to 21 in 2014, and three more than the previous 5 year average 2009-2013.
- The same number of cyclists were killed in 2014 (four) compared to the 4 year average 2010-2013 but fewer were seriously injured in 2014 compared to the previous 4 year average, 2010-2013.
- The number of pedestrian serious injuries has decreased from 87 in 2013 to 59 in 2014. There was one more pedestrian killed in 2014 (16) from 15 in 2013.

Safer Vehicles in 2014

Key points

- An increase in the proportion of new vehicles sold with a 5-star safety rating from 40.9% in 2010 to 67.5% in 2014.
- Decreases of 24% and 2% respectively in the numbers of passenger vehicles involved in serious injury crashes and fatal crashes in 2014, compared with the respective 2010-2013 averages.
- Reductions in serious casualties involving motorcycles (7%) and for heavy vehicles (25%), compared with the 2010-2013 averages.
- In 2014, of the passenger vehicles involved in fatal crashes, 57% were 10 years old or greater. This is lower than the 4 year (2010-2013) average of 60% of passenger vehicles involved in fatal crashes.
- In 2014, of the passenger vehicles involved in fatal crashes, 22% were less than 5 years old. This is compared to the 4 year average of 16% in 2010-2013.

National Comparisons

South Australia's fatality rate increased from 5.8 per 100,000 population in 2013 to 6.4 per 100,000 population in 2014. This rate is higher than the national average of 4.9 per 100,000 population.

Figure 1: Fatalities per 100,000 population by State and Territory, Australia 2014

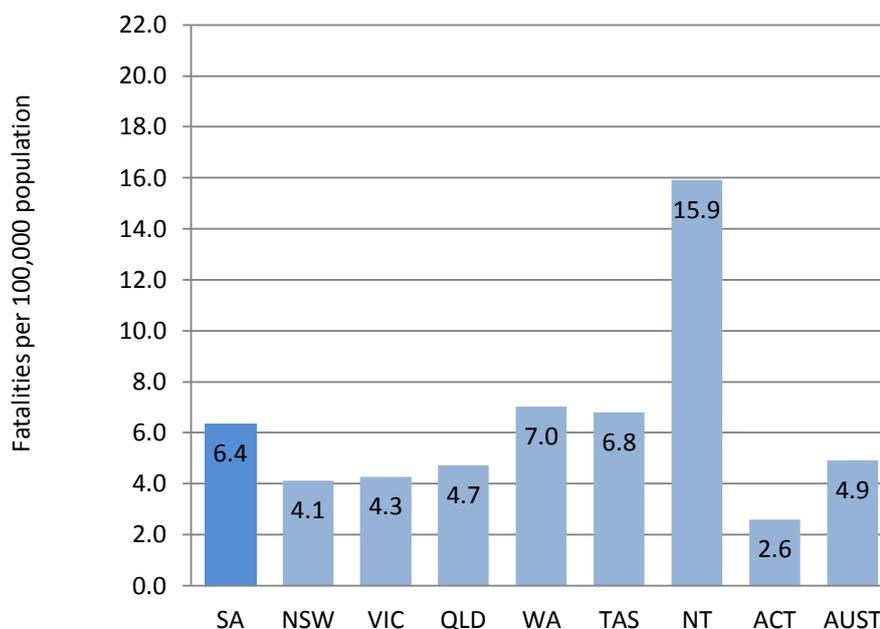


Table 1: Annual fatalities in each State and Territory, Australia⁴

Year	SA	NSW	VIC	QLD	WA	TAS	NT	ACT	AUST
2014	108	312	249	223	181	35	39	10	1,157
2013	97	333	243	271	162	36	37	7	1,186
2012	94	369	282	280	183	31	49	12	1,300
2011	103	364	287	269	179	24	45	6	1,277

The data presented in this report is for information purposes only and should be used with care before making claims not already contained in the report. Results may not always match due to rounding, and databases are continuously updated over time.

⁴ South Australian data from Department of Planning, Transport and Infrastructure. All other data from Bureau of Infrastructure, Transport and Regional Economics, Road trauma Australia 2014 statistical summary.

Casualties and crashes

Road Fatalities

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

Month	2010-2013 Average	2011	2012	2013	2014
January	12	12	6	10	8
February	8	9	9	4	5
March	11	7	10	17	12
April	9	12	11	4	5
May	8	11	5	5	7
June	10	11	7	13	6
July	8	7	5	11	9
August	8	8	9	9	8
September	5	6	8	3	11
October	8	7	5	6	9
November	9	6	8	8	8
December	8	7	11	7	20
Total	103	103	94	97	108

Table 3: Number of fatal crashes per month in South Australia, 2011-2014

Month	2010-2013 Average	2011	2012	2013	2014
January	10	11	6	8	7
February	8	9	9	4	5
March	10	7	9	15	11
April	8	11	9	4	4
May	8	11	5	5	7
June	9	8	7	11	5
July	7	6	5	11	8
August	7	8	6	7	6
September	5	6	8	3	11
October	7	6	4	6	9
November	8	5	7	8	7
December	8	7	11	7	16
Total	94	95	86	89	96

Serious Injuries

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

Month	2010-2013 Average	2011	2012	2013	2014
January	67	81	52	59	66
February	68	74	66	51	44
March	87	98	64	73	79
April	75	69	66	70	64
May	78	77	76	76	61
June	72	74	49	55	57
July	74	71	62	65	48
August	66	82	66	54	64
September	70	76	53	65	38
October	74	65	71	65	57
November	77	74	74	89	64
December	78	91	62	68	69
Total	883	932	761	790	711

Table 5: Number of serious injury crashes per month in South Australia, 2011-2014

Month	2010-2013 Average	2011	2012	2013	2014
January	55	69	39	54	51
February	60	62	56	46	43
March	73	83	50	63	68
April	64	59	57	58	54
May	66	66	65	61	51
June	57	54	40	47	52
July	60	58	52	54	39
August	54	63	55	43	54
September	60	71	43	57	28
October	63	56	63	59	46
November	64	61	64	68	53
December	67	79	53	56	55
Total	743	781	637	666	594

Where were the crashes in 2014?

A similar number of serious casualty crashes occurred in metropolitan Adelaide (50.3%) and rural South Australia (49.7%) in 2014. Due to the nature of the speed zones and physical environment, a majority of the fatal crashes (65%) occurred in rural South Australia.

Figure 2: Serious casualty crashes and casualties by Metropolitan/Rural region, South Australia, 2014

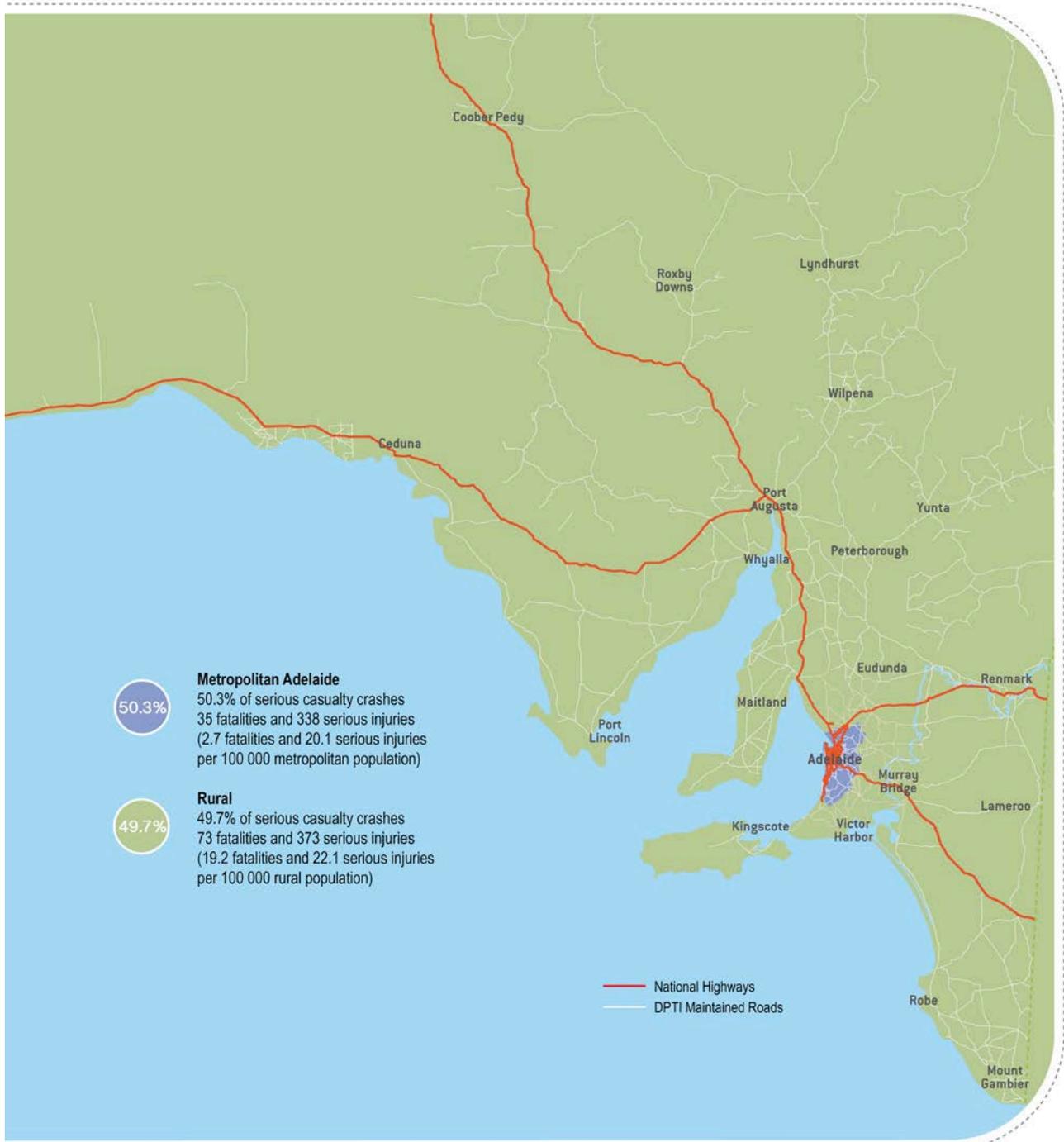


Table 6 shows the number of serious injury and fatal crashes for metropolitan Adelaide and rural South Australia. This table considers 'inner rural' (nominally within 100 km of Adelaide) and 'outer rural' separately.

Table 6: Serious injury and fatal crashes by specific region, South Australia, 2011-2014⁵

Regions	2010-2013 Average		2011		2012		2013		2014	
	Serious	Fatal	Serious	Fatal	Serious	Fatal	Serious	Fatal	Serious	Fatal
Metropolitan Adelaide	401	37	419	41	347	29	359	35	313	34
Inner Rural	127	21	126	15	112	25	120	20	103	19
Outer Rural	215	36	236	39	178	32	187	34	178	43
Total	743	94	781	95	637	86	666	89	594	96

Within South Australia, roads are maintained and operated by the State, Local and Federal Government. Table 7 shows that 2014 saw a drop of 18.3% in serious casualty crashes on State Government rural roads (144 in 2014 compared to 176 for the 2010-2013 average) and a 7.2% drop in serious casualty crashes on Local Government Association (LGA) rural roads compared to the 2010-2013 averages (151 in 2014 compared to 163 for the 2011-2013 average). There was also 19.0% drop in serious casualty crashes on rural National Highway roads (48 in 2014 compared to 59 for 2010-2013 average).

In metropolitan Adelaide, there was a 28.8% drop in serious casualty crashes for State Government (DPTI) roads (168 in 2014 compared to 236 for 2010-2013 average) a 6.9% drop in the rate for Local Government Association (LGA) roads compared to the 2010-2013 average (156 in 2014 compared to 168 for the 2010-2013 average). There was also 33.3% drop in serious casualty crashes on metropolitan National Highway roads (23 in 2014 compared to 35 for 2010-2013 average).

Table 7: Numbers of serious casualty crashes by road authority and region, South Australia, 2011-2014⁶

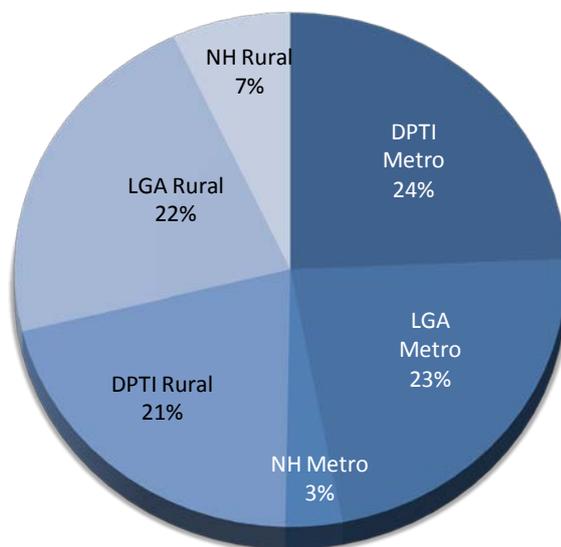
Crash Region	Road Authority	2010-2013 Average	2011	2012	2013	2014
Metropolitan	State Government (DPTI)	236	243	204	219	168
	Local Government (LGA)	168	184	144	140	156
	National Highway (NH)	35	33	28	35	23
Rural	State Government (DPTI)	176	179	171	164	144
	Local Government (LGA)	163	170	125	146	151
	National Highway (NH)	59	67	51	51	48
Total		836	876	723	755	690

⁵ A map of the regional areas is in Towards Zero Together, South Australia's Road Safety Strategy 2020.

⁶ In South Australia's Road Safety Annual Report 2013, serious casualty crashes on National Highways were not shown. Additionally, a different method for determining the road authority has been used to improve consistency, so this table should not be compared to the previously published table in 2013.

The proportions of crashes on State Government roads and Local Government roads for 2014 are shown in Figure 3. Overall, almost half of serious casualty crashes occurred on State Government roads.

Figure 3: Distribution of serious casualty crashes by road authority and region, South Australia, 2014



Where do drivers who crash reside?

Most crashes in regions involve drivers who live in those regions. In 2014, there were 690 serious casualty crashes involving 956 drivers (injured or not). The numbers of drivers involved in serious casualty crashes in metropolitan and rural regions by residence are shown in Table 8.

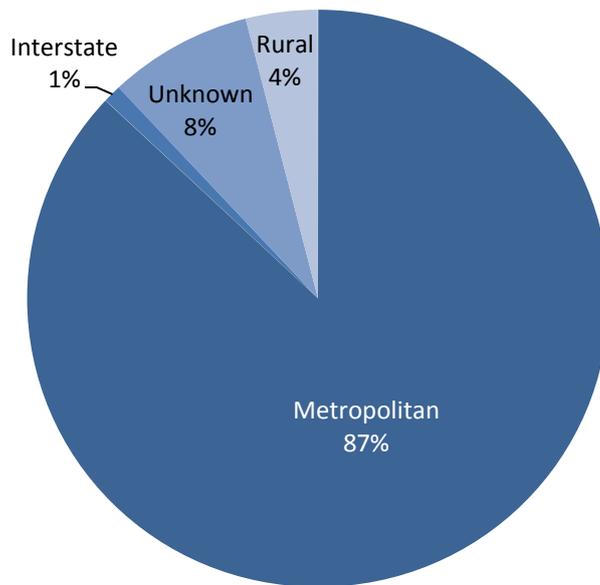
Table 8: Numbers of drivers involved in serious casualty crashes by postcode of residence, South Australia, 2011-2014

Crash Region	Driver/Rider Residence	Numbers of Drivers/Riders				
		2010-20103 Average	2011	2012	2013	2014
Metropolitan	Metropolitan	578	612	471	507	433
	Rural	40	46	27	43	21
	Interstate	7	6	4	9	3
	Unknown	42	51	34	31	40
Rural	Metro	115	125	114	102	103
	Rural	341	354	287	321	282
	Interstate	41	48	37	27	54
	Unknown	20	18	22	15	20
Total		1184	1260	996	1055	956

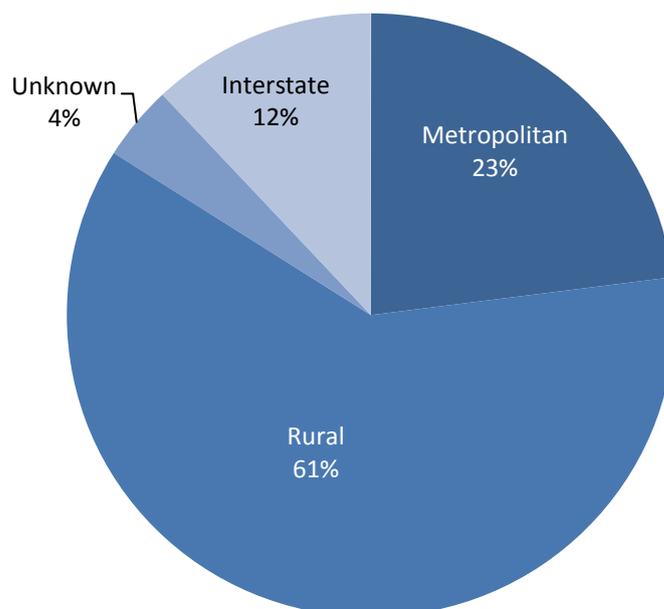
Figure 4 shows that 87% of drivers involved in serious casualty crashes in metropolitan areas reside in metropolitan Adelaide. For serious casualty crashes in rural areas, 61% of drivers reside in rural South Australia. This has been a consistent pattern over the last few years.

Figure 4: Proportions of drivers involved serious casualty crashes in South Australia by residence, 2014

(a) Metropolitan Crashes



(b) Rural Crashes



The Costs of Crashes

When considering the financial implications of a fatal or serious injury road crash, the direct costs associated with a crash such as medical expenses, vehicle repair costs, insurance compensation and loss of output costs have often been reported when placing a financial value on a road crash.

An alternative method for placing a financial value on the cost of a road crash is by considering the socio-economic value of safety as perceived by the community at large. The value of safety can be considered based on how much people in surveys are 'willing to pay' to reduce the risk of serious injuries or the loss of life resulting from road crashes. The *National Road Safety Strategy 2011-2020* (page 50) notes that 'willingness to pay' is widely regarded as a superior approach to estimating the costs of road crashes.

The total break down of social cost or 'willingness to pay' of fatal and serious crashes in South Australia for 2014 was approximately \$1.1 billion. The total cost of minor and property damage crashes for 2014 was an additional \$658 million. The 'willingness to pay' costs per crash and by seriousness of crash, for 2014 in SA are shown in Table 9.

Table 9: Willingness to pay costs in South Australia, 2014

Crash severity	Per Crash (\$)	Per person injured (\$)	Crashes	Injuries	All crashes SA (\$m)	All casualties (\$m)
Fatal	7,775,393	6,639,675*	96	108	746.4	717.1
Serious	621,773	536,045*	594	711	369.3	381.1
Minor	112,109	93,893^	5,005	6,163	561.1	578.7
Property Damage	9,276^	0	10469	-	97.1	-
Overall	na	na			1,774.0	1,677.4

*based on RTA's Economic Evaluation Manual (Appendix B, table 17) 2009 – weighted average rural/metro for casualty class

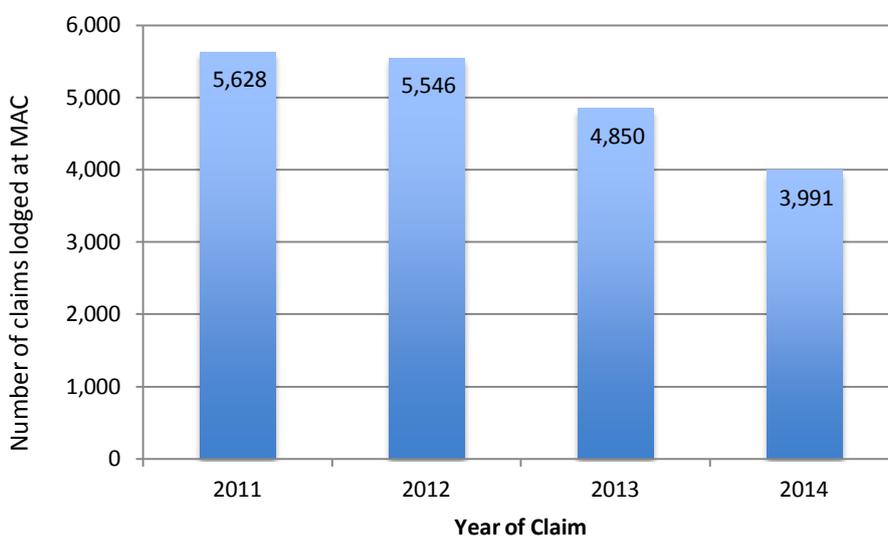
^ based on RTA's Economic Evaluation Manual (Appendix B table 17) 2009 – average rural/metro for casualty class

2009 RTA WTP costs adjusted to 2014 respectively using Australian Bureau of Statistics Consumer Price Index data (cat. No. 6401.0 June 2014, Table 1).

CTP claims

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 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. Approximately 51% of CTP claims liability arises from fatality and serious injury crashes. Minor injury crashes account for the remaining liability. Figure 5 shows the numbers of new CTP insurance claims annually from 2011. In 2014, there were 27% fewer CTP insurance claims than in the 2010-2013 average of 5,495. Please note in July 2013 there was a legislative change regarding CTP claims in South Australia, which may have affected the number of claims reported.

Figure 5: Numbers of new CTP insurance claims⁷, 2011-2014



⁷ Excludes zero dollar claims



Serious casualty crashes in 2014:

Metropolitan Roads:

- 108 run-off road involving single vehicles.
- 154 at intersections

Rural Roads:

- 209 run-off road involving single vehicles.
- 74 at intersections

Current best practice approaches to road safety require a holistic view that recognises the interactions between roads and roadsides, travel speeds, vehicles and all road user groups, including drivers, riders, passengers and pedestrians. Roads that are well-planned, designed and maintained can provide lasting safety benefits across these road user groups, as demonstrated by the following Safer Roads performance indicators.

Single vehicle run-off road serious casualty crashes in 2014 dropped by 14% from the 2010-2013 average (370 crashes down to 317 crashes). South Australia applies various measures proven to reduce trauma resulting from run-off-road crashes. These measures include sealed shoulders and audio-tactile edge lines to reduce the risk of vehicles leaving the roadway, as well as clear zones and safety barriers to prevent vehicles from striking roadside objects. Giving initial priority to treating curved sections of roads has been shown to provide higher risk reductions. It is also worth noting, given that most run-off road crashes occur on rural roads, serious casualty crashes in the rural part of the State in 2014 dropped by 17% (252 crashes down to 209 crashes) from the 2010-2013 average (Table 10 and Table 11).

Intersection serious casualty crashes in 2014 across the State dropped by 22% from the 2010-2013 average (292 crashes down to 228 crashes). One of the most difficult tasks undertaken by drivers is to judge gaps in the opposing traffic when turning right at intersections or entering a major road from a local road. Effective treatments reduce the frequency at which drivers need to make these individual judgments. Appropriate treatments for intersections include installing roundabouts at suitable locations and reducing uncontrolled right turns. In some cases, the most appropriate treatment to improve safety may be to use engineering treatments or speed limit changes. In metropolitan Adelaide, where most intersections exist, serious casualty crashes at intersections in 2014 dropped by 26% (208 crashes down to 154 crashes) compared to the 2010-2013 average.

The Road Network

DPTI is responsible for maintaining around 22,600 kilometres of roads consisting of 12,700 kms of sealed roads plus 9,900 kms unsealed roads. The majority of these roads have 100 km/h (56.5%) or 110 km/h (34.0%) speed limits. Roads speed limited at 40 - 60 km/h account for 5.3% of the network and 70 - 90 km/h limited roads account for 4.3% of the network. The remaining roads in the network come under the jurisdiction of Local Government.

Crash Type

Two of the key performance indicators in *Towards Zero Together* are intersection crashes and single vehicle run-off road crashes involving a serious casualty (i.e. serious injury or fatality). Intersection crashes refer to crashes that occurred at intersections, including those involving single vehicles. Similarly, single vehicle run-off road crashes include crashes that occurred at intersections.

Compared to the 2010-2013 average of 292 serious casualty intersection crashes across South Australia, in 2014, there were 228 serious casualty crashes at intersections, a reduction of 22%.

These crash types are shown in Table 10 for serious injury crashes and Table 11 for fatal crashes for metropolitan Adelaide and rural South Australia. Due to the overlap in crash types as discussed above, annual numbers for crash types cannot be added to get the total annual serious injuries and fatalities in the tables.

Table 10: Numbers of serious injury crashes by type and region, South Australia, 2011-2014⁸

Regions	Crash Type	2010-2013 Average	2011	2012	2013	2014
Metro	Intersection crashes	195	208	167	156	144
	Single vehicle run-off-road crashes	106	111	97	110	100
	All other crash types	129	130	109	131	92
Rural	Intersection crashes	77	84	48	77	65
	Single vehicle run-off-road crashes	221	243	188	188	177
	All other crash types	67	60	68	63	60

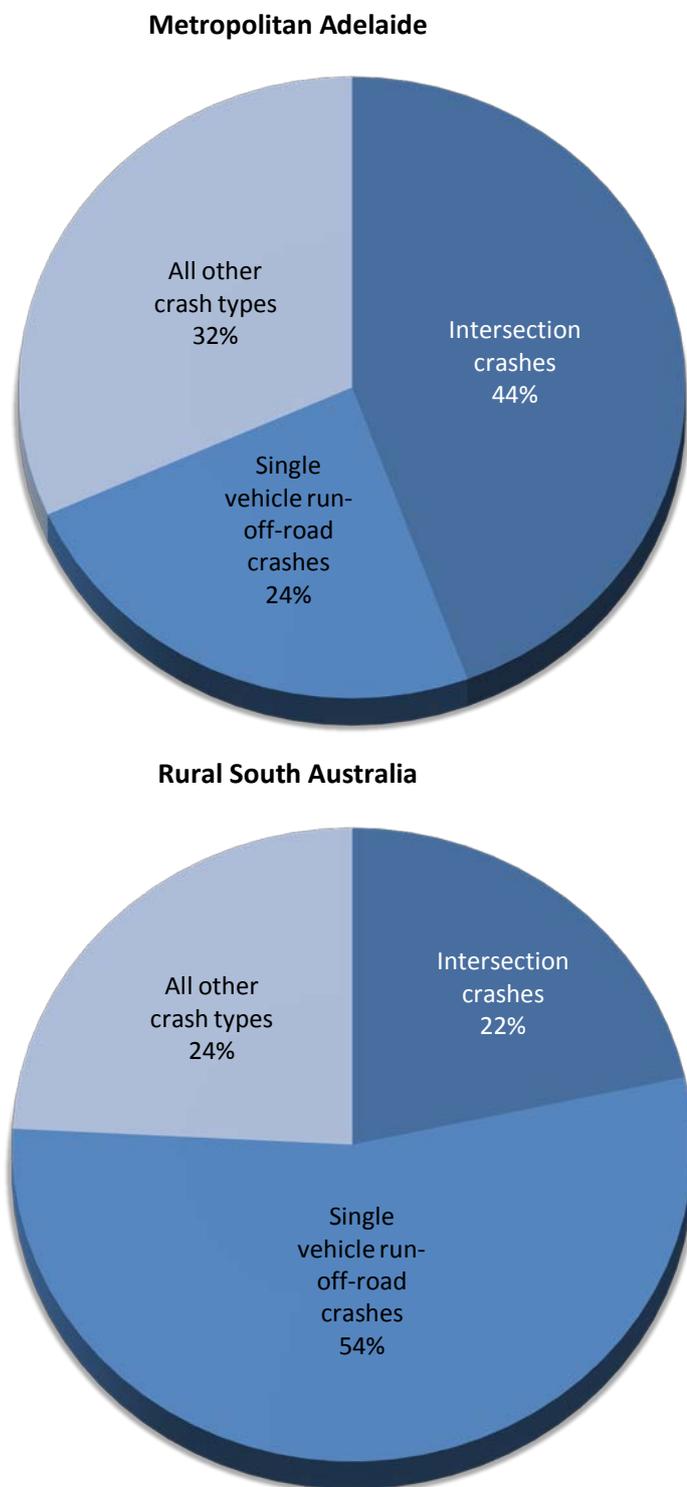
Table 11: Numbers of fatal crashes by type and region, South Australia, 2011-2014⁸

Regions	Crash Type	2010-2013 Average	2011	2012	2013	2014
Metro	Intersection crashes	13	15	8	12	10
	Single vehicle run-off-road crashes	12	12	12	12	8
	All other crash types	15	19	9	12	18
Rural	Intersection crashes	7	7	6	11	9
	Single vehicle run-off-road crashes	32	32	28	30	32
	All other crash types	19	17	24	14	23

⁸ The type of crash categories are not mutually exclusive and **must not** be added together.

Figure 6 shows the distribution of crash types by region, where single vehicle run-off road crashes exclude those that occurred at intersections. Almost half of all serious casualty crashes in the metropolitan area occur at intersections. Single-vehicle-run-off road crashes still remain the leading cause of serious casualty crashes in rural areas.

Figure 6: Serious casualty crashes types as a proportion of serious casualty crashes, by region in South Australia, 2014





Serious casualty crashes in 2014:

Metropolitan roads:

- 48.7% occurred on 60 km/h roads
- 31.7% occurred on 50 km/h roads

Rural roads:

- 26.5% occurred on 110 km/h roads
- 39.7% occurred on 100 km/h roads

Whatever the speed limit, improved speed compliance and enforcement is essential for the safety of all road users. As well as having a direct causal role in a large proportion of serious casualty crashes, speed contributes significantly to the severity of crashes. Measures addressing vehicle speed can reduce the severity of crashes, regardless of the reasons behind a crash. Inappropriate speed is partly a behavioural issue but speed limits across the road network should be both safe and credible.

Reductions in travel speeds save lives and injuries, and these benefits have been clearly demonstrated on South Australian roads. Reductions in average travel speed across the network are the most effective, swift way to reduce road trauma. The wider benefits include better fuel consumption, lower greenhouse gas emissions, less traffic noise, and better support for active travel modes, which together contribute to South Australia's environmental, sustainability, and wellbeing objectives.

The Road Safety Action Plan 2013-2016 includes numerous safer speed initiatives such as the installation of demonstration wombat crossings and intersection platforms to lower travel speeds. There is also a commitment to work with stakeholders to create safer neighbourhoods and people friendly streets with lower vehicle travel speeds.

The identification of speeding as a contributing factor in road traffic crashes cannot always be directly determined and is often under reported in road crash data. However analysis suggests that in 28% of fatal crashes in 2014 speeding was considered a contributing factor⁹. This is slightly lower than the 4 year (2010-2013) average of 30% of fatal crashes being considered as speed related.

Table 12 provides a breakdown of fatal and serious injury crashes in 2014 by speed limit in both the metropolitan and rural regions, while Figure 7 presents a graphical comparison of serious casualty crashes in metropolitan and rural areas by speed limit. It can be seen in Figure 7 that in metropolitan areas a majority (48.7%) of serious casualty crashes occurred on 60 km/h speed limit roads and in rural areas the majority of serious casualty crashes (39.7%) occurred on 100 km/h limit roads.

⁹ Based on NSW Roads and Traffic Authority criteria for determining whether or not a crash is to be considered as having involved speeding as a contributing factor. A motor vehicle is assessed as having been speeding if it satisfies the conditions described below:

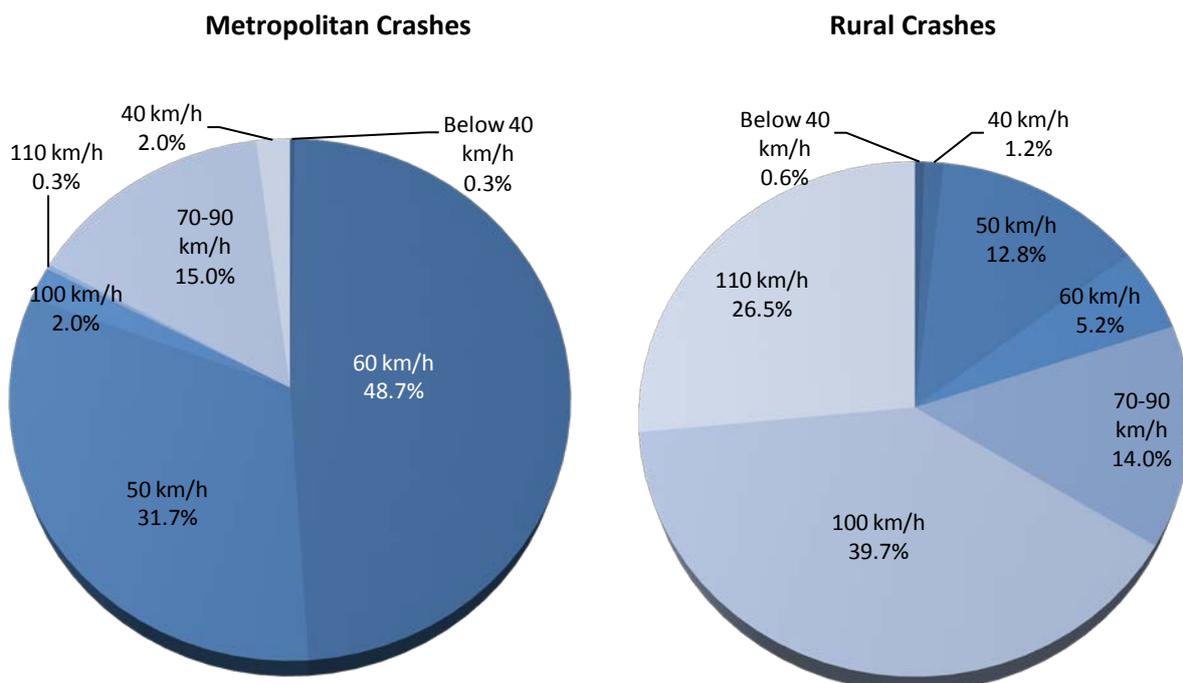
(a) The vehicle's controller (driver or rider) was charged with a speeding offence; or the vehicle was described by police as travelling at excessive speed; or the stated speed of the vehicle was in excess of the speed limit.

(b) The vehicle was performing a manoeuvre characteristic of excessive speed, that is: while on a curve the vehicle jack-knifed, skidded, slid or the controller lost control; or the vehicle ran off the road while negotiating a bend or turning a corner and the controller was not distracted by something or disadvantaged by drowsiness or sudden illness and was not swerving to avoid another vehicle, animal or object and the vehicle did not suffer equipment failure.

Table 12: Serious injury and fatal crashes by speed limit and region, South Australia, 2011-2014

Region	Speed Limit	2010-2013 Average		2011		2012		2013		2014	
		Serious	Fatal	Serious	Fatal	Serious	Fatal	Serious	Fatal	Serious	Fatal
Metro	Below 40 km/h	1	0	0	0	1	0	1	0	0	1
	40 km/h	3	0	1	0	1	0	3	0	7	0
	50 km/h	102	7	112	10	80	1	96	13	104	6
	60 km/h	217	19	226	17	188	15	178	17	146	23
	70 – 90 km/h	62	9	58	13	64	11	64	4	49	3
	100 km/h	14	2	20	1	10	2	12	1	6	1
	110 km/h	4	1	2	0	3	0	5	0	1	0
Region	Speed Limit	2010-2013 Average		2011		2012		2013		2014	
		Serious	Fatal	Serious	Fatal	Serious	Fatal	Serious	Fatal	Serious	Fatal
Rural	Below 40 km/h	0	1	1	1	0	0	0	2	2	0
	40 km/h	3	0	0	0	4	1	2	0	4	0
	50 km/h	49	6	44	4	35	8	47	6	43	1
	60 km/h	26	1	27	0	19	2	26	1	17	1
	70 – 90 km/h	46	8	49	5	34	11	53	8	43	5
	100 km/h	113	20	116	20	116	16	103	23	105	31
	110 km/h	105	20	125	24	82	19	76	14	67	24
TOTAL		743	94	781	95	637	86	666	89	594	96

Figure 7: Serious casualty crashes by speed limit, South Australia, 2014



Speed Offences

A number of methods for detecting speed offences are implemented. These include mobile cameras deployed by South Australia Police Traffic Camera Units and also fixed speed/red light traffic safety cameras, including mid-block and pedestrian crossing cameras. Speed offences are also detected using laser speed detection devices, handheld radars, mobile radars within police vehicles when indicated by the speed of following police vehicles and by targeting roads with high crash risk.

As at the end of 2014, a total 129 safety camera sites were in operation in South Australia: 88 for red light and speed offences at intersections, 11 for speed offences at mid-block locations, 14 for red light and speed offences at level crossings, 14 for red light and speed offences at school pedestrian crossings and two average speed safety cameras operating point-to-point technology came into operation from July 2014.

In addition 11 Safe-T-Cam sites were in operation throughout South Australia detecting heavy vehicle fatigue and unregistered and uninsured vehicles.

For speeding offences, numbers of expiations per year are reported in Figure 8. It can be seen that in 2014 there were more mobile speed camera expiations issued compared with 2012 and 2013. Fixed speed camera expiations in 2014 increased substantially compared to 2012 and 2013. Overall, speed expiations (including those from mobile, static and non camera devices) totalled 220,479 in 2014. This represents an increase of 21% compared to 2013, and 2% more than the 2010-2013 average of 215,750 expiations.

Figure 8: Annual numbers of expiations issued for speed camera enforcement 2011 to 2014

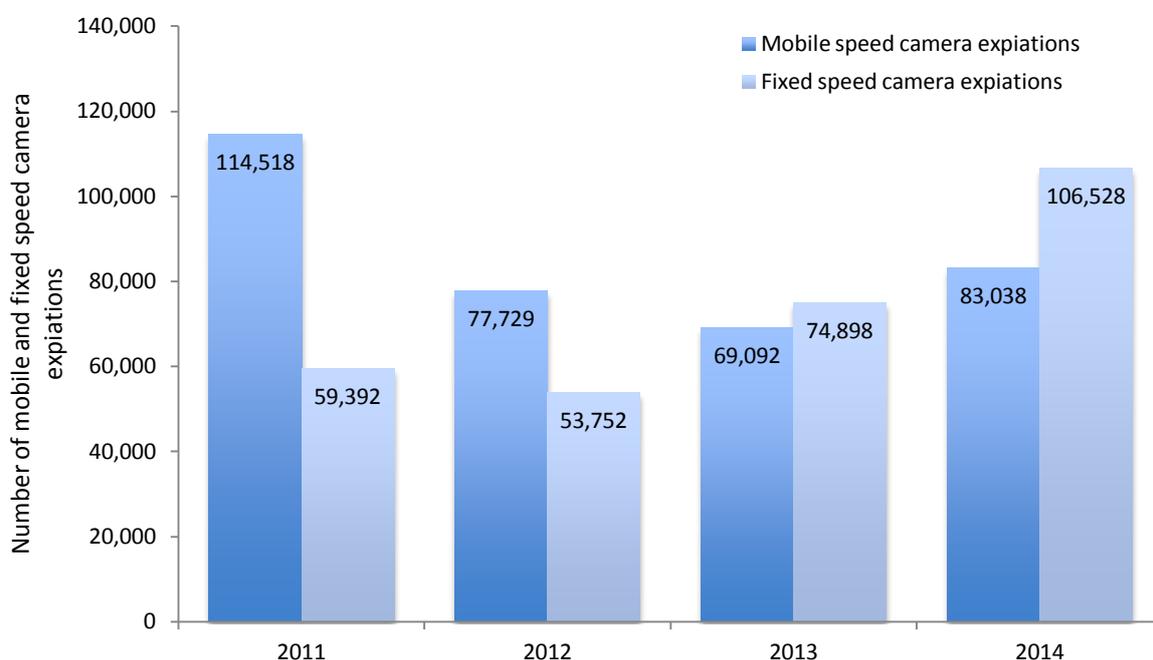
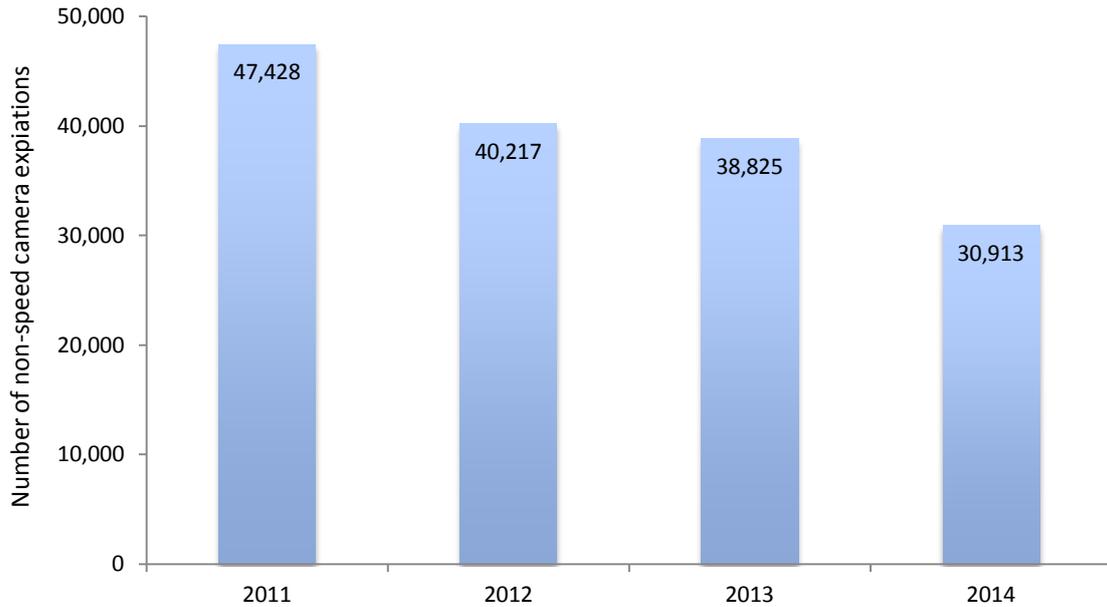


Figure 9: Annual numbers of expiations issued for non-camera speed detection 2011 to 2014



For speed offences detected other than by speed cameras, Figure 9 shows that these declined each year from 2011 to 2014.

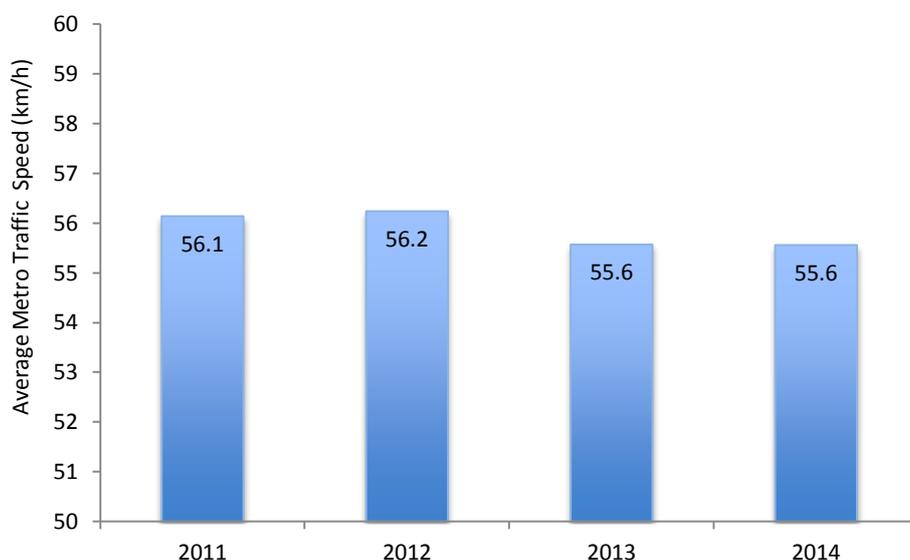
Revenue from speed offence penalties goes into both the Victims of Crime Fund and the Community Road Safety Fund, with the latter used to fund a range of road safety programs. During 2014, the Community Road Safety Fund supported programs that included the State Black Spot Program, Rural Road Safety Program, road shoulder sealing, Responsive Road Safety, rural point to point safety cameras, information and education programs, road safety community grants and bike education.

Speed Surveys

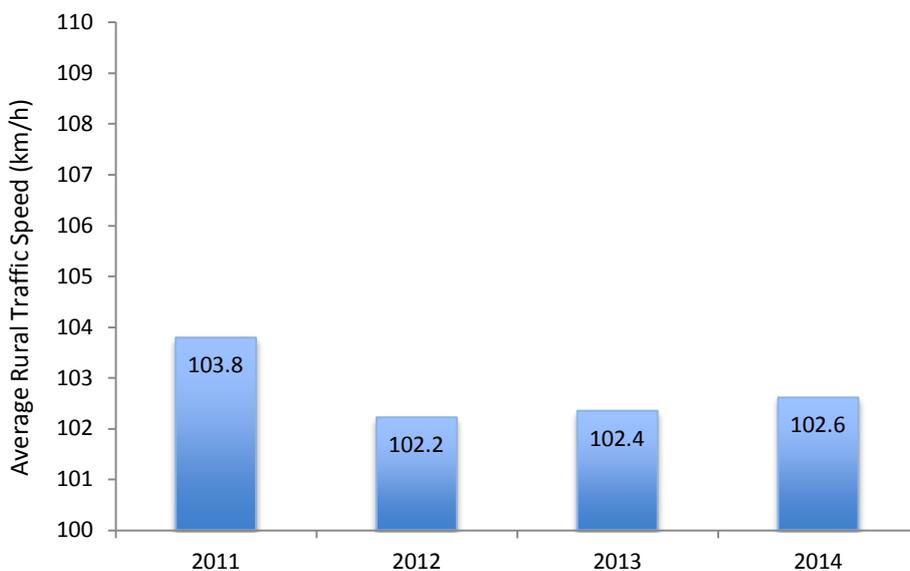
Speed surveys are used to systematically measure changes in the travelling speed of motorists over time. Vehicle speeds at selected sites in both metropolitan and rural regions of the State are monitored by the Centre for Automotive Safety Research (CASR) by unobtrusive use of speed monitoring technology. The speed of individual vehicles is not identified in the vehicle speed data collected as this is averaged out.

In 2014, 20.1% of drivers exceeded the posted speed limit compared to 22.8% for the 2010-2013 average. Figure 10 shows that the average metropolitan travelling speed (in 60 km/h zones) remained the same in 2014 (55.6 km/h) compared to 2013. Figure 11 shows that the average rural travelling speed (in 110 km/h zones) has increased slightly, from 102.4 km/h in 2013 to 102.6 km/h in 2014.

**Figure 10: Average metropolitan travelling speed, South Australia, 2011-2014
(Adelaide 60 km/h arterial road free speed)¹⁰**



**Figure 11: Average rural travelling speed, South Australia, 2011-2014
(Rural 110 km/h arterial road free speed)**



¹⁰ Speed data are subject to change as the characteristics of surveyed sites may change over time.



Key Points for 2014:

- 187 people aged 16-24 were killed or seriously injured on roads
- 13 drivers/riders killed had BACs over 0.05
- 55 people killed or seriously injured were not wearing seatbelts

Influencing the behaviour of road users is critical if we are to prevent death and serious injury on our roads. Road users need to comply with the road rules, remain alert and safety conscious, and accept that continual improvement in their behaviour and that of others is vitally important if road safety is to be improved.

Human fallibility is recognised in current approaches to road safety. A large part of the solution lies in improving the safety design of roads, vehicles and speed limits to make greater allowances for human error, but there is also a need to address road user's behaviour.

The number of young people (ages 16-24) killed or seriously injured in 2014 dropped by 13% compared with the 2010-2013 average, but increased by 18% compared to 2013.

There were two fewer drivers/riders killed in 2014 with an illegal blood alcohol concentration (BAC) than the 2010-2013 average and one fewer compared to 2013.

The number of drivers/riders who tested positive for alcohol dropped by 26% to 6,380 in 2014, compared with 8,654 for the 2010-2013 average. The proportion of alcohol tests in 2014 that gave a positive result also decreased compared to the 2010-2013 average by 20% (Table 16).

The number of drivers/riders who tested positive for drugs increased by 69% to 4,672 in 2014 from the 2010-2013 average of 2,763. The number of drug tests conducted reached 49,645 in 2014 compared to the 4 year average of 46,263. The proportion of positive drug tests was 9.4% in 2014 compared to 6.0% of positive drug tests in 2010-2013 (Table 17).

The proportion of vehicle occupants seriously injured not wearing a seatbelt in 2014 increased by 3% from the 2010-2013 average and by 5% compared to 2013. The number of people killed not wearing a seatbelt in 2014 however decreased by 9% from the 2010-2013 average and a decrease of 6% from 2013. The number of expiations issued for non-restraint use in 2014 being 41% lower than the 2010-2013 average, and 28% lower than in 2013.

Expiations for using a mobile phone while driving in 2014 decreased from 2013 by 9%, and was 12% lower compared to the 2010-2013 average.

Road User Groups

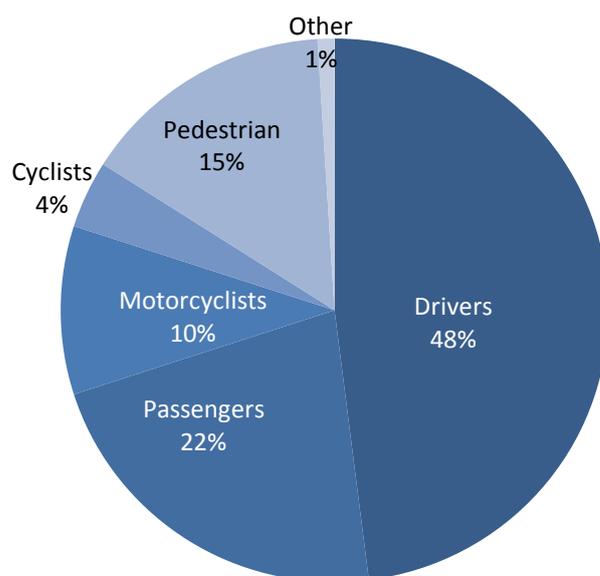
Table 13 shows that, in 2014, there were decreases from the 2010-2013 averages for all serious injuries (20% reduction) although there was a considerable (26% increase) in passenger fatalities and a slight increase (6% increase) for fatalities among drivers. Over that period, there were noticeable reductions in serious injuries particularly for pedestrian (31% reduction) and cyclists (13% reduction). There were five fewer motorcyclists killed in 2014 compared to the 2010-2013 average and one less than in 2013. One more pedestrian died in 2014 compared to the 2010-2013 average and compared to 2013, while one fewer cyclist was killed in 2014 compared to 2013.

Table 13: Numbers of serious injuries and fatalities by road user, South Australia, 2011-2014

Road User	2010-2013 Average		2011		2012		2013		2014	
	Serious	Fatal	Serious	Fatal	Serious	Fatal	Serious	Fatal	Serious	Fatal
Drivers ¹¹	418	49	443	40	348	52	382	47	318	52
Passengers	164	19	193	22	130	13	122	17	135	24
Motorcyclists ¹²	140	16	152	21	119	15	134	12	130	11
Cyclists	71	4	61	3	78	3	63	5	64	4
Pedestrians ¹³	86	15	77	17	77	10	87	15	59	16
Other ¹⁴	6	1	6	0	9	1	2	1	5	1
Total	883	103	932	103	761	94	790	97	711	108

Figure 12 and Figure 13 show that, while drivers constitute the largest proportions in both serious injuries and deaths, approximately a third of all serious injuries and fatalities involve vulnerable road users; that is motorcyclists, pedestrians and cyclists.

Figure 12: Proportions of fatalities by road user, South Australia, 2014



¹¹ Includes heavy vehicle drivers. Heavy vehicles includes rigid truck, semi-trailer and B-doubles.

¹² Includes pillion passengers and scooter riders/passengers.

¹³ Includes motorised wheelchair.

¹⁴ Other may include drivers and passengers of buses, other defined motor vehicles, animal drawn vehicles, ridden animals, railway vehicles, trams, small wheel vehicles and motor vehicles - type unknown.

Figure 13: Proportions of serious injuries by road user, South Australia, 2014

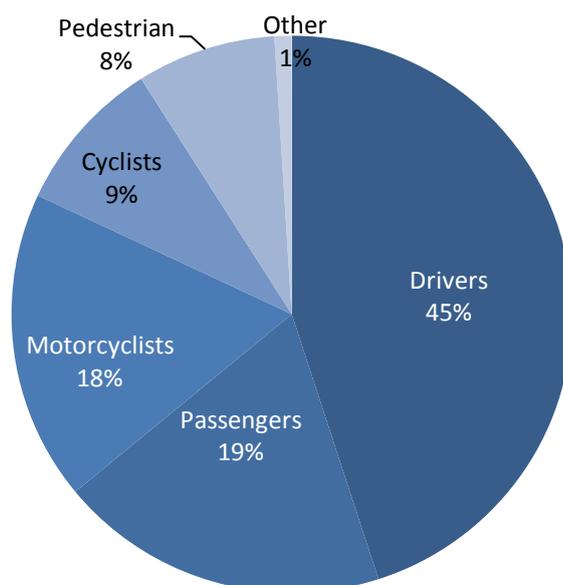


Table 14 shows that there was a drop in serious injuries (13% reduction) and an 8% reduction in fatalities among road users aged 16-24 in 2014, compared with the 2010-2013 averages. However, compared to 2013 there was a 19% increase in serious injuries and two more 16-24 year olds killed in 2014 compared with the year previous. Generally, serious injuries across all age groups declined compared to the 2010-2013 average (20% overall reduction) and 2013 (10% overall reduction). However, fatalities in 2014 increased by 5% compared to the 2010-2013 average and increased by 11% compared to 2013. Of significance in 2014 was that seven more 30-39 year olds, four more 25-29 year olds and 60-69 year olds were killed compared to the year previous, while six fewer 50-59 year olds were killed in 2014 compared to 2013.

Table 14: Numbers of serious injuries and fatalities by road user age, South Australia, 2011-2014

Age Group	2010-2013 Average		2011		2012		2013		2014	
	Serious	Fatal	Serious	Fatal	Serious	Fatal	Serious	Fatal	Serious	Fatal
0-15	40	5	43	4	32	3	37	6	26	7
16-24	196	19	221	11	180	17	143	15	170	17
25-29	93	7	95	9	75	7	81	5	71	9
30-39	127	13	146	22	106	9	112	6	99	13
40-49	132	20	141	22	112	16	120	20	122	21
50-59	107	13	106	12	91	11	117	12	93	6
60-69	72	8	77	4	70	9	70	9	54	13
70-79	46	8	30	7	38	7	53	11	30	9
80-89	38	10	41	9	35	14	27	11	24	10
90+	3	2	2	3	0	1	2	2	3	3
Unknown	29	0	30	0	22	0	28	0	19	0
Total	883	103	932	103	761	94	790	97	711	108

The high serious casualty involvement of 16-24 year olds is shown graphically in Figure 14 where the involvement of 16-24 year olds is almost double their proportion of the population compared to other age groups. Additionally, 25-29 year olds and 40-49 year olds are also over-represented as proportions of their populations.

Figure 14: Serious casualties (and population distribution) by age group, South Australia, 2014¹⁵

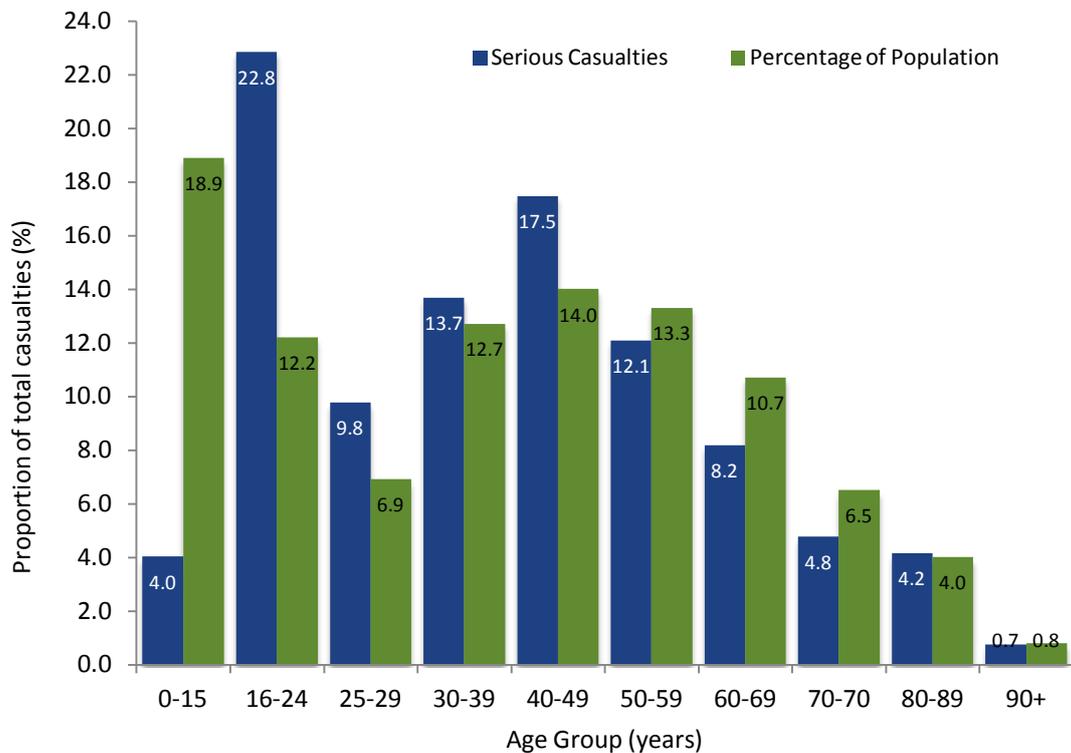


Table 15 shows that the number of drivers and riders killed in crashes with BACs exceeding 0.05 in 2014 has remained constant over the last few years and slightly lower than the 2010-2013 average.

Table 15: Number of driver and rider fatalities exceeding 0.05 BAC, South Australia, 2011-2014¹⁶

	2010-2013 Average	2011	2012	2013	2014
BAC > 0.05	Fatal	Fatal	Fatal	Fatal	Fatal
Drivers and Riders	15	13	13	14	13

¹⁵ Population age distribution from Australian Bureau of Statistics (ABS) Cat. 3101.0 Australian Demographic Statistics

¹⁶ Fatality BAC data are from Forensic Science SA

Alcohol and drug offences are detected through Driver Screening Tests (DST). The numbers of detections per 1,000 drivers tested are reported. 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 saliva drug tests. Mobile testing for alcohol or drugs occurs when drivers are randomly pulled over by police officers in mobile vehicles to undergo breath and/or saliva tests. Mobile testing also includes drivers tested as a result of involvement in a crash.

Table 16: Breath Testing Statistics, South Australia, 2011-2014

Alcohol Enforcement	2010-2013 Average	2011	2012	2013	2014
Number of Alcohol Tests	601,691	605,011	541,668	523,131	552,940
Number of Positive Tests	8,654	9,355	8,021	7,430	6,380
Percentage Positive	1.4%	1.5%	1.5%	1.4%	1.2%

Table 16 shows that the percentage of those who tested positive in alcohol breath tests decreased by 20% in 2014 from the 2010-2013 average, compared to the number of tests performed in 2014 which dropped by 8%. Despite a 6% increase in the number of alcohol tests in 2014 compared to 2013, the proportion of drivers who tested positive decreased by 19%. By contrast, Table 17 shows that the percentage of those who tested positive to drug tests increased from 6.0% (2010-2013 average) to 9.4% in 2014, although the number of drug tests performed increased by only 7%. Some of this increase can be explained by changes in police operational procedures.

Table 17: Drug Testing Statistics, South Australia, 2011-2014

Drug Enforcement	2010-2013 average	2011	2012	2013	2014
Number of Drug Tests	46,263	44,646	43,752	51,361	49,645
Number of Positive Tests	2,763	2,315	3,269	3,768	4,672
Percentage Positive	6.0%	5.2%	7.5%	7.3%	9.4%

Figure 15 shows that the rate for expiations and apprehensions for alcohol offences in 2014 has continued to decline slightly over the period 2011-2014, for combined mobile and static driver screening tests.

Figure 15: Rate of expiations and apprehensions for alcohol offences using static and mobile Driver Screening Tests (DST) per 1,000, South Australia, 2011-2014

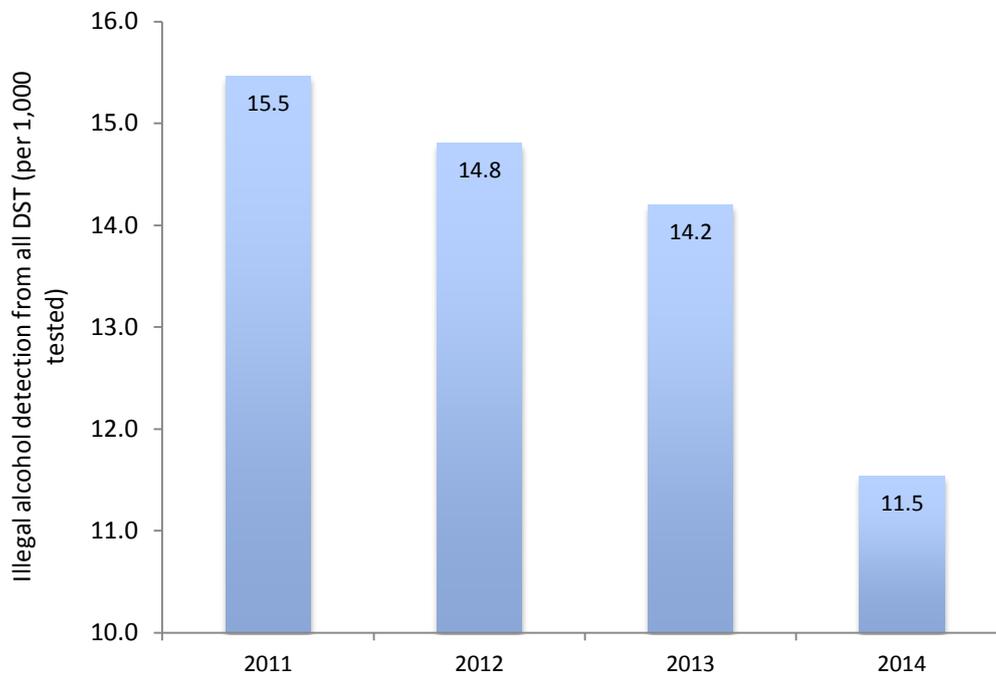
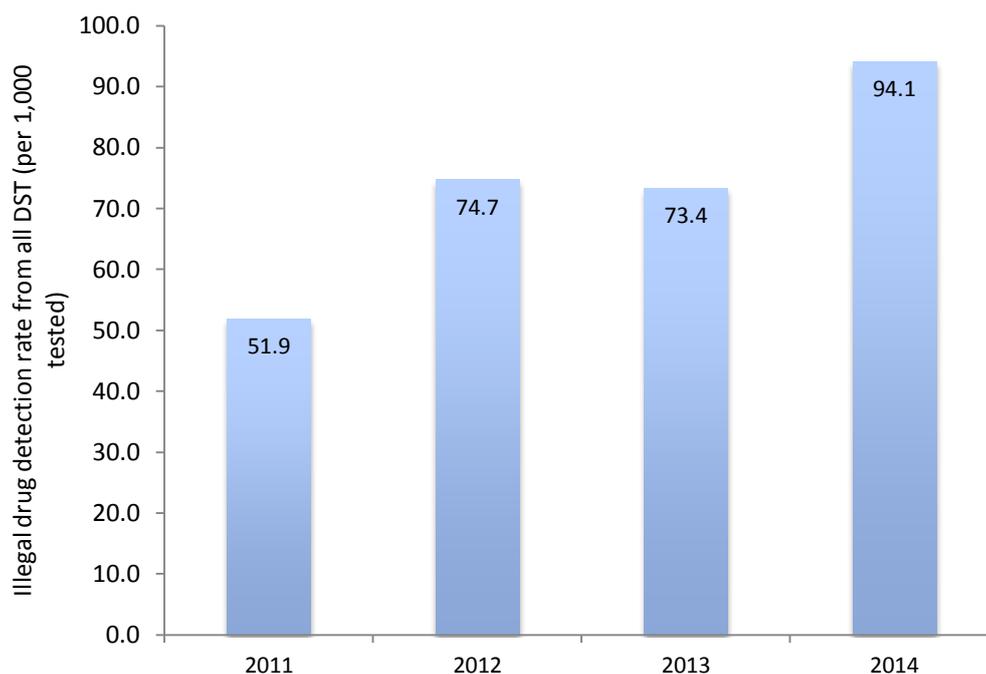


Figure 16 shows that the rate of expiations and apprehensions for drug offences in 2014 was considerably higher than in previous years.

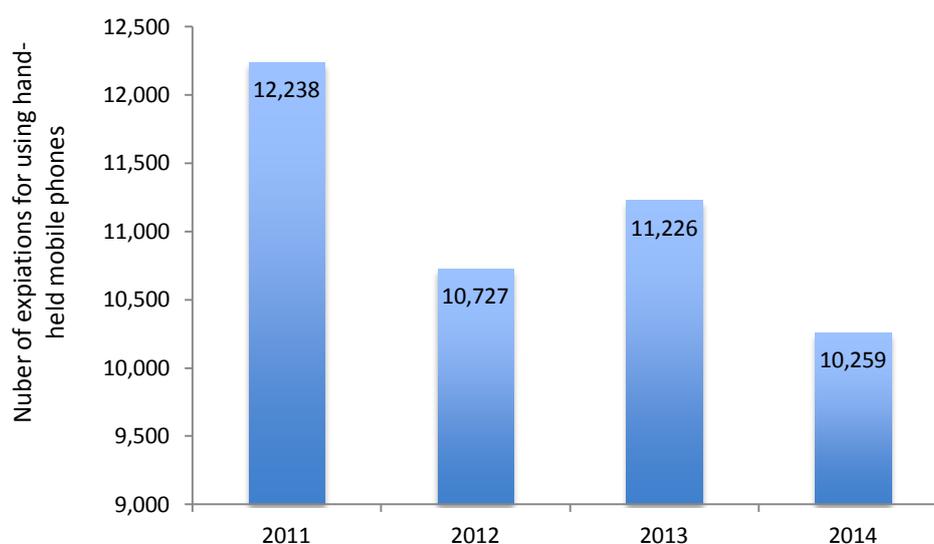
Figure 16: Rate of expiations and apprehensions for drug offences using static and mobile Driver Screening Tests (DST) per 1,000 South Australia, 2011-2014



Mobile phone and restraint use offences

Driver expiations for mobile phone use and restraint use offences are reported per year. 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, or to varying enforcement activity by police. In the case of mobile phone use, Figure 17 shows that the number of expiations issued in 2014 was the lowest recorded in the last few years, 9% lower than for 2013 and 12% lower than the 2010-2013 average (11,658 mobile phone expiations in 2010-2013 period).

Figure 17: Annual number of expiations for mobile phone use, South Australia, 2011-2014

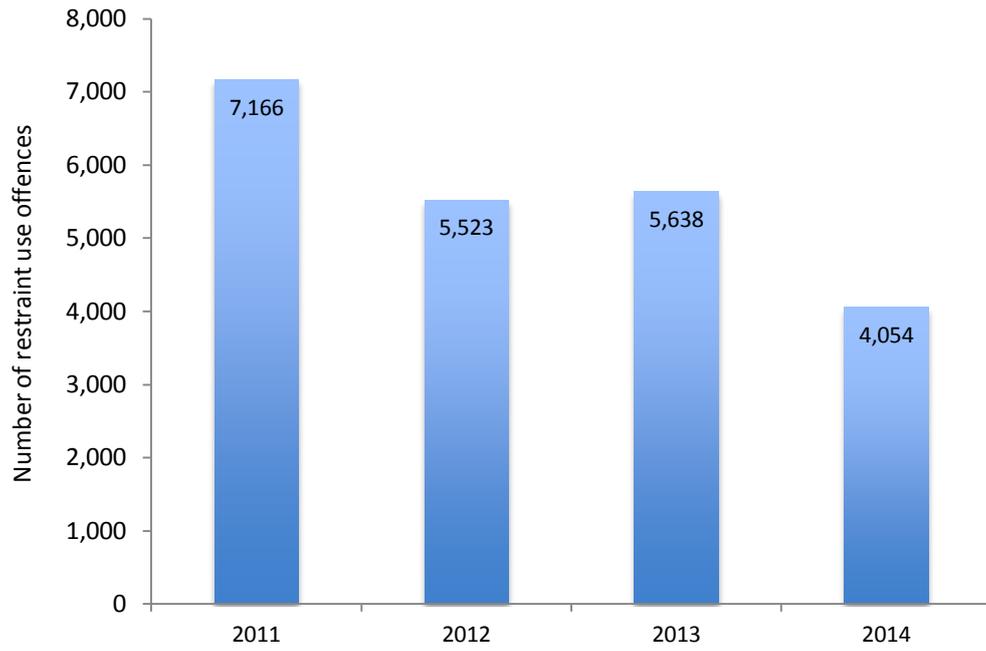


In Table 18, it can be seen that the numbers of unrestrained driver and passenger serious injuries were higher than in 2013 (65% higher) and also higher than for the 2010-2013 average (19% higher). There was one fewer fatally injured vehicle occupant in 2014 not wearing a seatbelt compared to 2013 and three fewer fatalities who were unrestrained compared to the 2010-2013 average. As a proportion of all fatally injured drivers and passengers, 25% were unrestrained, the lowest unrestrained rate in the last few years. However, despite this, 11% of all seriously injured drivers and passengers were unrestrained compared to 6% for 2013 and the 2010-2013 figure of 8%. Figure 18 shows that the number of expiations issued for restraint use offences in 2014 was also the lowest recorded in the last few years, 28% lower than 2013 and 41% lower than the 2010-2013 average (6,851 restraint offences).

Table 18: Number of unrestrained driver and passenger serious injuries and fatalities, South Australia 2011-2014

	2010-2013 Average		2011		2012		2013		2014	
	Serious	Fatal	Serious	Fatal	Serious	Fatal	Serious	Fatal	Serious	Fatal
Unrestrained Drivers and Passengers	32	20	35	17	30	21	23	18	38	17
Percentage unrestrained	8%	34%	8%	33%	9%	34%	6%	31%	11%	25%

Figure 18: Annual number of expiations for restraint use offences, South Australia, 2011-2014





In 2014:

New Cars Sold:

- 67.5% of new cars sold were 5-Star ANCAP rated
- 14.1 of new cars sold were 4-Star ANCAP rated

Serious Casualty Crashes:

- 22.0% involved 10-14 year old vehicles
- 24.9% involved 5-9 year old vehicles

Safer Vehicles constitute an important element in road safety as improvements in vehicle safety have contributed significantly to road trauma reduction. Improvements in vehicle safety are both helping drivers avoid crashes and protecting occupants and other road users when crashes happen. Vehicle technology is developing at a rapid rate, however as the average age of the South Australian vehicle fleet is almost 11 years, it will take considerable time for those technologies to be available for the majority of vehicles.

The safety of new vehicles being sold

The Australasian New Car Assessment Program (ANCAP) and the Used Car Safety Rating (UCSR) Program allow buyers to make informed decisions, encouraging levels of safety that exceed those required by regulation. The ANCAP program assesses the crashworthiness and safety features of new vehicles and assigns stars based on safety performance. It has been estimated that 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.

South Australia's active Stars on Cars campaign involves promoting ANCAP's star rating system to raise awareness, educate consumers and car dealers, and ultimately influence selling processes and buying decisions in favour of safer cars. In 2012, the Stars on Cars program was increased to 156 new car dealerships and this was maintained and supported by the Department of Planning, Transport and Infrastructure (DPTI).

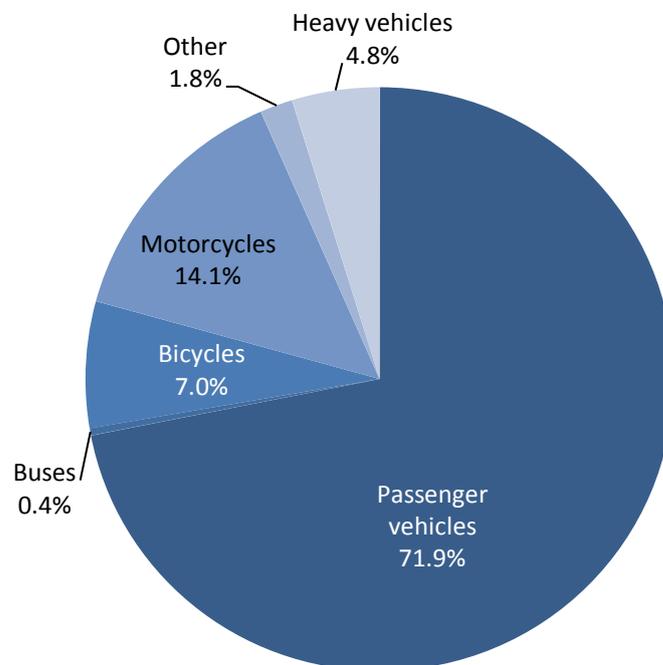
In addition, the State Government's vehicle fleet leasing provider, Fleet SA, amended its purchasing policies to mandate Government purchasing of 5-star ANCAP rated passenger vehicles from July 2011.

Table 19 shows that there was a 24% decrease in passenger vehicle involvement in serious injury crashes in 2014 compared with the 2010-2013 average. However, for passenger vehicle involvement in fatal crashes there was very little change (2%). There were also reductions in serious injury crashes involving heavy vehicles, motorcycles and bicycles. Figure 19 shows the 2014 information in graphical format.

Table 19: Numbers of vehicles involved in serious injury and fatal crashes by vehicle type, South Australia, 2011-2014

Vehicle type	2010-2013 Average		2011		2012		2013		2014	
	Serious	Fatal	Serious	Fatal	Serious	Fatal	Serious	Fatal	Serious	Fatal
Passenger vehicles	840	104	905	93	689	95	731	102	640	102
Heavy vehicles	52	14	57	19	43	16	46	12	30	20
Buses	7	1	9	0	6	1	6	0	3	1
Motorcycles	139	17	148	23	120	17	132	12	134	11
Bicycles	77	4	70	3	84	3	66	5	70	4
Other	12	2	13	1	7	3	15	1	14	5
Total	1126	142	1202	139	949	135	996	132	891	143

Figure 19: Percentages of vehicles involved in serious casualty crashes by vehicle type, South Australia, 2014



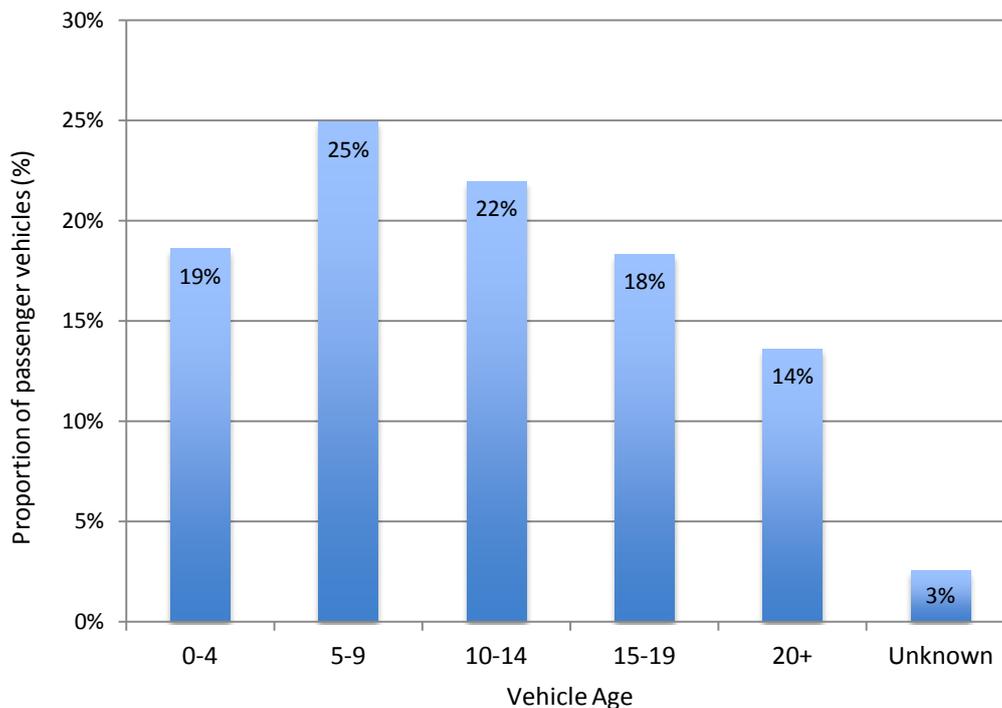
Age profile of crashed vehicles

Table 20 shows the number of crash-involved passenger vehicles in 2014 broken down by age of the vehicle. For all vehicle age groups, there were considerable reductions in the numbers of serious casualty crashes (between 24% and 27% reduction) compared with the 2010-2013 averages. For 0-4 year old vehicles and the 5-9 year old vehicles the reductions were smaller 10.4% and 11.7% respectively. Figure 20 shows that the majority of passenger vehicles involved in serious casualty crashes were aged between five and 14 years old.

Table 20: Vehicle age and numbers of passenger vehicles involved in serious injury and fatal crashes, South Australia, 2011-2014¹⁷

Vehicle Age (years)	2010-2013 Average		2011		2012		2013		2014	
	Serious	Fatal	Serious	Fatal	Serious	Fatal	Serious	Fatal	Serious	Fatal
0-4	137	17	143	18	113	16	134	16	116	22
5-9	187	23	216	20	135	24	168	24	165	20
10-14	200	24	215	26	166	20	175	26	144	19
15-19	157	21	161	13	143	20	133	19	116	20
20+	118	17	108	13	90	13	106	14	82	19
Unknown	40	3	62	3	42	2	15	3	17	2
Total	840	104	905	93	689	95	731	102	640	102

Figure 20: Ages and percentages of passenger vehicles involved in serious casualty crashes, South Australia, 2014



¹⁷ Excludes motorcycles, scooters, buses, heavy vehicles and 'other' vehicles.

New vehicle safety features

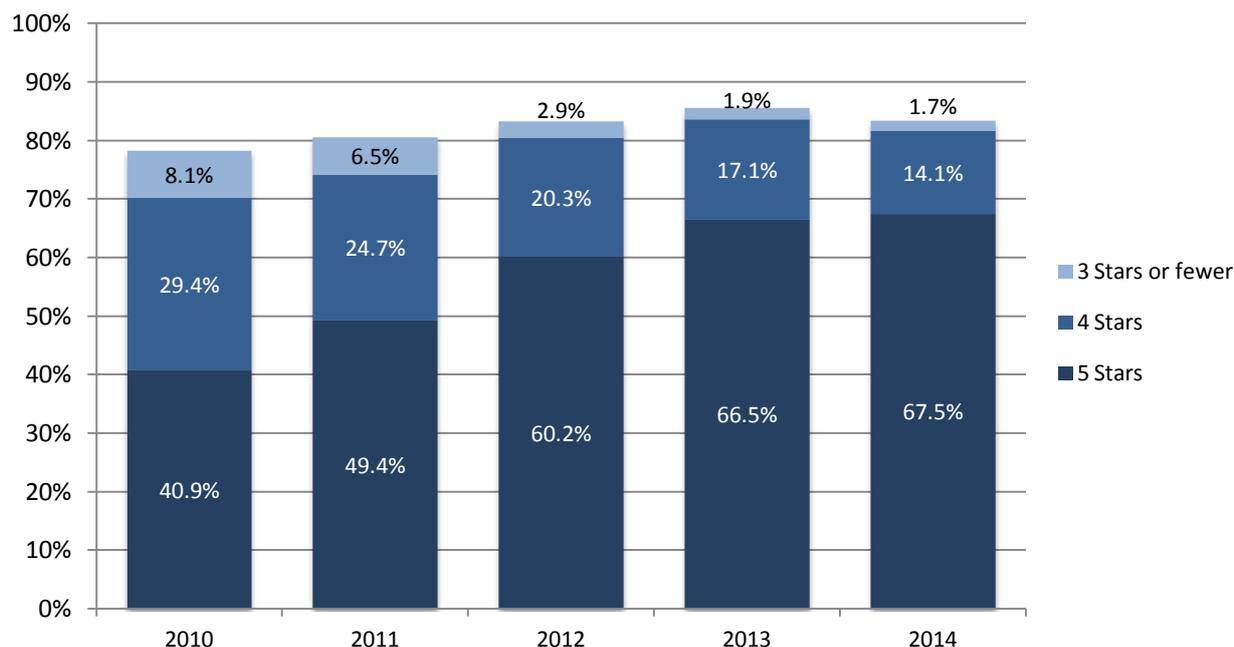
Table 21 shows that the percentage of new vehicles sold that had 5-star ANCAP ratings rose from 40.9% in 2010 to 67.5% in 2014. This is depicted graphically in

Figure 21, where it can be seen that, as the proportion of 5-star new vehicles rose from 2010 to 2014, the proportions of vehicles rated as 4-stars and 3-stars or fewer has dropped considerably over the same period.

Table 21: Percentages of new vehicles sold with a 5-star rating, South Australia, 2011-2014¹⁸

New Vehicles sold	2010 – 2013 Average	2011	2012	2013	2014
5-star	54.2%	49.4%	60.2%	66.5%	67.5%
Total number of new vehicles	64,732	60,821	65,636	68,012	66,776

Figure 21: Annual changes in new vehicle star ratings 2011-2014 for new vehicles sold in South Australia with a known ANCAP star rating¹⁸



¹⁸ POLK, *ANCAP reports, 2010-2014*; Sales and safety figures from POLK, *Vehicle Safety Reports 2010-2014*. In 2014 a change was made to the method in which POLK assessed the number of vehicles sold with a safety star rating, data prior to 2014 cannot be directly compared. In the 2013 annual report a miscalculation was made in the number of 4 star cars sold in 2012.

Table 22 shows that there were substantial increases (compared to the 2010-2013 average) in the percentage of new vehicles sold equipped with electronic stability control, front side curtain airbags and/or emergency brake assist as standard features.

Table 22: Percentages of new vehicles sold in South Australia with specified safety features as standard, 2011-2014¹⁸

Safety Feature	2010-2013 Average	2011	2012	2013	2014
Electronic stability control	81.0%	77%	89%	93%	93%
Front side curtain airbags	72.2%	68%	83%	83%	89%
Emergency brake assist	77.7%	75%	84%	84%	85%
Rear side curtain airbags	69.3%	65%	81%	81%	85%
Centre 2nd row lap/sash belt	78.9%	76%	82%	82%	84%

Useful links

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

<https://towardszerotogether.sa.gov.au>

Centre for Automotive Safety Research (CASR):

www.casr.adelaide.edu.au

Motor Accident Commission (MAC):

www.mac.sa.gov.au

South Australia Police:

www.police.sa.gov.au

Enquiries

For further information about data in this report, contact:

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