



SOUTH AUSTRALIA'S ROAD SAFETY STRATEGY ANNUAL PROGRESS REPORT 2016



Government of South Australia

Department of Planning,
Transport and Infrastructure



South Australia ROAD SAFETY Progress Report

December, 2016

This report provides a snapshot of crash and serious 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.

The data presented in this report is 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.

	2020 Target	2008-10 Avg	2016	Change
Fatalities	less than 80 (per year)	112	86	-23%
Fatality rate (per 100,000 population)	4.5	6.9	5.0	-28%

	2020 Target	2008-10 Avg	2016	Change
Serious injuries	less than 800 (per year)	1125	692	-38%
Serious injury rate (per 100,000 population)	45.0	69.6	40.7	-42%

TOWARDS ZERO TOGETHER PERFORMANCE INDICATORS

Key performance indicators are used to monitor and regularly report on South Australia's progress towards 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. The performance indicators for the most recent year are reported for comparison against the 2008-10 annual average, which is the benchmark from the *Towards Zero Together* strategy. A number of additional performance indicators have been included to assist in measuring road safety.

Performance Indicators	Annual Average 2008-10	2016	Change
Number of single vehicle run-off-road serious casualty crashes (Figure 6, page 8)	465	292	-37%
Number of intersection serious casualty crashes (Figure 6, page 8)	368	243	-34%
Average metro traffic speed ¹ (Table 7, page 9)	56.1 km/h (2010)	55.3 km/h	-1%
Average rural traffic speed ¹ (Table 7, page 9)	103.2 km/h (2010)	102.0 km/h	-1%
Percentage of vehicles exceeding stated speed limit ¹ (Table 7, page 9)	23.6% (2010)	19.0%	-19%
Percentage of new vehicles sold in SA with a 5 star safety rating (Table 9, page 11)	40.9% (2010)	83.9%	105%
Number of young people (16-24) killed or seriously injured (Figure 13, page 13)	318	182	-43%
Number of drivers/riders killed with a BAC (Blood Alcohol Concentration) above legal limit (Figure 16, page 15)	22	9	-59%
Number of drivers/riders tested positive for alcohol ² (Figure 18, page 16)	10,269	5,005	-51%
Number of drivers/riders tested positive for drugs (Figure 19, page 16)	1,159	5,516	376%
Number of people killed or seriously injured not wearing a seatbelt (Figure 20, page 17)	77	42	-45%
Number of new Compulsory Third Party insurance claims ³ (Figure 35, page 25)	6,024	2,903	-n/a
ADDITIONAL PERFORMANCE INDICATORS			
Number of serious casualty crashes on metropolitan roads (Figure 22, page 18)	601	371	-38%
Number of serious casualty crashes on rural roads (Figure 22, page 18)	428	280	-35%
Older road users (70+) killed or seriously injured (Figure 24, page 19)	114	110	-4%
Motorcyclists killed or seriously injured (Figure 28, page 21)	176	117	-34%
Pedestrians killed or seriously injured (Figure 30, page 22)	117	75	-36%
Cyclists killed or seriously injured (Figure 32, page 23)	72	57	-21%
Number of drivers/riders killed that tested positive to drugs (Figure 17, page 15)	14	14	0%

¹ 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.

² 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 Reports.

³ Reporting procedures have improved and 2008-10 cannot be directly compared to more recent data. Please see page 25 for full explanation.

A summary of progress towards 2020 road safety targets – Key Points

Fatalities

- In 2016, 86 people were killed on South Australian roads. This is 6 fatalities above the 2020 target and equates to a reduction of 23% from the 2008-10 baseline of 112 fatalities.
- 2016 saw a drop of 16 fatalities as compared to the 102 deaths in the previous year. This represents a 15.7% decrease. In comparison, the nation saw an increase of 7.6% in the number of fatalities.
- South Australia in 2016 recorded a fatality rate of 5.0 deaths per 100,000 population, lower than the National rate of 5.4. Three states have a current fatality rate lower than or equal to SA, they are ACT (2.3), Vic (4.8) and NSW (5.0).
- Fatalities have been trending down over the past 5 years, passengers and cyclists have however trended up slightly.

Serious injuries

- 692 serious injuries were recorded in 2016, this is below the 2020 target of 800, and furthermore serious injuries have been below the target since 2012.
- In the last 5 years, serious injuries have also been trending down for all user types apart from passengers which have seen a slight rise.

Area

- Serious casualty crashes in metro Adelaide and rural South Australia have achieved a 30% reduction from the baseline in 2016. Over the past 5 years, fatal crashes on metropolitan roads have continued to trend down, fatal crashes on rural roads have seen a slight trend increase.

Crash type

- A 30% reduction from the baseline has been achieved for single vehicle run-off-road serious casualty crashes in 2016 and has been achieved for intersection crashes consistently since 2014.

Drugs and Alcohol

- The number of drivers/riders killed with an illegal BAC has more than halved from the 2008-10 average, a 30% reduction on the baseline has consistently been achieved since 2011, however the number killed testing positive to drugs has remained steady.
- The rate of drivers testing positive to drugs has continued to rise while drivers with an illegal BAC has decreased.

Vehicles

- The percentage of new cars sold in SA with a 5-star safety rating has more than doubled since 2010 to 83.9%.

Restraints

- In 2016, 9 vehicle occupants were killed while not wearing a restraint, this is less than half of the 2008-10 average when 25 people killed were not wearing a restraint. A 30% reduction in serious casualties not wearing a restraint has been achieved in 2016.

Young road users

- While a 30% reduction in the numbers of 16-24 has been achieved, the number of 16-19 year old serious casualties have trended up in the last 5 years and furthermore the number of young motorcyclists killed or seriously injured have on average increased around 32% per year.

Older road users

- In the last 5 years, the trend for both serious injuries and fatalities for those aged 70+ have increased slightly. A 30% reduction has not been achieved.

Road users

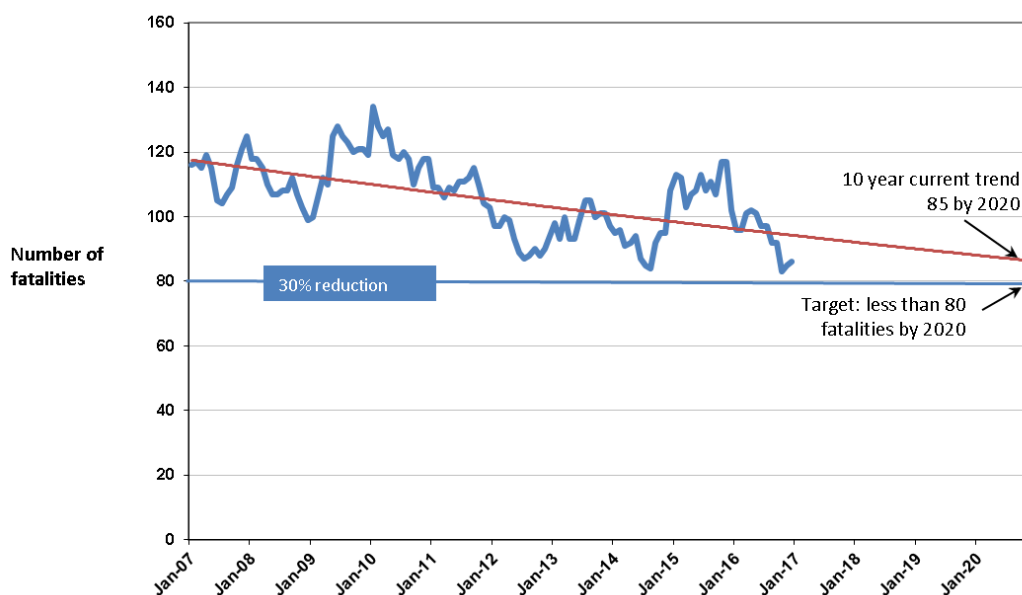
- Motorcyclist serious casualties have achieved a reduction of more than 30% in 2016, and a 30% reduction in pedestrian serious casualties has been achieved since 2014.
- Cyclist serious casualties have not achieved a 30% reduction, neither has serious casualties in older road users.

CURRENT PROGRESS IN SOUTH AUSTRALIA

The South Australian Road Safety Strategy aims to achieve at least a 30% reduction in serious casualties by 2020, this equates to a target of no more than 80 fatalities and 800 serious injuries per year.

FATALITIES

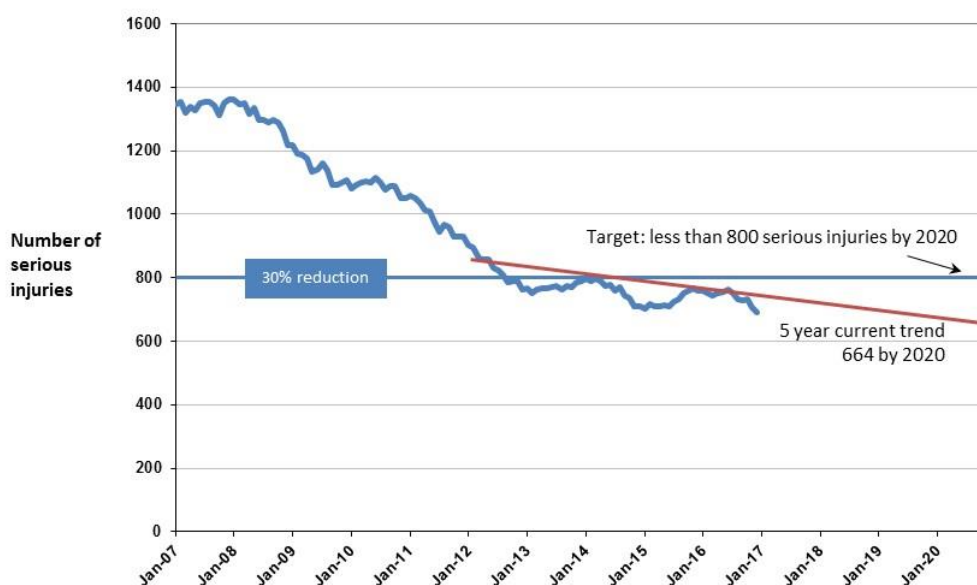
Figure 1: Number of fatalities in South Australia (rolling 12 month data) 2007-16



The 86 fatalities recorded in 2016 is the lowest on record, and is 16 fatalities less than 2015 and 15 deaths less than the previous 5 year average of 101 deaths. Figure 1 shows the 12 month rolling data of fatalities in South Australia beginning January 2007. From the current 10 year trend, it is predicted that the number of fatalities will reach approximately 85 in 2020.

SERIOUS INJURIES

Figure 2: Number of serious injuries, South Australia (rolling 12 month data) 2012-16



692 serious injuries were recorded in 2016, this is below the 2020 target of 800, and furthermore serious injuries have been below the target since 2012. While this is encouraging, the target was based on 2008-10 figures, and it is likely that on-going improvements in police data collection methods has resulted in improvement in the accuracy of injury reporting. SAPOL commenced validating injury severity by telephoning the hospital and confirming if the injured party was admitted. The number of serious injuries has remained steady since 2012, indicating that the effect of the change in serious reporting has likely concluded. Figure 2 is the number of serious injuries since 2007. The sharp decline begins to flatten in about 2012 when the improved practice of serious injury reporting became consistent. Given this, a 5 year trend has been calculated for serious injuries. The number of serious injuries will reach approximately 664 in 2020.

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 3 for the 12 months ending December 2016.

Table 3: Fatality and serious injury rates, South Australia, 12 months ending December 2016⁴

	South Australia	Fatality Rate (per 100,000)	Serious Injury Rate (per 100,000)
Licence Holders ⁵	1,225,254	4.0	35.1
Registered Vehicles ⁶	1,372,764	6.1	50.4
VKT ⁷	16,915,000	0.51	4.09

⁴ Licence holder fatality and serious injury rates are based on drivers and riders. Vehicle rates are based on all fatalities or serious injuries.

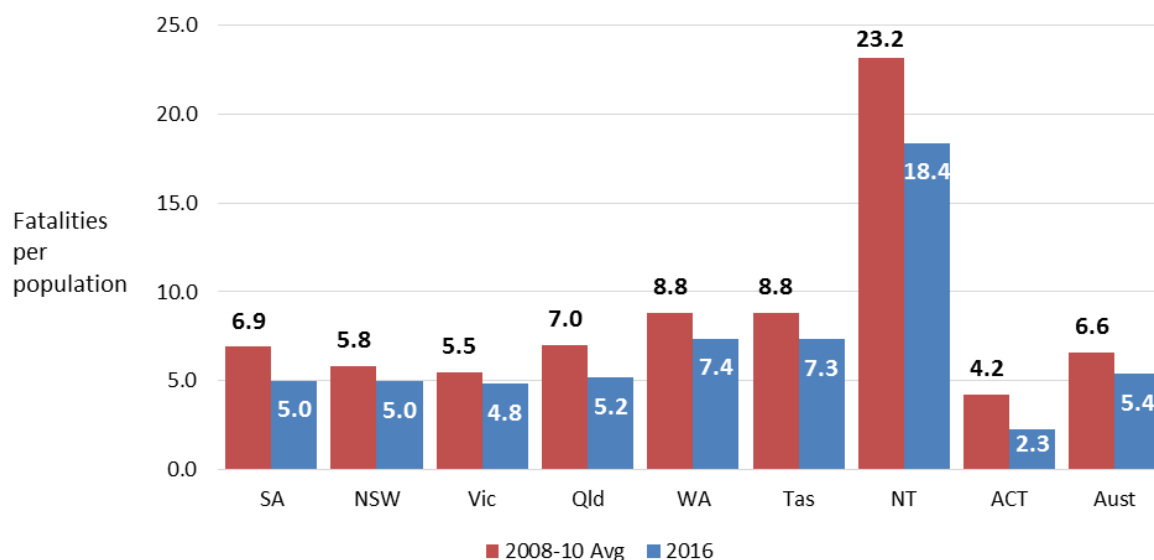
⁵ Registration and Licensing, SA Department of Planning, Transport and Infrastructure, 31 December 2016.

⁶ Excludes trailers and caravans. Registration and Licensing, SA Department of Planning, Transport and Infrastructure, 31 December 2016.

⁷ VKT data from 9208.0 Survey of Motor Vehicle Use, Australia, 12 months ended 30 June 2016.

National Comparisons

Figure 4: Fatalities per 100,000 population, Australia, 2008-10 Avg and 2016⁸



- All states and territories have seen a drop in the fatalities per population from the 2008-10 baseline. South Australia has seen a 28% decrease, this is the second largest decrease from the baseline, outperformed only by the ACT.
- South Australia in 2016 recorded a fatality rate of 5.0 deaths per 100,000 population, lower than the National rate of 5.4. Three states have a current fatality rate lower than SA, they are ACT (2.3), Vic (4.8) and NSW (5.0).

Table 5: Yearly deaths in each state and territory, Australia, 12 monthly periods ending December⁸

Year	SA	NSW	VIC	QLD	WA	TAS	NT	ACT	AUST
2012	94	369	282	280	183	31	49	12	1,300
2013	97	333	243	271	162	36	37	7	1,186
2014	108	307	248	223	183	33	39	10	1,151
2015	102	350	252	243	160	34	49	15	1,205
2016	86	384	292	250	193	38	45	9	1,297
Latest % change	-15.7%	9.7%	15.9%	2.9%	20.6%	11.8%	-8.2%	-40.0%	7.6%
Avg trend change	-1.3%	1.3%	1.1%	-3.3%	0.9%	3.6%	1.1%	1.9%	0.1%

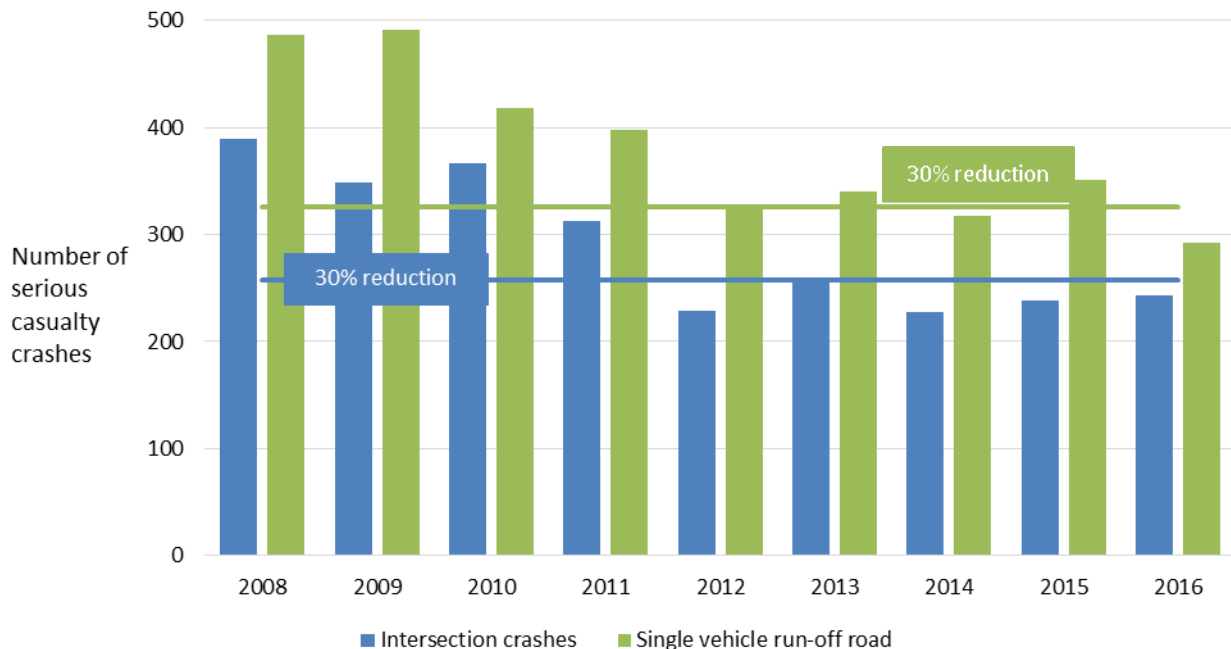
- South Australia recorded a decrease of 15.7% in fatalities from 2015 to 2016. This was in contrast to most other states all apart from NT and ACT which saw an increase.
- Looking at the five year trend it can be seen that again South Australia achieved a small decrease compared to most other states, all but QLD have had a slight upwards trend.

⁸ Department of Infrastructure and Transport, Bureau of Infrastructure, Transport and Regional Economics, *Road Deaths Australia, December 2016*. Note: as quality assurance, auditing and finalising of jurisdictional data are ongoing, the data presented in Figure 4 and Table 5 are preliminary and a jurisdictional comparison as of December 2016.

OVERVIEW OF PERFORMANCE INDICATORS

Crash types

Figure 6: Serious casualty crashes by type, South Australia, 2008-16⁹



Almost half of all serious casualty crashes in metro areas occur at intersections and single vehicle run-off-road crashes are common in rural areas. Figure 6 shows the number of serious casualty intersection and single vehicle run-off-road type crashes in South Australia.

Single vehicle run-off-road serious casualty crashes

- A 30% reduction (from the 2008-10 baseline) on these crashes results in 326 serious casualty crashes. In 2012, crashes were below this number and again in 2014 and 2016.
- There were 292 serious casualty crashes in the 12 months till end December 2016.
- The five year trend shows a slight increase in these crashes by an average of 0.5% per year.
- On average (2012-16) 58% of these crashes are in the rural areas.

Intersection serious casualty crashes

- A 30% reduction (from the 2008-10 baseline) in intersection crashes results in 258 casualty crashes. In 2012, crashes were below this number and have consistently remained lower.
- There were 243 serious casualty crashes in the 12 months till end December 2016.
- The five year trend shows a reduction in these crashes by an average of 1.8% per year.
- On average (2012-16) 74% of these crashes are in the metropolitan areas.

⁹ **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 necessarily mutually exclusive and shouldn't be added together.

Speed

Reductions in average travel speed across the network is the most effective and swift way to reduce road trauma and would produce significant and immediate road safety benefits. A reduction of 5 km/h in average travel speed would reduce rural casualty crashes by about 30% and urban casualty crashes by about 25%.

A systematic and ongoing method of measuring vehicle speeds was introduced by the Centre for Automotive Safety Research in South Australia in 2007 in order to assess the effects of speed reduction countermeasures and to monitor the speed behaviour of South Australian motorists over time. About 130 sites around South Australia have speed measurements taken for a one week period at the same time each year during either August or November.

Table 7: Average speeds and percentage of vehicles exceeding the speed limit, South Australia, 2012-16

	2012	2013	2014	2015	2016
Average metro traffic speed	56.2 km/h	55.6 km/h	55.6 km/h	55.8 km/h	55.3 km/h
Average rural traffic speed	102.2 km/h	102.4 km/h	102.6 km/h	102.4 km/h	102.0 km/h
Percentage of vehicles exceeding stated speed limit	22.9%	20.7%	20.1%	20.5%	19.0%

Average traffic speed

- The average metro traffic speed is based on Adelaide 60 km/h arterial roads, this speed has remained somewhat stable over the last few years. The drop for 2012-13 was statistically significant, the proceeding years were not, although there have been large historical reductions in speed.
- The average rural traffic speed is based on 110 km/h arterial roads, the change in speed from year to year has not been statistically significant and has changed little since recording began in 2006.

Percent of vehicles exceeding stated speed limit

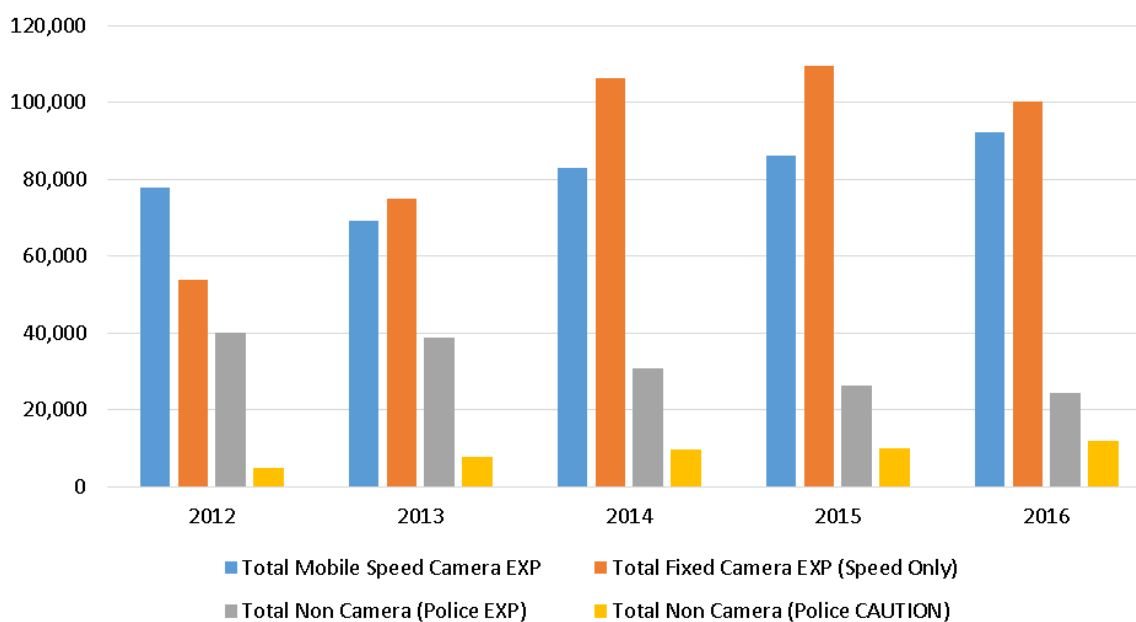
- The percentage of vehicles exceeding the speed limit has been reducing until 2015 when it rose slightly, 2016 again saw a drop to 19.0%. This figure is 19% lower than the 2010 baseline figure of 23.6% vehicles exceeding the stated speed limit.

Speed offences

The enforcement data presented in this section has been supplied by South Australia Police (SAPOL)¹⁰.

For speeding offences, numbers of expiations per quarter are reported in Figure 8. A number of methods for detecting speed offences are employed. Speed camera offences are detected by mobile also fixed speed/red light 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 8: Number of expiations issued for speed enforcement, South Australia, 2012-16



- The total number of speed expiations and cautions issued by SAPOL has been trending upwards by an average of 6.8% per year for the last 5 years.
 - The increase is due mostly to an increase in the number of fixed camera offences. They have trended upwards on average by 17.7% per year.
 - Non camera offences have trended downwards by an average of 13% per year.
 - The number of cautions served has increased an average of 22.3% per year.

¹⁰ 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 is based on issued date and not offence date. This data is correct as at 15/02/2017. Future data calculations may show some differences as data is continually refreshed. Comparisons should not be made between point in time data.

Vehicle safety ratings

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 order to gain an ANCAP 5-star rating, a vehicle's performance on a number of crash tests must meet or exceed specified criteria.

Table 9: Percentage of new vehicles sold in South Australia with a 5-star safety rating, 2012-16

	2012	2013	2014	2015	2016
5-Star	60.2%	66.5%	67.5%	75.0%	83.9%
Total number of new vehicles	65,536	68,012	66,776	64,737	67,286

- The percent of new vehicles sold with a 5-star rating has been steadily increasing in the last 5 years.
- The percent has increased by 83% since the 2010 baseline.

Table 10: Percentage of new vehicles sold in South Australia with features as standard, 2012-16

Safety Feature	2012	2013	2014	2015	2016
Electronic stability control	89.0%	92.7%	92.8%	94.9%	97.9%
Front side curtain airbags	83.1%	88.6%	90.4%	91.9%	95.3%
Emergency brake assist	83.8%	84.9%	86.2%	90.0%	95.7%
Rear side curtain airbags	80.5%	86.0%	86.2%	86.5%	86.4%
Centre 2 nd row lap/sash belt	82.0%	83.1%	85.5%	88.0%	90.4%
Pre-crash safety system	1.3%	3.5%	5.7%	8.5%	15.9%

Table 10 outlines the percent of new vehicles sold in South Australia with specified safety features as standard.

- All these safety features have seen an increase in uptake from the 2012 figures.
- The installation of a pre-crash safety system has seen the largest rate of increase.

Vehicle types involved in serious casualty crashes

Table 11: Number of vehicles involved in serious casualty crashes by type, South Australia, 2012-16

Vehicle type	2012	2013	2014	2015	2016
Passenger vehicles	786	833	742	813	743
Heavy vehicles	58	58	50	49	49
Buses	7	6	4	5	5
Motorcycles	137	144	145	159	117
Bicycles	87	71	74	84	66
Other vehicle types	9	16	19	12	5
Total	1084	1128	1034	1122	985

Table 11 outlines the number and type of vehicles involved in serious casualty crashes over the five year period (2012-16).

- As expected the majority of vehicles involved are passenger vehicles.
- The involvement of all types of vehicles have been trending down in the last 5 years.

Vehicle age of passenger vehicles involved in serious casualty crashes

Table 12: Number of passenger vehicles involved in serious casualty crashes by age, South Australia, 2012-16

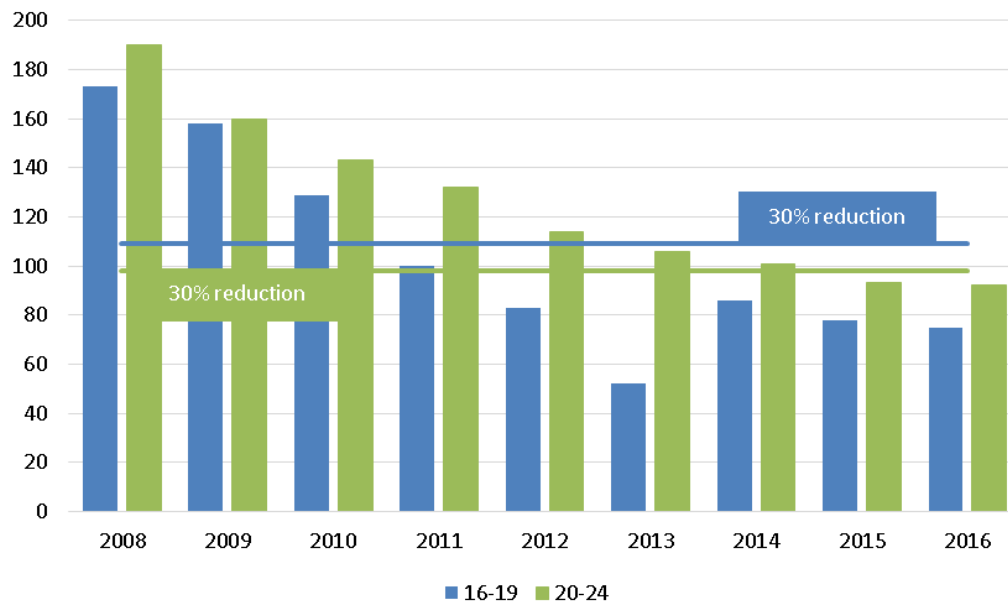
Vehicle Age (years)	2012	2013	2014	2015	2016
0-4	130	150	138	152	114
5-9	160	191	185	161	157
10-14	186	201	163	207	206
15-19	163	152	136	152	141
20+	103	120	101	123	108
Unknown	44	19	19	18	17
Total	786	833	742	813	743

The number of passenger vehicles involved in serious casualty crashes has reduced slightly in the last 5 years.

- Vehicles aged under 10 years of age have been trending down as have vehicles aged 15-19 years.
- Vehicles aged 10-14 years and those aged 20 or more years have increased slightly over the 5 years.
- The average age of the passenger vehicles on register in South Australia as at December 2016 is 10.8 years.

Young People

Figure 13: Number of young people (16-19 & 20-24) killed or seriously injured, South Australia, 2008-16



The number of young people being killed or seriously injured on South Australian roads has declined in the last decade. However this trend in the most recent 5 years has seen a slight increase in serious injuries for this age group.

Table 14: 16-24 year old serious casualties by severity, South Australia, 2012-16

Year	16-19 fatalities	16-19 serious injuries	20-24 fatalities	20-24 serious injuries	Total
2012	7	76	10	104	197
2013	2	50	13	93	158
2014	6	80	11	90	187
2015	7	71	9	84	171
2016	3	81	12	86	182
Avg trend change (%)	-4.3%	4.9%	0.0%	-4.7%	0.5%

- The most recent 5 year trend shows that the number of 16-19 year olds seriously injured has increased, while fatality numbers in this age group have declined.
- The most recent 5 year trend in the 20-24 year olds is in contrast to 16-19 year olds. Fatality numbers in this age group have remained steady over the last 5 years while serious injury numbers have declined.

16-19 year olds killed and seriously injured

- A 30% reduction (from 2008-10 baseline) in the number of 16-19 year olds killed and seriously injured has consistently been achieved since 2011.
- The majority of casualties in this age group are vehicle occupants (Drivers 48% and Passengers 29%). Motorcycle serious casualties have become more prominent in the last 3 years, as outlined in the table below.

Table 15a: 16-19 year old serious casualties by user type, South Australia, 2012-16

Year	Drivers ¹¹	Passengers	Motorcyclists ¹²	Cyclists	Pedestrians ¹³	Total
2012	39	24	7	7	6	83
2013	30	12	5	3	2	52
2014	41	29	12	1	3	86
2015	42	21	11	0	4	78
2016	32	24	19	4	5	84
Avg trend change (%)	-0.6	5.8%	32.1%	N/A	3.3%	4.4%
Proportion	48%	29%	14%	4%	5%	100%

20-24 year olds killed and seriously injured

- A 30% reduction (from 2008-10 baseline) in the number of 20-24 year olds killed and seriously injured has been achieved since 2015.
- As seen in the table below, cyclists and pedestrians have seen the largest percent decline and passengers and motorcyclists have remained steady over the last 5 years.

Table 15b: 20-24 year old serious casualties by user type, South Australia, 2012-16

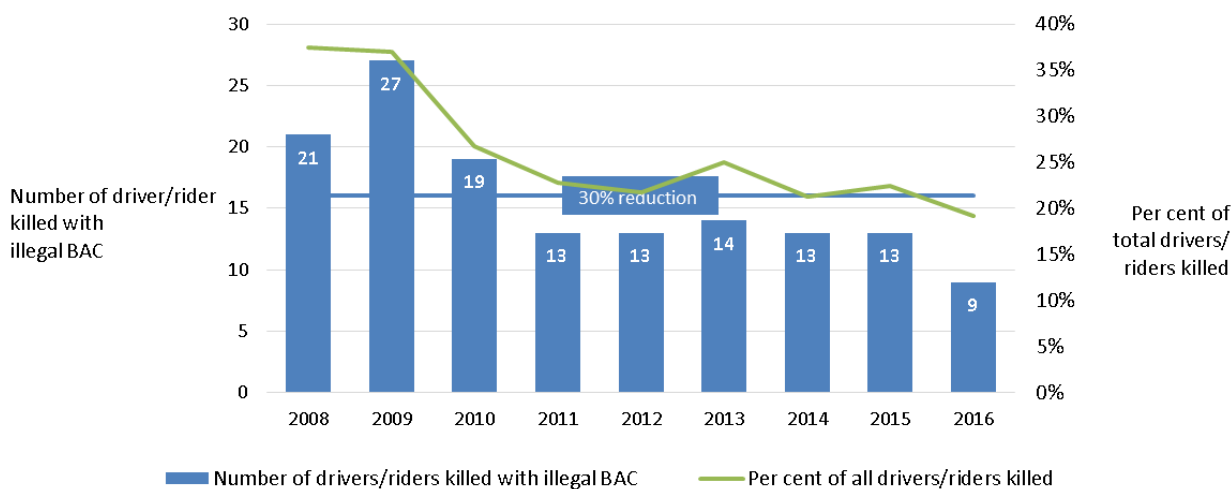
Year	Drivers	Passengers	Motorcyclists	Cyclists	Pedestrians	Total
2012	59	21	15	5	14	114
2013	55	21	16	6	8	106
2014	57	20	14	3	7	101
2015	44	23	16	6	4	93
2016	51	22	15	2	8	98
Avg trend change (%)	-5.0%	1.9%	0.0%	-16.7%	-16.6%	-4.2%
Proportion	52%	21%	15%	4%	8%	100%

¹¹ Includes heavy vehicle drivers. Heavy vehicles include rigid trucks, semi-trailers and B-doubles.

¹² 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.

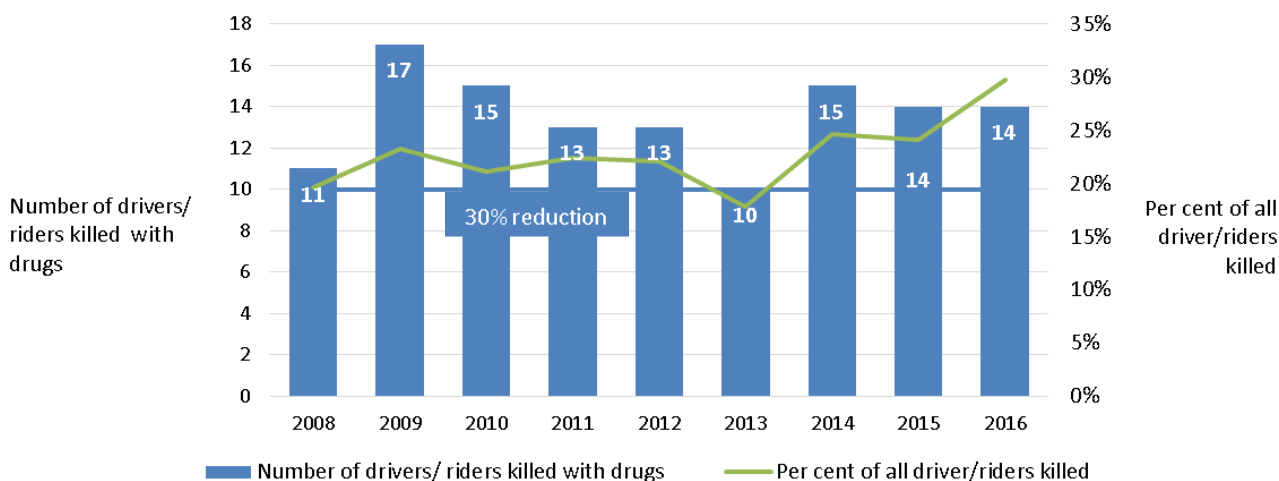
¹³ Includes motorised wheelchairs and small wheel vehicles.

Figure 16: Number of drivers/riders killed with a BAC above legal limit, South Australia, 2008-16



- A 30% reduction from the 2008-10 baseline equates to 16 fatalities per year, the number has been below this since 2011.
- The number of drivers/riders killed with an illegal BAC has reduced from the 2008-10 average. The number remained somewhat even for the 5 years (2011-15) but dropped last year to the lowest on record.
- In 2008, the number of drivers/riders killed with an illegal BAC represented 38% of all drivers/riders killed (that were tested for alcohol). In 2016, this figure was 19%.

Figure 17: Number of drivers/riders killed that tested positive to drugs, South Australia, 2008-16



- A 30% reduction from the 2008-10 baseline equates to 10 fatalities per year, the number was reached for 2013 only and not since.
- Despite an overall decline in the road toll over the last decade, the number of drivers and riders killed on our roads who test positive to drugs has only marginally decreased. As a result, driver and rider fatalities who died with illicit drugs in their system have become a proportionally more significant part of the road toll.
- Each year since 2014, the number of drivers/riders killed testing positive to drugs has overtaken the number of drivers/riders killed with an illegal BAC.

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 18 and 19. 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 18: Number and rate of expiations, apprehensions for alcohol offences per 1,000 tests, South Australia, 2011-16

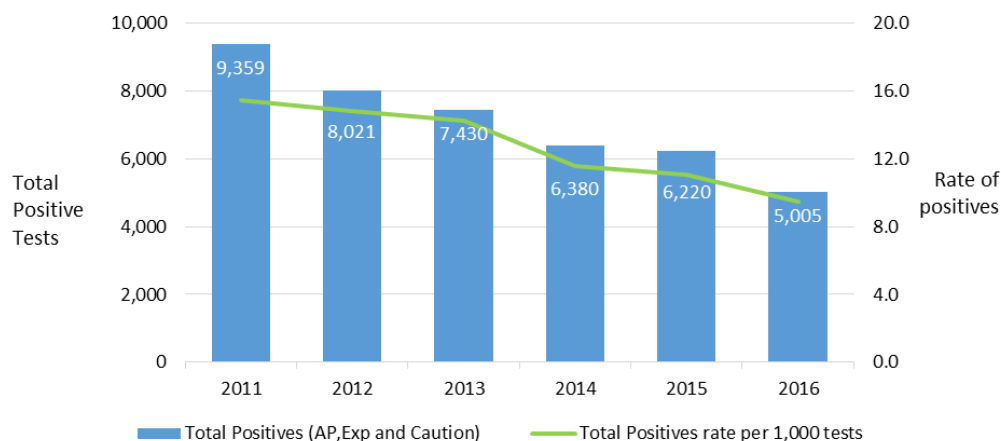
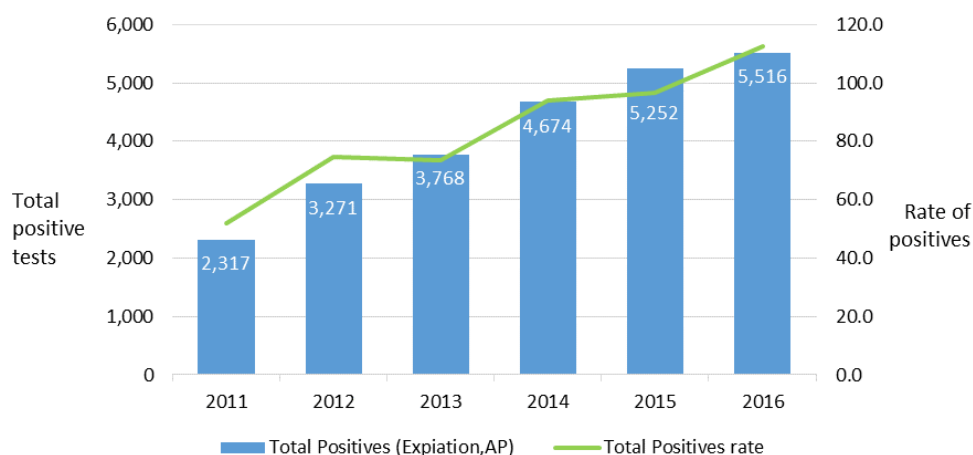


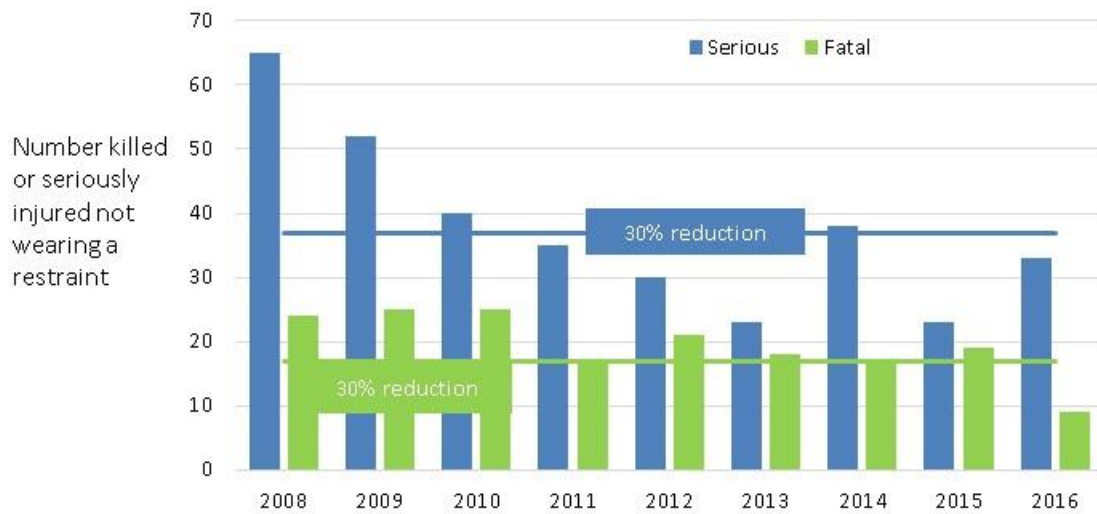
Figure 19: Number and rate of expiations, apprehensions for drug offences per 1,000 tests, South Australia, 2011-16



- While the rate and number of alcohol expiations/apprehensions has been declining over the past 5 years, the opposite is true for drug expiations/apprehensions. The total number of drivers/riders testing positive to drugs in 2016 exceeded the number of drivers/riders testing positive for an illegal BAC level for the first time.
- The rate of expiations/apprehensions has been higher for drug offences than BAC.

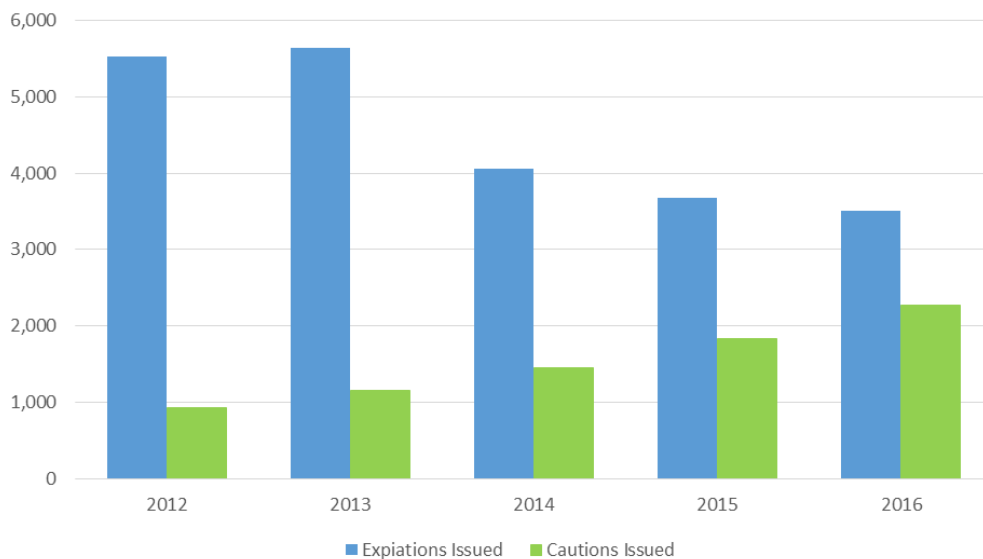
Restraints

Figure 20: Number of fatal and seriously injured people not wearing a restraint, South Australia, 2008-16



- The average number of people killed or seriously injured not wearing a seatbelt for the 3 years 2008-10 was 77 people. In 2016, this number was 42. The number killed in 2016 not wearing a seatbelt was 9, this is a large drop from any previous years.

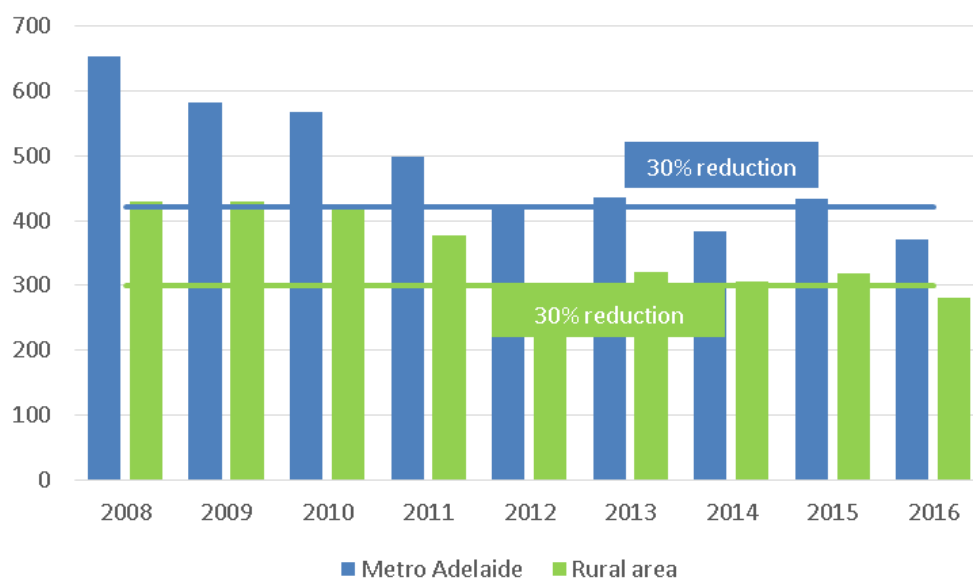
Figure 21: Number of expiations for restraint use offences, South Australia, 2012-16



- Overall, the number of cautions and expiations issued for non-restraint use over the past 5 years has trended down by an average of 4.2% per year.
 - The number of expiations issued has declined an average of 12.5% per year.
 - The number of cautions issued has increased 25.1% per year.

Area

Figure 22: Number of serious casualty crashes by area, South Australia, 2008-16



- The majority of fatal crashes occur on rural roads (56%) however the converse is true for serious injury crashes, 59% of them occur on metro roads.
- The following table is a breakdown of fatal and serious injury crashes by severity and area. It can be seen that the trend over the past 5 years for both fatal and serious injury crashes have reduced on metropolitan roads yet fatal crashes on rural roads has seen a slight trend increase.

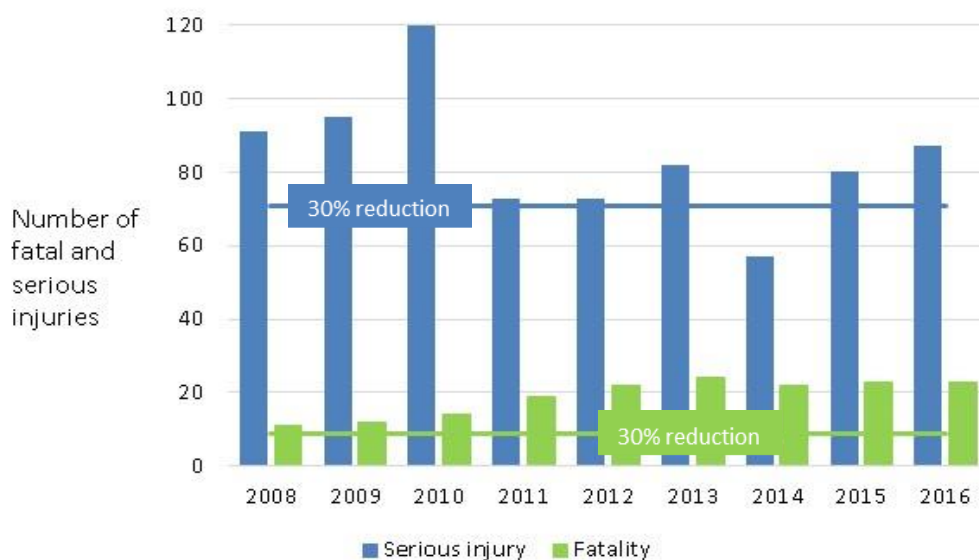
Table 23: Number of serious casualty crashes by area and severity, South Australia, 2012-16

Year	Metro Crashes		Rural Crashes		Total
	Serious	Fatal	Serious	Fatal	
2012	381	42	256	44	723
2013	394	41	272	48	755
2014	346	37	248	59	690
2015	391	43	266	53	753
2016	339	32	235	45	651
Avg trend change (%)	-2.4%	-4.8%	-1.9%	1.5%	-2.1%

- The majority of serious casualty crashes in the metro Adelaide occur on roads with a 60 km/h speed limit (45%), this is in line with the majority of travel in the Adelaide area being on these roads.
- Serious casualty crashes on rural roads are more prominent on high speed roads. 39% occurred on 110 km/h roads and 30% on 100 km/h roads.

Older Road Users

Figure 24: Number of older road users (70+) killed or seriously injured, South Australia, 2008-16



- In the last 5 years, the trend for both serious injuries and fatalities in this age group have increased slightly.
- Drivers make up the majority of serious casualties (55%) in the over 70 age group, in contrast drivers make up 47% of serious casualties generally.
- In general, pedestrians make up 10% of all serious casualties however in the 70+ age group this figure is 18%. As expected, numbers in motorcyclists and cyclists in this age group is lower.
- The table below shows the breakdown of 70+ road users by user type.

Table 25: Older road users (70+) killed or seriously injured by user type, South Australia, 2012-16

Year	Drivers ¹⁴	Passengers	Motorcyclists ¹⁵	Cyclists	Pedestrians ¹⁶	Total
2012	56	17	1	5	16	95
2013	62	13	6	5	20	106
2014	41	14	3	3	18	79
2015	59	18	4	3	19	103
2016	55	32	3	4	16	110
Proportion	55%	19%	3%	4%	18%	100%

¹⁴ Includes heavy vehicle drivers. Heavy vehicles include rigid trucks, semi-trailers and B-doubles.

¹⁵ 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.

¹⁶ Includes motorised wheelchairs and small wheel vehicles.

Road Users

Table 26: Fatalities by user type, South Australia, 2012-16

Year	Drivers	Passengers	Motorcyclists	Cyclists	Pedestrians	Total
2012	52	14	15	3	10	94
2013	48	17	12	5	15	97
2014	52	24	11	4	17	108
2015	52	17	11	4	18	102
2016	41	23	8	5	9	86
Average	49	19	11	4	14	97
Avg trend change	-3.9%	10.4%	-12.6%	8.3%	-0.3%	-1.3%

Over the last 5 years, an average of 97 people were killed and 743 people were injured. Drivers make up the majority of serious casualties (50% of fatalities and 47% of serious injuries.) Other proportions are:

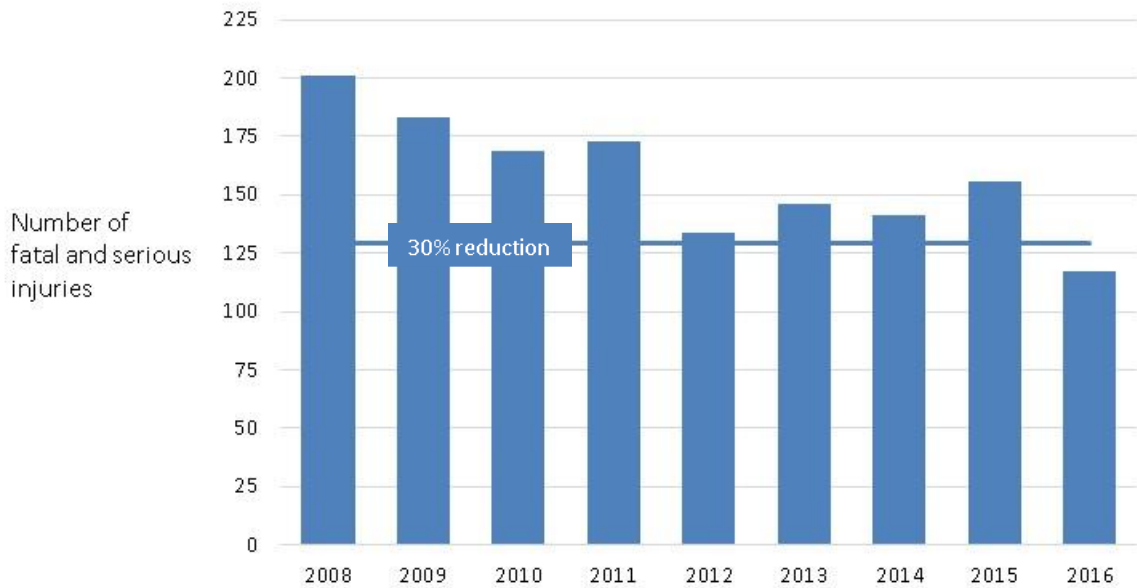
- Passengers make up 20% of fatalities and 18% of serious injuries,
- Motorcyclists make up 12% of fatalities and 17% of serious injuries,
- Cyclists make up 4% of fatalities and 9% of serious injuries, and
- Pedestrians make up 14% of fatalities and 9% of serious injuries.

Table 27: Serious injuries by user type, South Australia, 2012-16

Year	Drivers	Passengers	Motorcyclists	Cyclists	Pedestrians	Total
2012	350	137	119	78	77	761
2013	384	122	134	63	87	790
2014	320	135	130	64	62	711
2015	358	132	145	74	50	759
2016	325	140	109	52	66	692
Average	347	133	127	66	68	743
Avg trend change	-2.2%	1.2%	-1.0%	-6.3%	-8.3%	-2.3%

Motorcyclists

Figure 28: Number of motorcyclists killed or seriously injured, South Australia, 2008-16



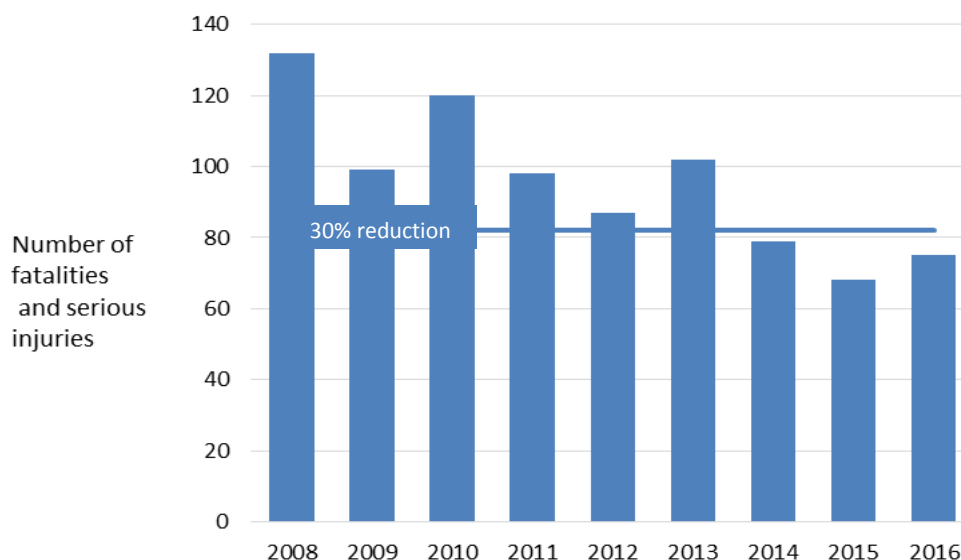
- A 30% reduction from the 2008-10 baseline equates to 129 serious casualties per year.
- In the last 5 years, the number of motorcyclist serious casualties has reduced. The trend in fatalities has reduced on average by 12.6% per year, while serious injuries have reduced at a slower rate of 1.0% per year.
- The eight fatalities and 109 serious injuries reported in 2016 was a substantial decline as compared to previous years.

Table 29: Number of motorcyclists killed or seriously injured by severity, South Australia, 2012-16

Year	Fatalities	Serious injuries	Total
2012	15	119	134
2013	12	134	146
2014	11	130	141
2015	11	145	156
2016	8	109	117
Avg Trend change	-12.6%	-1.0%	-2.0%

Pedestrians

Figure 30: Number of pedestrians killed or seriously injured, South Australia, 2008-16



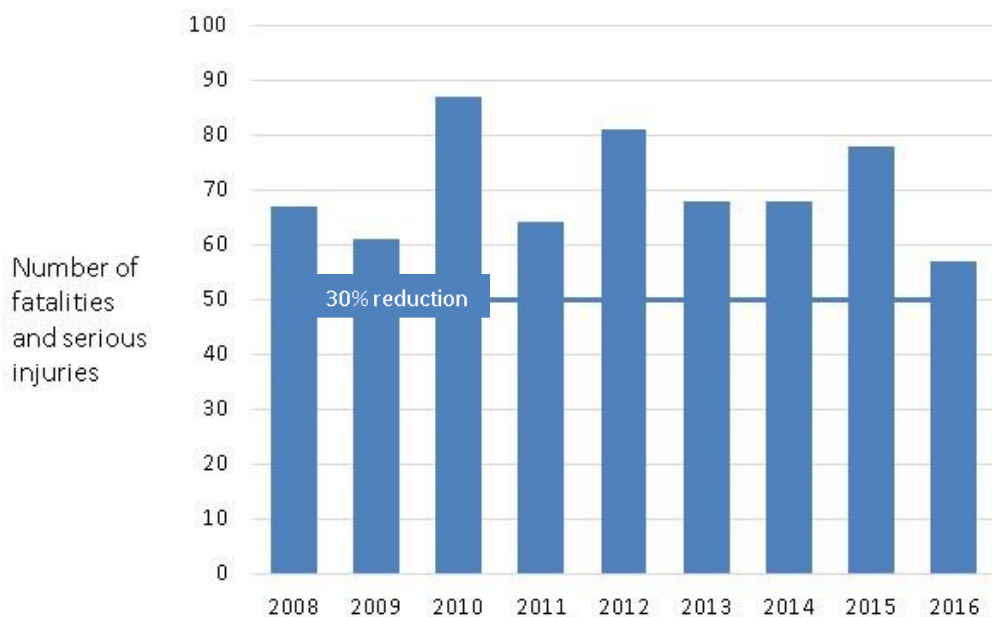
- A 30% reduction from the 2008-10 baseline equates to 82 serious casualties per year.
- In the last 5 years, the number of pedestrian serious casualties has reduced. The trend in fatalities has reduced on average by 8.3% per year, while serious injuries have only reduced at a very minor rate of 0.3% per year.
- The nine fatalities reported in 2016 was half the number seen in the previous year.

Table 31: Number of pedestrians killed or seriously injured by severity, South Australia, 2012-16

Year	Fatalities	Serious injuries	Total
2012	10	77	87
2013	15	87	102
2014	17	62	79
2015	18	50	68
2016	9	66	75
Avg Trend change	-8.3%	-0.3%	-6.8%

Cyclists

Figure 32: Number of cyclists killed or seriously injured, South Australia, 2008-16



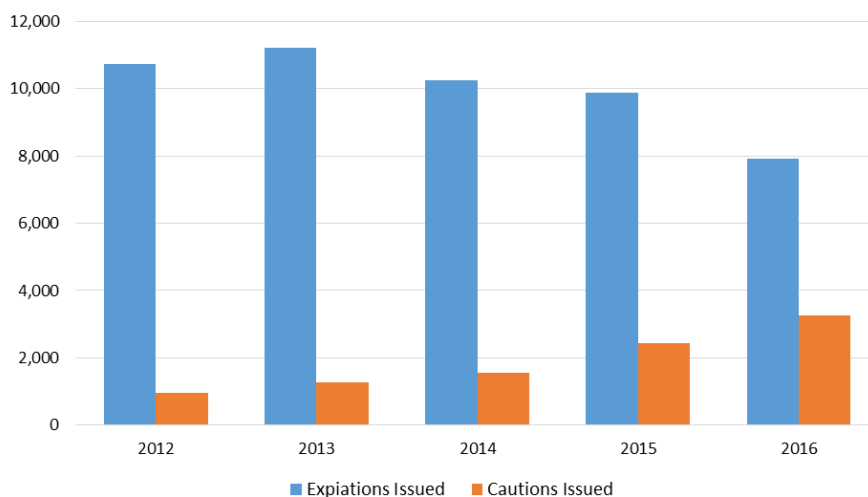
- A 30% reduction from the 2008-10 baseline equates to 50 serious casualties per year.
- In the last 5 years, the average trend in cyclist serious injuries has reduced 6.3% per year, conversely the trend in fatalities has increased 8.3%.

Table 33: Number of cyclists killed or seriously injured by severity, South Australia, 2012-16

Year	Fatalities	Serious injuries	Total
2012	3	78	81
2013	5	63	68
2014	4	64	68
2015	4	74	78
2016	5	52	57
Avg Trend change	8.3%	-6.3%	-5.5%

Mobile phone offences

Figure 34: Number of expiations for mobile phone use offences per quarter, South Australia, 2012-16



- The overall trend in number of cautions plus expiations for the use of mobile phones has decreased on average 1.1% per year.
- Expiations have been falling on average 7.1% per year and cautions have been increasing an average of 36.1% per year.

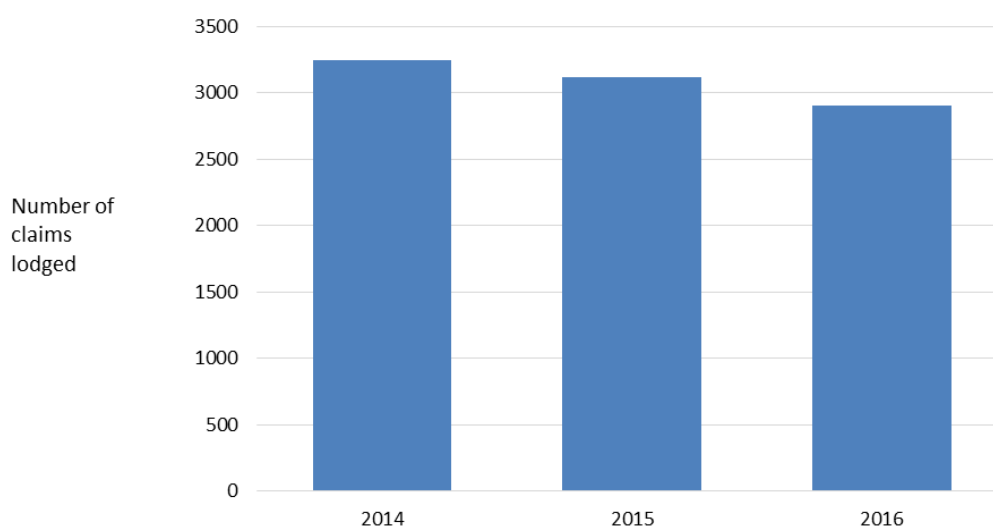
Compulsory third party (CTP) insurance claims

Historically, the Motor Accident Commission (MAC) has been 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.

Since July 2016, the administration of CTP insurance is no longer the responsibility of MAC. The provision of CTP insurance is now allocated to one of the four private approved insurers being; AAMI, Allianz Australia Insurance Limited, QBE Insurance (Australia) Limited and SGIC. Under the privately underwritten Scheme, Early Notification Forms (ENFs) are no longer used, this has had an effect on reporting¹⁷.

Figure 35 shows the numbers of historical CTP claims, as reported by MAC, for the period January 2014 to June 2016¹⁷ while the July 2016 to December 2016 figures show the total CTP claims under the new CTP insurance provision system. For consistent CTP claims reporting prior to and after 30 June 2016, previously published MAC claims data in Figure 35 has been adjusted so that ENF claims are not reported, and hence the number of claims has reduced in comparison to previous reports.

Figure 35: Numbers of new CTP insurance claims per quarter, South Australia, 2014-16¹⁸



¹⁷ Early Notification Forms (ENFs) were historically used by private medical practitioners, who examined persons injured in a motor accident, to notify MAC of a potential claim. All ENFs received by MAC triggered the creation of a claim, however, not all ENFs resulted in a genuine CTP claim. Claims reported as of 31 March 2017.

¹⁸ Excludes zero dollar claims.

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.dpti.sa.gov.au/tzt

Centre for Automotive Safety Research (CASR) road safety research:

www.casr.adelaide.edu.au

Motor Accident Commission:

www.mac.sa.gov.au/

SA Police:

www.sapolice.sa.gov.au/

Enquiries

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