



South Australia Road Safety Progress Report March Quarter 2012

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 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 are provided to the period ending 31 March 2012. As there is a three month lag to finalise cases and process data compared to fatality data, serious injuries and casualty data are reported to the period ending 31 December 2011.

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

	2020 Target	2010	1 April 2011 to 31 March 2012
Fatalities	less than 80	118	101
Fatality rate (per 100,000 population)	4.5	7.2	6.1

	2020 Target	2010	1 January to 31 Dec 2011
Serious injuries	less than 800	1050	931
Serious injury rate (per 100,000 population)	45.0	63.8	56.2

¹ Figures relating to the current quarter are provisional and are subject to revision when detailed Crash Reports, Enforcement Data and CTP Claims are finalised. Crash data are sourced from the Traffic Accident Reporting System (TARS) maintained by Department of Planning Transport and Infrastructure.

MANAGING FOR RESULTS

Key performance indicators will be used to monitor and regularly report on our progress toward reducing serious casualty crashes by at least 30% over the decade.

The following performance indicators use a range of inputs including crash, transport and enforcement data. These indicators may be further developed and refined throughout the life of the strategy.

Performance Indicators	Annual Average 2008-2010
Number of single vehicle run-off road serious casualty crashes	465
Number of intersection serious casualty crashes ²	368
Average metro traffic speed ³	56.1km/h (2010)
Average rural traffic speed ³	102.7km/h (2010)
Percentage of vehicles exceeding stated speed limit ³	23.4% (2010)
Percentage of new vehicles sold in SA with a 5 star safety rating ⁴	40.9% (2010)
Number of young people (16-24) killed or seriously injured	318
Number of drivers/riders killed with a BAC (Blood Alcohol Concentration) above legal limit	22
Number of drivers/riders tested positive for alcohol	12,115
Number of drivers/riders tested positive for drugs	1,181
Number of people killed or seriously injured not wearing a seatbelt	77
Number of new CTP insurance claims	6,024

² The previously reported number of 428 was the Annual Average 2008- 2010 Number of intersection *serious casualties* and not Annual Average 2008- 2010 Number of *serious casualty crashes*.

³ 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, 80 and 110 km/h arterial roads. In the December Quarterly Report 2011, 80 km/h roads were erroneously omitted from the percentage of vehicles exceeding stated speed limit (25.4%).

⁴ Note: *Percentage of new vehicles sold in SA with a 5 star safety rating* (December Quarterly Report 2011) erroneously reported 43.1%.

OVERVIEW OF CASUALTIES AND CRASHES

Road Fatalities

Table 1: Number of fatalities per month in South Australia, 2009-2012

Month	2009	2010	2011	2012
January	6	21	12	6
February	15	9	9	9
March	13	10	7	11
April	7	9	12	
May	20	12	11	
June	9	8	11	
July	5	7	7	
August	9	7	8	
September	11	3	6	
October	7	12	7	
November	9	12	6	
December	8	8	7	
Total	119	118	103	26

Table 2: Number of fatal crashes per month in South Australia, 2009-2012

Month	2009	2010	2011	2012
January	6	14	11	6
February	11	9	9	9
March	12	10	7	10
April	5	8	11	
May	15	11	11	
June	9	8	8	
July	5	6	6	
August	8	7	8	
September	10	3	6	
October	7	11	6	
November	8	11	5	
December	8	7	7	
Total	104	105	95	25

Serious Injuries

Table 3: Number of serious injuries per month in South Australia, 2008-2011

Month	2008	2009	2010	2011
January	102	103	74	81
February	94	66	80	74
March	112	107	113	98
April	101	91	93	69
May	125	83	81	77
June	87	94	108	74
July	95	113	99	71
August	106	84	61	81
September	119	74	84	76
October	94	93	94	65
November	99	108	72	74
December	84	93	91	91
Total	1,218	1,109	1,050	931

Table 4: Number of serious injury crashes per month in South Australia, 2008-2011

Month	2008	2009	2010	2011
January	85	93	59	69
February	76	54	74	62
March	90	83	97	83
April	88	71	80	59
May	104	69	71	66
June	75	75	87	54
July	76	91	76	58
August	85	62	53	62
September	89	58	70	71
October	78	83	75	56
November	78	90	64	61
December	72	80	80	79
Total	996	909	886	780

Road Users

Table 5: Number of serious casualties by road user, South Australia, 2010-2011

Road User	Dec Qtr 2010	Mar Qtr 2011	Jun Qtr 2011	Sep Qtr 2011	Dec Qtr 2011
Drivers ^{5, 6}	132	135	118	113	115
Passengers	59	58	53	50	53
Motorcyclists ⁷	44	45	38	42	48
Cyclists	20	19	19	14	12
Pedestrians ⁸	32	22	24	27	21
Other ⁹	2	2	2	3	1
Total	289	281	254	249	250

Table 6: Number of serious casualties by participant age, South Australia, 2010-2011

Age Group	Dec Qtr 2010	Mar Qtr 2011	Jun Qtr 2011	Sep Qtr 2011	Dec Qtr 2011
0-15	11	11	11	14	11
16-24	79	61	58	52	61
25-29	33	28	20	27	29
30-39	43	48	43	40	37
40-49	39	45	30	41	45
50-59	22	39	36	17	27
60-69	18	18	22	25	16
70-79	22	12	10	10	5
80-89	12	13	16	13	8
90+	0	1	0	4	0
Unknown	10	5	8	6	11
Total	289	281	254	249	250

⁵ Includes Heavy Vehicle drivers. Heavy Vehicles includes Rigid Truck, Semi-Trailer and B-Doubles.

⁶ In the December Quarter 2011 report, the number of Heavy Vehicle drivers was unintentionally omitted from the road user category 'Driver'.

⁷ Includes pillion passengers and scooter riders/passengers.

⁸ Includes motorised wheelchair.

⁹ 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.

Vehicles

Table 7: Number of vehicles involved in serious casualty crashes by vehicle type, South Australia, 2010-2011

Vehicle Type	Dec Qtr 2010	Mar Qtr 2011	Jun Qtr 2011	Sep Qtr 2011	Dec Qtr 2011
Passenger Vehicles	278	284	235	241	234
Heavy Vehicles ¹⁰	23	22	20	16	19
Buses	3	4	1	2	2
Motorcycles ¹¹	44	45	36	42	48
Bicycles	21	22	23	16	12
Total	369	377	315	317	315

Table 8: Age of passenger vehicles involved in serious casualty crashes, South Australia, 2010-2011¹²

Vehicle Age (years)	Dec Qtr 2010	Mar Qtr 2011	Jun Qtr 2011	Sep Qtr 2011	Dec Qtr 2011
0-4	44	35	40	42	42
5-9	62	72	45	58	60
10-14	60	62	71	63	44
15-19	53	48	37	42	47
20+	46	41	29	27	23
Unknown	12	25	13	9	18
Total	277	283	235	241	234

¹⁰ Heavy Vehicles – includes Rigid Truck, Semi-Trailer and B-Doubles.

¹¹ Includes scooters.

¹² Excludes motorcycles, scooters, buses and heavy vehicles.

Regions within the State

Table 9: Serious casualty crashes by region, South Australia, 2010-2011¹³

Regions	Dec Qtr 2010	Mar Qtr 2011	Jun Qtr 2011	Sep Qtr 2011	Dec Qtr 2011
Metropolitan Adelaide	138	129	109	102	120
Inner Rural (Within 100km of Adelaide)	43	45	41	28	37
Outer Rural (Greater than 100km from Adelaide)	67	67	59	81	57
Total	248	241	209	211	214

Crash Type

Table 10: Serious casualty crashes by type and region, South Australia, 2010-2011¹⁴

Regions	Crash Type	Dec Qtr 2010	Mar Qtr 2011	Jun Qtr 2011	Sep Qtr 2011	Dec Qtr 2011
Metro	Intersection crashes	60	62	54	50	57
	Single vehicle run-off-road crashes	42	28	33	26	36
	All other crash types	47	45	34	33	36
Inner Rural	Intersection crashes	11	13	12	4	7
	Single vehicle run-off-road crashes	23	24	31	21	26
	All other crash types	11	9	2	5	7
Outer Rural	Intersection crashes	14	15	12	15	12
	Single vehicle run-off-road crashes	43	43	36	52	42
	All other crash types	14	12	15	17	8

¹³ A map of the regional areas is in *Towards Zero Together, South Australia's Road Safety Strategy 2020*.

¹⁴ The type of crash categories are not mutually exclusive and must not be added together.

Speed Limit

Table 11: Serious casualty crashes by speed limit and region, South Australia, 2010-2011

Region	Speed Limit	Dec Qtr 2010	Mar Qtr 2011	Jun Qtr 2011	Sep Qtr 2011	Dec Qtr 2011
Metro	Below 50 km/h	1	0	0	1	0
	50 km/h	37	36	30	27	29
	60 km/h	75	70	61	53	59
	70 – 90 km/h	20	20	12	15	24
	100 km/h	2	3	6	6	6
	110 km/h	3	0	0	0	2
Inner Rural	Below 50 km/h	0	0	0	0	0
	50 km/h	6	3	3	2	5
	60 km/h	4	1	3	3	3
	70 – 90 km/h	5	11	8	3	6
	100 km/h	20	16	17	12	17
	110 km/h	8	14	10	8	6
Outer Rural	Below 50 km/h	3	0	1	0	0
	50 km/h	10	8	11	12	3
	60 km/h	7	4	3	8	3
	70 – 90 km/h	2	6	4	9	7
	100 km/h	17	12	15	28	19
	110 km/h	28	37	25	24	25
TOTAL		248	241	209	211	214

ENFORCEMENT ACTIVITY

The enforcement data presented in this section has been supplied by the Traffic Intelligence Section, South Australia Police (SAPOL) and examines aspects of driver behaviours.

Speed Offences

For driver speeding offences, numbers of expiations per quarter are reported. A number of methods for detecting speed offences are employed. Speed camera offences are detected by mobile cameras, deployed by SAPOL Traffic Camera Units 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.

Figure 1: Number of expiations issued for speed camera enforcement per quarter, December 2008 to December 2011

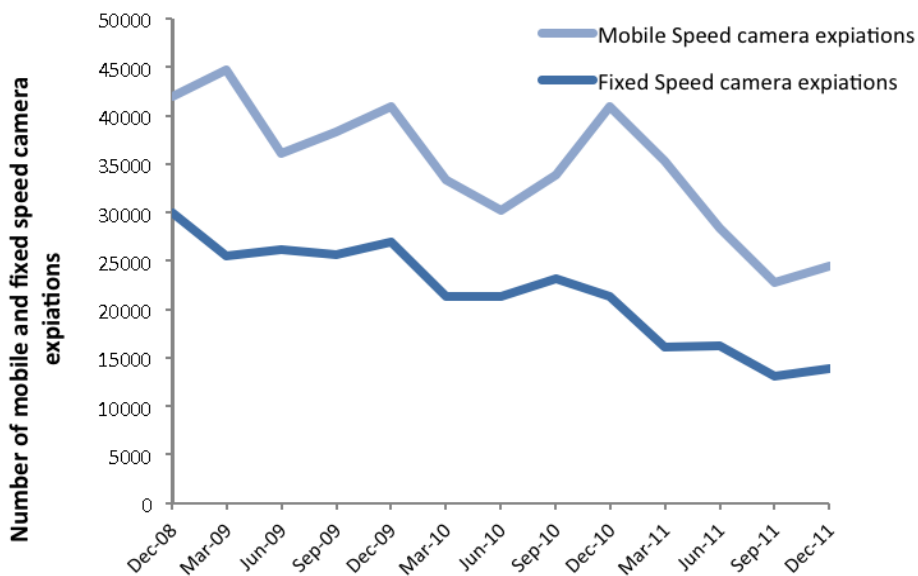
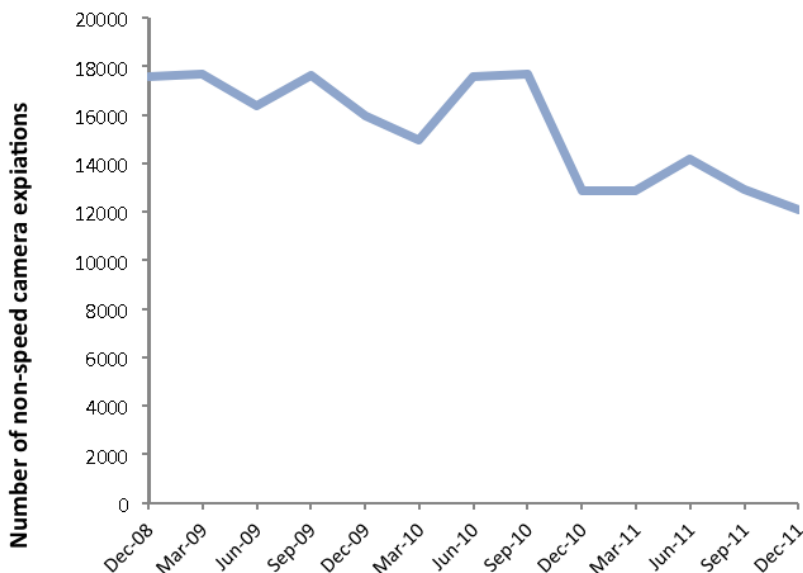


Figure 2: Number of expiations issued for non-speed camera enforcement per quarter, December 2008 to December 2011



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. 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 Driver Screening Tests (DST) per 1,000 tested, per quarter, December 2008 to December 2011¹⁵

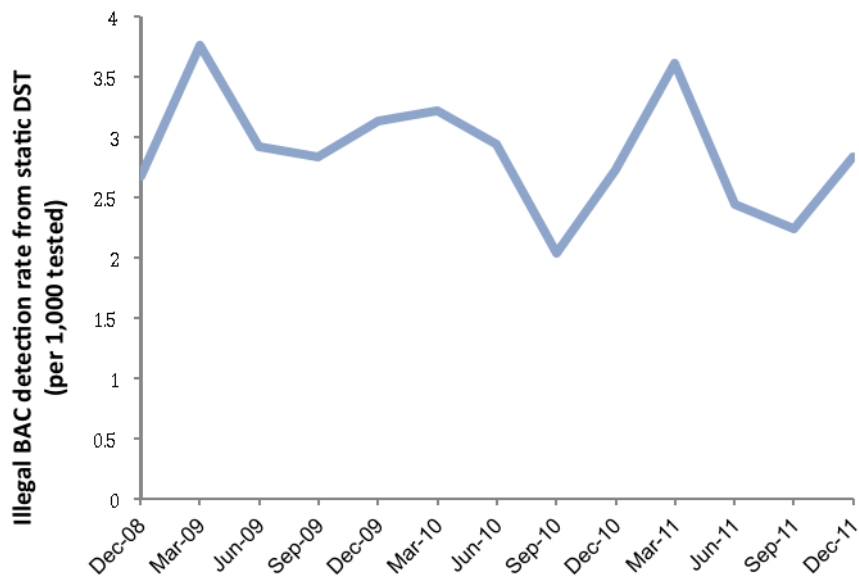
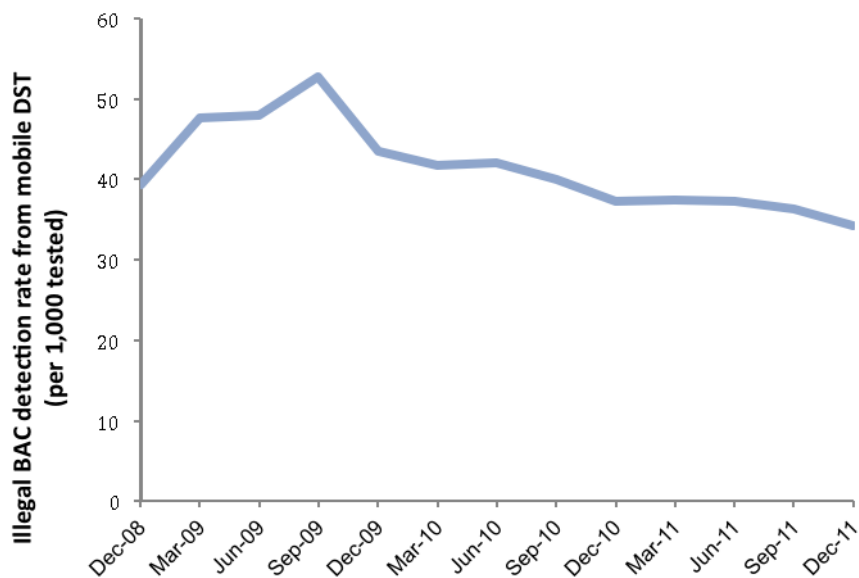


Figure 4: Rate of expiations and apprehensions for alcohol offences using mobile Driver Screening Tests (DST) per 1,000 tested, per quarter, December 2008 to December 2011



¹⁵ In the December Quarter 2011 report, DST per 100,000 tested was reported instead of DST per 1,000 tested.

Figure 5: Rate of expiations and apprehensions for drug offences using static Driver Screening Tests (DST) per 1,000 tested, per quarter, December 2008 to December 2011

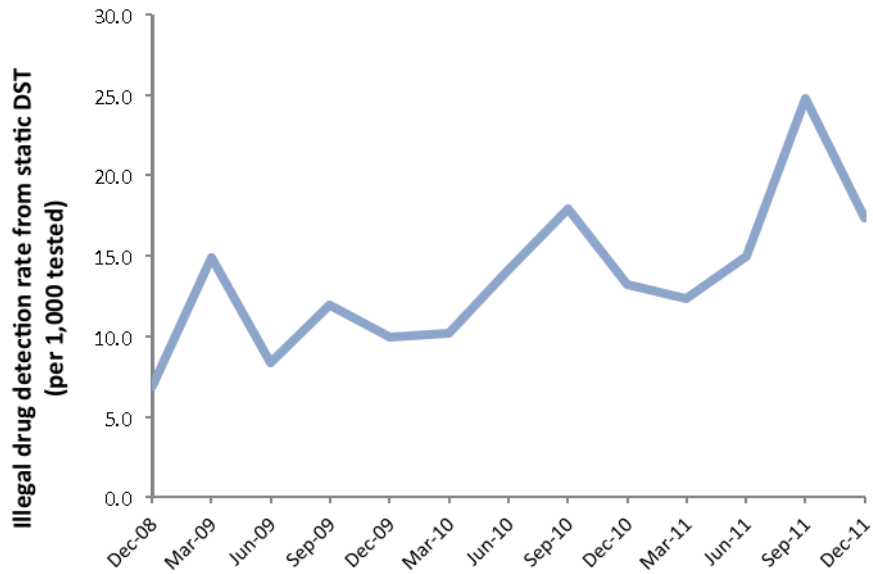
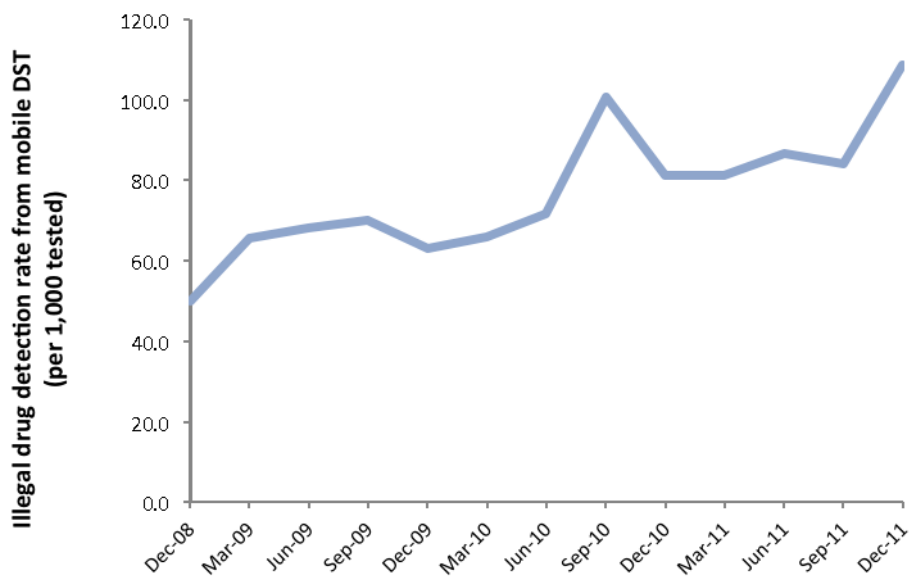


Figure 6: Rate of expiations and apprehensions for drug offences using mobile Driver Screening Tests (DST) per 1,000 tested, per quarter, December 2008 to December 2011



Mobile phone and restraint use offences

Driver expiations for mobile phone use and restraint use offences are reported per quarter. The variation 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.

Figure 7: Number of expiations for mobile phone use offences per quarter, December 2008 to December 2011

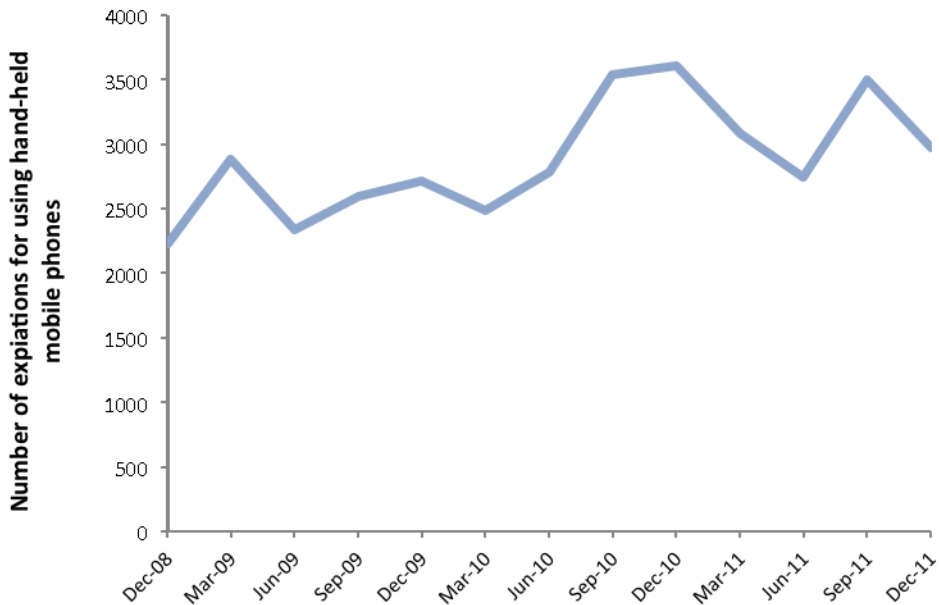
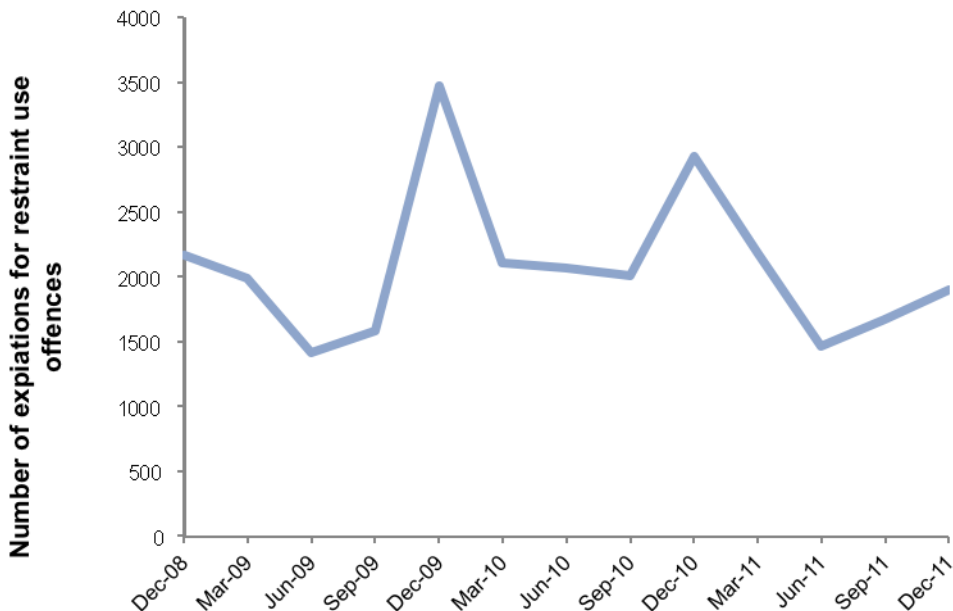


Figure 8: Number of expiations for restraint use offences per quarter, December 2008 to December 2011

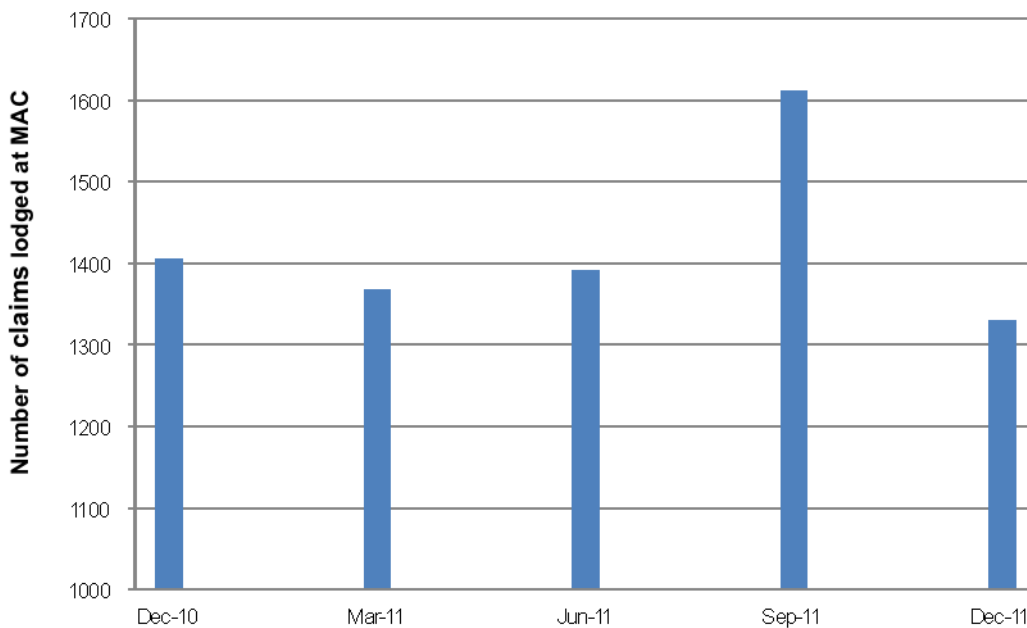


OTHER MEASURES OF ROAD SAFETY PROGRESS

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

Figure 9: Number of new CTP insurance claims¹⁶



¹⁶ Excludes zero dollar claims.

The safety of new vehicles being sold

The Australian New Car Assessment Program provides safety star ratings to vehicles sold on the Australian market. 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.

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 and 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 included¹⁷:

- achieving a suitable standard in frontal offset, side impact and side pole impact tests
- Electronic Stability Control
- 3-point seat belts for all forward facing seats
- Head protecting technology (side airbags¹⁸) for the front seats

In 2012 this was extended to also include:

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

Table 12: Percentage of new vehicles sold with a 5-star rating, South Australia, 2011¹⁹

New Vehicles sold	Mar Qtr 2011	Jun Qtr 2011	Sep Qtr 2011	Dec Qtr 2011
5-star	43%	48%	51%	55%
Total number of new vehicles	14,868	14,850	15,987	15,116

Safety features

Table 13: Percentage of new vehicles sold in South Australia with specified safety features as standard, 2010-2011²⁰

Safety Feature	Dec Qtr 2010	Mar Qtr 2011	Jun Qtr 2011	Sep Qtr 2011	Dec Qtr 2011
Electronic stability control	70%	71%	74%	80%	82%
Front side curtain airbags	59%	60%	65%	70%	74%
Emergency brake assist	72%	71%	72%	75%	79%
Rear side curtain airbags	57%	62%	63%	67%	70%
Centre 2nd row lap/sash belt	76%	75%	75%	77%	77%

¹⁷ ANCAP, ANCAP Rating Road Map 2011-2017, June 2012.

¹⁸ 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 December Quarter of 2011, approximately 99% of vehicles sold were fitted with driver's airbags as a standard feature and 98% were fitted with a front passenger airbag. Some classes of vehicles sold were less likely to have these features as a standard (POLK, *Quarterly Vehicle Safety Report*, December 2011).

¹⁹ POLK, *Quarterly ANCAP report*, December 2011

²⁰ POLK, *Quarterly Vehicle Safety Report*, December 2011

Exposure Measures

Table 14: Yearly Fatality and Serious Injury Rates – 12 monthly period ending December 2011²¹

	South Australia	Fatality Rate (per 100,000)	Serious Injury Rate (per 100,000)
Licence Holders ²²	1,141,912	5.3	51.1
Registered Vehicles ²³	1,296,911	7.9	71.8

National Comparisons

Figure 10: Fatalities per 100,000 population by State and Territory, Australia - 12 monthly period ending March 2012²⁴

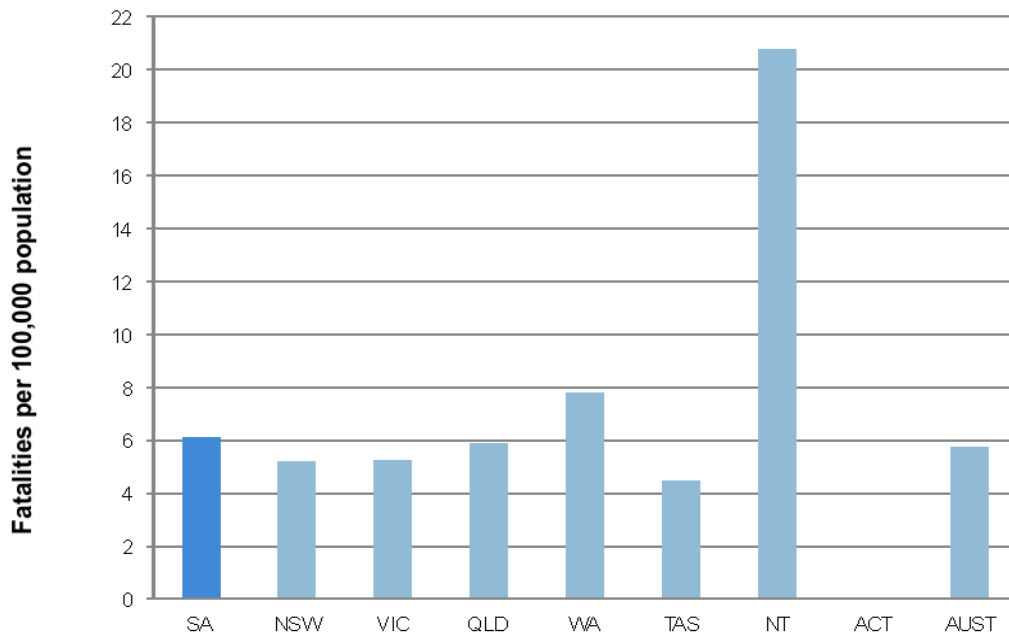


Table 15: Yearly deaths in each State and Territory, Australia - 12 monthly periods ending March²⁴

Year	SA	NSW	VIC	QLD	WA	TAS	NT	ACT	AUST
2012	101	380	296	271	183	23	48	0	1,302
2011	106	392	286	254	202	29	42	17	1,328
2010	125	457	292	298	175	53	35	17	1,452

²¹ 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.

²² Registration and Licensing, Department of Transport, Energy and Infrastructure, June 2011.

²³ Excludes tractors, trailers and caravans. Registration and Licensing, Department of Transport, Energy and Infrastructure, June 2011.

²⁴ Department of Infrastructure and Transport, Bureau of Infrastructure, Transport and Regional Economics, *Road Deaths Australia, March 2012*. Note: SA 2012 number and Australian 2012 total have been adjusted to reflect the most recent SA crash data for the quarter ending March 2012.

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.

Useful links

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

www.sa.gov.au/towardszerotogether

Centre for Automotive Safety Research:

www.casr.adelaide.edu.au

Enquiries

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