Road Safety Progress Report

A quarterly report of road crashes in South Australia - September 2010

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	2010 current figure	2010 Target
Fatalities	**156**	**99**	**110** (12 months to Sept 2010)	**less than 90**
Serious injuries	**1468**	**1218**	**1141** (12 months to June 2010)	**less than 1000**

Overall crashes and casualties in the last 5 years have continued decreasing. The 110 fatalities reported for the 12 months to the end of September 2010 were 8 less than the 118 last quarter (12 months to the end of June 2010). In recent years, serious injuries are also decreasing in number. In 2009 serious injuries decreased to 1101, the lowest number on record. For the 12 months to the end of June 2010 there were 1141 serious injuries compared to 1104 serious injuries for the previous quarter (12 months to the end of March 2010).

Government of South Australia
Department for Transport, Energy and Infrastructure

Fatalities per month

Month	2003	2004	2005	2006	2007	2008	2009	2010
January	10	13	6	13	12	5	6	21
February	14	10	9	8	9	9	15	9
March	17	8	27	12	10	7	13	10
April	8	10	10	10	14	9	7	9
May	12	12	14	12	8	5	20	12
June	13	14	7	16	6	6	9	8
July	12	18	17	8	7	8	5	7
August	16	12	14	8	11	11	9	7
September	12	11	8	8	10	14	11	3
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***	

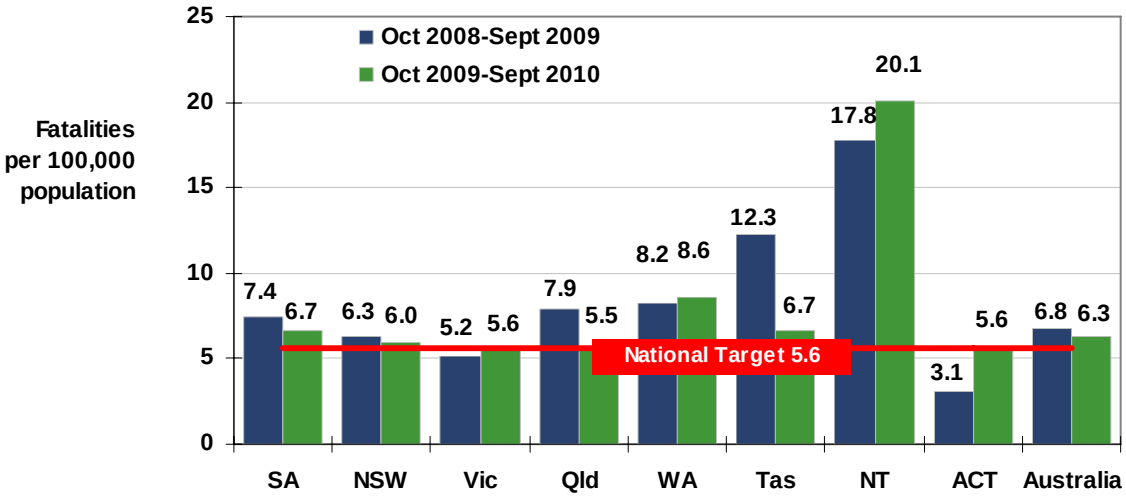
Serious injuries per month

Month	2003	2004	2005	2006	2007	2008	2009	2010
January	129	146	101	114	102	102	103	81
February	138	104	94	102	109	94	66	83
March	141	118	131	141	108	112	107	119
April	118	110	103	116	135	101	87	97
May	128	111	111	118	106	125	83	87
June	106	103	91	103	127	87	94	113
July	131	103	93	87	92	95	112	
August	99	108	111	115	113	106	83	
September	102	98	113	123	113	119	74	
October	120	107	95	135	102	94	93	
November	128	110	126	86	125	99	106	
December	128	113	127	118	129	84	93	
Total	***1468***	***1331***	***1296***	***1358***	***1361***	***1218***	***1101***	

The following graph compares the fatality rate per 100,000 population for the 12 months to the end of September 2010 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 2010*'[1].

South Australia continues to perform well. As of September 2010 South Australia has achieved the second greatest average annual percentage change of number of fatalities of any state in Australia since 2005 – a 4.3% decrease, compared to states such as Victoria with a 2.7% decrease, Qld has had a 3.8% decrease, NSW has seen a 3.9 decrease and WA a 1.9% 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, June 2010'.

Fatalities

Trend in South Australia

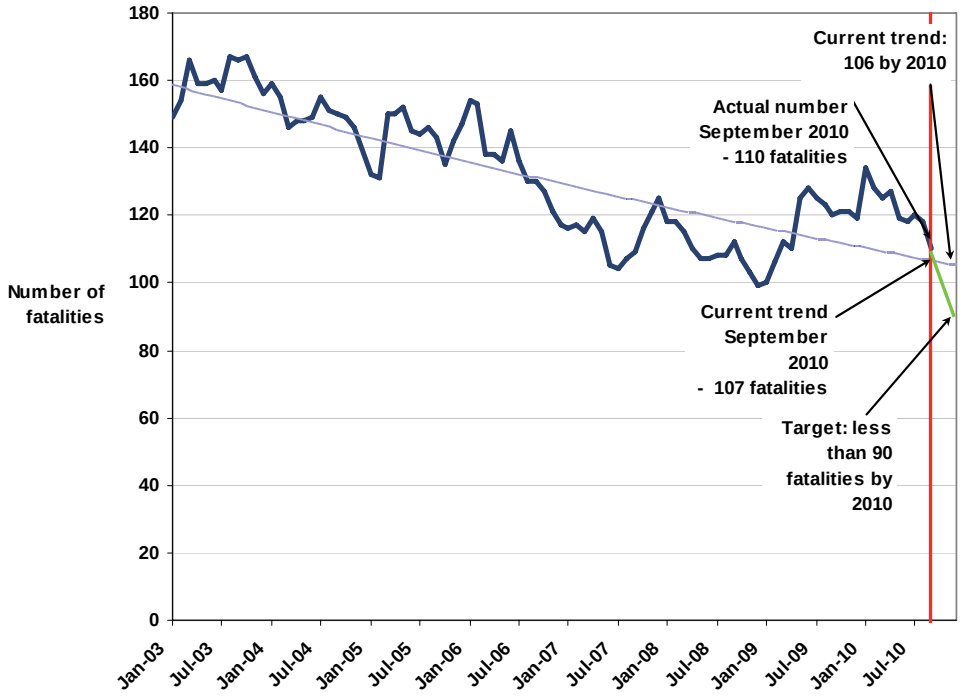
Fatalities have decreased in recent years. In 2008 the number of fatalities was below 100 for the first time in over 60 years, reaching a total of just 99. May 2009 and January 2010 had high monthly totals. This has brought the 12 month fatality total to the end of September 2010 to 110.

Annual Road Deaths:

Target 2010:	**90**
2003:	**156**
2008:	**99**
2009:	**119**
(12 month to the end of Sept.) **2010:**	**110**

The 110 fatalities recorded for the 12 months to the end of September 2010 is 22% 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 106 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:

	Oct 09-Sept 10	2004-2008	Difference
Drivers	54	63	-9
Passengers	25	28	-3
Motorcyclists	16	18	-2
Cyclists	5	3	2
Pedestrians	10	12	-2
Motorised wheelchair	0	1	-1
Total	110	125	-15

Serious injuries

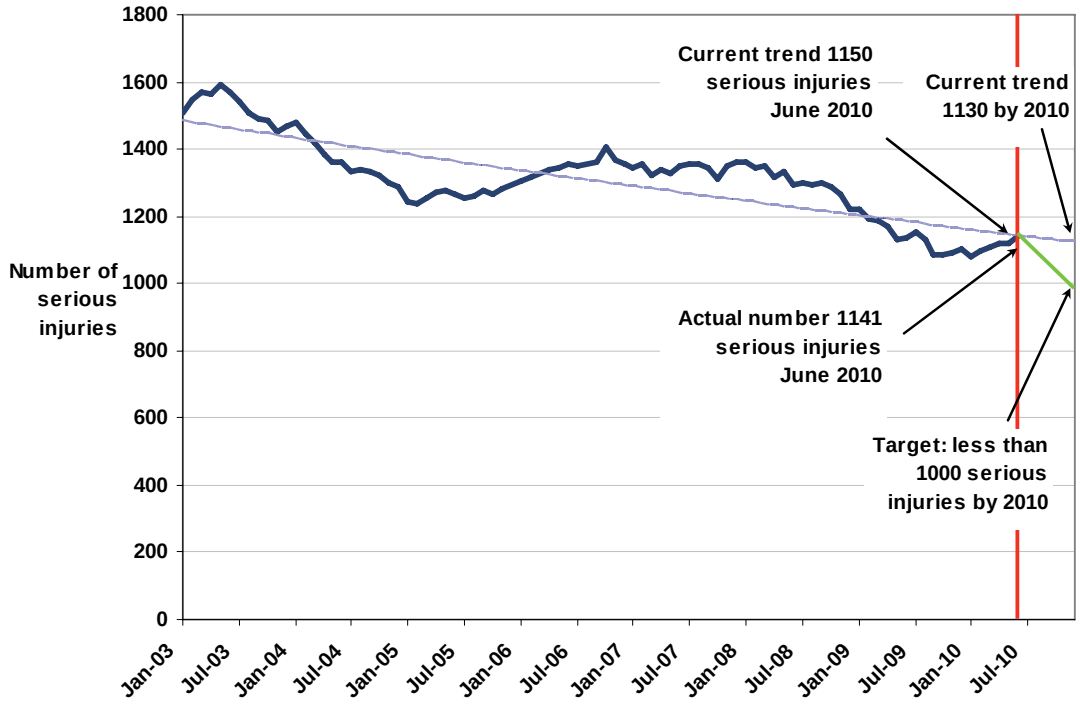
Trend in South Australia

Since 2000 serious injuries have decreased each year except in 2006 and 2007 when they once again increased. In 2009 the total reached 1101, the lowest yearly total of serious injuries since systematic recording began in 1968. 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 1130 by 2010.

Annual Serious Injuries:

Target 2010: 1000
2003: 1468
2008: 1218
2009: 1101

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



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

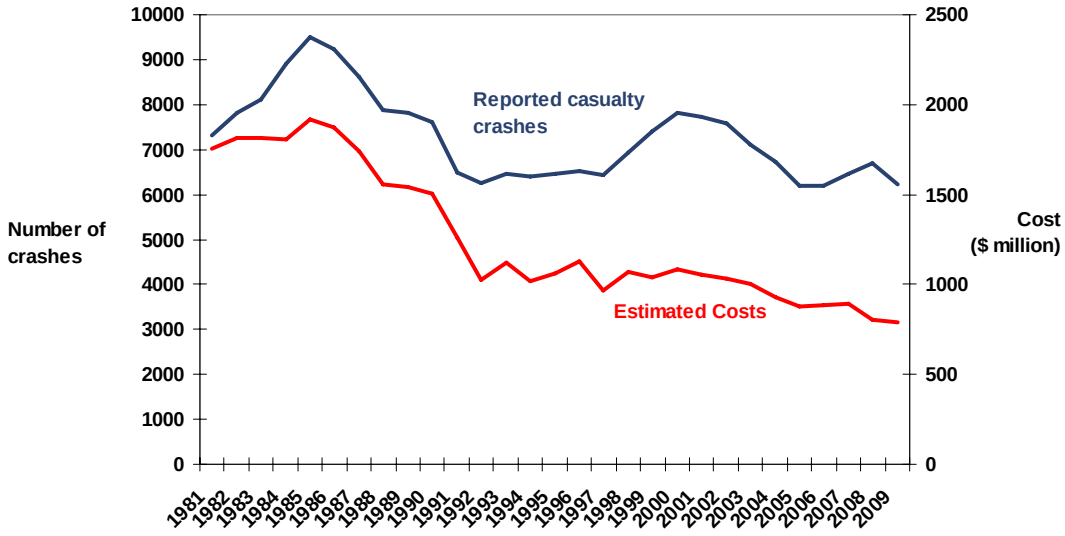
Serious injuries by road user type:

	July 2009 – June 2010	2004-2008	Difference
Drivers	559	655	-96
Passengers	221	314	-93
Motorcyclists (inc pillion passengers)	174	171	3
Cyclists	78	62	16
Pedestrians	106	109	-3
Motorised wheelchair	3	1	+2
Total	1141	1312	-171

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, 1981-2009

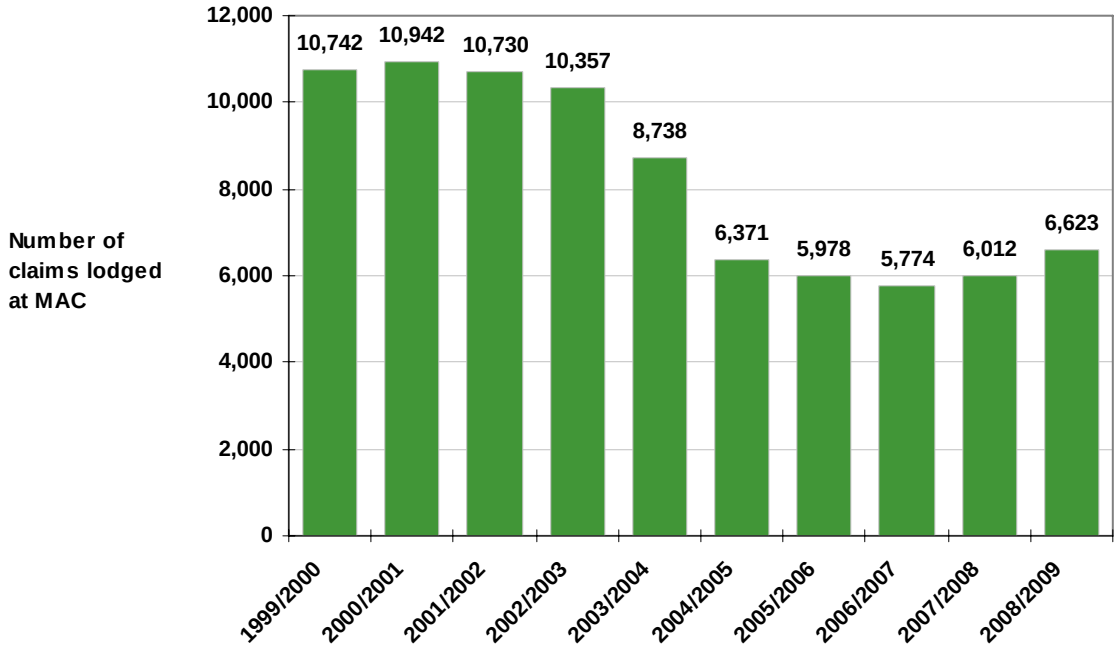


These crash costs are based on the Bureau of Transport Economic report released in 2000 and indexed using CPI. The costs are estimated based on 'human costs' and include lost labour in the work place, household and community, quality of life, ambulance, hospital and medical care, vehicle and other associated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

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, 1996-2009[2]



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.

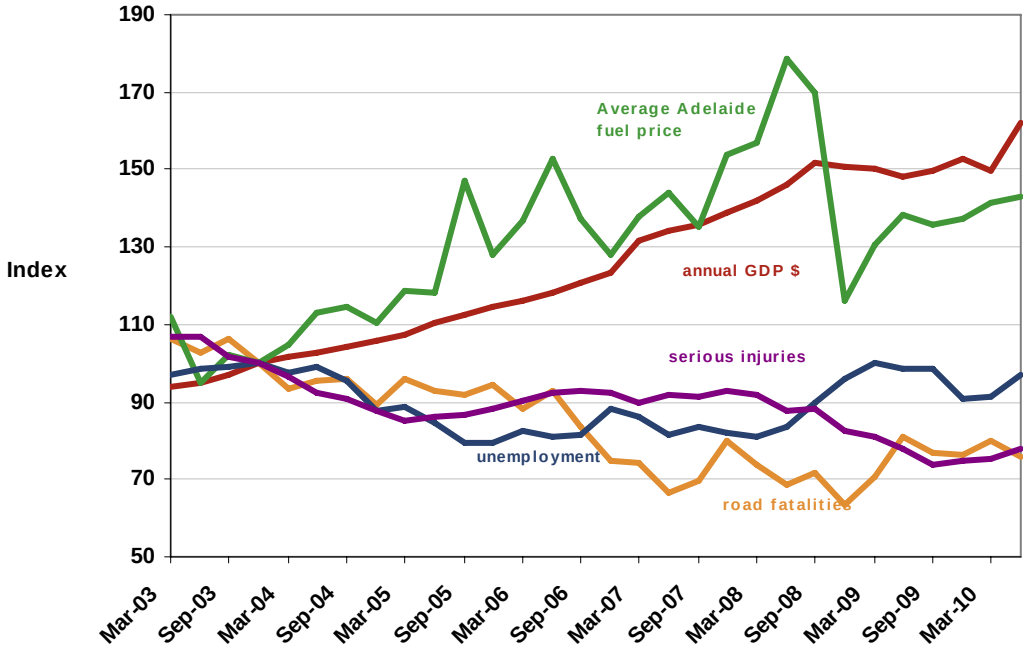
[2] All CTP data and information is supplied by the Motor Accident Commission

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. 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, rising slightly this quarter.

Figure 6 – Economic indicators and road toll[3] (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)

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

Figure 7 – Annual new vehicle registrations[4] (Indexed to December 2003=100)

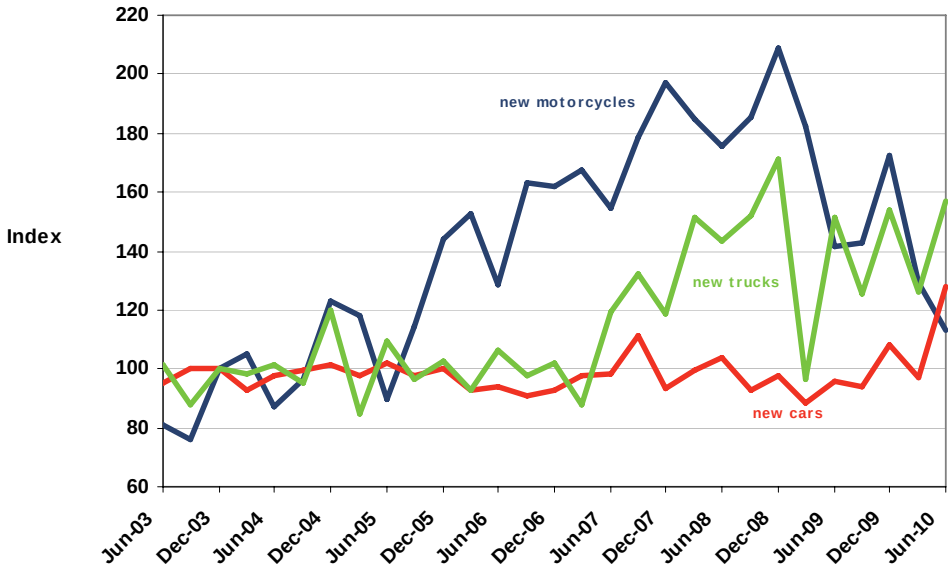
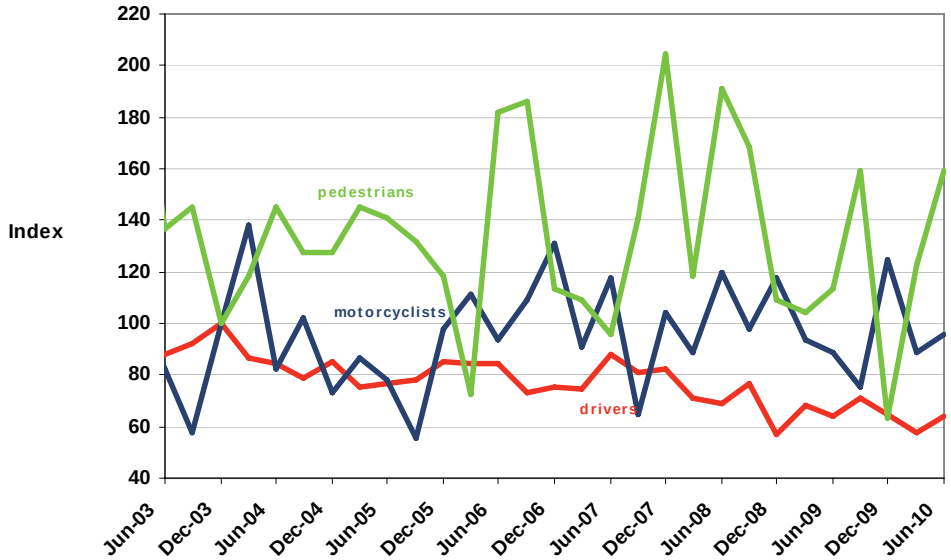


Figure 8 – Serious casualties by road user type[5] (Indexed to December 2003=100)



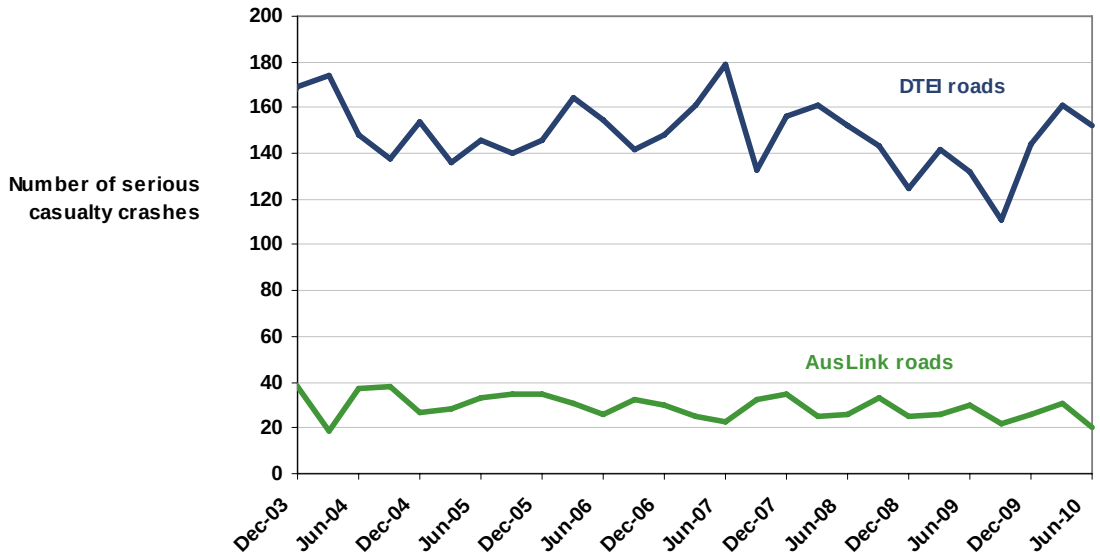
[4] New vehicle registrations are supplied by Safety Regulation Division, DTEI
New cars includes cars, station wagons and panel vans
New trucks includes trucks, prime movers, other commercial and commercial trailers >2.5T

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

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 general increase in the number of serious casualty crashes on DTEI roads from September 2009 to March 2010, decreasing slightly this quarter. The crashes on AusLink roads have shown a slight increase for the beginning of 2010 and a decrease can be seen for this reporting quarter.

Top 5 crash types

There were 1063 crashes resulting in serious injury or death reported in the 12 months to June 2010. 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 June 2010 were:

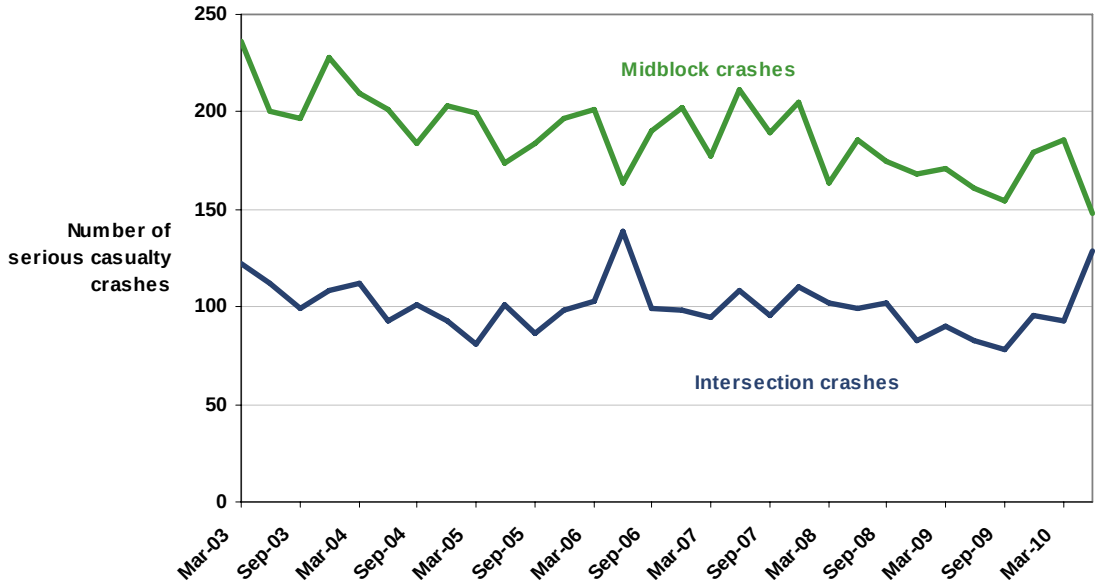
	Metropolitan Adelaide		Rural SA
112	Hit fixed object crashes	201	Hit fixed object crashes
95	Right angle crashes	121	Vehicle rollover crashes
87	Right turn crashes	50	Right angle crashes
77	Hit pedestrian crashes	29	Hit pedestrian crashes
58	Rear end crashes	26	Head on crashes

Intersection and midblock crashes

In the 12 months to June 2010, there were 396 serious casualty crashes at intersections and 667 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 (73%) occur on metropolitan roads.

Since 2003 while midblock crashes have had a slight decrease, intersection crashes have remained steady.

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



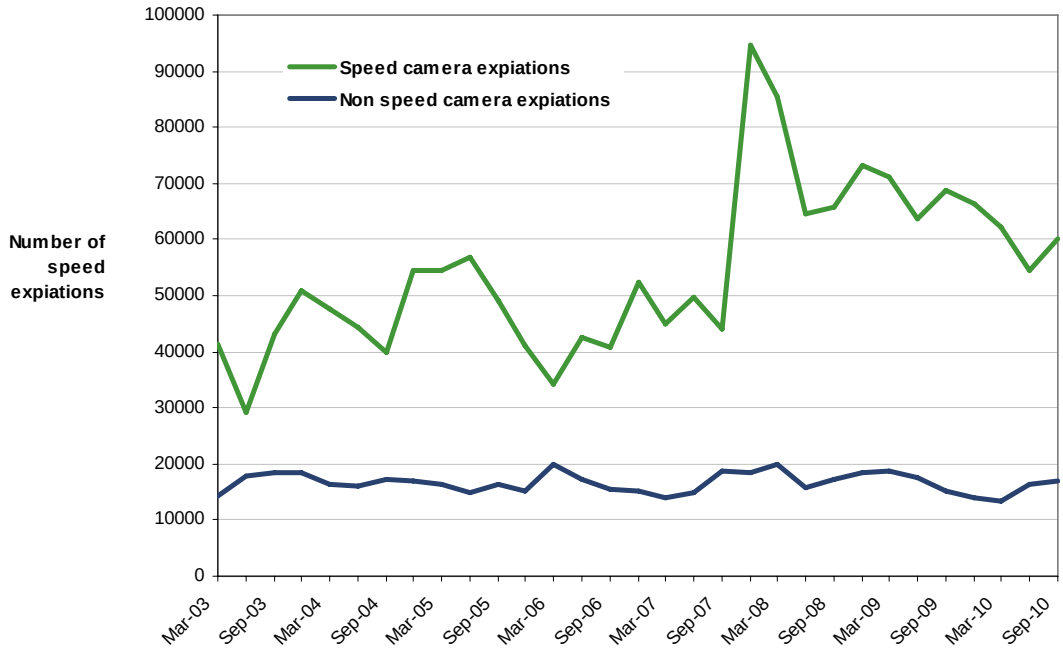
Crashes by speed limit

In the 12 months to June 2010 there have been 227 serious casualty crashes on 50km/h roads, 347 crashes on 60km/h roads, 161 crashes on 100km/h roads and 174 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 June 2010:

Speed limit of road	Metropolitan Adelaide		Rural SA	
	12 months to June 2010	5 year average 2004-08	12 months to June 2010	5 year average 2004-08
Below 50km/h	6	15	7	7
50km/h	147	170	80	76
60km/h	305	318	42	43
70, 80 or 90km/h	77	90	64	62
100km/h	22	24	139	171
110km/h	2	5	172	175

Speed enforcement

Figure 11 – Number of expiations issued for speed camera and non speed camera enforcement per quarter, 2003-10[6]
(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 over 16,000 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.

In the 12 months ending June 2010, 25 of the 73 drivers and riders killed (or 34%) who were tested for BAC had an illegal limit of 0.05 or above[7]. A further 75 of the 418 drivers and riders tested (or 18%) who were hospitalised recorded a BAC over 0.05[8].

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. In the 12 months ending June 2010, 16 of the 67 drivers and riders killed (or 24%) 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

Figure 12 – Number of Driver Screening Tests conducted per quarter 2003-2010[11]

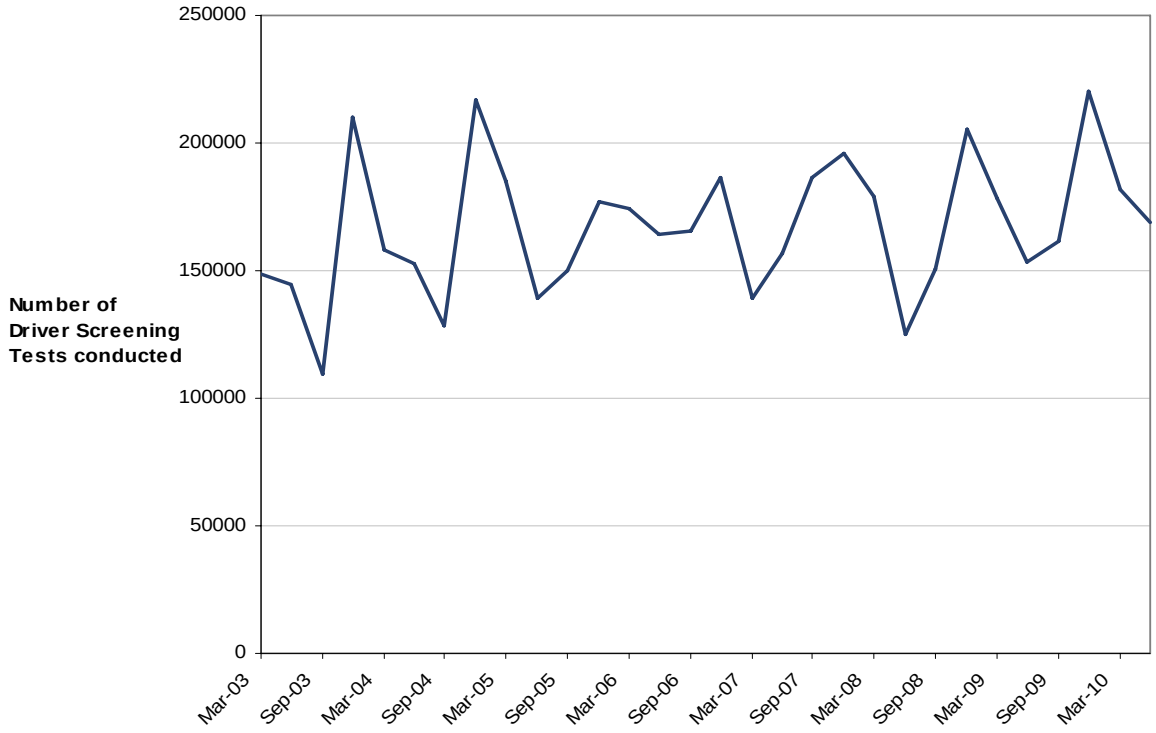
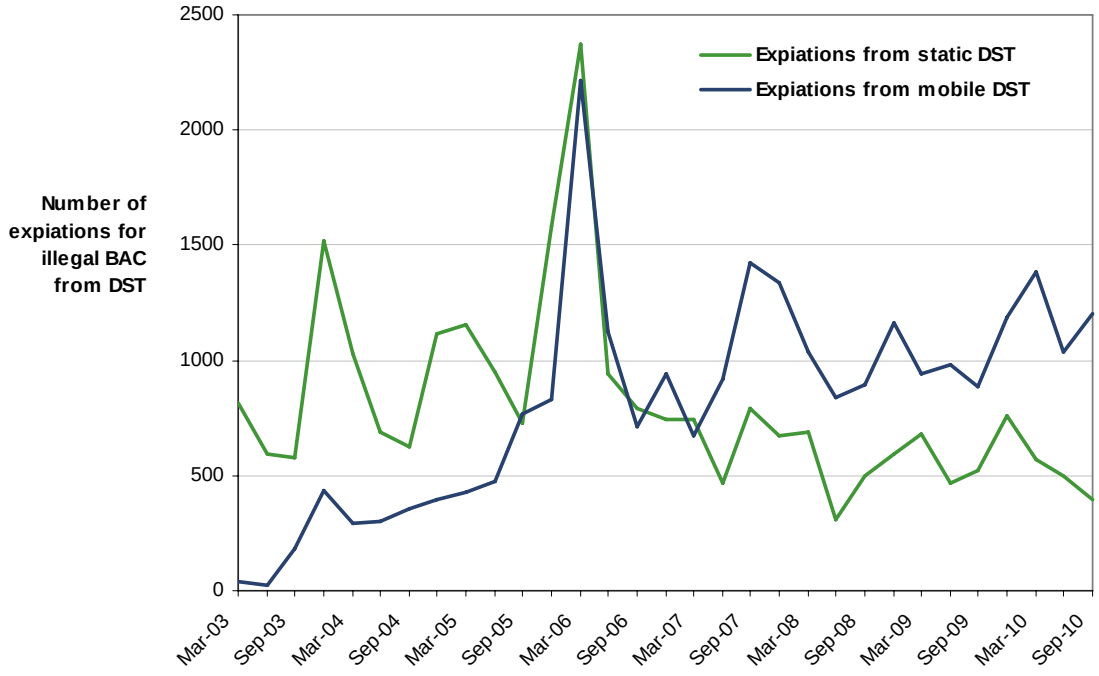


Figure 13 – Number of expiations by static and mobile DST per quarter, 2003-2010[12]



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

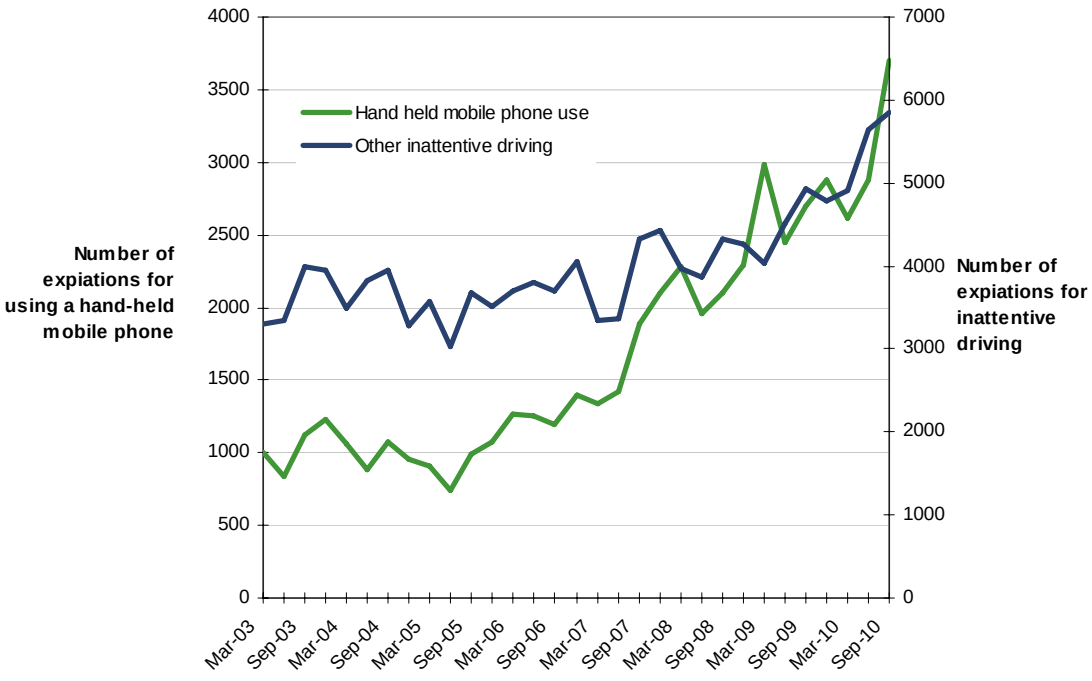
Inattention

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 ending June 2010, inattention was reported as a contributing cause of 52% of fatal crashes and 47% 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 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, 2003-2010[13]



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

The 2009 National Community Attitudes to Road Safety Survey[14] showed that 92% of South Australian drivers had a mobile phone and 61% 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 September 2010, 72% 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, 40% had previously had their licence disqualified on at least one occasion, and 11% of the drivers responsible either did not hold a licence, or did not hold an appropriate licence at the time of the crash.

Unrestrained vehicle occupants

In the 12 months to June 2010, 29 people killed and 45 people seriously injured were not wearing seatbelts.

On average 36% of all drivers and passengers killed and 10% of vehicle occupants seriously injured are not wearing a seatbelt at the time of the crash.

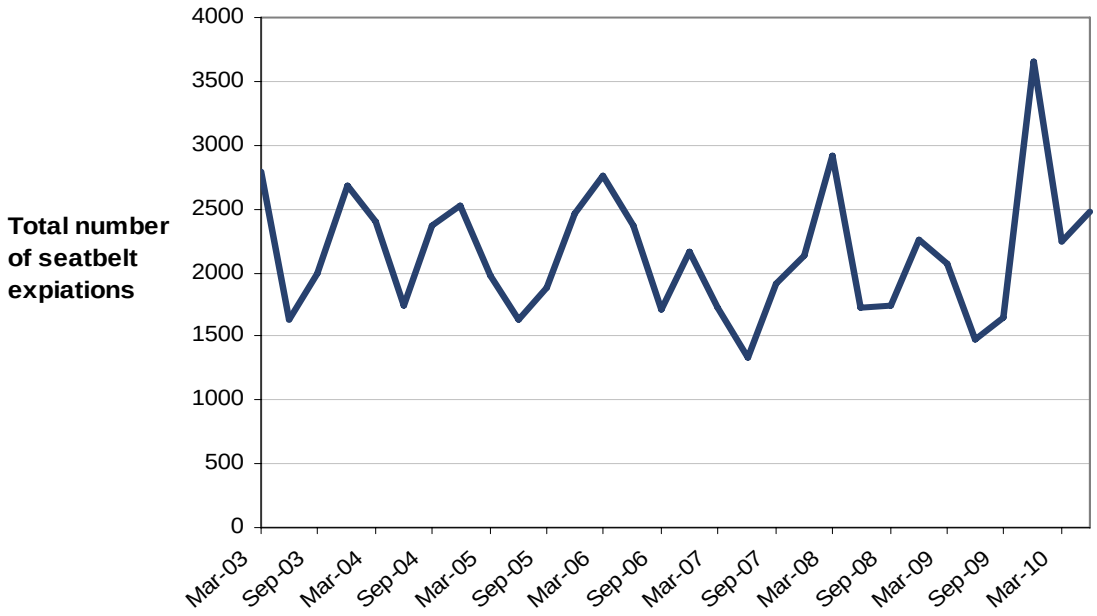
Intoxicated drivers involved in fatal crashes are less likely than sober drivers to be wearing a seatbelt at the time of the crash. On average 58% of drivers killed who had a BAC of 0.05 or above were not wearing a seatbelt at the time of the crash, compared to 20% of sober drivers.

The proportion of people aged 15 years and over that always wear a seat belt when travelling in the front seat of a car has remained steady (97% in 2009) at between 95% and 97% since 1993[15].

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: 2009 survey report, Social Research Centre, Department of Infrastructure, Transport, Regional Development and Local Government, December 2009.
[15] Community Attitudes to Road Safety: 2009 survey report, Social Research Centre, Department of Infrastructure, Transport, Regional Development and Local Government, December 2009

Figure 15 –Number of expiations for restraint use offences per quarter 2003-2009[16]



There was a peak of seatbelt expiations in the March 2008 quarter. This coincided with SAPOLs 'Operation Belt Up' targeting seatbelt offence. Another rise can be seen in December 2009

Seatbelt legislation introduced on 1 March 2008 made drivers 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

Four children aged up to 15 years were killed and 59 were seriously injured in road crashes for the 12 months to the end of June 2010. This is two less fatalities and eight fewer serious injuries than the average for the 5 years 2004-2008.

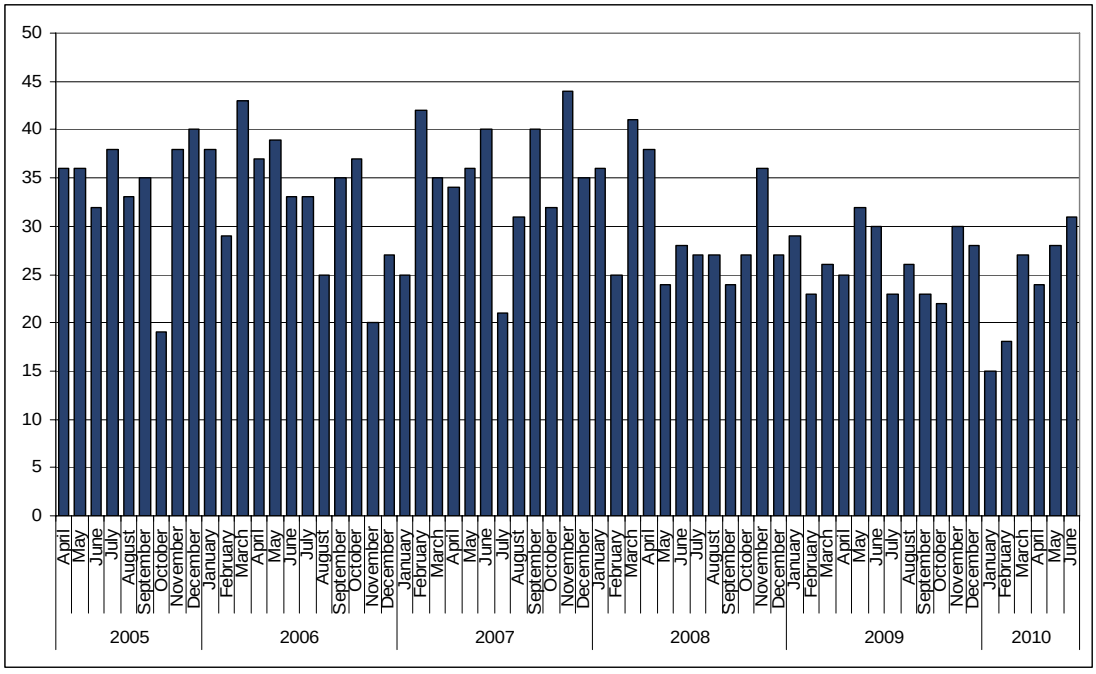
Younger road users

For the 12 months to the end of June 2010, 27 people aged 16-24 years were killed in road crashes and 268 were seriously injured.

User Type	Serious	Fatal	Total
Driver	143	14	**157**
Passenger	58	9	**67**
Motorcyclist	29	3	**32**
Scooter operator	4	0	**4**
Pillion passenger	1	0	**1**
Cyclist	13	0	**13**
Pedestrian	20	1	**21**
Total	**268**	**27**	**295**

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 13% of the population but account for 27% of fatalities and 29% 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 2005-2009



Older road users

In the 12 months to June 2010, 14 people aged 70 years or over were killed in road crashes and 109 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.

User Type	Serious	Fatal	Total
Driver	62	5	**67**
Passenger	2	0	**2**
Motorcyclist	18	5	**23**
Scooter operator	6	0	**6**
Pillion passenger	1	0	**1**
Cyclist	3	1	**4**
Pedestrian	15	3	**18**
Gopher	2	0	**2**
Total	**109**	**14**	**123**

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 June 2010 there were 17 motorcycle fatalities and 161 motorcyclists seriously injured (including pillion passengers). The average number of motorcyclists killed in the 2004-2008 period was 16, and 157 seriously injured. Over half of the serious crashes reported were in metropolitan Adelaide.

Cyclists and Pedestrians

In the 12 months to June 2010, 5 cyclists were killed and 78 cyclists were reported as seriously injured. Over the same period there has been 9 pedestrian fatalities and 106 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.

Over the last 5 years nearly 1 in every 10 road deaths in South Australia was a pedestrian. The 10 pedestrian fatalities recorded in the 12 months to October 2010 are two fewer 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 June 2010, 11 fatal crashes and 66 serious injury crashes were reported as involving at least one heavy vehicle. The heavy vehicle driver was deemed to be responsible in 49% of these serious crashes, (does not take into account crashes involving two or more heavy vehicles). 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

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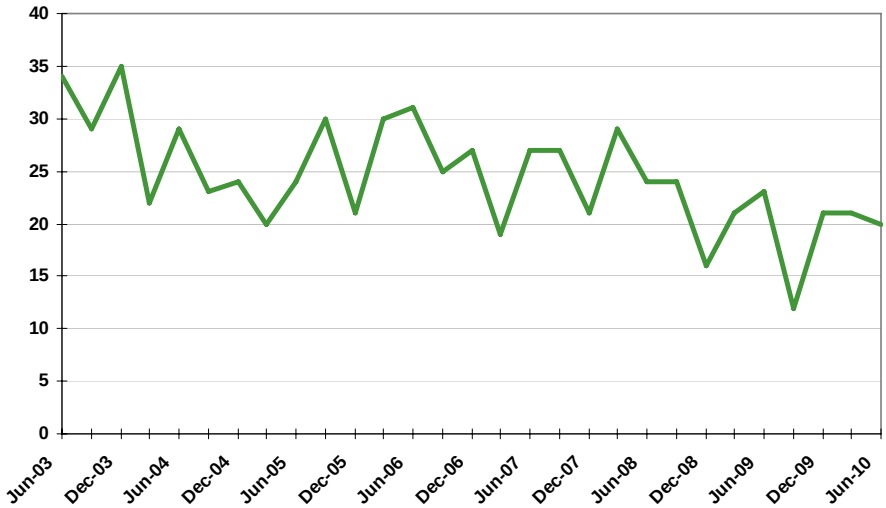
Figure 17 - Number of serious casualty crashes per quarter that involved a heavy vehicle, June 2003-June 2010



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 July 2009 to June 2010.

Metropolitan Adelaide Council areas	Fatal	Serious	Total
Adelaide (C)	1	58	59
Burnside (C)	1	13	14
Campbelltown (C)	1	22	23
Charles Sturt (C)	2	63	65
Holdfast Bay (C)	0	10	10
Marion (C)	1	17	18
Mitcham (C)	1	18	19
Norwood Payneham St Peters (C)	1	40	41
Onkaparinga (C)	8	52	60
Playford (C)	5	31	36
Port Adelaide Enfield (C)	1	52	53
Prospect (C)	0	12	12
Salisbury (C)	4	42	46
Tea Tree Gully (C)	2	20	22
Unley (C)	0	12	12
Walkerville (M)	1	8	9
West Torrens (C)	1	23	24
Total Metropolitan Adelaide	**30**	**493**	**523**

Fleurieu and Kangaroo Island Council areas	Fatal	Serious	Total
Alexandrina (DC)	2	28	30
Kangaroo Island (DC)	0	4	4
Victor Harbor (DC)	3	11	14
Yankalilla (DC)	1	10	11
Total Fleurieu and Kangaroo Island	**6**	**53**	**59**

Murray and Mallee Council areas	Fatal	Serious	Total
Berri and Barmera (DC)	0	11	11
Karoonda East Murray (DC)	2	3	5
Loxton Waikerie (DC)	1	16	17
Mid Murray (DC)	1	18	19
Murray Bridge (RC)	3	11	14
Renmark Paringa (DC)	1	11	12
Southern Mallee (DC)	0	2	2
The Coorong (DC)	2	17	19
Total Murray and Mallee	**10**	**89**	**99**

Limestone Coast Council areas	Fatal	Serious	Total
Grant (DC)	2	6	8
Kingston (DC)	0	6	6
Mount Gambier (C)	0	9	9
Naracoorte Lucindale (DC)	1	6	7
Robe (DC)	0	2	2
Tatiara (DC)	3	10	13
Wattle Range (DC)	1	12	13
Total Limestone Coast	**7**	**51**	**58**

Local Government Areas

Adelaide Hills Council areas	Fatal	Serious	Total
Adelaide Hills (DC)	7	40	47
Mount Barker (DC)	8	17	25
Total Adelaide Hills	**15**	**57**	**72**

Barossa Council Areas	Fatal	Serious	Total
Barossa (DC)	3	16	19
Light (DC)	0	13	13
Mallala (DC)	2	5	7
Gawler (M)	1	9	10
Total Barossa	**6**	**43**	**49**

Yorke and Mid North Council Areas	Fatal	Serious	Total
Barunga West (DC)	2	5	7
Clare and Gilbert Valleys (DC)	4	5	9
Copper Coast (DC)	0	9	9
Goyder (DC)	4	5	9
Mount Remarkable (DC)	0	7	7
Northern Areas (DC)	0	5	5
Orroroo Carrieton (DC)	0	2	2
Peterborough (DC)	1	5	6
Port Pirie C, Dists (M)	1	11	12
Wakefield (DC)	1	13	14
Yorke Peninsula (DC)	1	16	17
Total Yorke and Mid North	**14**	**83**	**97**

Eyre Peninsula and Western Council areas	Fatal	Serious	Total
Ceduna (DC)	2	6	8
Cleve (DC)	4	0	4
Elliston (DC)	0	0	0
Franklin Harbour	0	1	1
Kimba (DC)	0	1	1
Wudinna (DC)	0	4	4
Lower Eyre Peninsula (DC)	0	8	8
Port Lincoln (C)	0	6	6
Streaky Bay (DC)	1	2	3
Tumby Bay (DC)	1	4	5
Whyalla (C)	0	12	12
Total Eyre Peninsula and Western	**8**	**44**	**52**

Far North Council areas	Fatal	Serious	Total
Coober Pedy (DC)	0	2	2
Flinders Ranges (DC)	0	1	1
Port Augusta (C)	2	12	14
Roxby Downs (M)	0	2	2
Unincorporated Far North, Pirie, West Coast, Whyalla, Lincoln & Flinders Ranges	8	26	34
Total Far North	**10**	**43**	**53**

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 with 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 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.

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