

Road Safety Progress Report

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

Road fatalities have been steadily decreasing in the past 2 years. The 99 fatalities in 2008 was the lowest calendar total since records began. Overall crashes and casualties in the last 5 years have continued decreasing, but serious injuries remained high in 2007. In 2008 serious injuries decreased to 1213, the lowest number on record.

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

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

	2003	2007	2009 current figure	2010 Target
Fatalities	156	125	110 (12 months to March)	less than 90
Serious injuries	1468	1361	1213 (12 months to Dec 08)	less than 1000



Government of South Australia

Department for Transport,
Energy and Infrastructure

Fatalities per month

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

Serious injuries per month

<i>Month</i>	<i>2003</i>	<i>2004</i>	<i>2005</i>	<i>2006</i>	<i>2007</i>	<i>2008</i>
January	129	146	101	114	102	102
February	138	104	94	102	109	94
March	141	118	131	141	108	112
April	118	110	103	116	135	100
May	128	111	111	118	106	124
June	106	103	91	103	127	87
July	131	103	93	87	92	95
August	99	108	111	115	113	106
September	102	98	113	123	113	116
October	120	107	95	135	102	94
November	128	110	126	86	125	99
December	128	113	127	118	129	84
Total	1468	1331	1296	1358	1361	1213

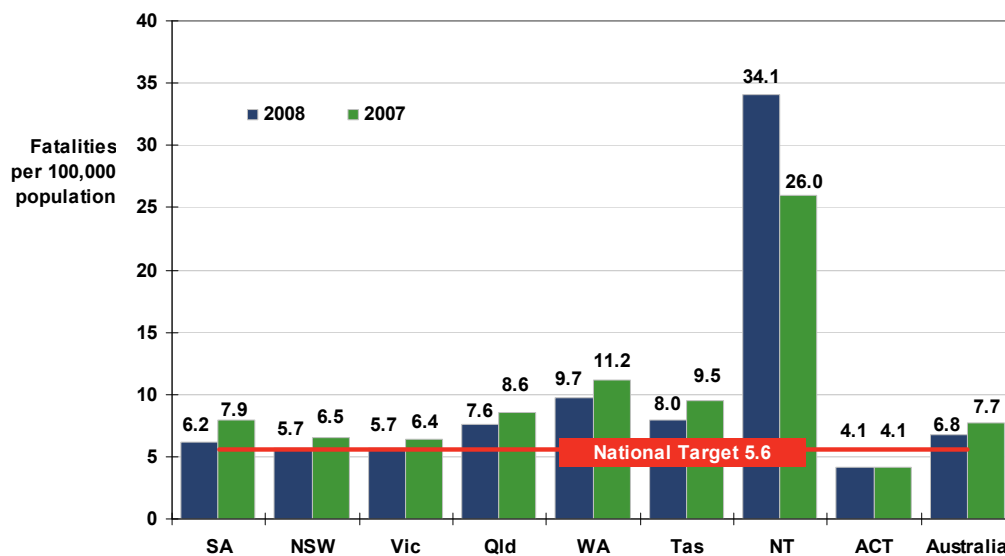
Fatalities

National Comparison

The following graph compares the fatality rate per 100,000 population for the 12 months to the end of December 2008 compared to the previous 12 months for all States and Territories of Australia. Fatality numbers are from the Australian Transport Safety Bureau's latest release 'Road Deaths Australia, Monthly Bulletin December 2008'¹.

South Australia continues to perform well. As of December 2008 South Australia has achieved the greatest average annual percentage change of any state in Australia since 2004 – a 7.9 % decrease, compared to states such as NSW with a 5.7% decrease and Victoria with a 1.5% decrease, Qld which has had a 2.1% increase and WA a 5.3% 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, December 2008'.

Fatalities

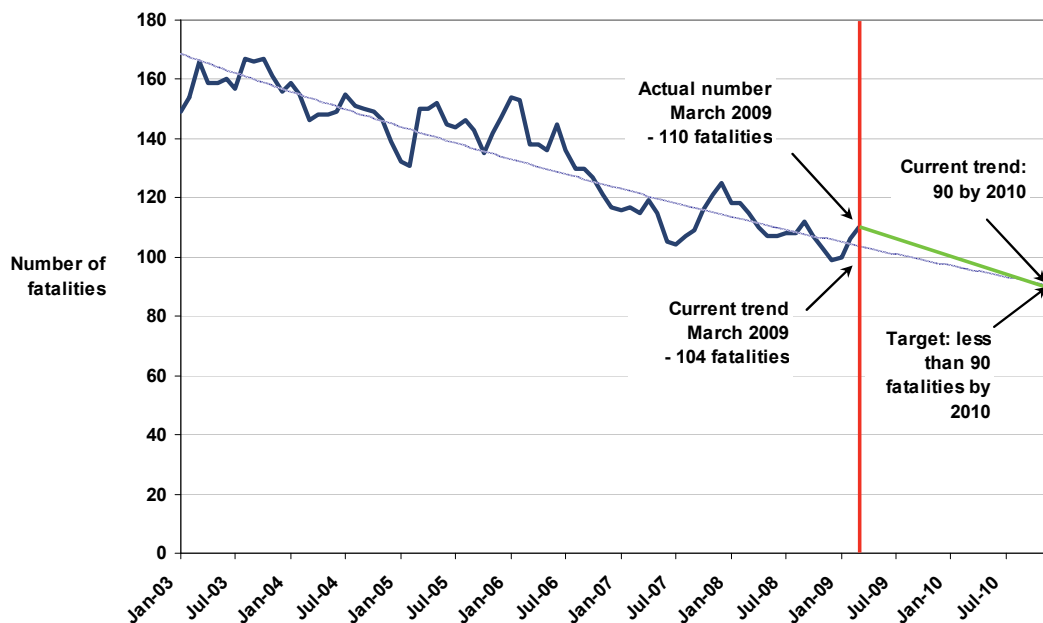
Trend in South Australia

Fatalities have decreased in recent years. In the last decade there has been two occasions when the number of fatalities in a calendar year has been below 130 – 117 fatalities in 2006 and the 2007 total of 125 fatalities. In 2008 the number of fatalities reached a total of just 99. Both February and March 2009 had high monthly totals and this has brought the 12 month fatality total to the end of March 2009 to 110.

Annual Road Deaths:	
Target 2010:	90
2003:	156
2008:	99
(12 months to the end of Mar) 2009:	110

The 110 fatalities recorded for the 12 months to the end of March 2009 is 22% above the 2010 target of less than 90. The general decline in the number of fatalities in South Australia each year has been achieved despite a steadily rising population and an escalation in the number of motor vehicles on register. At the current rate of decrease, the number of fatalities will reach approximately 90 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:

	April 08 – March 09	2007	Difference
Drivers	55	58	-3
Passengers	22	37	-15
Motorcyclists	15	8	+7
Cyclists	1	5	-4
Pedestrians	16	15	+1
Motorised wheelchair	1	2	-1
Total	110	125	-15

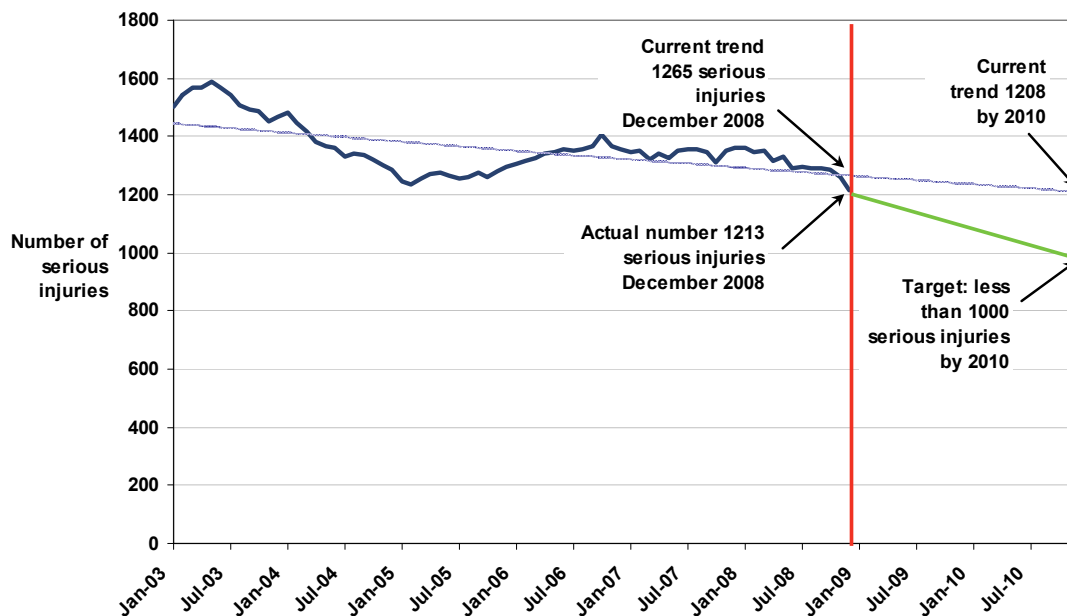
Serious injuries

Trend in South Australia

Since 2000 serious injuries have decreased each year except in 2006 and 2007 when they once again increased. In 2008 the total reached 1213, the lowest yearly total of serious injuries since systematic recording began in 1968. The 2008 total is at least 21% above the 2010 target. The current trend shows that serious injuries will not reach the 2010 target and instead will reach approximately 1208 by 2010.

Annual Serious Injuries:	
Target 2010:	1000
2003:	1468
2007:	1361
(12 months to the end of Dec) 2008:	1213

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



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

Serious injuries by road user type:

	2008	2007	Difference
Drivers	580	687	-107
Passengers	264	347	-83
Motorcyclists	183	172	+11
Cyclists	66	47	+19
Pedestrians	118	106	+12
Motorised wheelchair	2	2	0
Total	1213	1361	-148

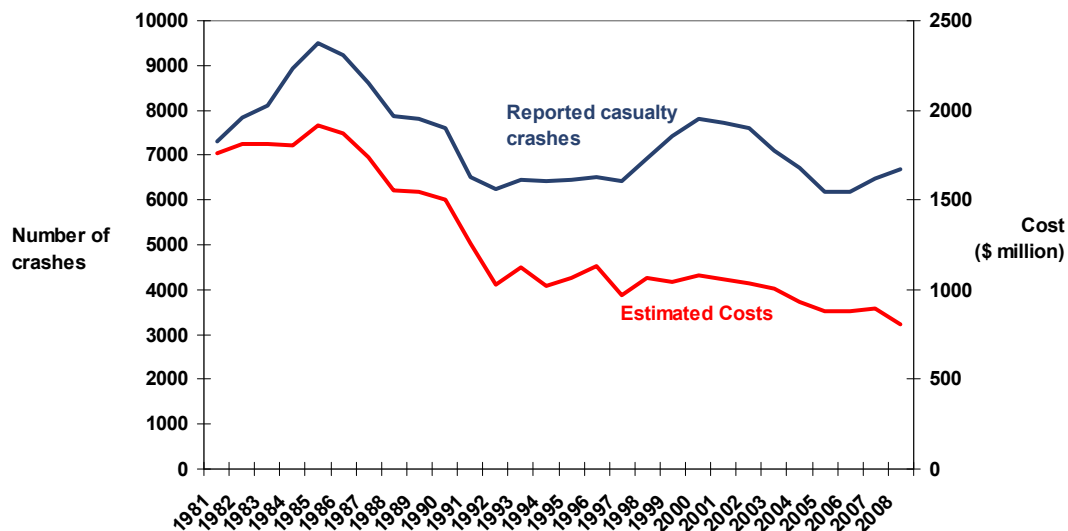
Cost of crashes

Crashes reported to Police

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

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

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



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

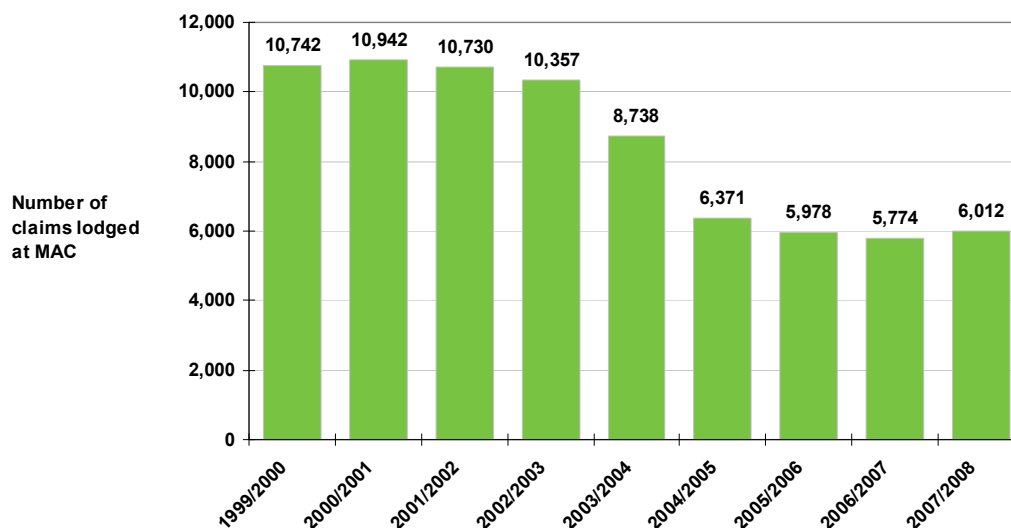
Cost of crashes

Claims made to the Motor Accident Commission (MAC)

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

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

Figure 5 – Number of claims lodged with MAC, 1996-2008²



In contrast to this downward trend in claim numbers, claim costs have risen from around \$250 million in 1999/2000 to almost \$400 million in 2006/07. 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.

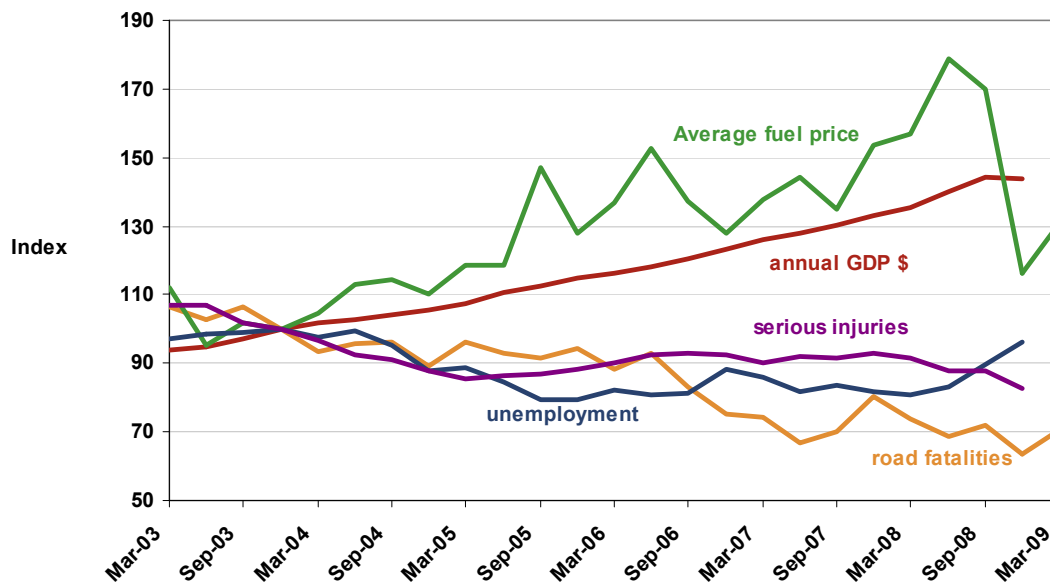
² All CTP data and information is supplied by the Motor Accident Commission

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. For the first quarter of 2009 fatalities have increased. The average Adelaide fuel price has risen dramatically since September 2007 and had a drop in December 2008. Unemployment and serious injuries have remained fairly steady over this period.

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



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

Average Fuel Price Adelaide is sourced from the Australian Automobile Association

Unemployment data is from the Australian Bureau of Statistics Table 7. Labour force status by Sex – South Australia – Trend, Seasonally adjusted and Original, Cat No. 6202.0.55.001 Labour Force, Australia, 2008

Travel, economic and crash casualty indicators

Figure 7 shows that new motorcycle registrations have grown steadily over time. New truck registrations have declined substantially for the first quarter of 2009.

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

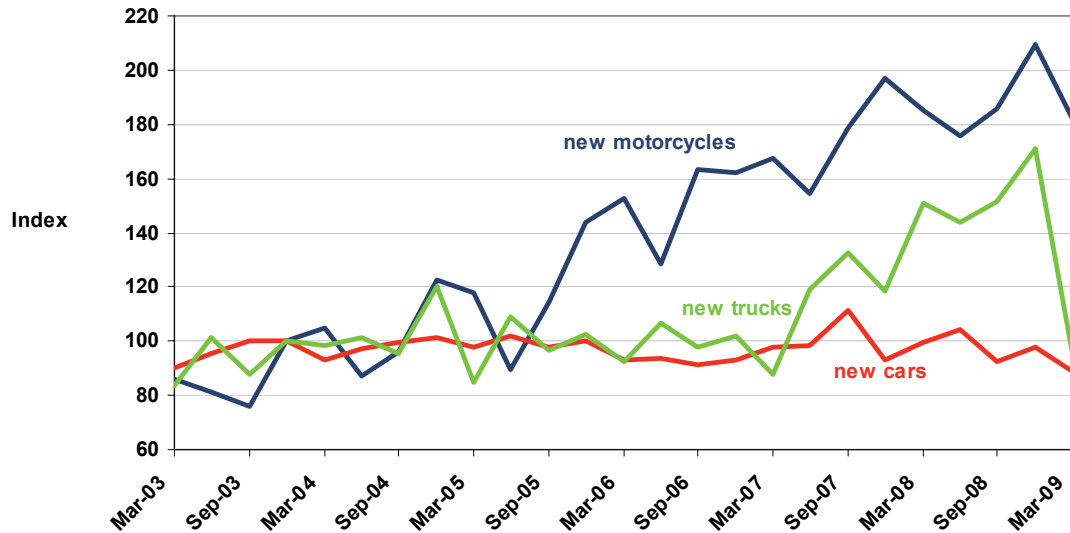
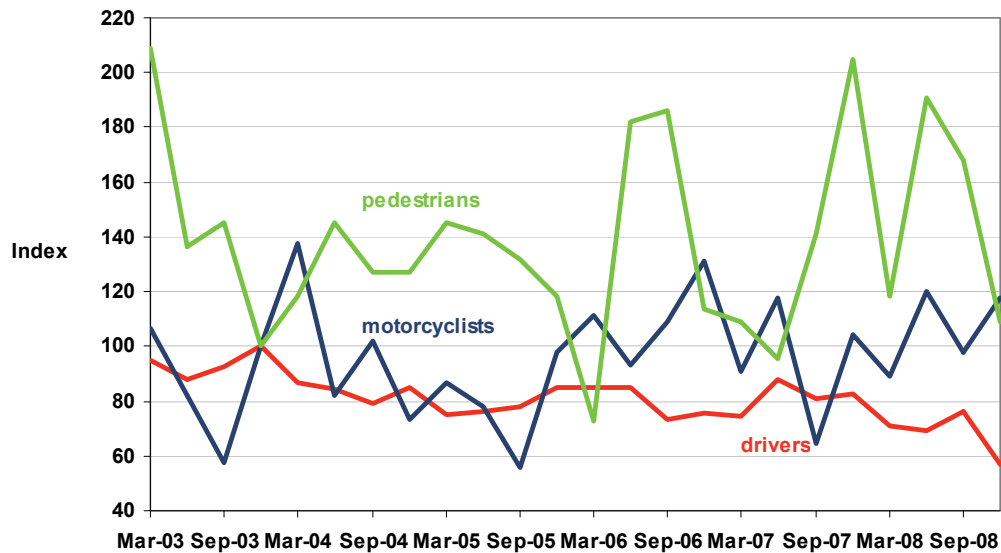


Figure 8 – Serious casualties by road user type⁵ (Indexed to December 2003=100)



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

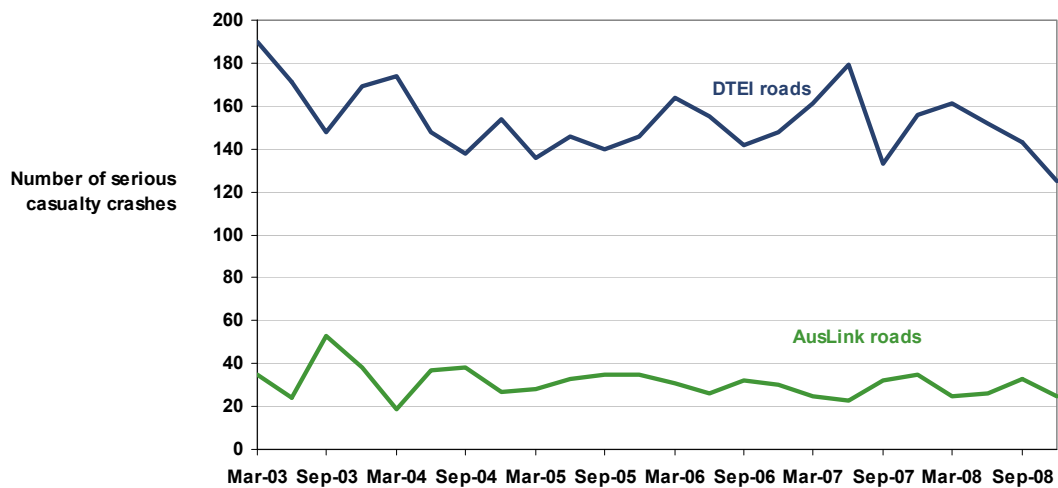
⁵ Please note that in Figure 8 'motorcyclist' does not include pillion passengers

Serious casualty crashes

Crashes on AusLink and DTEI roads

Nearly 20% of all road travel in South Australia is on AusLink roads and 58% is on DTEI roads. DTEI and AusLink roads together account for nearly 73% of all fatal crashes and 61% of serious injury crashes.

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



Since a small peak in serious casualty crashes on DTEI roads in March 2008 the number of crashes has declined steadily, while crashes on AusLink roads has been relatively stable over the same period.

Top 5 crash types

There were 1080 crashes resulting in serious injury or death reported in the 12 months to December 2008. 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 in 2008 were:

Metropolitan Adelaide		Rural SA	
143	Hit fixed object crashes	176	Hit fixed object crashes
100	Hit pedestrian crashes	129	Vehicle rollover crashes
99	Right angle crashes	42	Right angle crashes
80	Right turn crashes	31	Head on crashes
63	Rear end crashes	23	Hit pedestrian crashes

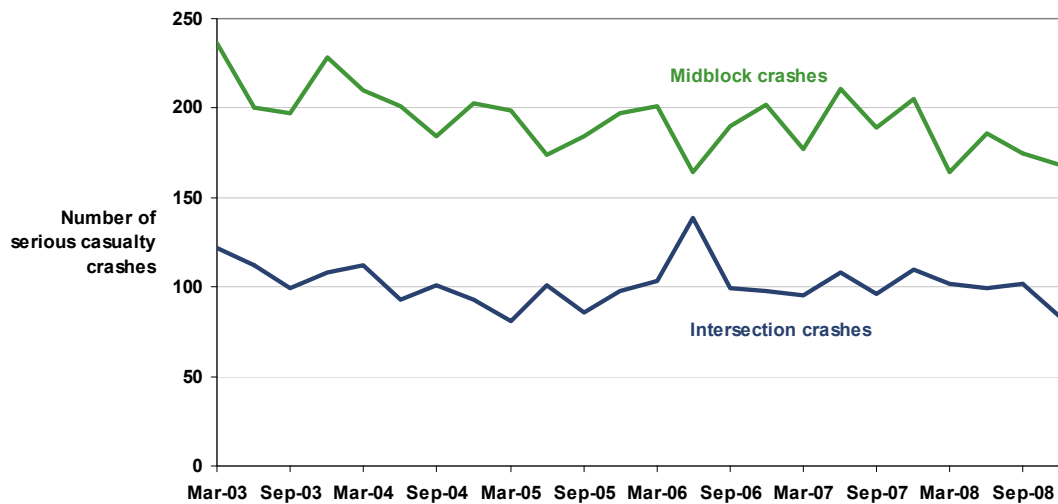
Serious casualty crashes

Intersection and midblock crashes

In 2008, there were 388 serious casualty crashes at intersections and 692 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 (76%) occur on metropolitan roads.

Since 2003 while midblock crashes have had a slight decrease, intersection crashes have remained steady and even increased slightly since 2005. The last quarter of 2008 shows a slight decrease for intersection crashes.

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



Crashes by speed limit

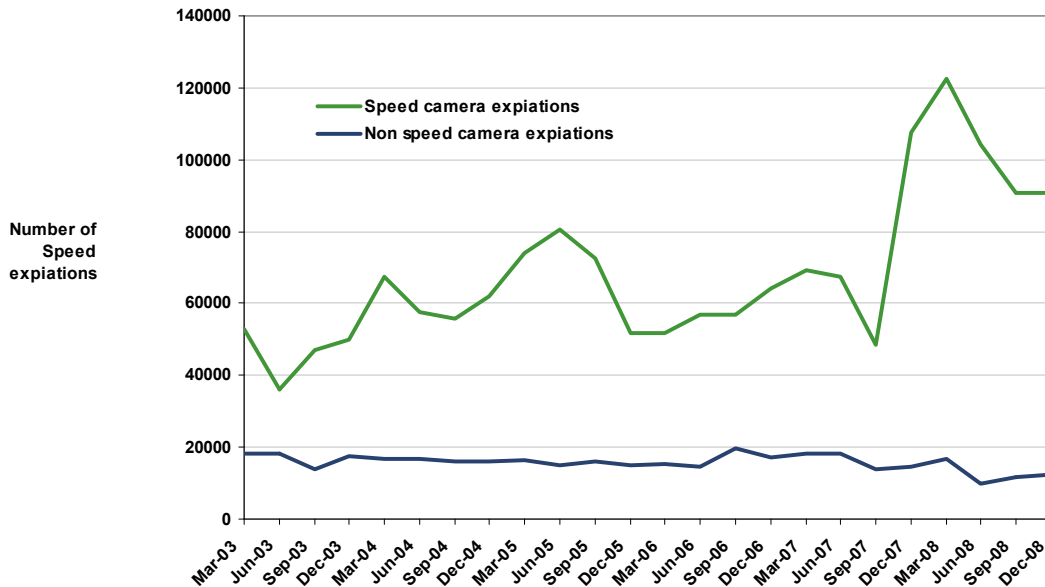
In 2008 there have been 228 serious casualty crashes on 50km/h roads, 359 crashes on 60km/h roads, 166 crashes on 100km/h roads and 171 crashes on 110km/h roads. Crashes resulting in death or serious injury for metro and rural areas by speed limit for 2008:

Speed limit of road	Metropolitan Adelaide		Rural SA	
	2008	5 year average 2003-07 ⁶	2008	5 year average 2003-07
Below 50km/h	7	19	4	9
50km/h	160	161	68	75
60km/h	311	327	48	47
70, 80 or 90km/h	95	93	50	65
100km/h	20	25	146	182
110km/h	2	6	169	190

⁶ Please note that the 5 year average includes 2 months where the default urban speed limit was 60km/h before the default limit was changed to 50km/h in March 2003.

Speed enforcement

Figure 11 – Number of speed expiations for speed camera and non speed camera type enforcement per quarter, 2003-08⁷



The 50km/h default urban speed limit was introduced in March 2003. Since then the non speed camera expiations have remained fairly steady with a slight decrease in 2008, while camera expiations have fluctuated. The obvious decrease in late 2005 is due to a low number of speed camera detection hours for that quarter. There was a sharp increase in the number of speed camera expiations in late 2007. One of the contributing factors to this rise is the increase in the number of fixed speed cameras used for speed enforcement.

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 2008, 21 of the 56 drivers or riders killed (or 38%) who were tested for BAC had an illegal limit of 0.05 or above⁸. Another 97 of the 387 drivers and riders tested (or 25%) who were hospitalised recorded a BAC over 0.05⁹.

⁷ Enforcement data supplied by Traffic Intelligence Section, South Australian Police

⁸ Blood alcohol concentration for fatalities is supplied directly from Forensic Science SA

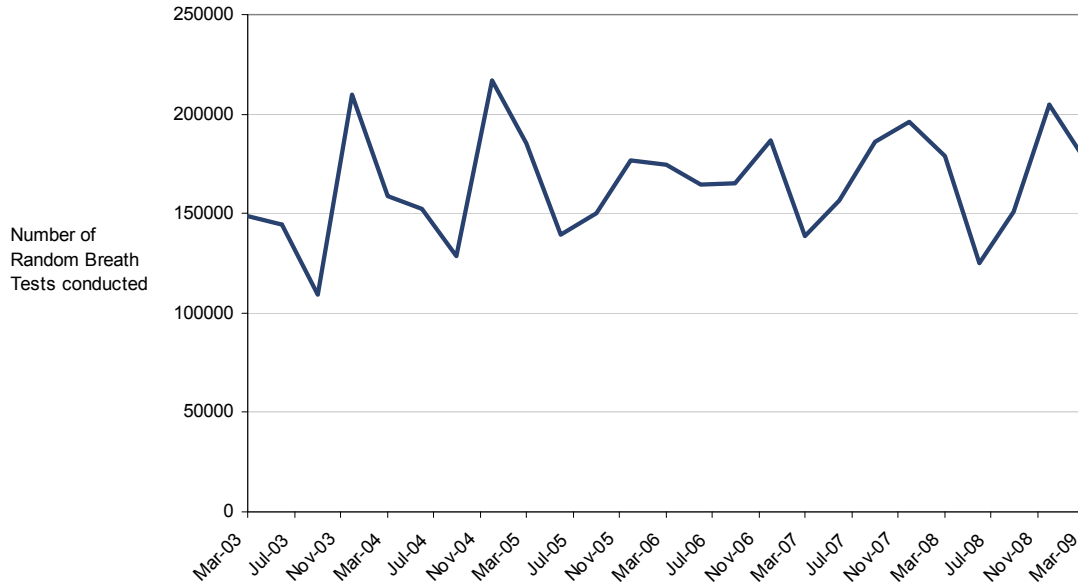
Driver behaviour

On average 23% of driver and rider fatalities that have been tested for the presence of cannabis, methamphetamine or ecstasy, test positive to one or a combination of these drugs. Preliminary figures show for the 12 months to December 2008, 11 of the 56 drivers or riders killed (or 2%) who were tested had the presence of one or a combination of these drugs^{10 11}.

Figure 12 and 13 below show enforcement operations and effectiveness of random breath testing (RBT) by South Australia Police. The data includes both static and mobile RBT.

Mobile RBT was introduced in the month of September for prescribed periods. In June 2005, this was extended to full time mobile RBT, where detections by mobile RBT increased. Detection for both static and mobile RBT peaked in the first quarter of 2006. There has been a second peak of positive tests from mobile RBT 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 RBT in December 2008, once again a reflection of the increase in the number of tests conducted at this time as shown in Figure 12.

Figure 12 – Number of Random Breath Tests conducted per quarter 2003-2009¹²



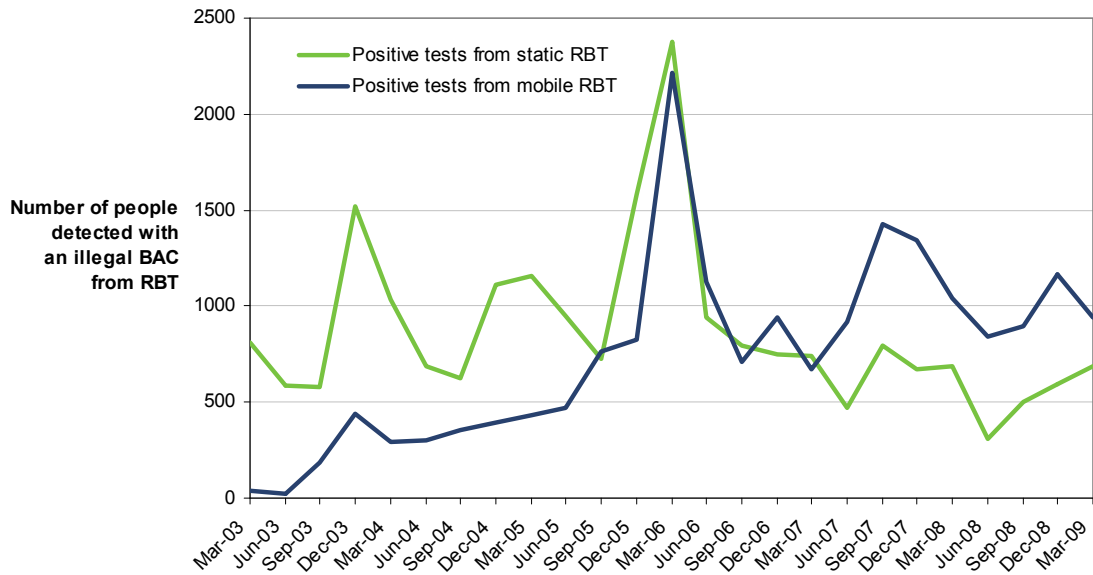
⁹ Please note that these figures are preliminary and may change with future updates

¹⁰ Drug results for fatalities is supplied directly from Forensic Science SA

¹¹ Please note that these figures are preliminary and may change with future updates

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

Figure 13 – Number of detections by static and mobile RBT per quarter, 2003-2009¹³



Inattention

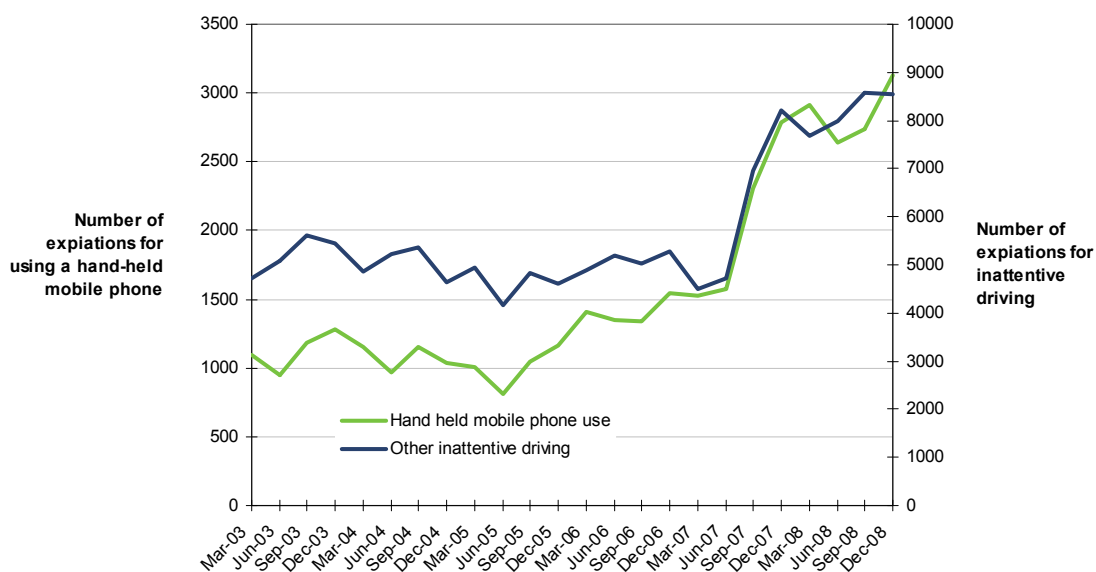
Driving is a complex task, requiring drivers to use and coordinate a number of skills. Any lapse in concentration increases the risk of the vehicle being involved in a crash.

In 2008, inattention was reported as a contributing cause of 47% of fatal crashes and 55% of serious injury crashes.

There are over 160 different offences related to inattentive driving. One of the most common inattentive driving offences is using a hand held mobile phone. The number of expiations for hand held mobile phone use and all other inattentive driving offences are shown in figure 14 below. There has been an obvious increase in the number of expiations given for hand held mobile phone use since 2005. Expiations for using a hand-held mobile phone and other inattentive driving has had a sharp rise since late 2007. The 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.

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

Figure 14 – Number of inattentive driving offences per quarter, 2003-2008¹⁴



The 2008 National Community Attitudes to Road Safety Survey¹⁵ showed that 90% of South Australian drivers had a mobile phone and 58% reported that they used a mobile phone while driving. This is a significant increase from the 2006 Community Attitudes Survey where 42% of South Australian drivers admitted to using a mobile phone while driving.

Unlicensed or disqualified drivers

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

From those responsible over the same period, 42% had previously had their licence disqualified on at least one occasion, and 18% of the drivers responsible did not hold a licence at the time of the crash.

Unrestrained vehicle occupants

In 2008, 24 people killed and 65 people seriously injured were not wearing seatbelts.

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

¹⁴ Enforcement data supplied by the Traffic Intelligence Section, South Australia Police

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

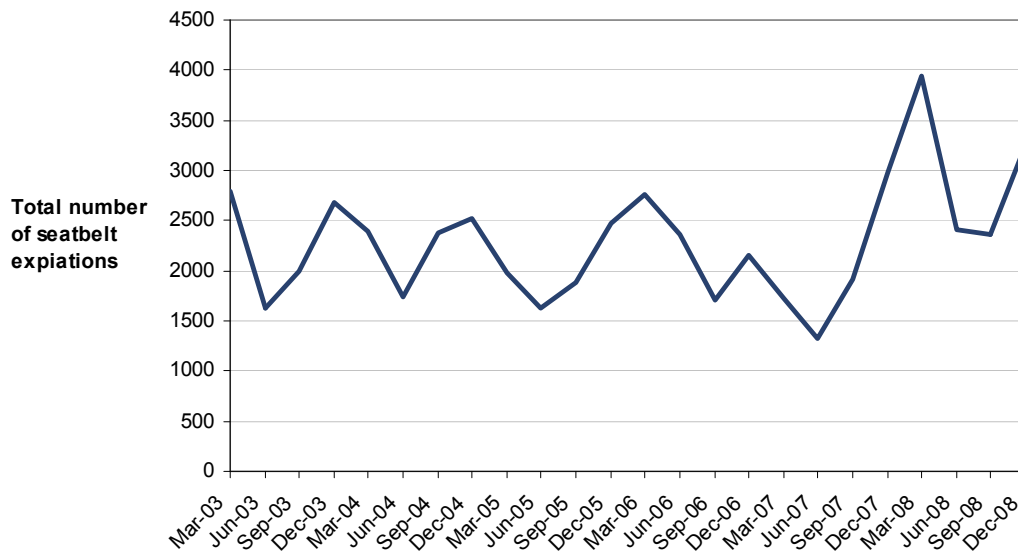
Road User Behaviour

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

The proportion of people aged 15 years and over that always wears a seat belt when travelling in the front seat of a car has remained steady at between 95% and 97% since 1993¹⁶.

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.

Figure 15 – Total number of restraint use offences per quarter 2003-2008¹⁷



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

New seatbelt legislation was introduced on 1 March 2008. Drivers are responsible for ensuring that their adult passengers aged 16 and over, are properly restrained in the same way they are responsible for passengers aged less than 16 years. The variation in the number of restraint-related offences recorded over time could be due to differences in wearing rates or to varying enforcement activity by police.

¹⁶ Community Attitudes to Road Safety: 2008 survey report, Social Research Centre, Department of Infrastructure, Transport, Regional Development and Local Government, December 2008

¹⁷ Enforcement data supplied by the Traffic Intelligence Section, South Australia Police

Children

Four children aged up to 15 years were killed and 51 were seriously injured in road crashes in 2008. This is 3 fewer fatalities and 22 fewer serious injuries than the average for the 5 years, 2003-2007.

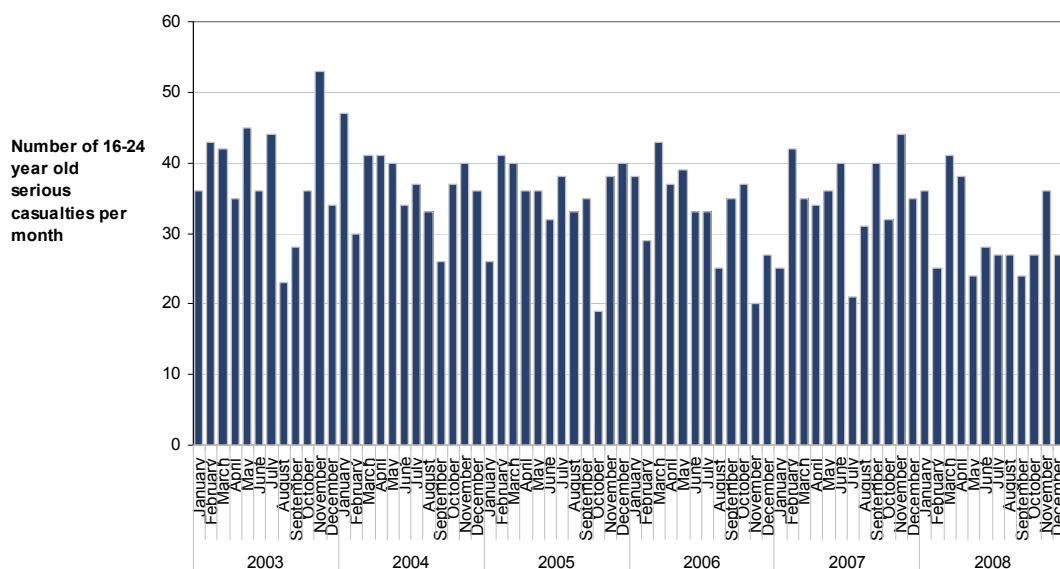
The serious casualties in 2008 included 2 drivers, 32 passengers, 3 motorcyclists, 4 cyclists and 14 pedestrians. Thirteen of the vehicle occupant casualties were not wearing a seatbelt at the time of the crash.

Younger road users

In 2008, 27 people aged 16-24 years were killed in road crashes and 335 people were seriously injured. The majority were vehicle occupants, 8 driver fatalities and 167 drivers seriously injured, 10 passenger fatalities and 84 passengers seriously injured. In addition there were 4 motorcycle rider fatalities, 42 motorcycle riders seriously injured, 2 pillion passengers seriously injured, 1 cyclist killed, 13 cyclists seriously injured, 4 pedestrians killed and 27 pedestrians seriously injured in this younger age group.

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

Figure 16 – Number of 16-24 year old serious casualties per month 2003-2008



Road Users

Older road users

In 2008, 11 people aged 70 years or over were killed in road crashes and 90 people were seriously injured.

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

There were 13 older pedestrians aged 70 years and above suffering death or serious injury in 2008, well below the previous 5 year average of 20. Also over this period one serious injury aged 70 years and above was a motorised wheel chair operator.

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. In 2008 there were 69 drivers and 10 passengers killed or seriously injured aged 70 years and above. Four of these vehicle occupant casualties were not wearing a seatbelt at the time of the crash.

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 2008 there were 17 motorcycle fatalities and 183 motorcyclists seriously injured (including pillion passengers). The number of fatalities is more than double the 2007 total, while serious injuries were only slightly higher than those in 2007. Nearly 54% of the serious crashes reported were in metropolitan Adelaide.

Cyclists and Pedestrians

In 2008 there was 1 cyclist death and 66 cyclists reported as seriously injured. Over the same period there have also been 14 pedestrian fatalities and 137 pedestrians seriously injured.

Cycling serious injuries reported to Police have increased slightly compared to the average of 61 serious injuries over the previous 5 year period (2003-2007). The majority of cycling injuries occur in the metropolitan area, with around 8% of cycling casualties reported as not wearing a helmet at the time of the collision. A recent survey in the City of Adelaide reported that 99% of cyclists were wearing helmets.

Road Users

Over the last 5 years nearly 1 in every 10 road deaths in South Australia was a pedestrian. The 12 pedestrian fatalities recorded in 2008 is 3 less than the reported total in 2007 and equal to the 2006 total. There were 9 pedestrian fatalities recorded in 2005, the lowest number of pedestrian fatalities on record for South Australia in a calendar year.

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.

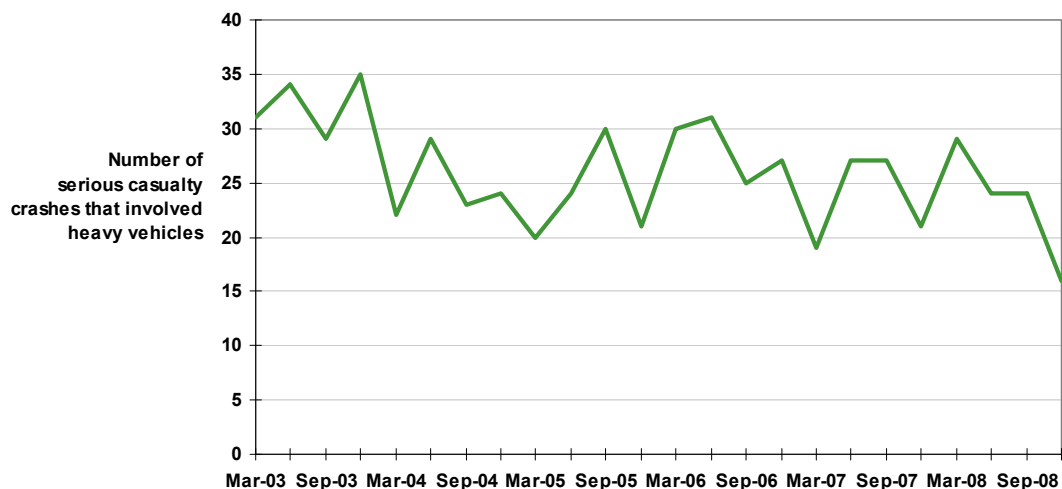
Heavy vehicles

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 2008, 19 fatal crashes and 73 serious injury crashes were reported as involving a heavy vehicle.

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 December quarter 2008, with just 16 crashes, 4 fatal and 12 resulting in serious injury.

Figure 17 - Number of serious casualty crashes per quarter that involved a heavy vehicle, 2003-2008



Local Government Areas

The following table shows the number of fatal and serious crashes in each local government area in South Australia 2008.

Metropolitan Adelaide Council areas	Fatal	Serious	Total
Adelaide (C)	0	47	47
Burnside (C)	2	24	26
Campbelltown (C)	2	21	23
Charles Sturt (C)	3	55	58
Gawler (M)	0	8	8
Holdfast Bay (C)	0	18	18
Marion (C)	0	23	23
Mitcham (C)	1	25	26
Norwood, Payneham St Peters (C)	3	29	32
Onkaparinga (C)	8	50	58
Playford (C)	5	38	43
Port Adelaide Enfield (C)	4	63	67
Prospect (C)	0	8	8
Salisbury (C)	6	38	44
Tea Tree Gully (C)	1	19	20
Unley (C)	0	20	20
Walkerville (M)	0	7	7
West Torrens (C)	2	37	39
Total Metropolitan Adelaide	37	530	567
Adelaide Hills, Fleurieu and Kangaroo Island Council areas	Fatal	Serious	Total
Adelaide Hills (DC)	5	48	53
Alexandrina (DC)	2	21	23
Kangaroo Island (DC)	0	7	7
Mount Barker (DC)	2	20	22
Victor Harbor (DC)	1	8	9
Yankalilla (DC)	2	6	8
Total Adelaide Hills, Fleurieu and Kangaroo Island Council areas	12	110	122
Riverland and Murraylands Council areas	Fatal	Serious	Total
Berri and Barmera (DC)	1	5	6
Karoonda East Murray (DC)	0	2	2
Loxton Waikerie (DC)	0	20	20
Mid Murray (DC)	2	13	15
Murray Bridge (RC)	1	16	17
Renmark Paringa (DC)	1	7	8
Southern Mallee (DC)	1	4	5
The Coorong (DC)	5	11	16
Total Riverland and Murraylands	11	78	89
Central and Lower South East Council areas	Fatal	Serious	Total
Grant (DC)	1	10	11
Kingston (DC)	1	2	3
Mount Gambier (DC)	0	5	5
Naracoorte and Lucindale (DC)	1	7	8
Robe (DC)	0	2	2
Tatiara (DC)	1	9	10
Wattle Range (DC)	0	11	11
Total Central & Lower South East	4	46	50

Local Government Areas

Mid North & Yorke Peninsula Council areas	Fatal	Serious	Total
Barossa (DC)	2	21	23
Barunga West (DC)	0	4	4
Clare and Gilbert (DC)	3	9	12
Copper Coast (DC)	0	6	6
Flinders Ranges (DC)	0	2	2
Goyder (DC)	1	5	6
Light (DC)	3	13	16
Mallala (DC)	1	8	9
Mount Remarkable (DC)	1	3	4
Northern Areas (DC)	0	8	8
Orroroo/Carrieton (DC)	0	3	3
Peterborough (DC)	0	4	4
Port Pirie (RC)	0	9	9
Wakefield (DC)	2	12	14
Yorke Peninsula (DC)	1	16	17
Total Mid North & Yorke Peninsula	14	123	137
Eyre Peninsula Council areas	Fatal	Serious	Total
Ceduna (DC)	1	3	4
Cleve (DC)	1	1	2
Elliston (DC)	1	2	3
Franklin Harbor (DC)	0	2	2
Kimba (DC)	0	2	2
Le Hunte (DC)	0	1	1
Lower Eyre Peninsula (DC)	0	10	10
Port Lincoln (DC)	0	6	6
Streaky Bay (DC)	0	3	3
Tumby Bay (DC)	0	4	4
Total Eyre Peninsula	3	34	37
Spencer Gulf and Far North Council areas	Fatal	Serious	Total
Coober Pedy (DC)	0	2	2
Port Augusta (DC)	1	13	14
Roxby Downs (DC)	0	3	3
Unincorporated SA	5	42	47
Whyalla (C)	0	12	12
Total Spencer Gulf and Far North	6	72	78

Definitions

Casualty Crash - A crash where at least one fatality, serious injury or minor injury occurs.

Casualty – A fatality, serious injury or minor injury.

Fatal Crash - A crash for which there is at least one fatality.

Fatality - A person who dies within 30 days of a crash as a result of injuries sustained in that crash.

Minor Injury Crash - A crash for at least one person sustains injury but no person is admitted to hospital or dies within 30 days of the crash.

Minor Injury – A person who sustains injuries requiring medical treatment, either by a doctor or in a hospital, as a result of a road crash and who does not die as a result of those injuries within 30 days of the crash.

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

Serious Injury Crash - A non-fatal crash in which at least one person is seriously injured.

Serious Injury - A person who sustains injuries and is admitted to hospital as a result of a road crash and who does not die as a result of those injuries within 30 days of the crash.

Enquiries

For further information about data in this report, contact:

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Data Sources

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

Department for Transport, Energy and Infrastructure

Motor Accident Commission

South Australia Police

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