



# South Australia ROAD SAFETY Progress Report

## December Quarter 2011

The purpose of the quarterly Road Safety Progress Report is to provide an indication of how South Australia is progressing against the South Australia's Road Safety Strategy 2020 – *Towards Zero Together* and how South Australia is performing compared to other jurisdictions. The report provides a quarterly snapshot of crash and injury statistics and factors that influence road safety including numbers of insurance claims, levels of enforcement and numbers of new cars sold with safety technologies.

### In Brief

	2020 Target	2010	1st Jan 2011 to 31st Dec 2011
<b>Fatalities</b>	less than 80	118	103
<b>Fatality rate (per 100,000 population)</b>	4.5	7.2	6.2

For the most up to date fatality data see: [http://www.sapolice.sa.gov.au/sapol/road\\_safety/road\\_statistics.jsp](http://www.sapolice.sa.gov.au/sapol/road_safety/road_statistics.jsp)

	2020 Target	2010	1st Oct 2010 to 30th Sep 2011
<b>Serious injuries</b>	less than 800	1050	958
<b>Serious injury rate (per 100,000 population)</b>	45.0	63.8	57.8

Due to the time taken to finalise cases and process data, serious injury data lags fatality data by 3 months

No death or serious injury on our roads is acceptable or inevitable, and the whole South Australian community must work together to address the trauma caused by everyday use of the roads – regardless of the circumstances, or the people involved.

# MANAGING FOR RESULTS

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

The following table was developed as part of the South Australia's Road Safety Strategy 2020 – *Towards Zero Together* and outlines indicators that use a range of inputs including crash, transport and enforcement data. These indicators may be further developed and refined throughout the life of the strategy.

<b>Performance Indicators</b>	<b>Annual Average 2008-2010</b>
Number of new CTP insurance claims	6,024
Number of single vehicle run-off road serious casualty crashes	465
Number of intersection serious casualty crashes	428
Average metro traffic speed <sup>1</sup>	56.1km/h (2010)
Average rural traffic speed <sup>1</sup>	102.7km/h (2010)
Percentage of vehicles exceeding stated speed limit <sup>1</sup>	25.4% (2010)
Percentage of new vehicles sold in SA with a 5 star safety rating	43.1% (2010)
Number of young people (16-24) killed or seriously injured	318
Number of drivers/riders killed with a BAC (Blood Alcohol Concentration) above legal limit	22
Number of drivers/riders tested positive for alcohol	12,115
Number of drivers/riders tested positive for drugs	1,181
Number of people killed or seriously injured not wearing a seatbelt	77

<sup>1</sup> Based on Centre for Automotive Safety Research (CASR) speed surveys (free speeds).

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# OVERVIEW OF CASUALTIES AND CRASHES

## Road Fatalities

**Table 1: Number of fatalities per month in South Australia, 2008-2011**

Month	2008	2009	2010	2011
January	5	6	21	12
February	9	15	9	9
March	7	13	10	7
April	9	7	9	12
May	5	20	12	11
June	6	9	8	11
July	8	5	7	7
August	11	9	7	8
September	14	11	3	6
October	6	7	12	7
November	9	9	12	6
December	10	8	8	7
<b>Total</b>	<b>99</b>	<b>119</b>	<b>118</b>	<b>103</b>

**Table 2: Number of fatal crashes per month in South Australia, 2008-2011**

Month	2008	2009	2010	2011
January	5	6	14	11
February	6	11	9	9
March	7	12	10	7
April	9	5	8	11
May	5	15	11	11
June	6	9	8	8
July	7	5	6	6
August	8	8	7	8
September	11	10	3	6
October	5	7	11	6
November	8	8	11	5
December	10	8	7	7
<b>Total</b>	<b>87</b>	<b>104</b>	<b>105</b>	<b>95</b>

## Serious Injuries

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

Month	2008	2009	2010	2011
January	102	103	74	81
February	94	66	80	73
March	112	107	113	98
April	101	91	93	69
May	125	83	81	78
June	87	94	108	74
July	95	113	99	71
August	106	84	61	81
September	119	74	84	76
October	94	93	94	
November	99	108	72	
December	84	93	91	
<b>Total</b>	<b>1,218</b>	<b>1,109</b>	<b>1,050</b>	<b>701</b>

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

Month	2008	2009	2010	2011
January	85	93	59	69
February	76	54	74	61
March	90	83	97	83
April	88	71	80	59
May	104	69	71	66
June	75	75	87	54
July	76	91	76	58
August	85	62	53	62
September	89	58	70	71
October	78	83	75	
November	78	90	64	
December	72	80	80	
<b>Total</b>	<b>996</b>	<b>909</b>	<b>886</b>	<b>583</b>

## Road Users

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

Road User	Sep Qtr 2010	Dec Qtr 2010	Mar Qtr 2011	Jun Qtr 2011	Sep Qtr 2011
Drivers <sup>2</sup>	128	125	131	117	121
Passengers	62	58	57	55	54
Motorcyclists <sup>3</sup>	28	44	46	40	38
Cyclists	19	20	19	21	16
Pedestrians <sup>4</sup>	22	33	20	24	27
Other	0	1	0	2	1
<b>Total</b>	<b>261</b>	<b>289</b>	<b>280</b>	<b>262</b>	<b>259</b>

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

Age Group	Sep Qtr 2010	Dec Qtr 2010	Mar Qtr 2011	Jun Qtr 2011	Sep Qtr 2011
0-15	13	11	11	11	15
16-24	57	79	59	60	51
25-29	38	33	30	20	29
30-39	40	43	46	44	44
40-49	37	39	46	31	42
50-59	28	22	39	38	20
60-69	16	18	19	23	24
70-79	13	22	12	10	10
80-89	11	12	12	16	13
90+	3	0	1	0	4
Unknown	5	10	5	9	7
<b>Total</b>	<b>261</b>	<b>289</b>	<b>280</b>	<b>262</b>	<b>259</b>

<sup>2</sup> Includes heavy vehicle drivers.

<sup>3</sup> Includes pillion passengers and scooter riders/passengers.

<sup>4</sup> Includes motorised wheelchair.

## Vehicles

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

Vehicle Type	Sep Qtr 2010	Dec Qtr 2010	Mar Qtr 2011	Jun Qtr 2011	Sep Qtr 2011
Passenger Vehicles	248	267	272	231	244
Heavy Vehicles	15	22	21	20	16
Buses	2	3	4	1	2
Motorcycles <sup>5</sup>	28	44	46	38	38
Bicycles	18	20	21	24	18
<b>Total</b>	<b>311</b>	<b>356</b>	<b>364</b>	<b>314</b>	<b>318</b>

**Table 8: Age of passenger vehicles involved in serious casualty crashes<sup>6</sup>, South Australia, 2010-2011**

Vehicle Age (years)	Sep Qtr 2010	Dec Qtr 2010	Mar Qtr 2011	Jun Qtr 2011	Sep Qtr 2011
0-4	31	43	37	35	43
5-9	59	56	67	46	55
10-14	70	60	59	71	65
15-19	43	50	45	36	41
20+	35	46	41	30	30
Unknown	10	12	23	13	10
<b>Total</b>	<b>248</b>	<b>267</b>	<b>272</b>	<b>231</b>	<b>244</b>

<sup>5</sup> Includes scooters.

<sup>6</sup> Excludes motorcycles, scooters and heavy vehicles.

## Regions within the State

**Table 9: Serious casualty crashes by region<sup>7</sup>, South Australia, 2010-2011**

Regions	Sep Qtr 2010	Dec Qtr 2010	Mar Qtr 2011	Jun Qtr 2011	Sep Qtr 2011
Metropolitan Adelaide	101	138	130	115	110
Inner Rural (Within 100km of Adelaide)	43	43	45	42	28
Outer Rural (Greater than 100km from Adelaide)	69	67	66	58	79
<b>Total</b>	<b>213</b>	<b>248</b>	<b>241</b>	<b>215</b>	<b>217</b>

## Crash Type

**Table 10: Serious casualty crashes by type<sup>8</sup> and region<sup>7</sup>, South Australia, 2010-2011**

Regions	Crash Type	Sep Qtr 2010	Dec Qtr 2010	Mar Qtr 2011	Jun Qtr 2011	Sep Qtr 2011
Metro	Intersection crashes	48	60	62	57	55
	Single vehicle run-off-road crashes	24	42	30	34	28
	All other crash types	31	47	45	37	34
Inner Rural	Intersection crashes	11	11	13	12	4
	Single vehicle run-off-road crashes	27	23	24	32	21
	All other crash types	9	11	10	2	5
Outer Rural	Intersection crashes	16	14	15	11	15
	Single vehicle run-off-road crashes	48	43	43	35	52
	All other crash types	11	14	12	15	15

<sup>7</sup> For definitions of the regional areas refer to the South Australia's Road Safety Strategy 2020 – *Towards Zero Together*.

<sup>8</sup> The type of crash categories are not mutually exclusive and must not be added together.

## Speed Limit

Table 11: Serious casualty crashes by speed limit and region<sup>9</sup>, South Australia, 2008-2011

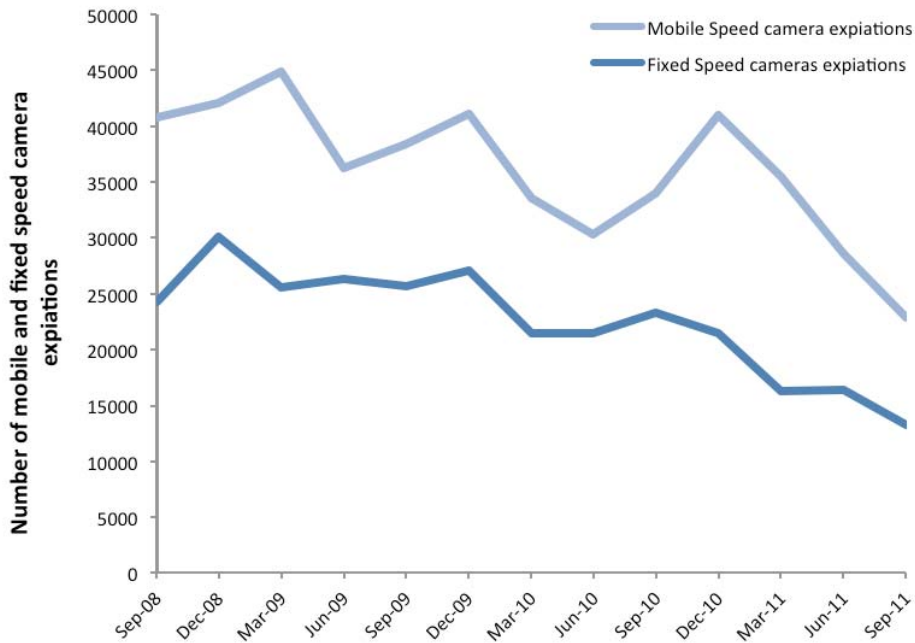
Region	Speed Limit	Sep Qtr 2010	Dec Qtr 2010	Mar Qtr 2011	Jun Qtr 2011	Sep Qtr 2011
Metro	Below 50km/h	0	1	0	0	1
	50km/h	23	37	38	32	30
	60km/h	58	75	69	65	57
	70 - 90km/h	14	20	20	12	16
	100-110km/h	6	5	3	6	6
Inner Rural	Below 50km/h	0	0	0	0	0
	50km/h	4	6	3	3	2
	60km/h	2	4	1	3	3
	70 - 90km/h	12	5	11	8	3
	100-110km/h	25	28	30	28	20
Outer Rural	Below 50km/h	0	3	0	1	0
	50km/h	11	10	7	11	10
	60km/h	5	7	4	2	7
	70 - 90km/h	3	2	6	4	9
	100-110km/h	50	45	49	40	53
<b>TOTAL</b>		<b>213</b>	<b>248</b>	<b>241</b>	<b>215</b>	<b>217</b>

<sup>9</sup> For definitions of the regional areas refer to the South Australia's Road Safety Strategy 2020 – *Towards Zero Together*.

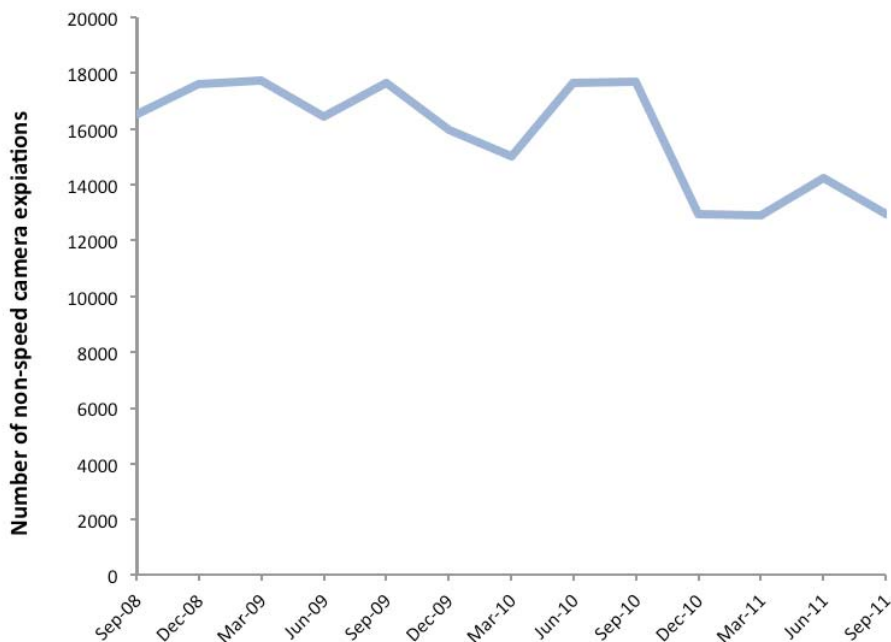


# ENFORCEMENT ACTIVITY<sup>10</sup>

**Figure 1: Number of expiations issued for speed camera<sup>11</sup> enforcement per quarter, September 2008 to September 2011**



**Figure 2: Number of expiations issued for non-speed camera<sup>12</sup> enforcement per quarter, September 2008 to September 2011**

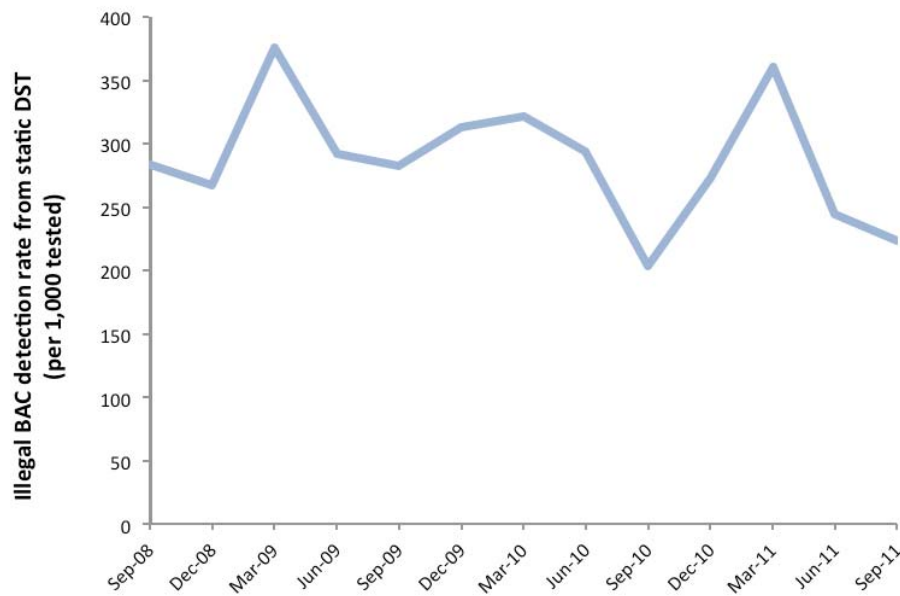


<sup>10</sup> Enforcement data supplied by the Traffic Intelligence Section, South Australia Police (SAPOL). Static testing for alcohol or drugs occurs when drivers passing police checkpoints are randomly pulled over to undergo alcohol breath tests or saliva tests. Mobile testing for alcohol or drugs occurs when drivers are randomly pulled over by police officers in mobile vehicles to undergo alcohol breath tests or saliva tests.

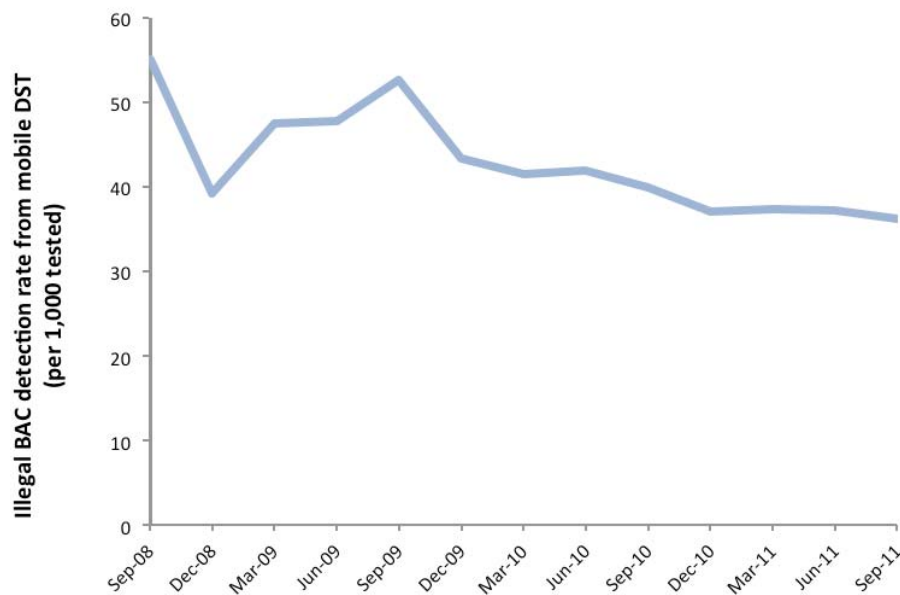
<sup>11</sup> Includes mobile cameras deployed by SAPOL Traffic Camera Unit and fixed speed/red light traffic safety cameras.

<sup>12</sup> Including laser speed detection devices, hand held radars, mobile radars within police vehicles as well as expiations issued as indicated by speed of police vehicle.

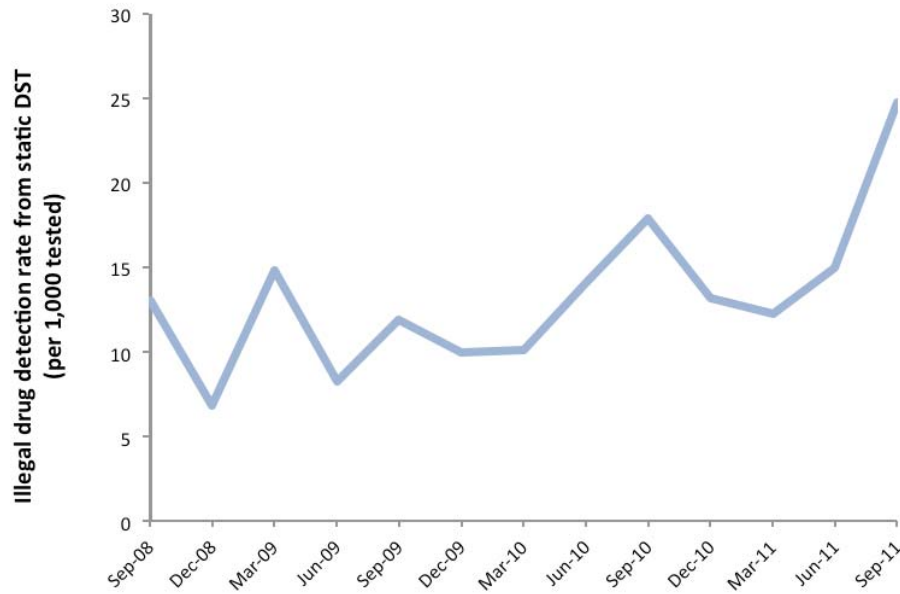
**Figure 3: Rate of expiations and apprehensions for alcohol offences using static Driver Screening Tests (DST) per 1,000 tested, per quarter, September 2008 to September 2011**



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



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



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

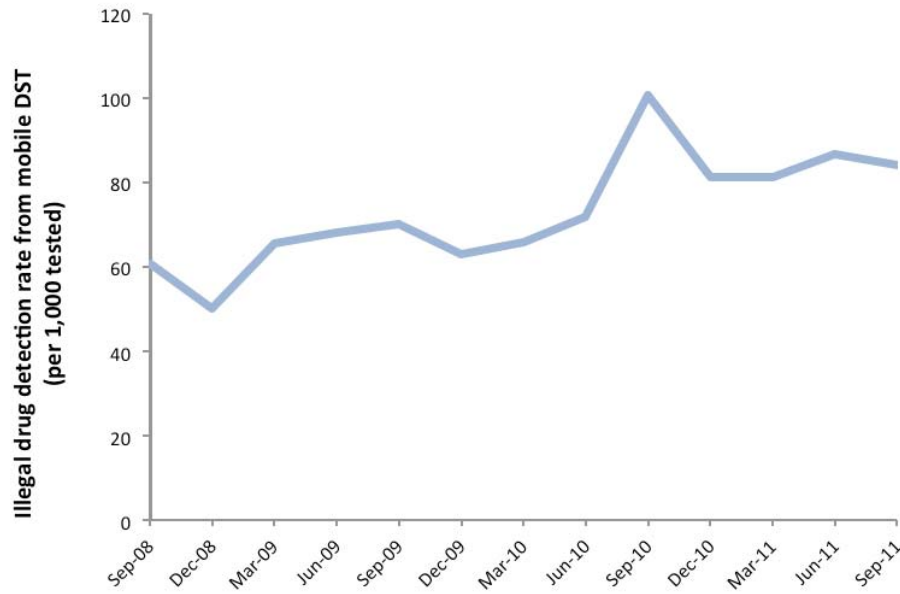


Figure 7: Number of expiations for mobile phone use offences per quarter, September 2008 to September 2011<sup>13</sup>

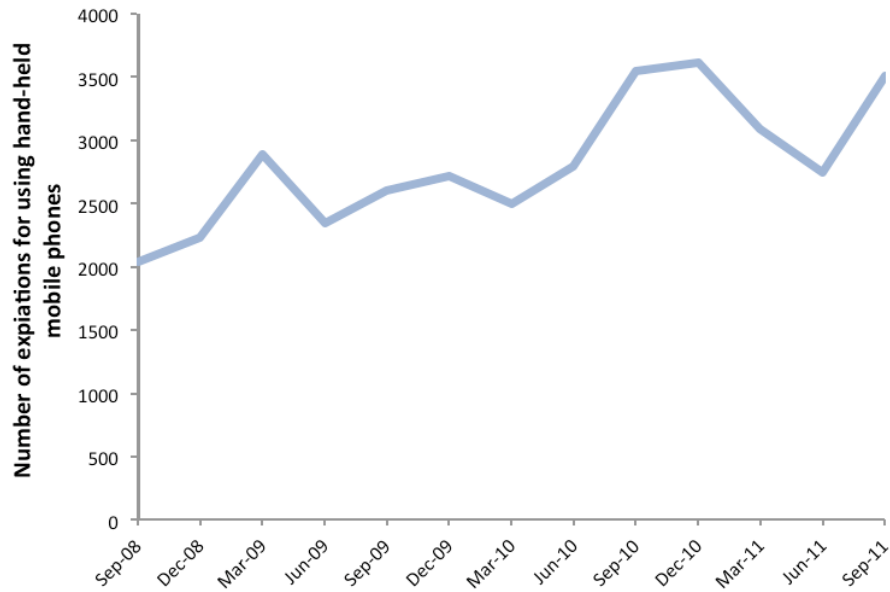
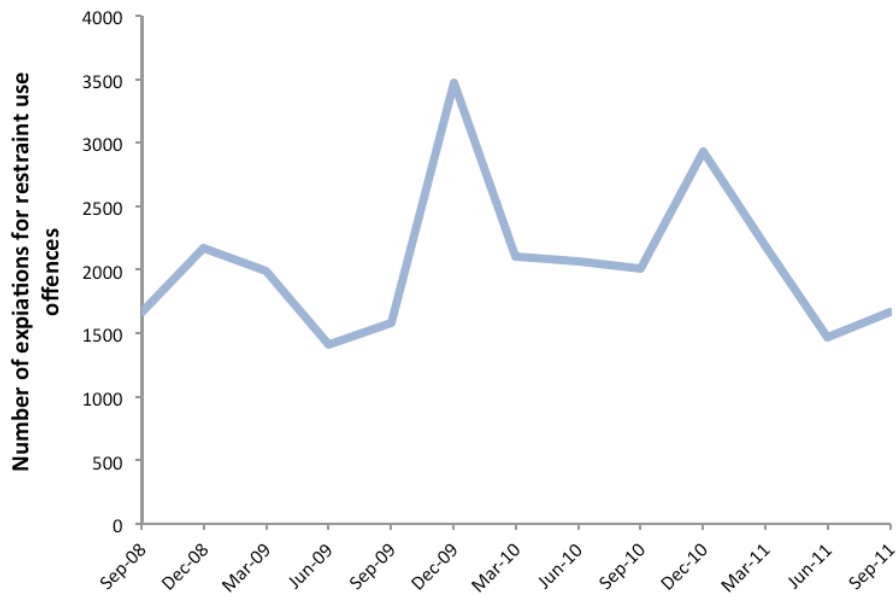


Figure 8: Number of expiations for restraint use offences per quarter, September 2008 to September 2011<sup>14</sup>



<sup>13</sup> The variation in mobile phone use offences over time may be due to differences in the incidence of mobile phone use while driving or to varying enforcement activity by police.

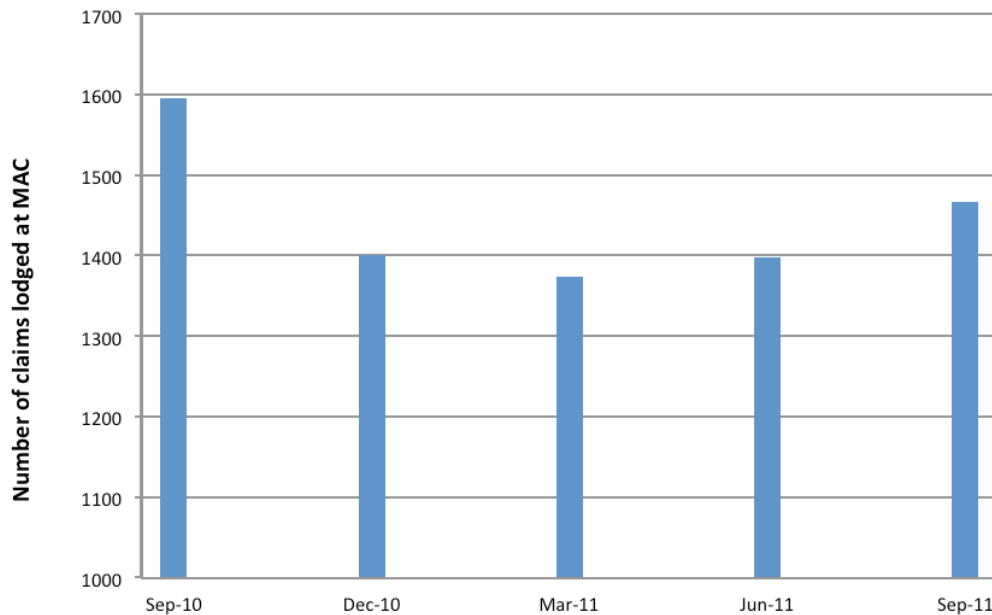
<sup>14</sup> The variation in restraint use offences over time may be due to changes in the incidence of restraint use or to varying enforcement activity by police.

# OTHER MEASURES OF ROAD SAFETY PROGRESS

## CTP claims

The Motor Accident Commission is responsible for the administration of South Australia's Compulsory Third Party (CTP) insurance scheme. This scheme provides cover to people injured in road crashes. There are differences between CTP statistics and Police statistics on crashes, largely because a driver fully responsible for a crash cannot make a claim for his or her injuries, and some claims arise from crashes not reported to Police. Approximately 45% of CTP costs arise from fatality and serious injury crashes. Minor injury crashes account for the remaining costs.

Figure 9: Number of new CTP insurance claims<sup>15</sup>



## The safety of new vehicles being sold

The Australian New Car Assessment Program provides safety star ratings to vehicles sold on the Australian market. It has been estimated that occupants have **twice the chance** of being killed or seriously injured in an ANCAP 1-star rated vehicle compared to an ANCAP 5-star rated vehicle.

The requirements for a vehicle to achieve a 5-star rating are changing over time. In 2011, in order to gain an ANCAP 5-star rating, a vehicle's performance on a number of crash tests must meet or exceed specified criteria and the vehicle must have been fitted with mandatory Safety Assist Technology (SAT) as a standard for that vehicle. The tests include a frontal offset test, a side impact test, and a side pole test.

<sup>15</sup> Excludes zero dollar claims.

In 2011 the requirements for a vehicle to achieve a 5-star rating<sup>16</sup>:

- achieving a suitable standard in frontal offset, side offset, and side pole impact tests
- Electronic Stability Control
- 3-point seat belts for all forward facing seats
- Head protecting technology (side airbags<sup>17</sup>) for the front seats

In 2012 this will be extended to also include:

- A pedestrian rating
- A whiplash rating
- Bonuses for additional Safety Assist Technologies

**Table 12: Percentage of new vehicles sold with a 5-star rating<sup>18</sup>, South Australia, 2011**

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

## Safety features

**Table 13: Percentage of new vehicles sold in South Australia with specified safety features as standard, 2010-2011**

Safety Feature	Sep Qtr 2010	Dec Qtr 2010	Mar Qtr 2011	Jun Qtr 2011	Sep Qtr 2011
Electronic stability control	68%	70%	71%	74%	80%
Front side curtain airbags	55%	59%	60%	65%	70%
Emergency brake assist	70%	72%	71%	72%	75%
Rear side curtain airbags	54%	57%	62%	63%	67%
Centre 2nd row lap/sash belt	77%	76%	75%	75%	77%

<sup>16</sup> ANCAP, ANCAP Rating Road Map 2011-2016, August 2011.

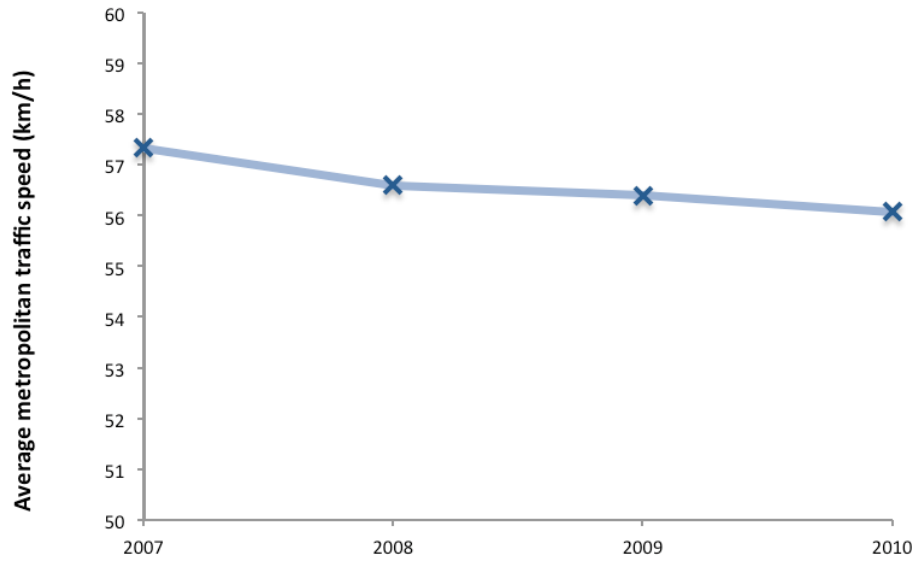
<sup>17</sup> Front airbags for the driver and passenger of a vehicle are not required to achieve a 5-star rating. Although this is the case, in the September Quarter of 2011, approximately 99% of vehicles sold were fitted with driver's airbags as a standard feature, and 98% were fitted with a front passenger airbag. Some classes of vehicles sold were less likely to have these features as a standard. For example, only 77% of large SUVs sold were fitted with a standard driver or front passenger airbag, 82% of vans sold were fitted with a standard front passenger airbag, and 90% of trucks between 2.5-3GVM were fitted with a standard driver or front passenger airbag (POLK, *Quarterly Vehicle Safety Report*, September 2011).

<sup>18</sup> POLK, *Quarterly ANCAP report*, September 2011

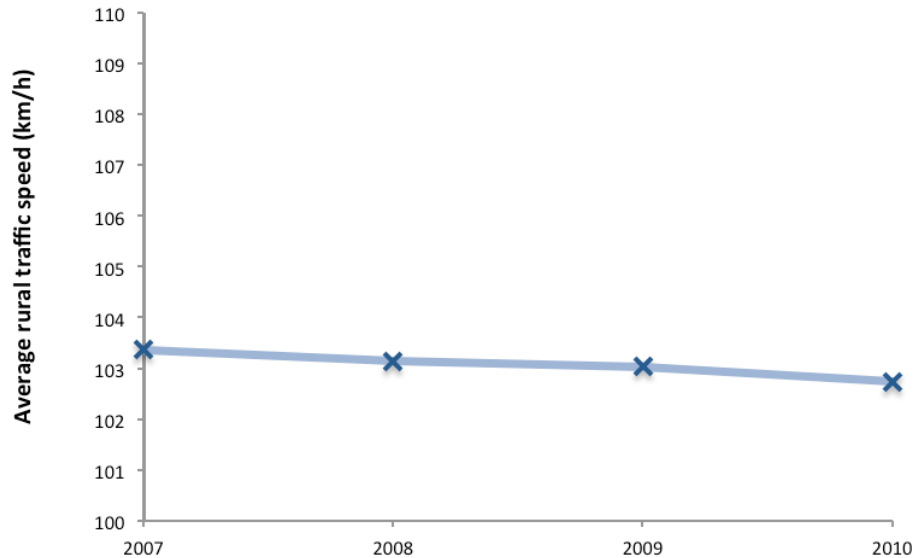
## Speed Surveys<sup>19</sup>

Speed surveys are used in South Australia to systematically measure the travelling speed of motorists over time. Vehicle speeds in both metropolitan and rural regions are monitored by the Centre for Automotive Safety Research (CASR) for this purpose.

**Figure 10: Average metropolitan travelling speed, South Australia, 2007-2010**



**Figure 11: Average rural travelling speed, South Australia, 2007-2010**



<sup>19</sup> Averages presented represent mean free speeds. Source: CASR speed surveys

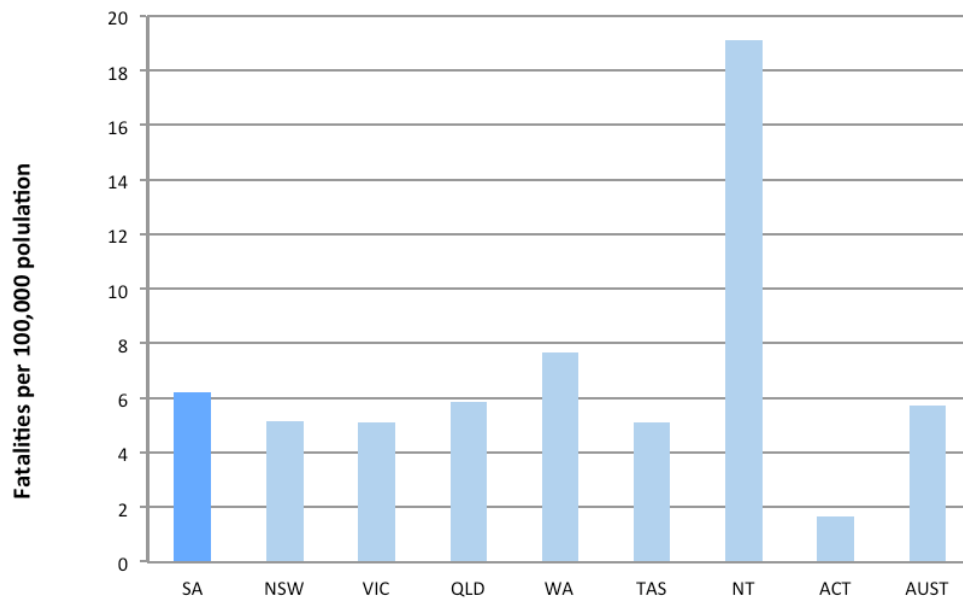
# Exposure Measures

**Table 14: Annual Fatality and Serious Injury Rates<sup>20</sup>, South Australia, 2011**

	South Australia	Fatality Rate (per 100,000)	Serious Injury Rate (per 100,000)
Licence Holders <sup>21</sup>	1,141,912	6.0	52.7
Registered Vehicles <sup>22</sup>	1,296,911	8.9	75.2

## National Comparisons

**Figure 12: Fatalities per 100,000 population by State and Territory, Australia, 2011<sup>24</sup>**



**Table 15: Number of fatalities in each State and Territory<sup>23</sup>, Australia, 2009-2011**

	SA	NSW	VIC	QLD	WA	TAS	NT	ACT	AUST
<b>2011</b>	<b>103</b>	376	288	269	180	26	44	6	1,292
<b>2010</b>	<b>118</b>	405	288	249	193	31	49	19	1,352
<b>2009</b>	<b>119</b>	453	290	331	190	63	30	12	1,488

<sup>20</sup> Licence holder fatality and serious injury rates are based on drivers and riders only. Population and registered vehicle rates are based on all fatalities or serious injuries. Figures based on year ending September 2011.

<sup>21</sup> Registration and Licensing, Department of Transport, Energy and Infrastructure, June 2011.

<sup>22</sup> Excludes tractors, trailers and caravans. Registration and Licensing, Department of Transport, Energy and Infrastructure, June 2011.

<sup>23</sup> Department of Infrastructure and Transport, Bureau of Infrastructure, Transport and Regional Economics, *Road Deaths Australia, December 2011*.



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## 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.

**Heavy Vehicle** – includes Rigid Truck, Semi-Trailer, Bus and B-Double.

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

**Serious Casualty Crash** – A crash where at least one fatality or serious injury occurs.

**Serious Casualty** – A fatality or serious injury

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

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

### Useful links

DPTI fact sheets: [www.dpti.sa.gov.au/roadsafety/road\\_crash\\_facts/road\\_crash\\_reports](http://www.dpti.sa.gov.au/roadsafety/road_crash_facts/road_crash_reports)

DPTI My Licence website: [www.mylicence.sa.gov.au/](http://www.mylicence.sa.gov.au/)

SAPOL up to date fatality data: [http://www.sapolice.sa.gov.au/sapol/road\\_safety/road\\_statistics.jsp](http://www.sapolice.sa.gov.au/sapol/road_safety/road_statistics.jsp)

CASR road safety research: <http://casr.adelaide.edu.au/>

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