



South Australia ROAD SAFETY Progress Report June Quarter 2012

This report provides a quarterly snapshot¹ 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 are provided to the period ending 30 June 2012. As there is a three month lag to finalise cases and process data compared to fatality data, serious injuries and casualty data are reported to the period ending 31 March 2012.

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

	2020 Target	2011	1 July 2011 to 30 June 2012
Fatalities	less than 80	103	90
Fatality rate (per 100,000 population)	4.5	6.2	5.4

	2020 Target	2011	1 April 2011 to 31 March 2012
Serious injuries	less than 800	931	861
Serious injury rate (per 100,000 population)	45.0	56.2	52.0

¹ Figures relating to the current quarter are provisional and are subject to revision when detailed Crash Reports, Enforcement Data and CTP Claims are finalised. Crash data are sourced from the Traffic Accident Reporting System (TARS) maintained by Department of Planning Transport and Infrastructure. Population as of June 2011 (Australian Bureau of Statistics 2011 (June), Australian Demographic Statistics, cat.no. 3101.0, ABS, Canberra).

MANAGING FOR RESULTS

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

The following performance indicators 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.

Performance Indicators	Annual Average 2008-2010
Number of single vehicle run-off road serious casualty crashes	465
Number of intersection serious casualty crashes	368
Average metro traffic speed ²	56.1km/h (2010)
Average rural traffic speed ²	102.7km/h (2010)
Percentage of vehicles exceeding stated speed limit ²	23.4% (2010)
Percentage of new vehicles sold in SA with a 5 star safety rating	40.9% (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
Number of new CTP insurance claims	6,024

² Based on Centre for Automotive Safety Research (CASR) speed surveys (free speeds): Average metro speed is based on Adelaide 60 km/h arterial roads; Average rural traffic speed is based on 110 km/h arterial roads; Percentage of vehicles exceeding stated speed limit is based on Adelaide 60, 80 and 110 km/h arterial roads.

OVERVIEW OF CASUALTIES AND CRASHES

Road Fatalities

Table 1: Number of fatalities per month in South Australia, 2009-2012³

Month	2009	2010	2011	2012
January	6	21	12	6
February	15	9	9	9
March	13	10	7	10
April	7	9	12	11
May	20	12	11	5
June	9	8	11	8
July	5	7	7	
August	9	7	8	
September	11	3	6	
October	7	12	7	
November	9	12	6	
December	8	8	7	
Total	119	118	103	49

Table 2: Number of fatal crashes per month in South Australia, 2009-2012³

Month	2009	2010	2011	2012
January	6	14	11	6
February	11	9	9	9
March	12	10	7	9
April	5	8	11	9
May	15	11	11	5
June	9	8	8	8
July	5	6	6	
August	8	7	8	
September	10	3	6	
October	7	11	6	
November	8	11	5	
December	8	7	7	
Total	104	105	95	46

³ A fatality and fatal crash that was reported previously for March 2012, has been removed and will not be counted towards the 2012 road toll.

Serious Injuries

Table 3: Number of serious injuries per month in South Australia, 2009-2012

Month	2009	2010	2011	2012
January	103	74	81	48
February	66	80	74	69
March	107	113	98	66
April	91	93	69	
May	83	81	77	
June	94	108	74	
July	113	99	71	
August	84	61	81	
September	74	84	76	
October	93	94	65	
November	108	72	74	
December	93	91	91	
Total	1,109	1,050	931	183

Table 4: Number of serious injury crashes per month in South Australia, 2009-2012

Month	2009	2010	2011	2012
January	93	59	69	35
February	54	74	62	57
March	83	97	83	53
April	71	80	59	
May	69	71	66	
June	75	87	54	
July	91	76	58	
August	62	53	62	
September	58	70	71	
October	83	75	56	
November	90	64	61	
December	80	80	79	
Total	909	886	780	145

Road Users

Table 5: Number of serious casualties by road user, South Australia, 2011-2012

Road User	Mar Qtr 2011	Jun Qtr 2011	Sep Qtr 2011	Dec Qtr 2011	Mar Qtr 2012
Drivers ⁴	135	118	113	115	105
Passengers	58	53	50	53	39
Motorcyclists ⁵	45	38	42	48	24
Cyclists	19	19	14	12	20
Pedestrians ⁶	22	24	27	21	20
Other ⁷	2	2	3	1	0
Total	281	254	249	250	208

Table 6: Number of serious casualties by participant age, South Australia, 2011-2012

Age Group	Mar Qtr 2011	Jun Qtr 2011	Sep Qtr 2011	Dec Qtr 2011	Mar Qtr 2012
0-15	11	11	14	11	15
16-24	61	58	52	61	51
25-29	28	20	27	29	19
30-39	48	43	40	37	29
40-49	45	30	41	45	35
50-59	39	36	17	27	23
60-69	18	22	25	16	15
70-79	12	10	10	5	12
80-89	13	16	13	8	7
90+	1	0	4	0	0
Unknown	5	8	6	11	2
Total	281	254	249	250	208

⁴ Includes Heavy Vehicle drivers. Heavy Vehicles include Rigid Truck, Semi-Trailer 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 wheelchair.

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: Number of vehicles involved in serious casualty crashes by vehicle type, South Australia, 2011-2012

Vehicle Type	Mar Qtr 2011	Jun Qtr 2011	Sep Qtr 2011	Dec Qtr 2011	Mar Qtr 2012
Passenger Vehicles ⁸	284	235	241	235	187
Heavy Vehicles ⁹	22	20	16	18	16
Buses	4	1	2	2	2
Motorcycles ¹⁰	45	36	42	48	24
Bicycles	22	23	16	12	21
Other Vehicle Types ¹¹	3	4	6	4	6
Total	380	319	323	319	256

Table 8: Age of passenger vehicles involved in serious casualty crashes, South Australia, 2011-2012¹²

Vehicle Age (years)	Mar Qtr 2011	Jun Qtr 2011	Sep Qtr 2011	Dec Qtr 2011	Mar Qtr 2012
0-4	35	40	42	42	24
5-9	72	45	58	60	38
10-14	62	71	63	44	45
15-19	48	37	42	47	42
20+	42	29	27	23	24
Unknown	25	13	9	19	14
Total	284	235	241	235	187

⁸ Passenger vehicles include Light Trucks (Trucks < 4.5 GVM)

⁹ Heavy Vehicles include Rigid Truck, Semi-Trailer 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, 2011-2012¹³

Regions	Mar Qtr 2011	Jun Qtr 2011	Sep Qtr 2011	Dec Qtr 2011	Mar Qtr 2012
Metropolitan Adelaide	129	109	102	120	81
Inner Rural (Within 100km of Adelaide)	45	41	28	37	35
Outer Rural (Greater than 100km from Adelaide)	67	59	81	57	53
Total	241	209	211	214	169

Crash Type

Table 10: Serious casualty crashes by type and region, South Australia, 2011-2012¹⁴

Regions	Crash Type	Mar Qtr 2011	Jun Qtr 2011	Sep Qtr 2011	Dec Qtr 2011	Mar Qtr 2012
Metro	Intersection crashes	62	54	50	57	44
	Single vehicle run-off-road crashes	28	33	26	36	20
	All other crash types	45	34	33	36	24
Inner Rural	Intersection crashes	13	12	4	7	6
	Single vehicle run-off-road crashes	24	31	21	26	21
	All other crash types	9	2	5	7	9
Outer Rural	Intersection crashes	15	12	15	12	3
	Single vehicle run-off-road crashes	43	36	52	42	31
	All other crash types	12	15	17	8	21

¹³ A map of the regional areas is in *Towards Zero Together*, South Australia's Road Safety Strategy 2020.

¹⁴ **Intersection crashes** are any crashes that occur on two intersecting roads (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). **All other crash types** include any other crash type not included in intersection crashes or single vehicle run-off-road crashes. 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, South Australia, 2011-2012

Region	Speed Limit	Mar Qtr 2011	Jun Qtr 2011	Sep Qtr 2011	Dec Qtr 2011	Mar Qtr 2012
Metro	Below 50 km/h	0	0	1	0	0
	50 km/h	36	30	27	29	17
	60 km/h	70	61	53	59	49
	70 – 90 km/h	20	12	15	24	12
	100 km/h	3	6	6	6	3
	110 km/h	0	0	0	2	0
Inner Rural	Below 50 km/h	0	0	0	0	0
	50 km/h	3	3	2	5	4
	60 km/h	1	3	3	3	3
	70 – 90 km/h	11	8	3	6	8
	100 km/h	16	17	12	17	16
	110 km/h	14	10	8	6	4
Outer Rural	Below 50 km/h	0	1	0	0	1
	50 km/h	8	11	12	3	4
	60 km/h	4	3	8	3	4
	70 – 90 km/h	6	4	9	7	0
	100 km/h	12	15	28	19	24
	110 km/h	37	25	24	25	20
TOTAL		241	209	211	214	169

ENFORCEMENT ACTIVITY

The enforcement data presented in this section has been supplied by the Traffic Intelligence Section, South Australia Police (SAPOL) and examines aspects of driver behaviours.

Speed Offences

For driver speeding offences, numbers of expiations per quarter are reported. A number of methods for detecting speed offences are employed. Speed camera offences are detected by mobile cameras, deployed by SAPOL Traffic Camera Units 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.

Figure 1: Number of expiations issued for speed camera enforcement per quarter, March 2009 to March 2012

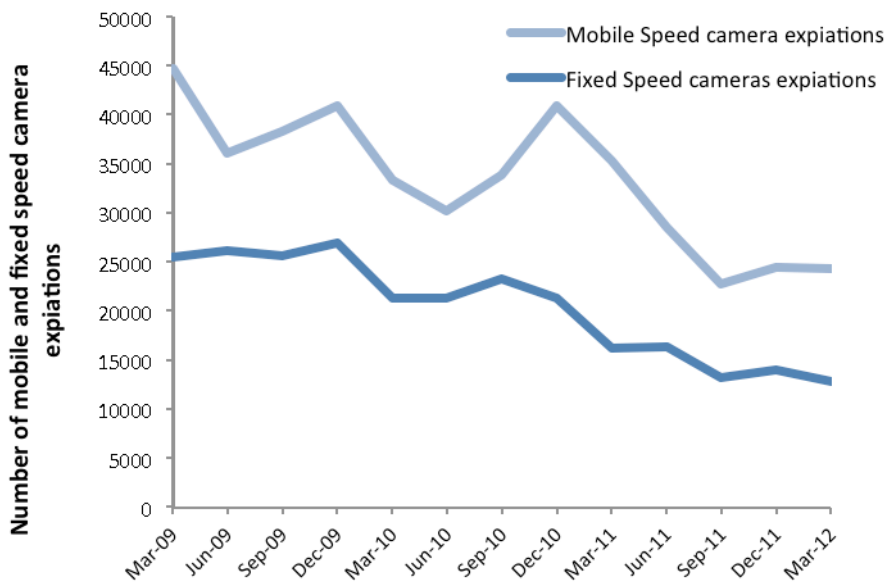
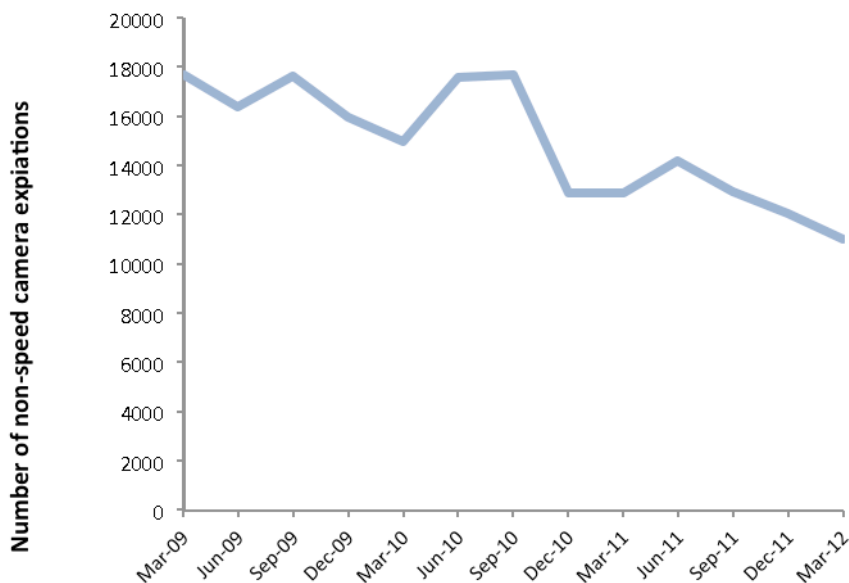


Figure 2: Number of expiations issued for non-speed camera enforcement per quarter, March 2009 to March 2012



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. 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 Driver Screening Tests (DST) per 1,000 tested, per quarter, March 2009 to March 2012

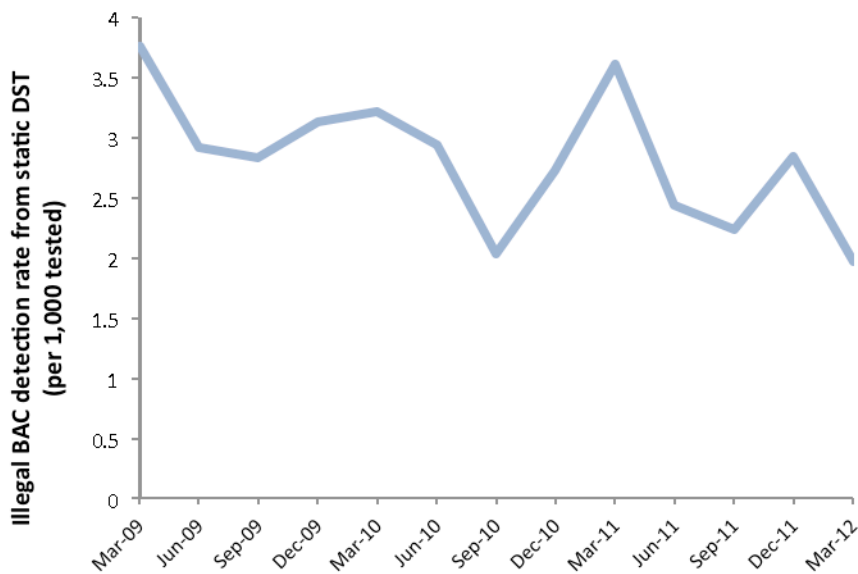


Figure 4: Rate of expiations and apprehensions for alcohol offences using mobile Driver Screening Tests (DST) per 1,000 tested, per quarter, March 2009 to March 2012

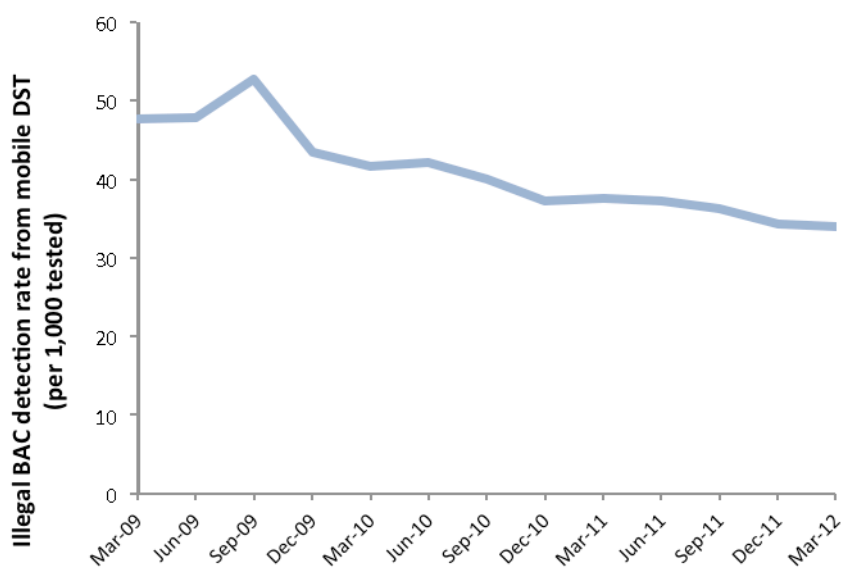


Figure 5: Rate of expiations and apprehensions for drug offences using static Driver Screening Tests (DST) per 1,000 tested, per quarter, March 2009 to March 2012

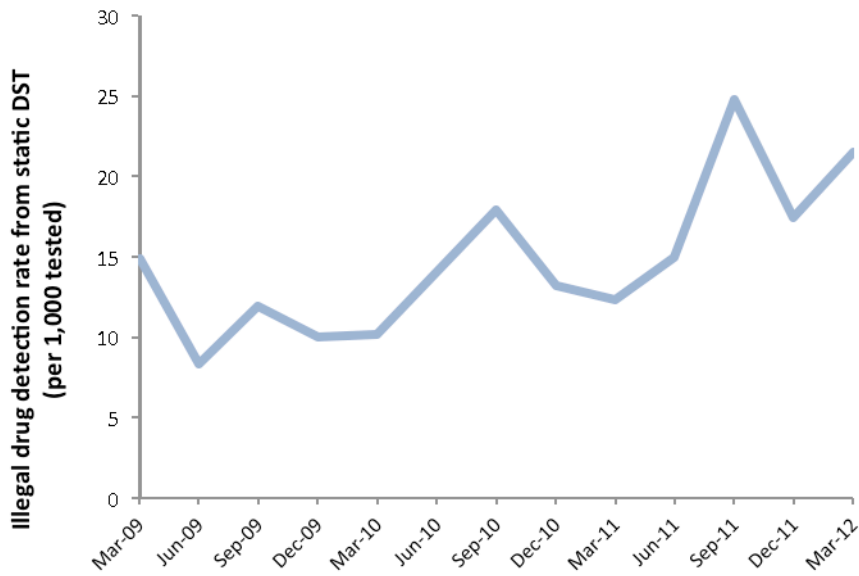
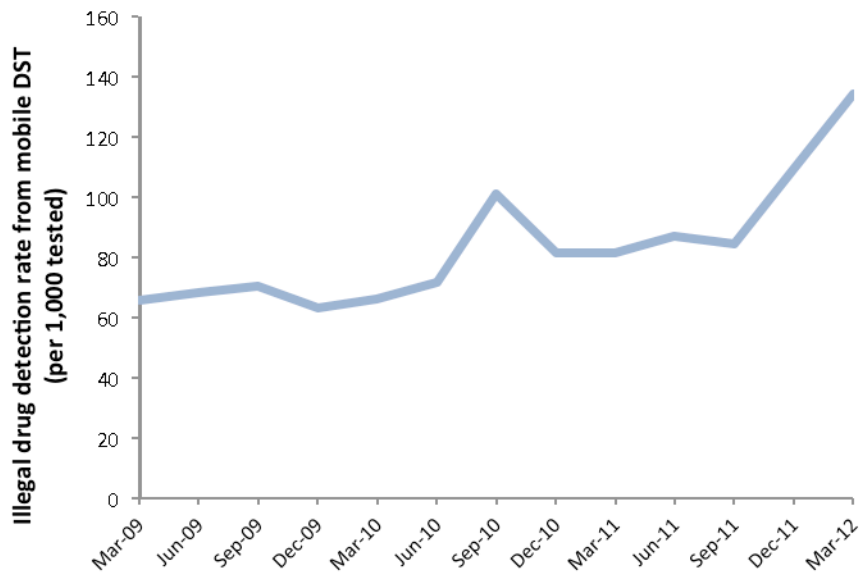


Figure 6: Rate of expiations and apprehensions for drug offences using mobile Driver Screening Tests (DST) per 1,000 tested, per quarter, March 2009 to March 2012



Mobile phone and restraint use offences

Driver expiations for mobile phone use and restraint use offences are reported per quarter. The variation 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, or to varying enforcement activity by police.

Figure 7: Number of expiations for mobile phone use offences per quarter, March 2009 to March 2012

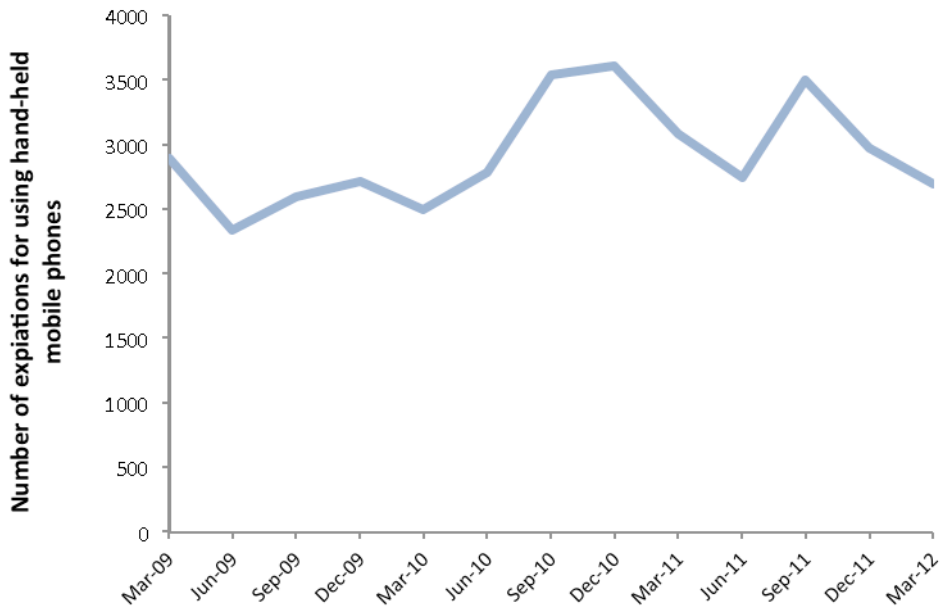
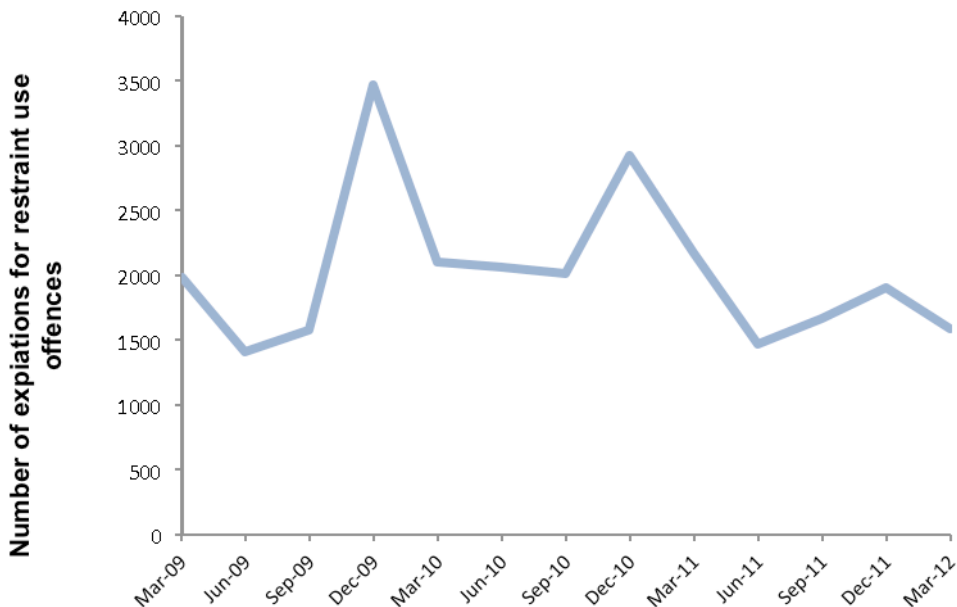


Figure 8: Number of expiations for restraint use offences per quarter, March 2009 to March 2012

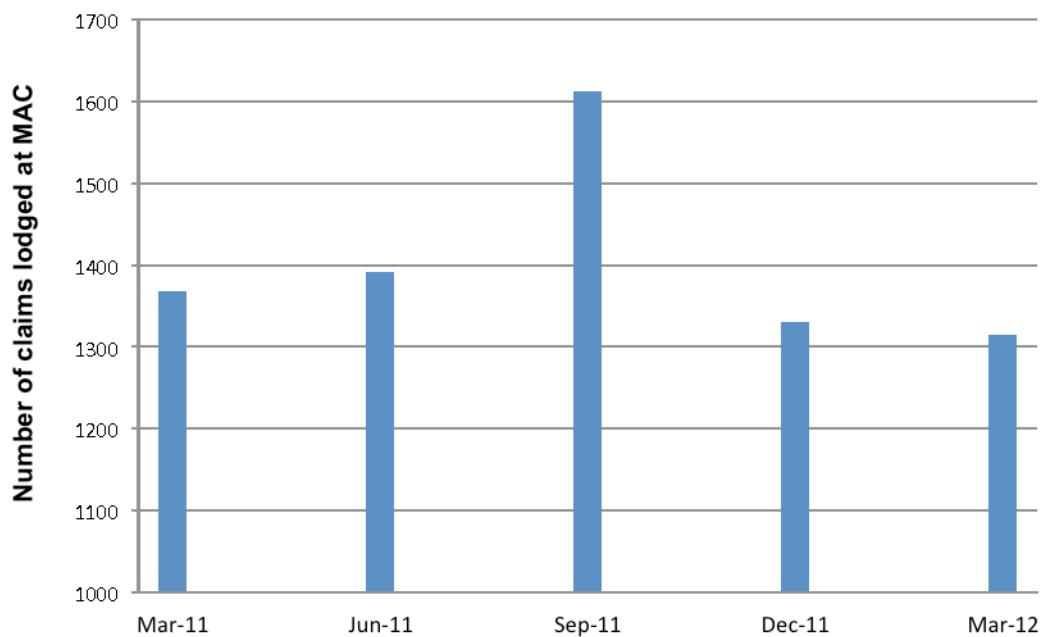


OTHER MEASURES OF ROAD SAFETY PROGRESS

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 claims¹⁵



¹⁵ Excludes zero dollar claims.

The safety of new vehicles being sold

The Australasian 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 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 and 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 included¹⁶:

- achieving a suitable standard in frontal offset, side impact and side pole impact tests
- Electronic Stability Control
- 3-point seat belts for all forward facing seats
- Head protecting technology (side airbags¹⁷) for the front seats

In 2012 this was extended to also include:

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

Table 12: Percentage of new vehicles sold with a 5-star rating, South Australia, 2011-2012¹⁸

New Vehicles sold	Mar Qtr 2011	Jun Qtr 2011	Sep Qtr 2011	Dec Qtr 2011	Mar Qtr 2012
5-star	43%	48%	51%	55%	59%
Total number of new vehicles	14,868	14,850	15,987	15,116	15,476

Safety features

Table 13: Percentage of new vehicles sold in South Australia with specified safety features as standard, 2011-2012¹⁹

Safety Feature	Mar Qtr 2011	Jun Qtr 2011	Sep Qtr 2011	Dec Qtr 2011	Mar Qtr 2012
Electronic stability control	71%	74%	80%	82%	86%
Front side curtain airbags	60%	65%	70%	74%	79%
Emergency brake assist	71%	72%	75%	79%	80%
Rear side curtain airbags	62%	63%	67%	73%	77%
Centre 2nd row lap/sash belt	75%	75%	77%	82%	82%

¹⁶ ANCAP, ANCAP Rating Road Map 2011-2017, June 2012.

¹⁷ 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 March Quarter of 2012, approximately 98% 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 (POLK, *Quarterly Vehicle Safety Report*, March 2012).

¹⁸ POLK, *Quarterly ANCAP report*, March 2012.

¹⁹ The December Quarter 2011 and March Quarter 2012 percentages are current as of POLK, *Quarterly Vehicle Safety Report*, March 2012. Due to methods used by POLK to combine data from vehicle records and a significant change in the VFACTS vehicle segmentation in early 2012 there may be differences in some of the percentages reported previously.

Exposure Measures

Table 14: Yearly Fatality and Serious Injury Rates – 12 monthly period ending March 2012²⁰

	South Australia	Fatality Rate (per 100,000)	Serious Injury Rate (per 100,000)
Licence Holders ²¹	1,141,912	5.2	47.1
Registered Vehicles ²²	1,296,911	7.7	66.4

National Comparisons

Figure 10: Fatalities per 100,000 population by State and Territory, Australia - 12 monthly period ending June 2012²³

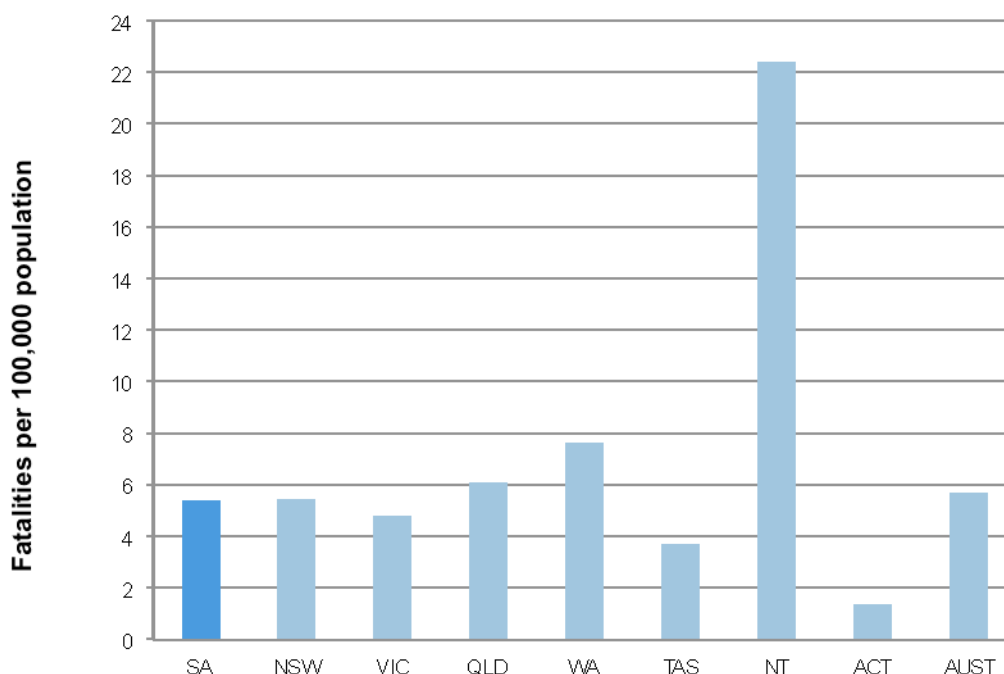


Table 15: Yearly deaths in each State and Territory, Australia - 12 monthly periods ending June²³

Year	SA	NSW	VIC	QLD	WA	TAS	NT	ACT	AUST
2012	90	396	270	281	179	19	52	5	1,292
2011	111	356	294	251	199	32	43	10	1,296
2010	118	445	288	269	183	43	35	20	1,401

²⁰ 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.

²¹ Registration and Licensing, Department of Transport, Energy and Infrastructure, June 2011.

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

²³ Department of Infrastructure and Transport, Bureau of Infrastructure, Transport and Regional Economics, *Road Deaths Australia, June 2012*. Note: SA 2012 number and Australian 2012 total have been adjusted to reflect the most recent SA crash data for the quarter ending June 2012.

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 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

Towards Zero Together - South Australia's Road Safety Strategy:

www.sa.gov.au/towardszerotogether

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

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