Road Safety Progress Report

A quarterly report of road crashes in South Australia - March 2011

South Australian road fatalities and serious injuries:

	2003	2010	Current figures	2010 Target
Fatalities	**156**	**118**	**106** (12 months to Mar 2011)	**less than 90**
Serious injuries	**1468**	**1050**	**1050** (12 months to Dec 2010)	**less than 1000**

Overall crashes and casualties in the last 5 years have continued decreasing, the 106 fatalities reported for the 12 months to March 2011 is 12 less than the 118 reported last quarter (12 months to the end of December 2010). In recent years, serious injuries have also decreased with 1050 serious injuries recorded for 2010. This is the lowest number since 1968, and compares to 1105 serious injuries for the previous quarter (12 months to the end of September 2010).

Government of South Australia
Department for Transport, Energy and Infrastructure

Fatalities per month

Month	2003	2004	2005	2006	2007	2008	2009	2010	2011
January	10	13	6	13	12	5	6	21	12
February	14	10	9	8	9	9	15	9	9
March	17	8	27	12	10	7	13	10	7
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	12	
November	10	7	14	8	13	9	9	12	
December	16	9	14	10	14	10	8	8	
Total	***156***	***139***	***147***	***117***	***125***	***99***	***119***	***118***	

Serious injuries per month

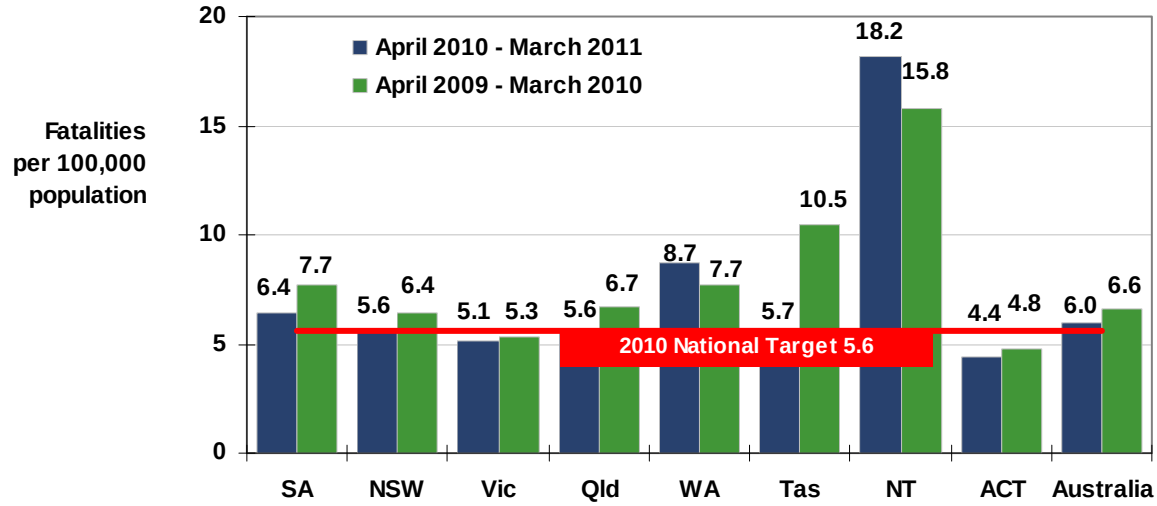
Month	2003	2004	2005	2006	2007	2008	2009	2010
January	129	146	101	114	102	102	103	74
February	138	104	94	102	109	94	66	80
March	141	118	131	141	108	112	107	113
April	118	110	103	116	135	101	91	93
May	128	111	111	118	106	125	83	81
June	106	103	91	103	127	87	94	108
July	131	103	93	87	92	95	113	99
August	99	108	111	115	113	106	84	61
September	102	98	113	123	113	119	74	84
October	120	107	95	135	102	94	93	94
November	128	110	126	86	125	99	108	72
December	128	113	127	118	129	84	93	91
Total	***1468***	***1331***	***1296***	***1358***	***1361***	***1218***	***1109***	***1050***

Fatalities

National Comparison

The following graph compares the fatality rate per 100,000 population for the 12 months ending March 2011 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 March 2011*'[1].

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



As of March 2011 South Australia has achieved a 3.2 percent average five year annual decrease in the number of fatalities seen on our roads. This is below the National five year average, which saw an average annual decrease of 3.9 percent.

Number of fatalities in each State and Territory, Australia

	SA	NSW	Vic	Qld	WA	Tas	NT	ACT	Aust
Apr 09-Mar 10	125	458	292	298	175	53	36	17	1,454
Apr 10-Mar 11	106	408	283	254	200	29	42	16	1,338
% change	**-15.2**	**-10.9**	**-3.1**	**-14.8**	**14.3**	**-45.3**	**16.7**	**-5.9**	**-8.0**

[1] Fatality numbers from the Department of Infrastructure, Transport, Regional Development and Local Government 'Road Deaths Australia, Monthly Bulletin, March 2011'.

Fatalities

Trend in South Australia

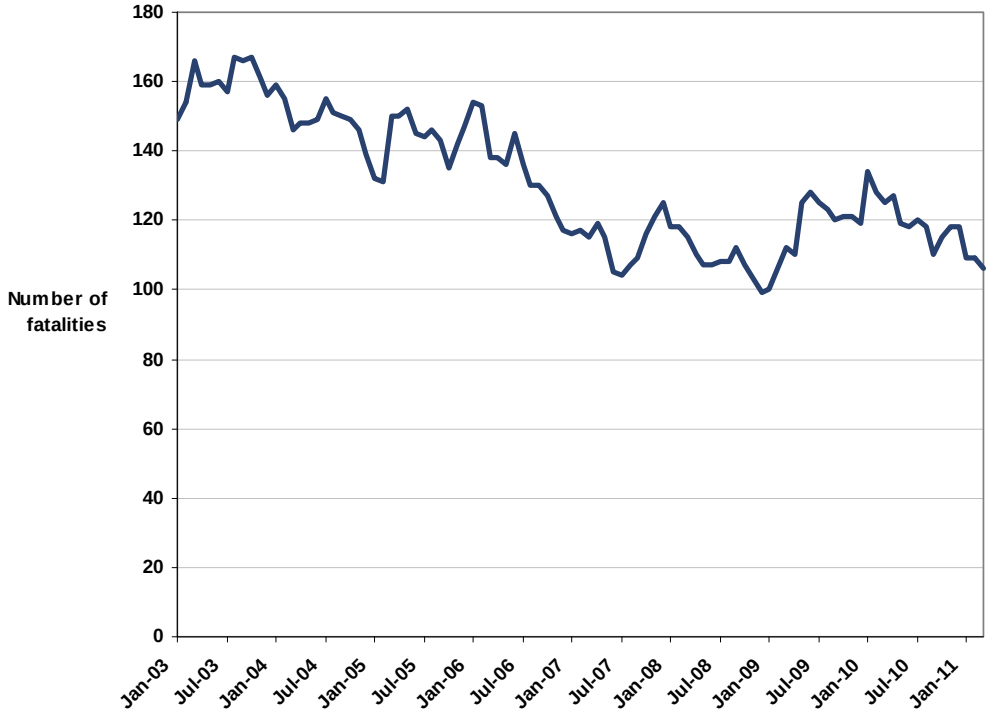
In 2008 the number of fatalities was below 100 for the first time in over 60 years, reaching a total of just 99. The 12 month fatality total to the end of March 2011 is 106.

Annual Road Deaths:

Target 2010:	**90**
2003:	**156**
2008:	**99**
2009:	**119**
2010:	**118**

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. The 106 fatalities recorded for the 12 months up to March 2011 is 18% above the 2010 target. .

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 10 – March 11	2005-2009	Difference
Drivers	50	59	-9
Passengers	18	30	-12
Motorcyclists	14	17	-3
Cyclists	3	3	0
Pedestrians	21	11	10
Motorised wheelchair	0	1	-1
Total	106	121	-15

Serious injuries

Trend in South Australia

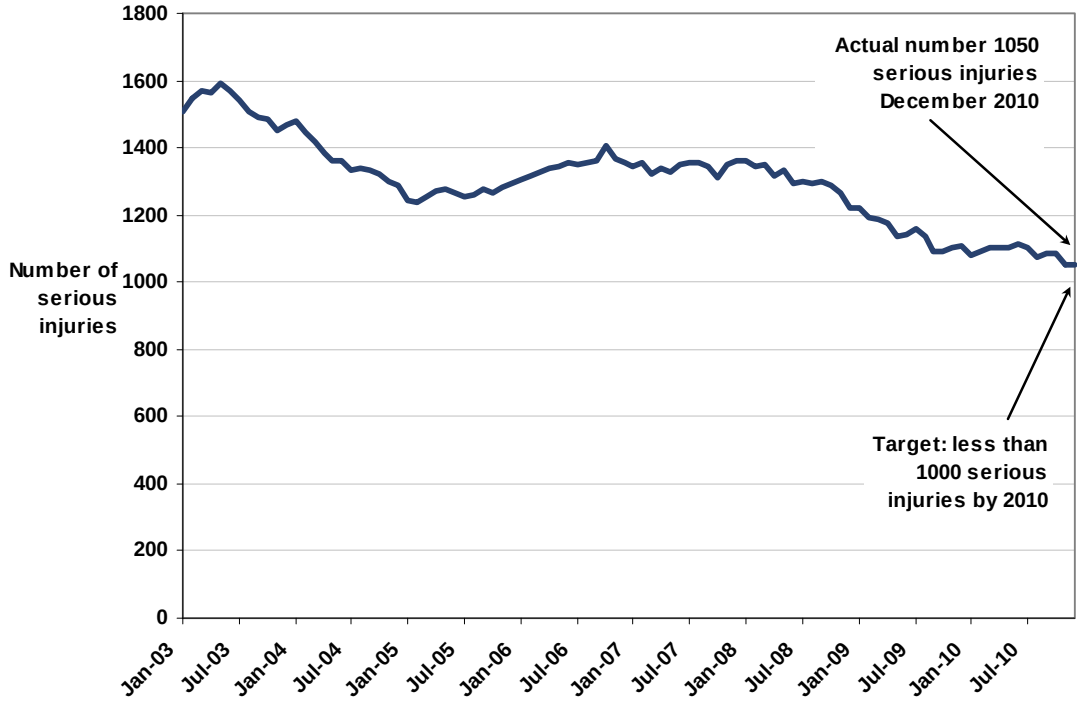
Since 2000 serious injuries have decreased each year except in 2006 and 2007 when they again increased. In 2010 the total reached 1050, the lowest yearly total of serious injuries since systematic recording began in 1968. This was just 5% above the 2010 target.

Annual Serious Injuries:

Target 2010: 1000
2003: 1468
2008: 1218
2009: 1109
2010: 1050

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.



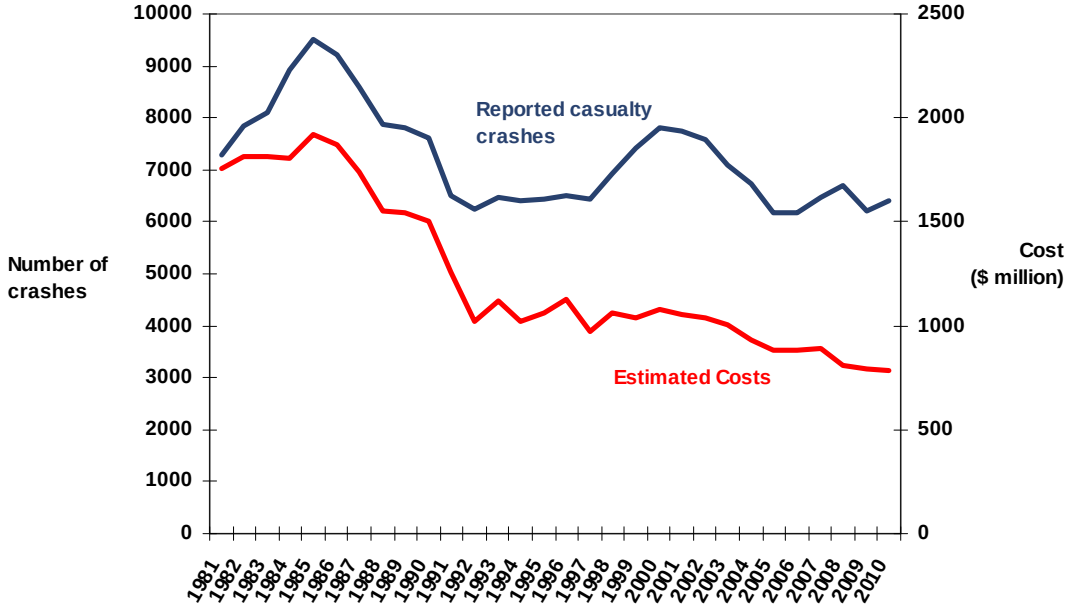
Serious injuries by road user type:

	2010	2005-2009	Difference
Drivers	500	627	-127
Passengers	211	299	-88
Motorcyclists (inc pillion passengers)	153	171	-18
Cyclists	82	62	20
Pedestrians	102	105	-3
Motorised wheelchair	1	2	-1
Other	1	0	1
Total	1050	1266	-216

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, 1981-2010

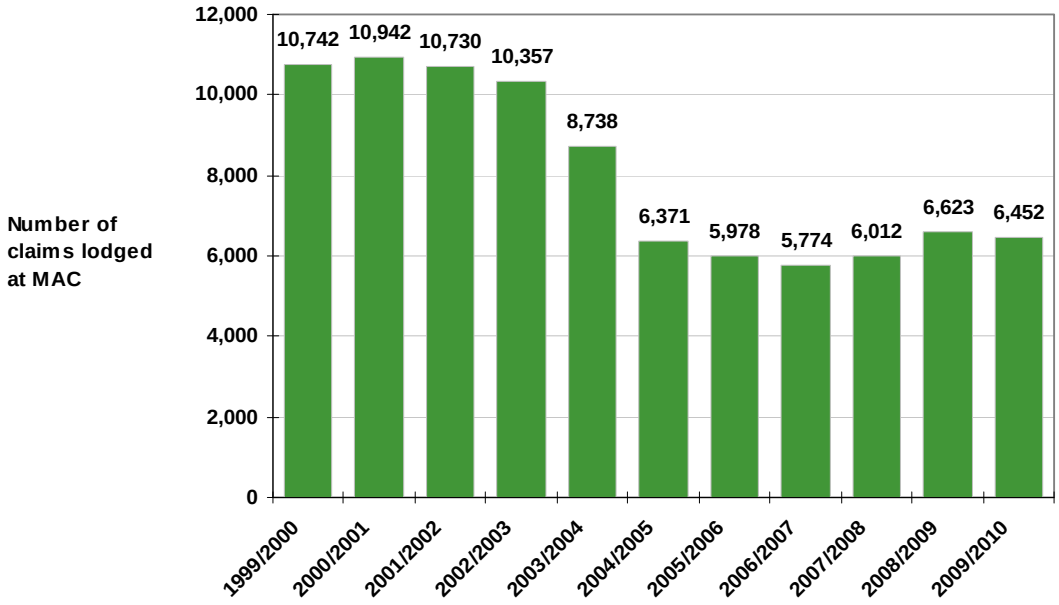


These crash costs are based on the Bureau of Transport Economic report released in 2000 and indexed using CPI. The costs are estimated based on 'human costs' and include lost labour in the work place, household and community, quality of life, ambulance, hospital and medical care, vehicle and other associated 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, 1996-2010[2]



In contrast to this downward trend in claim numbers, claim payments have risen from around $196 million in 2004/05 to $327 million in 2009/10. 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.

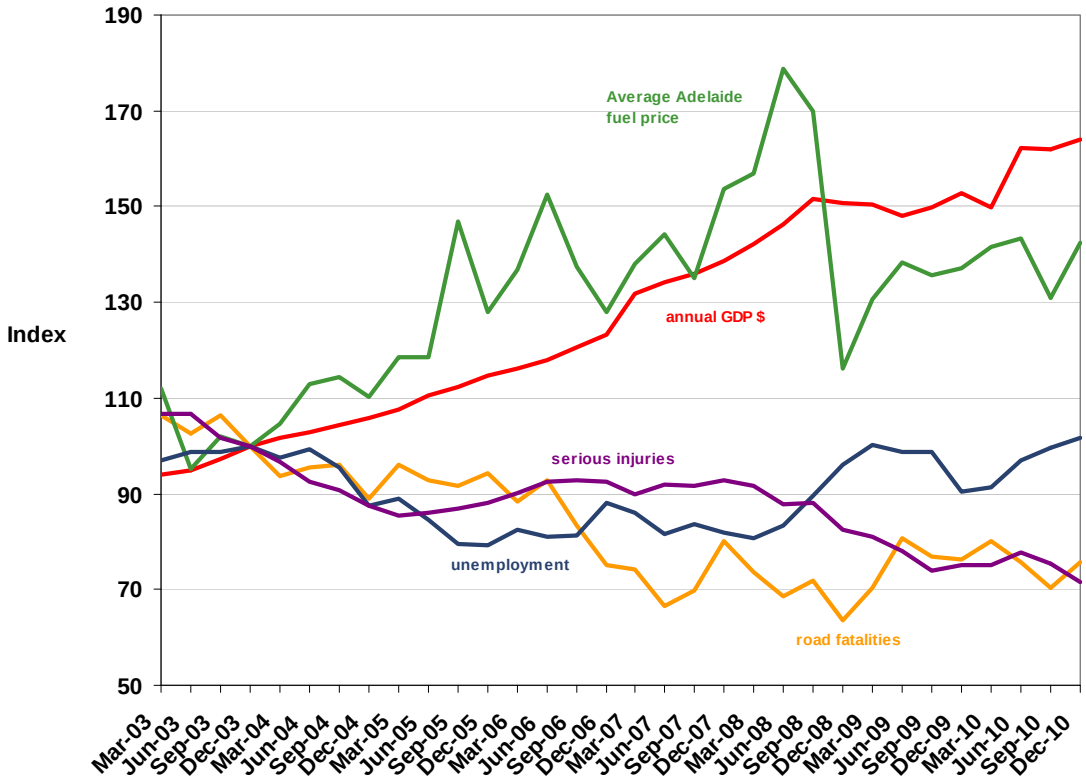
[2] All CTP data and information is supplied by the Motor Accident Commission

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. 2009 saw an increase in fatalities from the previous year while 2010 ended with a drop of one fatality on the previous year. 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, increasing again in the December 2010 quarter. Unemployment rose slightly in late 2008, decreasing in December 2009, but increasing in December quarter 2010. Serious injuries decreased slightly in the later half of 2008 and continued to do so in 2009, with a slight increase in the June 2010 quarter, dropping again 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, but have been increasing since September 2010. New truck registrations declined for the first quarter of 2009, and have been static since, increasing this last quarter. Figure 8 shows that the number of motorcyclists seriously injured have shown some decline in 2009 and then increased in the beginning of 2010, before dropping in the September 2010 quarter and have again increased for this quarter.

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

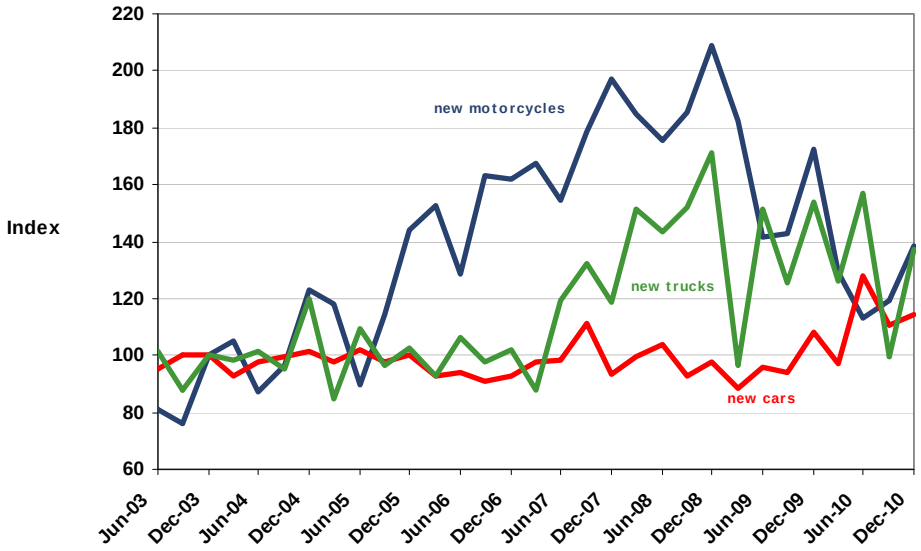
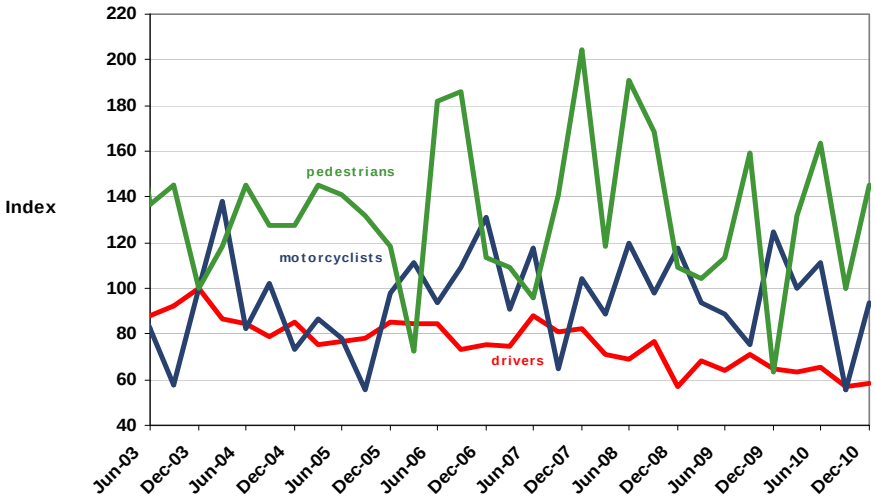


Figure 8 – Serious casualties by road user type[5] (Indexed to December 2003=100)



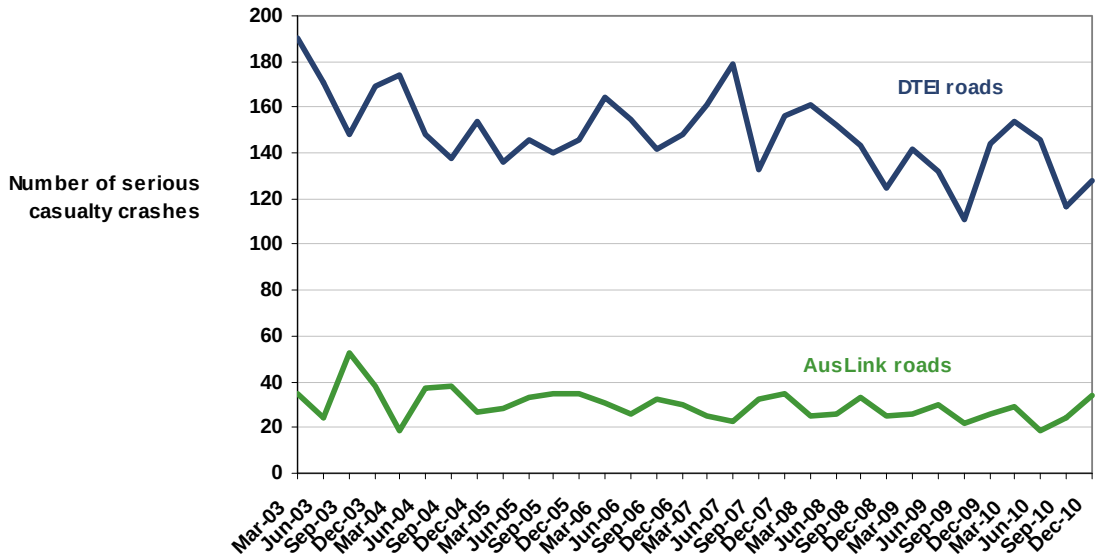
[4] New vehicle registrations are supplied by Safety Regulation Division, DTEI
New cars includes cars, station wagons and panel vans
New trucks includes trucks, prime movers, other commercial and commercial trailers >2.5T

[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 on average account for 72% of all fatal crashes and 61% 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 in the September 2010 quarter to increase slightly again this quarter. The crashes on AusLink roads have remained relatively steady.

Top 5 crash types

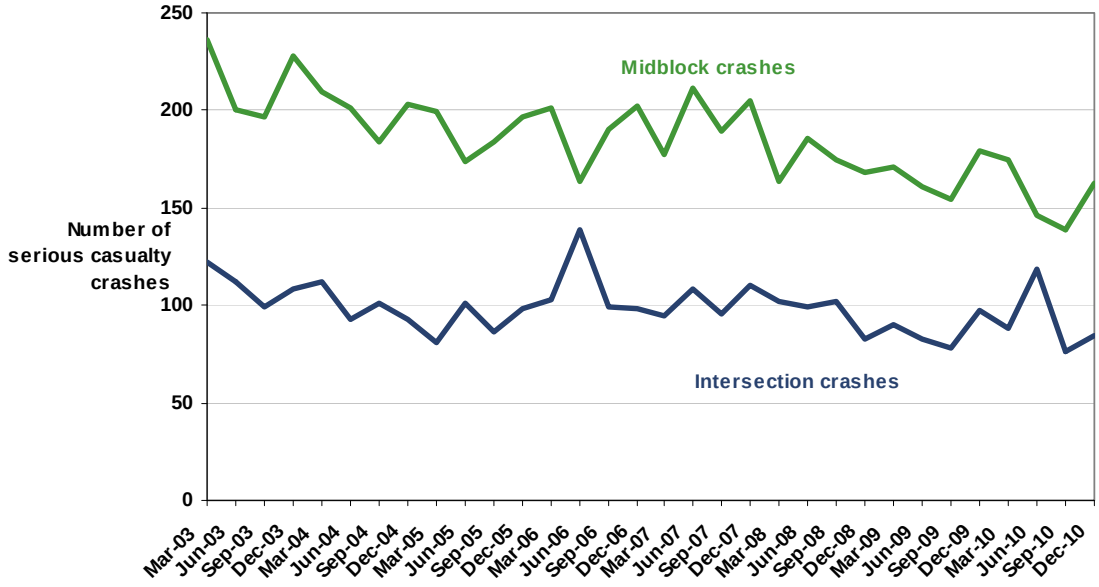
There were 991 crashes resulting in serious injury or death reported in the 12 months to December 2010. Crash movement patterns remain fairly constant over time with police reporting crash types such as hit fixed object, right angle, hit pedestrian and vehicle rollover crashes to be the most common serious 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 December 2010 were:

	Metropolitan Adelaide		Rural SA
111	Right angle crashes	170	Hit fixed object crashes
91	Hit fixed object crashes	125	Vehicle rollover crashes
88	Hit pedestrian crashes	49	Right angle crashes
70	Right turn crashes	34	Head on crashes
49	Rear end crashes	19	Rear end crashes

Intersection and midblock crashes

In the 12 months to December 2010, there were 368 serious casualty crashes at intersections and 623 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 midblock crashes have decreased, while intersection crashes have also decreased, not as markedly. `

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



Crashes by speed limit

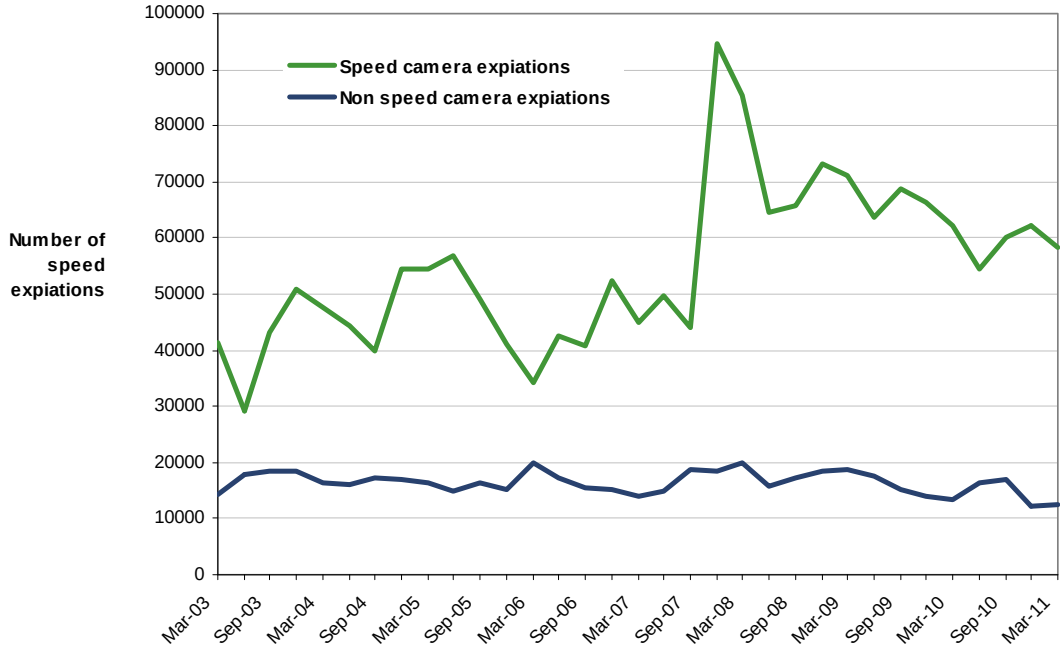
In the 12 months to December 2010 there have been 197 serious casualty crashes on 50km/h roads, 334 crashes on 60km/h roads, 153 crashes on 100km/h roads and 165 crashes on 110km/h roads.

Crashes resulting in death or serious injury for metro and rural areas by speed limit for the 12 months to the end of December 2010:

Speed limit of road	Metropolitan Adelaide		Rural SA	
	2010	5 year average 2005-09	2010	5 year average 2005-09
Below 50km/h	5	14	7	8
50km/h	124	166	73	73
60km/h	299	309	35	42
70, 80 or 90km/h	72	88	58	62
100km/h	16	21	137	162
110km/h	6	4	159	172

Speed enforcement

Figure 11 – Number of expiations issued for speed camera and non speed camera enforcement per quarter, 2003-11[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 on average 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 2010, 19 of the 71 drivers and riders killed (or 27%) who were tested for BAC had an illegal limit of 0.05 or above[7]. A further 65 of the 425 drivers and riders tested (or 15%) who sustained serious injuries, in 2010, 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 2010, 16 of the 63 drivers and riders killed (or 25%) 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 RBT - 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. Figure 12 shows overall number of DST conducted. Since 2003 there has been a slight upward trend in tests administrated, with noticeable peaks occurring in December quarters, possibly due to increased enforcement during the end of year holiday period. Figure 13 shows expiations for both static and mobile DST, The peaks since 2003 coincide with the increases in the overall number of DST's in the December periods, as shown in Figure 12. Figure 13 also shows the mobile DST expiations are trending upwards compared to the static DST expiations, which are trending downwards.

[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 2003-2011[11]

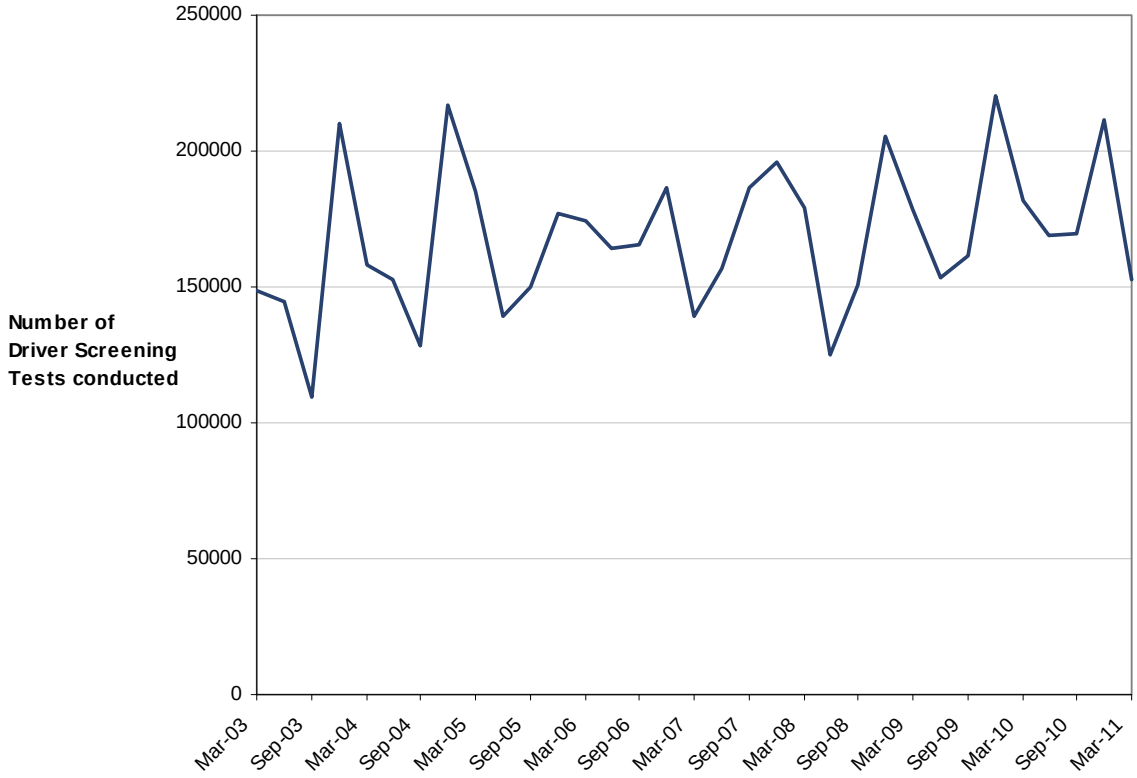
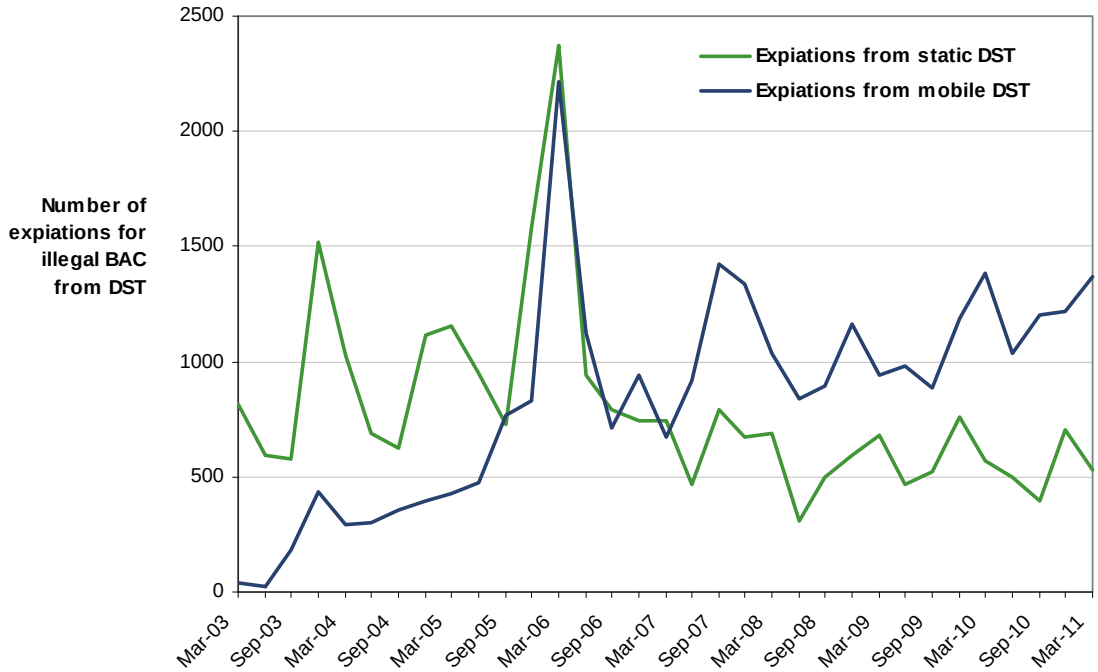


Figure 13 – Number of expiations by static and mobile DST, 2003-2011[12]



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

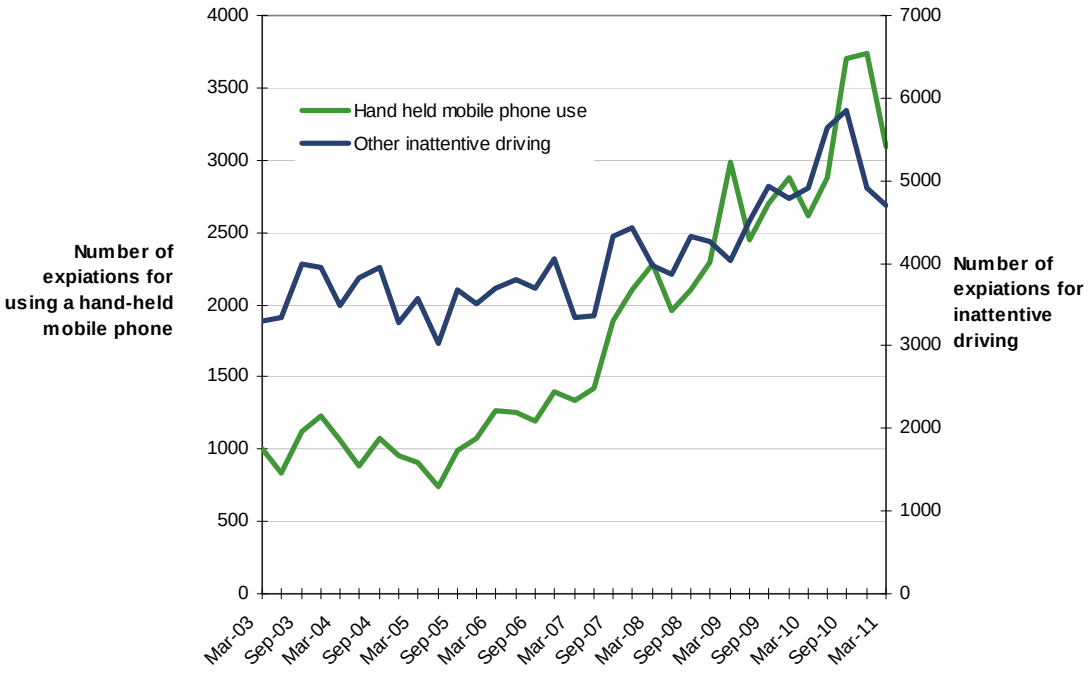
Inattention

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.

In 2010, inattention was reported as a contributing cause of 36% of fatal crashes and 44% 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, trending upwards since, they saw a decrease in the December 2010 quarter. 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-March 2011[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 ending March 2011, 73% had at least one previous driving offence. The majority of offence types included speeding and driving under the influence (DUI).

From those responsible over the same period, 35% had previously had their licence disqualified on at least one occasion, and 15% 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

During 2010, 25 people killed and 40 people seriously injured were not wearing seatbelts.

On average 34% of all drivers and passengers killed and 12% of vehicle occupants seriously injured are not wearing a seatbelt at the time of the crash.

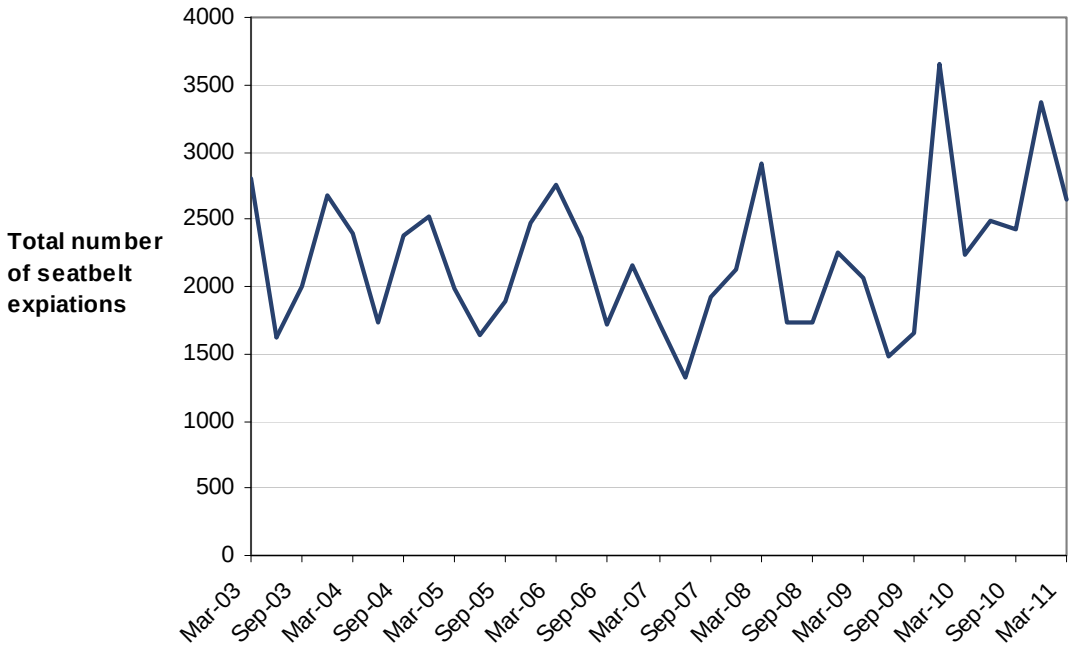
Intoxicated drivers involved in fatal crashes are less likely than sober drivers to be wearing a seatbelt at the time of the crash. On average 54% of drivers killed who had a BAC of 0.05 or above were not wearing a seatbelt at the time of the crash, compared to 18% of sober drivers.

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- 2011[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, and again in December 2010, decreasing for the March 2011 quarter.

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

Five children aged up to 15 years were killed and 49 were seriously injured in road crashes during 2010. This is the same number of fatalities and 17 fewer serious injuries than the average for the 5 years 2005-2009.

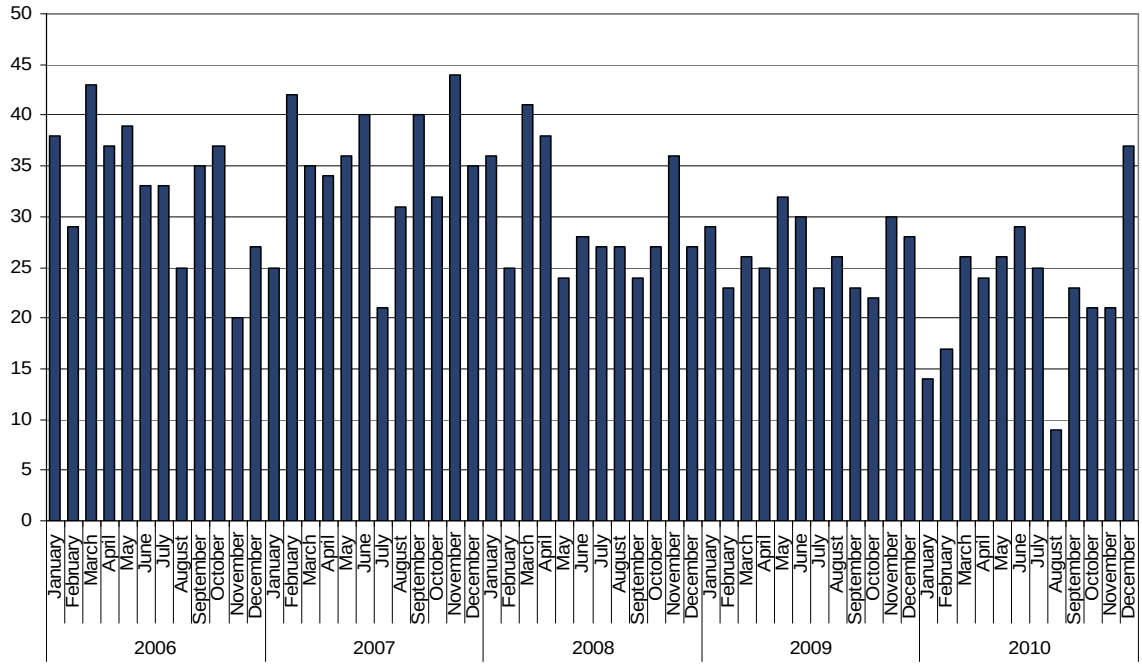
Younger road users

During 2010, 31 people aged 16-24 years were killed in road crashes and 241 were seriously injured.

User Type	Serious	Fatal	Total
Driver	131	14	**145**
Passenger	65	9	**74**
Motorcyclist	17	3	**20**
Scooter operator	2	0	**2**
Pillion passenger	1	0	**1**
Cyclist	7	1	**8**
Pedestrian	18	4	**22**
Total	**241**	**31**	**272**

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 29% of fatalities and 28% 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 2006-2010



Older road users

In 2010, 14 people aged 70 years or over were killed in road crashes and 120 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	72	3	**75**
Passenger	16	5	**21**
Motorcyclist	5	1	**6**
Scooter operator	0	0	**0**
Pillion passenger	0	0	**0**
Cyclist	4	1	**5**
Pedestrian	22	4	**26**
Gopher	1	0	**1**
Total	**120**	**14**	**134**

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 51% of serious motorcycle crashes are ‘motorcycle only’ crashes and do not involve another vehicle.

In 2010 there were 15 motorcycle fatalities and 144 motorcyclists seriously injured (including pillion passengers). The average number of motorcyclists killed in the 2005-2009 period was 16, and 156 seriously injured. Just over half of the serious crashes reported were in metropolitan Adelaide.

Cyclists and Pedestrians

During 2010, 5 cyclists were killed and 82 cyclists were reported as seriously injured. Over the same period there has been 17 pedestrian fatalities and 102 pedestrians seriously injured. There are approximately 3 cyclists killed and 62 injured per year.

Most cycling injuries occur in the metropolitan area (78%), with around 8% 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 more than 1 in every 10 road deaths in South Australia was a pedestrian. The 17 pedestrian fatalities recorded for 2010 are six more than the 5 year average 2005-2009.

On average 40% of pedestrian fatalities are found to have a blood alcohol concentration above the legal driving limit of 0.05. More than two-thirds of those that had been alcohol-affected were found to have had a blood alcohol concentration more than 4 times the legal driving limit.

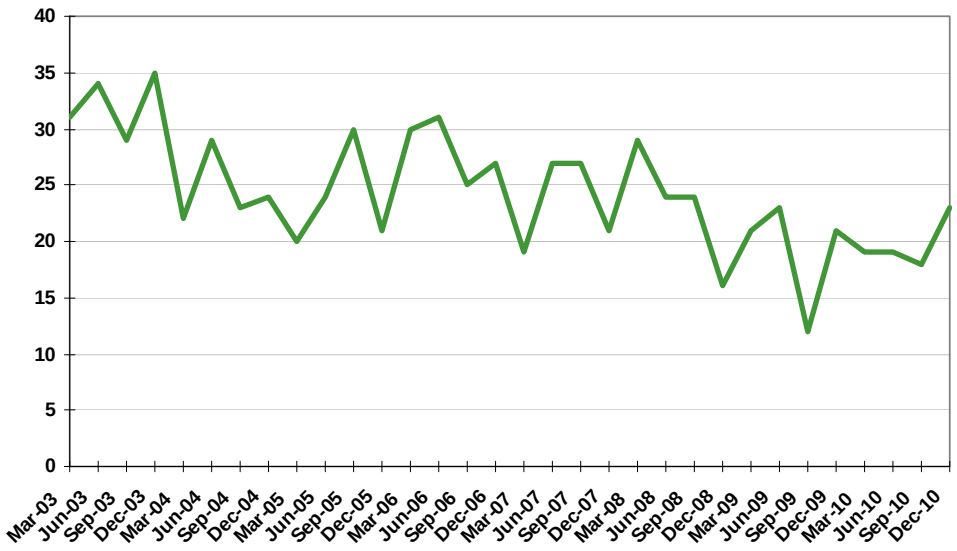
Heavy vehicles

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 2010, 12 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 45% 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

.

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

Metropolitan Adelaide Council areas	Fatal	Serious	Total
Adelaide (C)	2	41	43
Burnside (C)	1	11	12
Campbelltown (C)	1	21	22
Charles Sturt (C)	2	59	61
Holdfast Bay (C)	0	12	12
Marion (C)	1	22	23
Mitcham (C)	3	20	23
Norwood Payneham St Peters (C)	1	31	32
Onkaparinga (C)	8	51	59
Playford (C)	6	30	36
Port Adelaide Enfield (C)	2	49	51
Prospect (C)	1	11	12
Salisbury (C)	2	28	30
Tea Tree Gully (C)	3	16	19
Unley (C)	2	9	11
Walkerville (M)	0	8	8
West Torrens (C)	3	27	30
Total Metropolitan Adelaide	**38**	**446**	**484**

Fleurieu and Kangaroo Island Council areas	Fatal	Serious	Total
Alexandrina (DC)	2	31	33
Kangaroo Island (DC)	1	4	5
Victor Harbor (DC)	2	7	9
Yankalilla (DC)	1	6	7
Total Fleurieu and Kangaroo Island	**6**	**48**	**54**

Murray and Mallee Council areas	Fatal	Serious	Total
Berri and Barmera (DC)	0	11	11
Karoonda East Murray (DC)	0	7	7
Loxton Waikerie (DC)	0	12	12
Mid Murray (DC)	1	17	18
Murray Bridge (RC)	3	11	14
Renmark Paringa (DC)	1	4	5
Southern Mallee (DC)	0	2	2
The Coorong (DC)	1	17	18
Total Murray and Mallee	**6**	**81**	**87**

Limestone Coast Council areas	Fatal	Serious	Total
Grant (DC)	3	4	7
Kingston (DC)	0	4	4
Mount Gambier (C)	0	4	4
Naracoorte Lucindale (DC)	0	3	3
Robe (DC)	0	2	2
Tatiara (DC)	2	10	12
Wattle Range (DC)	1	8	9
Total Limestone Coast	**6**	**35**	**41**

Local Government Areas

Adelaide Hills Council areas	Fatal	Serious	Total
Adelaide Hills (DC)	8	46	54
Mount Barker (DC)	6	9	15
Total Adelaide Hills	**14**	**55**	**69**

Barossa Council Areas	Fatal	Serious	Total
Barossa (DC)	3	15	18
Light (DC)	2	17	19
Mallala (DC)	0	9	9
Gawler (M)	1	10	11
Total Barossa	**6**	**51**	**57**

Yorke and Mid North Council Areas	Fatal	Serious	Total
Barunga West (DC)	0	6	6
Clare and Gilbert Valleys (DC)	2	8	10
Copper Coast (DC)	1	7	8
Goyder (DC)	2	7	9
Mount Remarkable (DC)	0	4	4
Northern Areas (DC)	0	5	5
Orroroo Carrieton (DC)	0	3	3
Peterborough (DC)	1	7	8
Port Pirie C, Dists (M)	2	9	11
Wakefield (DC)	0	9	9
Yorke Peninsula (DC)	1	13	14
Total Yorke and Mid North	**9**	**78**	**87**

Eyre Peninsula and Western Council areas	Fatal	Serious	Total
Ceduna (DC)	1	6	7
Cleve (DC)	4	4	8
Elliston (DC)	0	1	1
Franklin Harbour	0	1	1
Kimba (DC)	0	1	1
Wudinna (DC)	0	2	2
Lower Eyre Peninsula (DC)	1	9	10
Port Lincoln (C)	0	10	10
Streaky Bay (DC)	2	2	4
Tumby Bay (DC)	0	4	4
Whyalla (C)	0	9	9
Total Eyre Peninsula and Western	**8**	**49**	**57**

Far North Council areas	Fatal	Serious	Total
Coober Pedy (DC)	0	2	2
Flinders Ranges (DC)	1	1	2
Port Augusta (C)	2	8	10
Roxby Downs (M)	0	1	1
Unincorporated Far North, Pirie, West Coast, Whyalla, Lincoln & Flinders Ranges	9	31	40
Total Far North	**12**	**43**	**55**

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:

Safer People, Department for Transport, Energy and Infrastructure
GPO Box 1533
Adelaide SA 5001
Email: dtei.enquiries@sa.gov.au
Internet: www.dtei.sa.gov.au/roadsafety

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