Government of South Australia
Department of Planning, Transport and Infrastructure

TOWARDS ZERO TOGETHER

South Australia ROAD SAFETY Progress Report

January - March Quarter, 2016

This report provides a quarterly snapshot[1] 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 2020 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 is provided for the quarter ending on 31 March 2016. As three months are required to finalise case details and to process injury data compared to fatality data, serious injury and casualty data can only be reported up to 31 December 2015. Data on road safety enforcement, motor vehicle insurance and vehicle safety are also reported for the quarter ending 31 December 2015.

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

	2020 Target	2014	2015	1 Apr 2015 to 31 Mar 2016
Fatalities	less than 80 (per year)	108	102	102
Fatality rate (per 100,000 population)	4.5	6.4	6.0	6.0

	2020 Target	2013	2014	1 Jan 2015 to 31 Dec 2015
Serious injuries	less than 800 (per year)	790	711	759
Serious injury rate (per 100,000 population)	45.0	47.3	42.2	44.7

The data presented in this report are for information purposes only and should be used with care before drawing conclusions not contained in the report. Numbers may not always match due to rounding off and because the databases are continuously updated with new information.

[1] Figures relating to the current quarter are provisional and are subject to revision as detailed crash reports, enforcement data and CTP insurance claims are finalised. Crash data are sourced from the Traffic Accident Reporting System (TARS) maintained by Department of Planning Transport and Infrastructure in South Australia as at 23 May 2016. Population numbers are as at 30 June 2015 (Australian Bureau of Statistics, 2015, Australian Demographic Statistics, Cat no. 3101.0, ABS, Canberra).

MANAGING FOR RESULTS

Key performance indicators are used to monitor and regularly report on South Australia's progress toward reducing serious casualty crashes by at least 30% over the decade.

The range of performance indicators below draws on crash, transport, enforcement and other road safety data. These indicators may be further developed and refined throughout the life of the *Towards Zero Together* strategy. The performance indicators for the most recent years are reported for comparison against the 2008-2010 annual average, which is the benchmark from the *Towards Zero Together* strategy.

Performance Indicators	Annual Average 2008-2010	2014	2015
Number of single vehicle run-off road serious casualty crashes	465	317	351
Number of intersection serious casualty crashes	368	228	238
Average metro traffic speed[2]	56.1 km/h (2010)	55.6 km/h	-
Average rural traffic speed[2]	103.2 km/h (2010)	102.6 km/h	-
Percentage of vehicles exceeding stated speed limit[2]	23.6% (2010)	20.1%	-
Percentage of new vehicles sold in SA with a 5 star safety rating	40.9% (2010)	67.5%	75%
Number of young people (16-24) killed or seriously injured	318	187	171
Number of drivers/riders killed with a BAC (Blood Alcohol Concentration) above legal limit	22	13	13
Number of drivers/riders tested positive for alcohol[3]	10,269	6,380	6,220
Number of drivers/riders tested positive for drugs	1,159	4,672	5,248
Number of people killed or seriously injured not wearing a seatbelt	77	55	42
Number of new Compulsory Third Party insurance claims	6,024	3,991	3,543

[2] Based on Centre for Automotive Safety Research (CASR) speed surveys (free speeds): Average metro speed is based on Adelaide 60 km/h speed limit arterial roads; average rural traffic speed is based on 110 km/h speed limit arterial roads; percentage of vehicles exceeding signed speed limit is based on Adelaide 60 and 80 km/h limit roads and rural 110 km/h limit arterial roads. Since 2013, Adelaide 80 km/h limit roads are no longer included in the speed surveys, and hence use of the performance indicator "Percentage of vehicles exceeding stated speed limit" after 2013 is based only on Adelaide 60 km/h limit roads and rural 110 km/h limit arterial roads. Values may be subject to change as speed survey site characteristics change over time.

[3] Note, due to changes in SA Police reporting and data extraction procedures, enforcement statistics have been revised from previously published results in *Towards Zero Together* South Australia's Road Safety Strategy 2020 and the previous Quarterly Reports.

OVERVIEW OF CASUALTIES AND CRASHES

Road fatalities

Table 1: Numbers of fatalities per month in South Australia, 2013-2016

Month	2013	2014	2015	2016
January	10	8	13	7
February	4	5	4	5
March	17	12	3	8
April	4	5	9	
May	5	7	8	
June	13	6	11	
July	11	9	4	
August	9	8	11	
September	3	11	7	
October	6	9	19	
November	8	8	8	
December	7	20	5	
Total	**97**	**108**	**102**	

Table 2: Numbers of fatal crashes per month in South Australia, 2013-2016

Month	2013	2014	2015	2016
January	8	7	10	5
February	4	5	4	5
March	15	11	3	7
April	4	4	9	
May	5	7	8	
June	11	5	9	
July	11	8	4	
August	7	6	10	
September	3	11	7	
October	6	9	19	
November	8	7	8	
December	7	16	5	
Total	**89**	**96**	**96**	

Serious injuries

Table 3: Numbers of serious injuries per month in South Australia, 2012-2015

Month	2012	2013	2014	2015
January	52	59	66	56
February	66	51	44	59
March	64	73	79	74
April	66	70	64	62
May	76	76	61	66
June	49	55	57	54
July	62	65	48	62
August	66	54	64	70
September	53	65	38	57
October	71	65	57	65
November	74	89	64	72
December	62	68	69	62
Total	**761**	**790**	**711**	**759**

Table 4: Numbers of serious injury crashes per month in South Australia, 2012-2015

Month	2012	2013	2014	2015
January	39	54	51	52
February	56	46	43	57
March	50	63	68	64
April	57	58	54	44
May	65	61	51	58
June	40	47	52	40
July	52	54	39	55
August	55	43	54	64
September	43	57	28	55
October	63	59	46	50
November	64	68	53	65
December	53	56	55	53
Total	**637**	**666**	**594**	**657**

Road users

Table 5: Numbers of serious casualties by road user, South Australia, 2014-2015

Road User	Dec Qtr 2014	Mar Qtr 2015	Jun Qtr 2015	Sep Qtr 2015	Dec Qtr 2015
Drivers[4]	106	93	99	104	110
Passengers	50	30	43	30	42
Motorcyclists[5]	36	46	33	37	40
Cyclists	18	25	17	17	19
Pedestrians [6]	16	12	16	23	17
Other[7]	1	3	2	0	3
Total	**227**	**209**	**210**	**211**	**231**

Table 6: Numbers of serious casualties by participant age, South Australia, 2014-2015

Age Group	Dec Qtr 2014	Mar Qtr 2015	Jun Qtr 2015	Sep Qtr 2015	Dec Qtr 2015
0-15	9	5	11	10	7
16-24	50	43	53	32	43
25-29	20	9	14	20	24
30-39	29	47	28	33	33
40-49	38	33	23	27	36
50-59	38	26	25	31	34
60-69	16	18	25	24	25
70-79	16	15	17	17	16
80-89	4	8	7	9	8
90+	3	3	1	1	1
Unknown	4	2	6	7	4
Total	**227**	**209**	**210**	**211**	**231**

[4] Includes heavy vehicle drivers. Heavy vehicles include rigid trucks, semi-trailers and B-doubles.
[5] Includes pillion passengers and scooter riders/passengers. A scooter is a motorcycle with step-through architecture and either a platform for the operator's feet or footrests integral with the bodywork.
[6] Includes motorised wheelchairs.
[7] 'Other' may include drivers and passengers of buses, other defined motor vehicles, animal drawn vehicles, riders of animals, railway vehicles, trams, small wheel vehicles and motor vehicles - type unknown.

Vehicles

Table 7: Numbers of vehicles involved in serious casualty crashes by vehicle type, South Australia, 2014-2015

Vehicle Type	Dec Qtr 2014	Mar Qtr 2015	Jun Qtr 2015	Sep Qtr 2015	Dec Qtr 2015
Passenger vehicles[8]	207	201	181	209	222
Heavy vehicles[9]	11	8	13	11	17
Buses	0	2	2	1	0
Motorcycles[10]	35	48	34	40	37
Bicycles	19	27	17	19	21
Other vehicle types[11]	6	2	3	0	7
Total	**278**	**288**	**250**	**280**	**304**

Table 8: Numbers of passenger vehicles involved in serious casualty crashes, by vehicle age, South Australia, 2014-2015[12]

Vehicle Age (years)	Dec Qtr 2014	Mar Qtr 2015	Jun Qtr 2015	Sep Qtr 2015	Dec Qtr 2015
0-4	43	34	35	41	42
5-9	50	39	36	39	47
10-14	42	45	47	56	59
15-19	36	42	33	40	37
20+	30	33	28	30	32
Unknown	6	8	2	3	5
Total	**207**	**201**	**181**	**209**	**222**

[8] Passenger vehicles include light trucks (trucks < 4.5 tonnes GVM)
[9] Heavy vehicles include rigid trucks, semi-trailers and B-doubles.
[10] Includes scooters.
[11] 'Other vehicle types' include other defined motor vehicles, animal drawn vehicles, riders of animals, railway vehicles, trams, small wheel vehicles and motor vehicles - type unknown.
[12] Excludes motorcycles, scooters, buses, heavy vehicles and other vehicle types.

Regions within the State

Table 9: Serious casualty crashes by region, South Australia, 2014-2015[13]

Regions	Dec Qtr 2014	Mar Qtr 2015	Jun Qtr 2015	Sep Qtr 2015	Dec Qtr 2015
Metropolitan Adelaide	87	108	85	101	90
Inner Rural (Within 100km of Adelaide)	36	32	32	35	40
Outer Rural (Greater than 100km from Adelaide)	63	50	51	59	70
Total	**186**	**190**	**168**	**195**	**200**

Crash types

Table 10: Serious casualty crashes by type and region, South Australia, 2014-2015[14]

Regions	Crash Type	Dec Qtr 2014	Mar Qtr 2015	Jun Qtr 2015	Sep Qtr 2015	Dec Qtr 2015
Metro	**Intersection crashes**	38	51	36	43	35
	Single vehicle run-off-road crashes	27	39	30	30	26
	All other crash types	25	27	23	35	32
Rural	**Intersection crashes**	16	15	17	15	26
	Single vehicle run-off-road crashes	61	52	50	64	60
	All other crash types	28	19	23	20	29

[13] A map of these regional areas is given in *Towards Zero Together,* South Australia's Road Safety Strategy 2020. Due to recent slight changes in the inner rural/outer rural boundaries, there are some minor differences between previously reported serious casualty crashes by region.

[14] **Intersection crashes** are any crashes that occurred at the junction of two or more transport paths (including roll over, left road out of control or hit fixed object crashes). **Single vehicle run-off-road crashes** are roll over, left road out of control or hit fixed object crashes (including those at intersections). The type of crash categories are not mutually exclusive and must not be added together. **All other crash types** include any other crash type not included in intersection crashes or single vehicle run-off-road crashes.

Speed limits

Table 11: Serious casualty crashes by speed limit and region, South Australia, 2014-2015

Regions	Speed Limit	Dec Qtr 2014	Mar Qtr 2015	Jun Qtr 2015	Sep Qtr 2015	Dec Qtr 2015
Metro	Below 40 km/h	1	1	0	0	1
	40 km/h	3	2	0	2	3
	50 km/h	30	39	25	33	22
	60 km/h	32	43	43	48	44
	70 – 90 km/h	16	20	12	16	18
	100 km/h	5	2	4	1	1
	110 km/h	0	1	1	1	1
Rural	Below 40 km/h	1	0	0	0	1
	40 km/h	3	0	1	0	2
	50 km/h	6	13	7	7	14
	60 km/h	4	5	1	8	10
	70 – 90 km/h	15	16	15	17	14
	100 km/h	41	31	34	33	37
	110 km/h	29	17	25	29	32
Total		**186**	**190**	**168**	**195**	**200**

ENFORCEMENT ACTIVITY

The enforcement data presented in this section have been supplied by the Traffic Intelligence and Planning Section, South Australia Police (SAPOL)[15].

Speed offences

For speeding offences, numbers of expiations per quarter are reported in Figures 1 and 2. A number of methods for detecting speed offences are employed. Speed camera offences are detected by mobile cameras deployed by SAPOL's Traffic Camera Unit 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. Variations in speeding offences over time may be due to differences in the incidence of speeding, hours of speed enforcement and the number of speed camera devices used by police.

Figure 1: Number of expiations issued for speed camera enforcement per quarter, December 2012 to December 2015

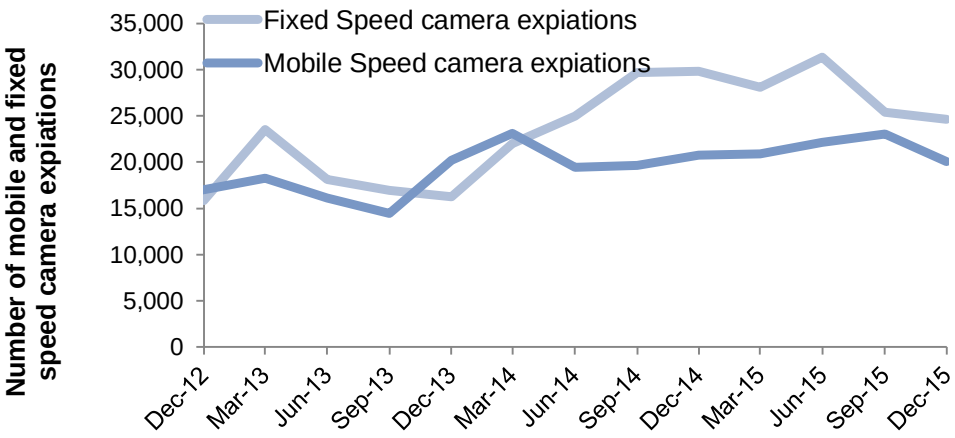
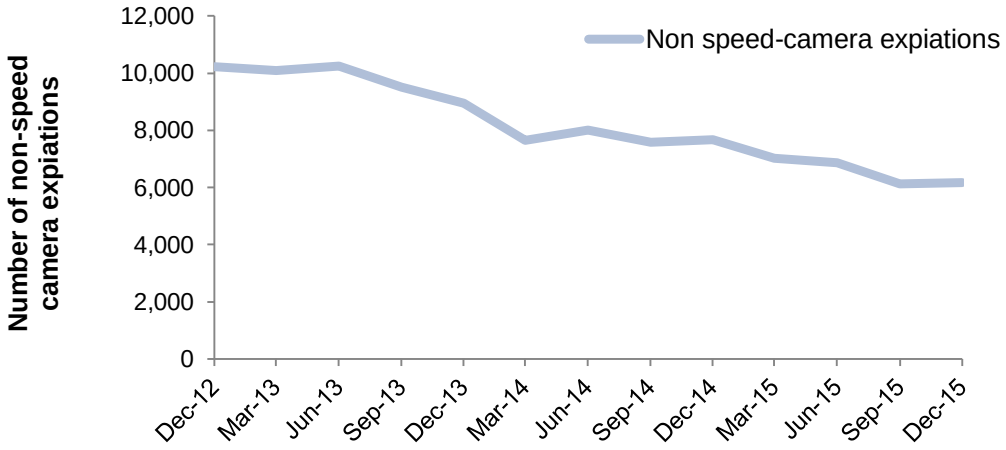


Figure 2: Number of expiations issued for non speed-camera enforcement per quarter, December 2012 to December 2015



[15] Due to changes in SA Police reporting and data extraction procedures, enforcement statistics may differ from those previously reported. Additionally, static and mobile detection rates are no longer reported separately for alcohol or drug detections. Expiation data are based on issued date and not offence date. These data are correct as at 8/4/2016. Future data calculations may show some differences as data are continually refreshed. Comparisons should not be made between point in time data.

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 in Figures 3 and 4. 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 and mobile Driver Screening Tests (DST) per 1,000 tested, per quarter, December 2012 to December 2015

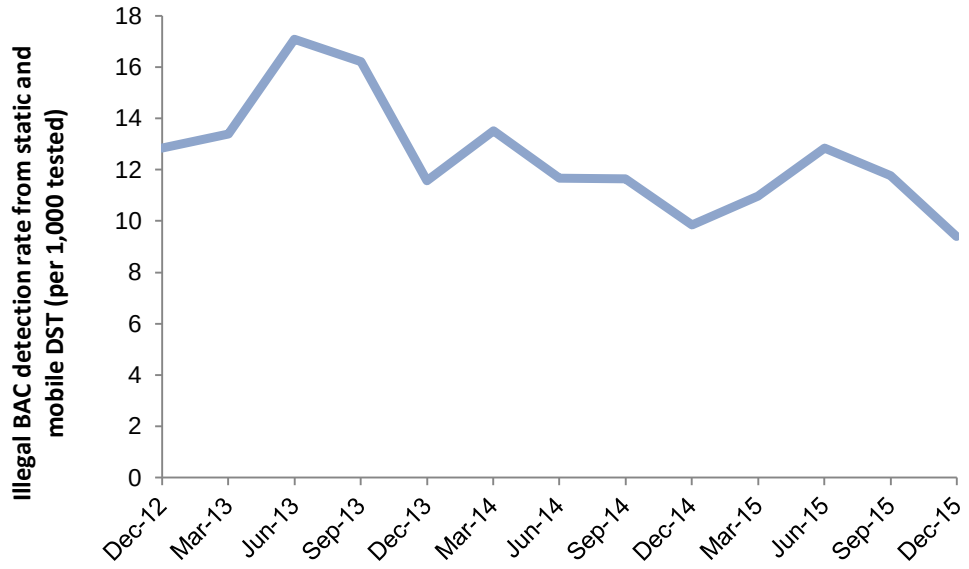
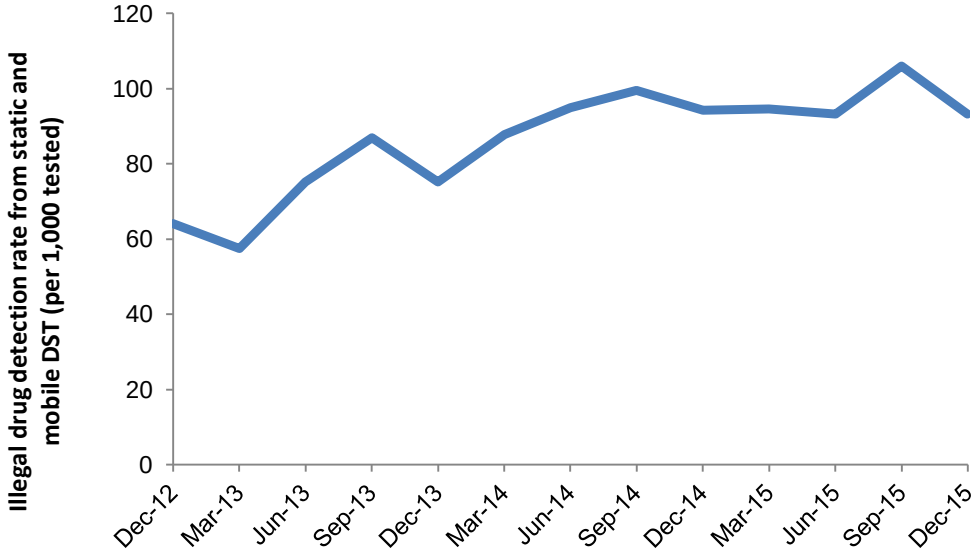


Figure 4: Rate of expiations and apprehensions for drug offences using static and mobile Driver Screening Tests (DST) per 1,000 tested, per quarter, December 2012 to December 2015



Mobile phone and restraint use offences

Driver expiations for mobile phone use and restraint use offences are reported per quarter in Figures 5 and 6. Variations in mobile phone and restraint use offences over time may be due to differences in the incidence of mobile phone and restraint use while driving, as well as varying enforcement activities by police.

Figure 5: Number of expiations for mobile phone use offences per quarter, December 2012 to December 2015

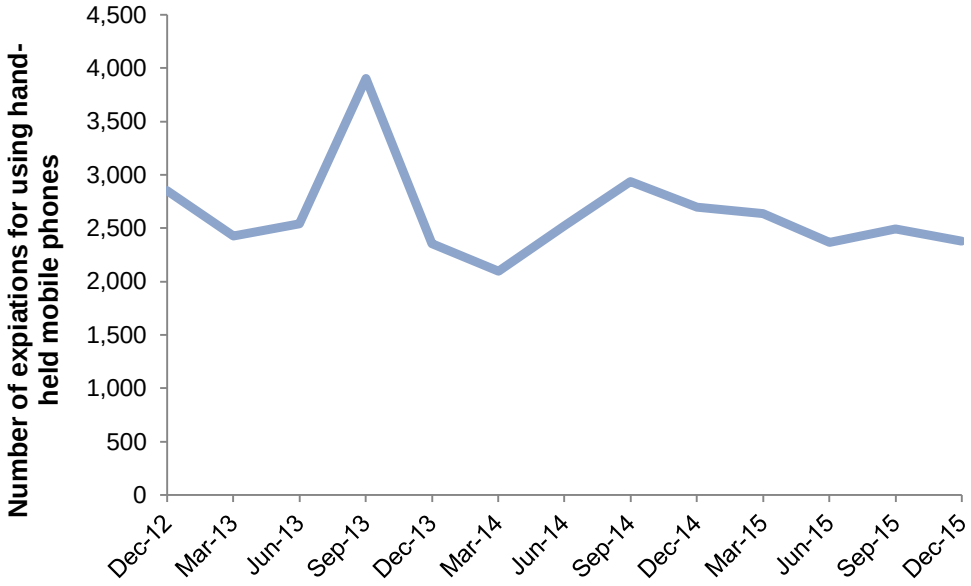
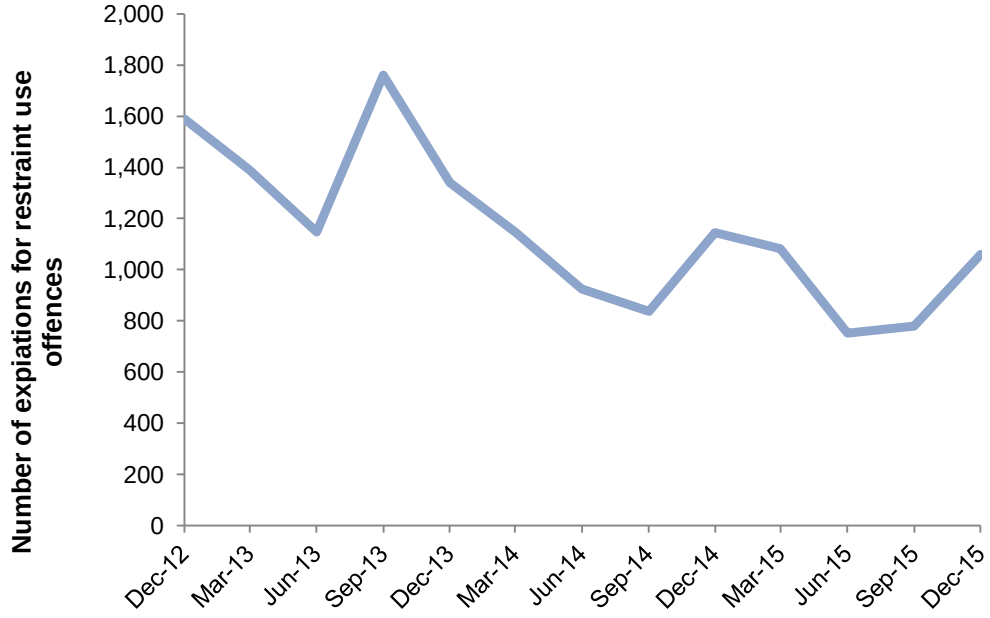


Figure 6: Number of expiations for restraint use offences per quarter, December 2012 to December 2015

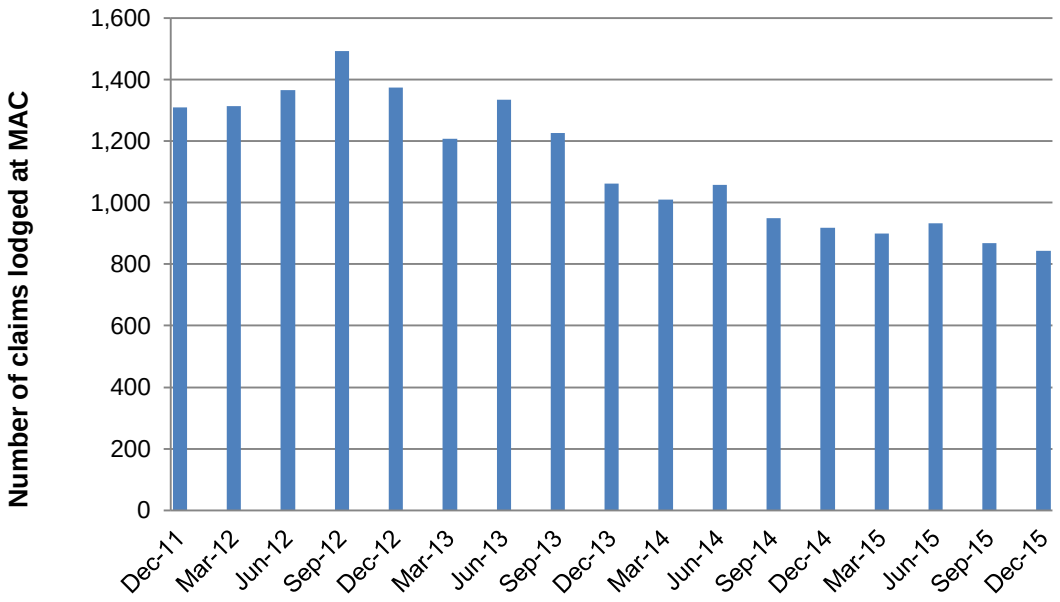


ROAD SAFETY MANAGEMENT PRACTICES AND OTHER MEASURES

Compulsory third party (CTP) insurance claims

The Motor Accident Commission (MAC) is responsible for the administration of South Australia's 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. In the past, approximately 45% of CTP costs arose from fatality and serious injury crashes. Minor injury crashes account for the remaining costs. Figure 7 shows the numbers of new CTP claims per quarter. Please note in July 2013 there was a legislative change regarding CTP claims in South Australia, this may have had an effect on the number of claims reported in more recent quarters.

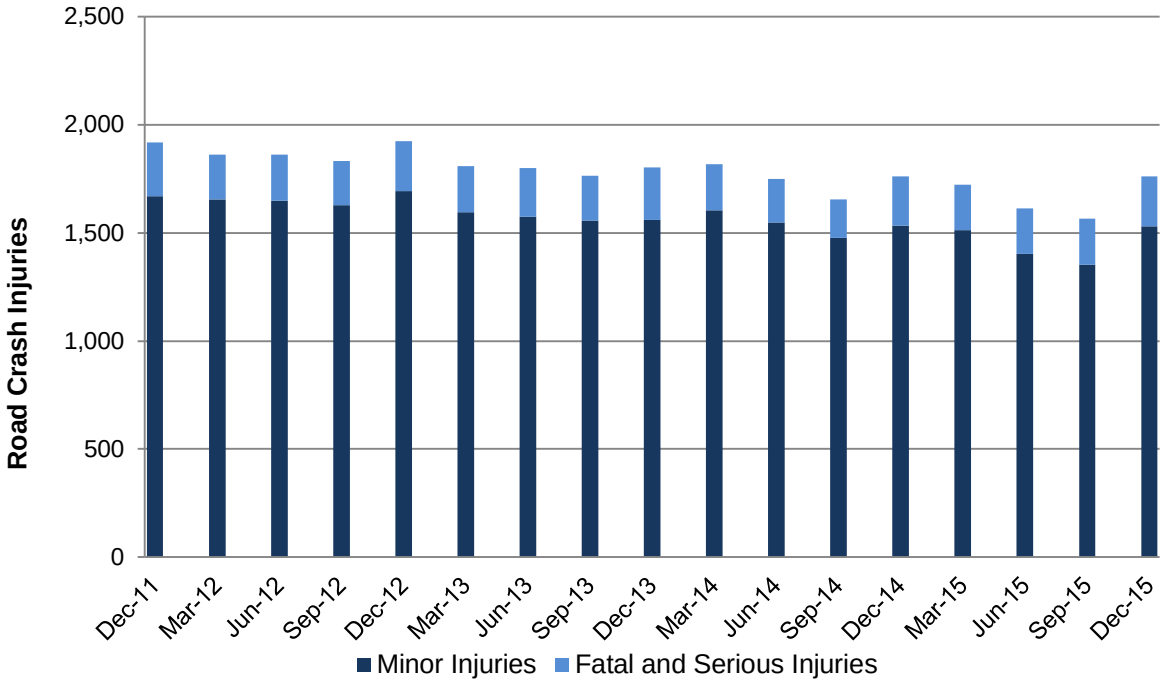
Figure 7: Numbers of new CTP insurance claims per quarter, December 2011 to December 2015[16]



In South Australia there are four categories of injury severity recorded by police. These are crashes with fatal injuries, serious injuries (admitted to hospital), treated at hospital injuries and injuries treated by private doctor. The latter two categories are collectively referred to as minor injuries. In 2015, fatal and serious injuries accounted for 13% of crash injuries while minor injuries accounted for the remaining 87% of injuries. Figure 8 shows the total numbers of injuries per quarter in South Australia and indicates that there has been a genuine decline in all road crash injuries over the reporting period. Not all road crash injuries result in a CTP claim being made, and hence Figures 7 and 8 are not directly comparable. However, there has been a reduction in CTP claims made, consistent with the overall reduction in road crash injuries over the same period. In more recent quarters however, the decline in CTP claim numbers has been more significant; this may be due to the legislative change regarding CTP claims in South Australia.

[16] Excludes zero dollar claims (Claims data current as of 1 March 2016).

Figure 8: Total numbers of road crash injuries per quarter, December 2011 to December 2015



The safety of new vehicles being sold

The Australasian New Car Assessment Program (ANCAP) provides safety star ratings to vehicles sold on the Australian market. It has been estimated that vehicle 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. Also, 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 included[17]:

- achieving a suitable standard in frontal offset, side impact and side pole impact tests
- electronic stability control (ESC) and 3-point seat belts for all forward facing seats
- head-protecting technology (side airbags[18]) for the front seats.

In 2012 this was extended to also include:

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

In 2013, in addition to the 5-star rating requirements of previous years, there is now a mandatory requirement for seatbelt reminders in the front seats, emergency brake assist and a minimum of three additional SATs.

In 2014, in addition to the 5-star rating requirements of previous years, there is now a mandatory requirement for head-protecting technology (side airbags) for the second row seats of vehicles, an acceptable pedestrian rating, an acceptable whiplash rating and a minimum of four additional SATs.

As of 2015, in addition to the 5-star rating requirements of previous years, there is now a mandatory requirement for seatbelt reminders for the second row of fixed seats in vehicles, a good whiplash rating and a minimum of five additional SATs.

Table 12 shows the percentages of new vehicles sold in South Australia per quarter with a 5-star rating, while Table 13 shows the percentages with various safety features. The percentages of new vehicles sold with a pre-crash safety system (a relatively new, but potentially very beneficial vehicle safety technology) are also now shown in Table 13.

Table 12: Percentages of new vehicles sold with a 5-star rating, South Australia, 2014-2015[19]

New Vehicles sold	Dec Qtr 2014	Mar Qtr 2015	Jun Qtr 2015	Sep Qtr 2015	Dec Qtr 2015
5-star	64%	73%	72%	75%	81%
Total number of new vehicles	16,641	16,346	16,634	15,181	16,576

[17] ANCAP, *ANCAP Rating Road Map 2011-2017*, 23 April 2014.
[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 September Quarter of 2015, approximately 99.96% of vehicles sold were fitted with driver's airbags as a standard feature and 99.96% were fitted with a front passenger airbag. Some classes of vehicles sold were less likely to have these features as a standard (POLK, *SA Safety Report*, Oct - Dec 2015).
[19] POLK, *SA ANCAP report*, Oct - Dec 2015.

Table 13: Percentages of new vehicles sold in South Australia with specified safety features as standard, 2014-2015[20]

Safety Feature	Dec Qtr 2014	Mar Qtr 2015	Jun Qtr 2015	Sep Qtr 2015	Dec Qtr 2015
Electronic stability control	92%	94%	93%	95%	98%
Front side curtain airbags	90%	90%	90%	93%	95%
Emergency brake assist	86%	87%	88%	90%	94%
Rear side curtain airbags	86%	86%	85%	88%	87%
Centre 2nd row lap/sash belt	85%	87%	86%	88%	91%
Pre-crash safety system	6%	7%	8%	9%	10%

[20] The December Quarter 2015 and September Quarter 2015 percentages are current as of POLK, *SA Safety Report*, October - December 2015.

MEASURES OF EXPOSURE TO THE ROAD SYSTEM

Crash data, when combined with various exposure measures, can be used to compare crash rates among different populations that use the road system. The crash rates per 100,000 licence holders (drivers and riders) and per 100,000 registered vehicles in SA, are shown in Table 14 for the 12 months ending December 2016. A comparison of the fatality rate per 100,000 total population for each of the states and territories of Australia is shown in Figure 9. Table 15 shows the total number of fatalities for each of the states and territories in Australia for the 12 months ending March, for the last three years.

Table 14: Fatality and serious injury rates per licence holder and per registered vehicle, South Australia, 12 months ending March 2016[21]

	South Australia	Fatality Rate (per 100,000)	Serious Injury Rate (per 100,000)
Licence Holders[22]	1,206,194	5.2	41.1
Registered Vehicles[23]	1,379,020	7.4	55.0

National Comparisons

Figure 9: Fatalities per 100,000 population by state and territory, Australia, 12 months ending March 2016[24]

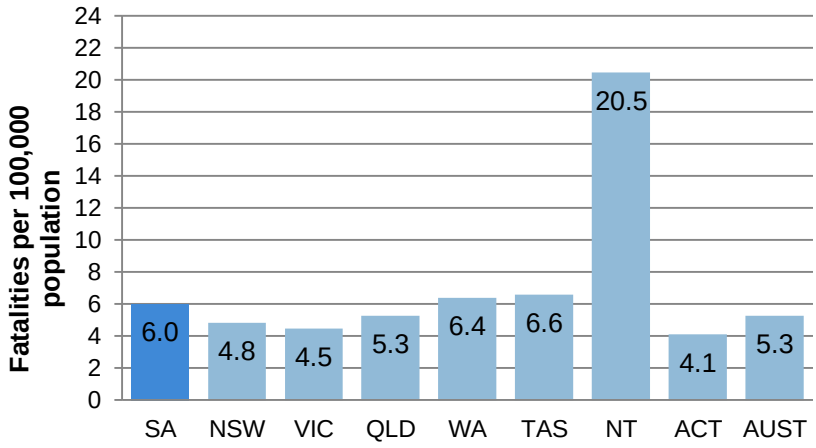


Table 15: Yearly deaths in each state and territory, Australia - 12 monthly periods ending March[24]

Year	SA	NSW	VIC	QLD	WA	TAS	NT	ACT	AUST
2016	102	368	267	252	166	34	50	16	1,255
2015	102	295	243	218	187	39	38	7	1,129
2014	91	344	252	248	162	33	43	7	1,180

[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, SA Department of Planning, Transport and Infrastructure, 30 June 2015.
[23] Excludes trailers and caravans. Registration and Licensing, SA Department of Planning, Transport and Infrastructure, 30 June 2015.
[24] Department of Infrastructure and Transport, Bureau of Infrastructure, Transport and Regional Economics, *Road Deaths Australia, March 2016.* Note: as quality assurance, auditing and finalising of jurisdictional data are ongoing, the data presented in Figure 9 and Table 15 are preliminary and a snap shot jurisdictional comparison as of March 2016. Any recent changes and updates in fatality data may not be reflected in this table and figure.

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 injuries but no person is admitted to hospital or dies within 30 days of the crash.

Minor Injury - A person who sustains injuries requiring medical or surgical treatment, either by a doctor or in a hospital, but is not 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.

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 (CASR) road safety research:

www.casr.adelaide.edu.au

Motor Accident Commission (MAC):

www.mac.sa.gov.au

SA Police:

www.sapolice.sa.gov.au

Enquiries

For further information about data in this report, contact:

Safety Strategy, Department of Planning, Transport and Infrastructure

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