SOUTH AUSTRALIA'S ROAD SAFETY STRATEGY
ANNUAL PROGRESS REPORT 2017

Government of South Australia
Department of Planning, Transport and Infrastructure

South Australia ROAD SAFETY Progress Report
September, 2018

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.

Table 1: 2020 targets and 2017 fatality and serious injury rates, South Australia

	2020 Target	2008-10 Avg	2017	Change
Fatalities	less than 80 (per year)	112	100	-11%
Fatality rate (per 100,000 population)	4.5	6.9	5.8	-16%

	2020 Target	2008-10 Avg	2017	Change
Serious injuries	less than 800 (per year)	1125	622	-45%
Serious injury rate (per 100,000 population)	45.0	69.6	36.1	-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.

Table 2: 2017 performance indicators, South Australia

Performance Indicators	Annual Average 2008-10	2017	Change
Number of single vehicle run-off-road serious casualty crashes (Figure 6, page 10)	465	265	-43%
Number of intersection serious casualty crashes (Figure 6, page 10)	368	208	-43%
Average metropolitan traffic speed[1] (Table 5, page 11)	56.1 km/h (2010)	55.3 km/h (2016)	-1%
Average rural traffic speed[1] (Table 5, page 11)	103.2 km/h (2010)	102 km/h (2016)	-1%
Percentage of vehicles exceeding stated speed limit[1] (Table 5, page 11)	23.6% (2010)	19% (2016)	-19%
Percentage of new vehicles sold in SA with a 5 star safety rating (Table 6, page 13)	40.9% (2010)	83.8%	105%
Number of young people (16-24) killed or seriously injured (Figure 8, page 15)	318	119	-63%
Number of drivers/riders killed with a BAC (Blood Alcohol Concentration) above legal limit (Figure 10, page 18)	22	15	-32%
Number of drivers/riders tested positive for alcohol[2] (Figure 12, page 19)	10,269	5,137	-50%
Number of drivers/riders tested positive for drugs (Figure 13, page 19)	1,159	5,252	353%
Number of people killed or seriously injured not wearing a seatbelt (Figure 14, page 20)	77	48	-38%
Number of new Compulsory Third Party insurance claims[3] (Figure 21, page 27)	6,024	3,115	-48%
ADDITIONAL PERFORMANCE INDICATORS			
Number of serious casualty crashes on metropolitan roads (Figure 16, page 21)	601	376	-37%
Number of serious casualty crashes on rural roads (Figure 16, page 21)	428	250	-42%
Older road users (70+) killed or seriously injured (Figure 9, page 17)	114	135	18%
Motorcyclists killed or seriously injured (Figure 17, page 23)	176	129	-27%
Pedestrians killed or seriously injured (Figure 18, page 24)	117	58	-50%
Cyclists killed or seriously injured (Figure 19, page 25)	72	41	-43%
Number of drivers/riders killed that tested positive to drugs (Figure 11, page 18)	14	17	21%

[1] Based on Centre for Automotive Safety Research (CASR) speed surveys (free speeds): Average metropolitan 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 27 for full explanation.

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

Fatalities

- In 2017, 100 people were killed on South Australian roads. This is 20 fatalities above the 2020 target and equates to a decrease of 11% from the 2008-10 baseline of 112 fatalities.
- 2017 saw an increase of 14 fatalities as compared to the 86 deaths in the previous year. This represents a 16.3% increase. In comparison, the nation recorded a 5.3% decrease in the number of fatalities.
- South Australia in 2017 recorded a fatality rate of 5.8 deaths per 100,000 population, higher than the national rate of 5.0. Four states have a current fatality rate lower than or equal to South Australia, they are ACT (1.2), Vic (4.0), NSW (5.0) and Qld (5.0).
- Fatalities have been trending down over the past 5 years, however 24 motorcyclists were killed in 2017 reversing the 5 year trend for that user type.

Serious injuries

- 622 serious injuries were recorded in 2017, 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 very slight rise.

Area

- Serious casualty crashes in metropolitan Adelaide and rural South Australia in 2017 have achieved reductions over 30% from the baseline. Over the past 5 years, fatal crashes on metropolitan roads saw an upwards trend created by a substantial increase of fatal crashes in 2017. Serious injury crashes on metropolitan roads continued to decline. The trend on rural roads has seen a decrease in both fatal and serious injury crashes.

Crash type

- A reduction of more than 30% from the baseline has been achieved for single vehicle run-off-road serious casualty crashes in 2016 and 2017. This has also been achieved for intersection crashes consistently since 2014.

Drugs and Alcohol

- A 30% reduction from the baseline in the number of drivers/riders killed with an illegal BAC has consistently been achieved since 2011, however the number killed testing positive to drugs has remained steady, and the target of a 30% reduction has not been achieved.
- 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 South Australia with a 5-star safety rating has more than doubled since 2010 to 83.8%.

Restraints

- In 2017, 20 vehicle occupants were killed while not wearing a restraint. While this is under the 2008-10 average when 25 people killed were not wearing a restraint, it is above the previous 5 year average. 2016 has been the only year where a reduction greater than 30% from the baseline has been achieved.

Young road users

- While a 30% reduction in serious casualties of 16-24 year olds 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 has on average increased around 20% per year.

Older road users

- In the last 5 years, both serious injuries and fatalities for those aged 70+ have increased. The national target of 30% reduction has not been achieved.

Road users

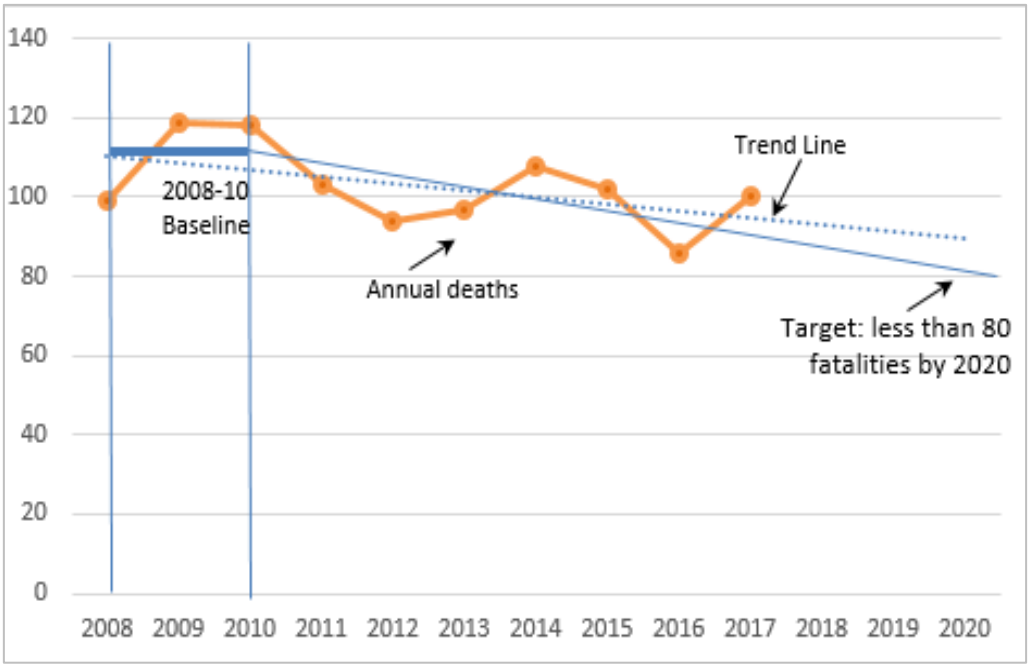
- In 2017 the number of motorcyclist serious casualties increased by 13% compared to 2016.
- Cyclist serious casualties reduced by 17% compared to 2017, and pedestrian serious casualties have achieved a 30% reduction consistently since 2014.

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

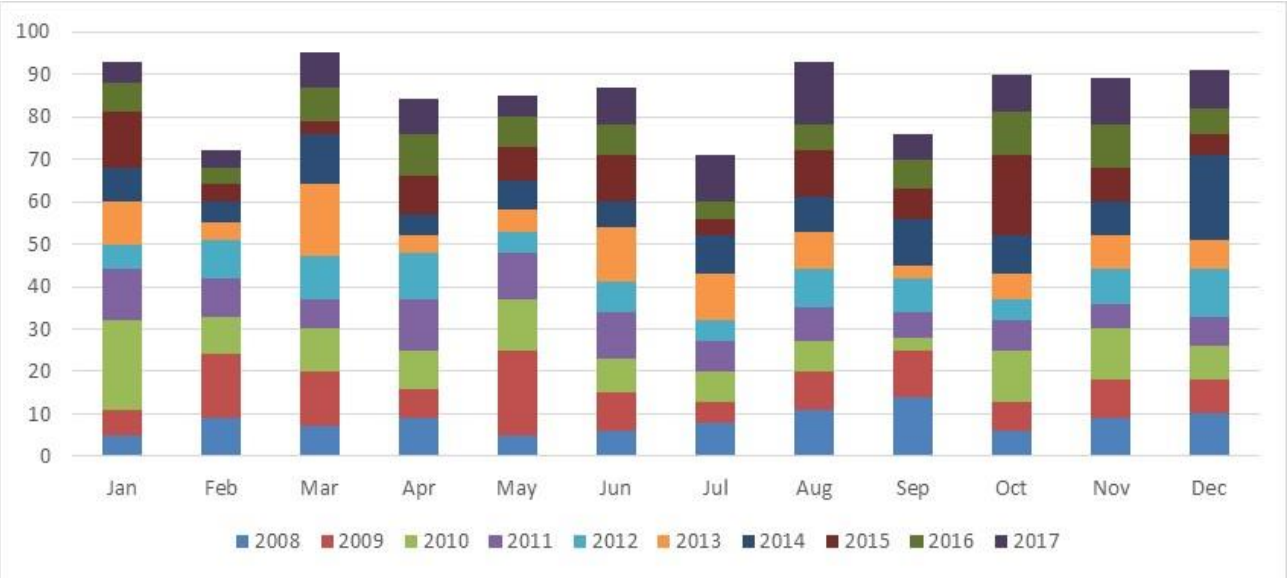
Figure 1: 2008-2017 statistical progress towards fatality target, South Australia



The 100 fatalities recorded in 2017 was a 16% increase from the previous year and is three more deaths than the previous 5 year average of 97 deaths. Figure 1 shows the annual data of fatalities in South Australia beginning 2008. From the current 10 year trend line, it is predicted that the number of fatalities will reach approximately 90 in 2020.

Seasonal variation in fatalities:

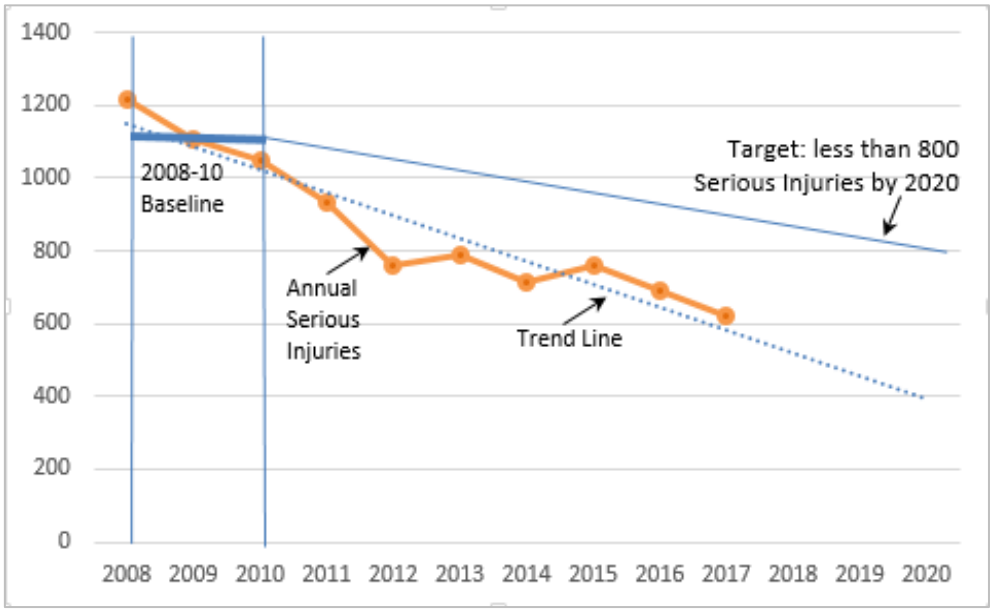
Figure 2: 2008-2017 monthly variation in fatalities, South Australia



- On average, 10 year data (2008-2017) shows that March is the month with the highest number of fatalities followed by January, August and December.
- On average, February and July are the months with the lowest number of fatalities.
- In 2017, the highest number of fatalities occurred in August which is also the highest in ten years for that month.

SERIOUS INJURIES

Figure 3: 2007-2017 statistical progress towards serious injuries target, South Australia

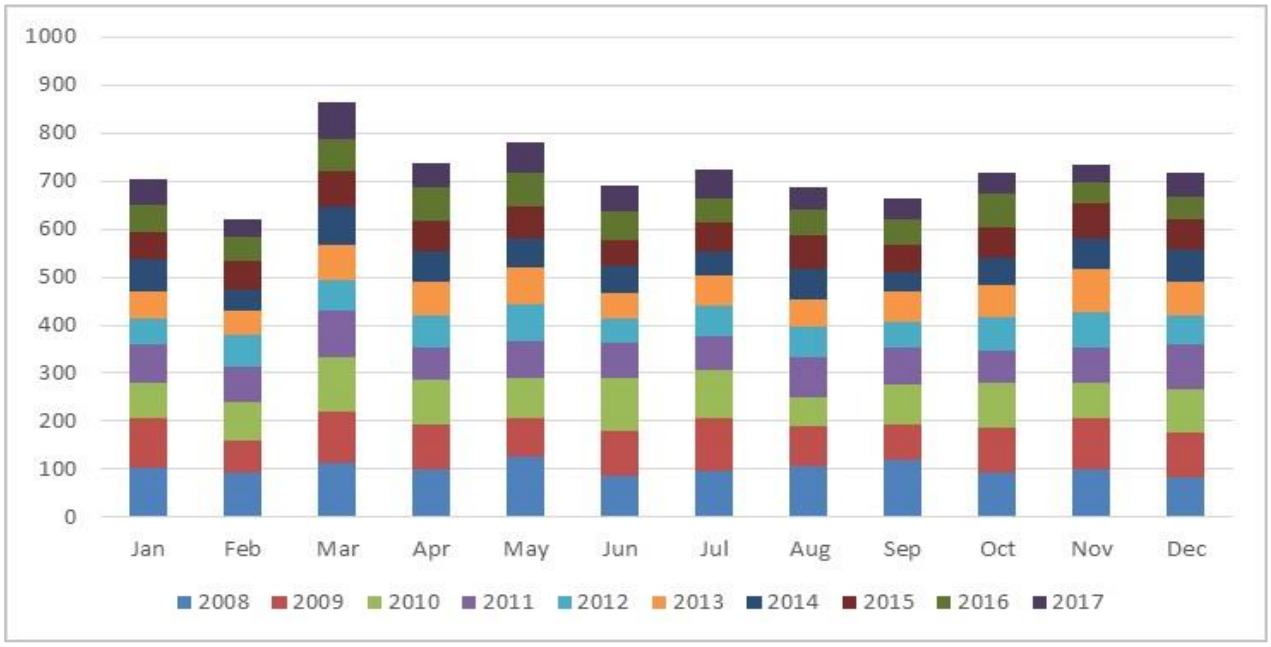


622 serious injuries were recorded in 2017, this is below the 2020 target of 800, and furthermore serious injuries have been below the target since 2012. While this is encouraging, the target was based on 2008-10

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 contacting the hospital to confirm the injured party was admitted. The reporting procedure of the serious injuries has been changed since 2012 and overall, a steady decreasing trend can be observed since then. Given this, the trend line predicted that, the number of serious injuries will reach approximately 400 by 2020.

Seasonal variation in serious injuries:

Figure 4: 2008-2017 monthly variation in serious injuries, South Australia



- On average 10 years data (2008-2017) shows that similar to fatalities, March is the month with the highest number of fatalities followed by May, November and December. This is also true when the 10 years data is divided into two time frames: 2008-2012 and 2013- 2017.
- On average, February and August are the months with the lowest number of fatalities.

The combined fatalities and serious injury (FSI) numbers show that consistently over the last 10 years (2008-2017) March has the highest number of FSI. Similar to serious injury numbers this is true even when the 10-years data is divided into two 5-year periods, 2008-2012 and 2013-2017.

MEASURES OF EXPOSURE TO THE ROAD SYSTEM

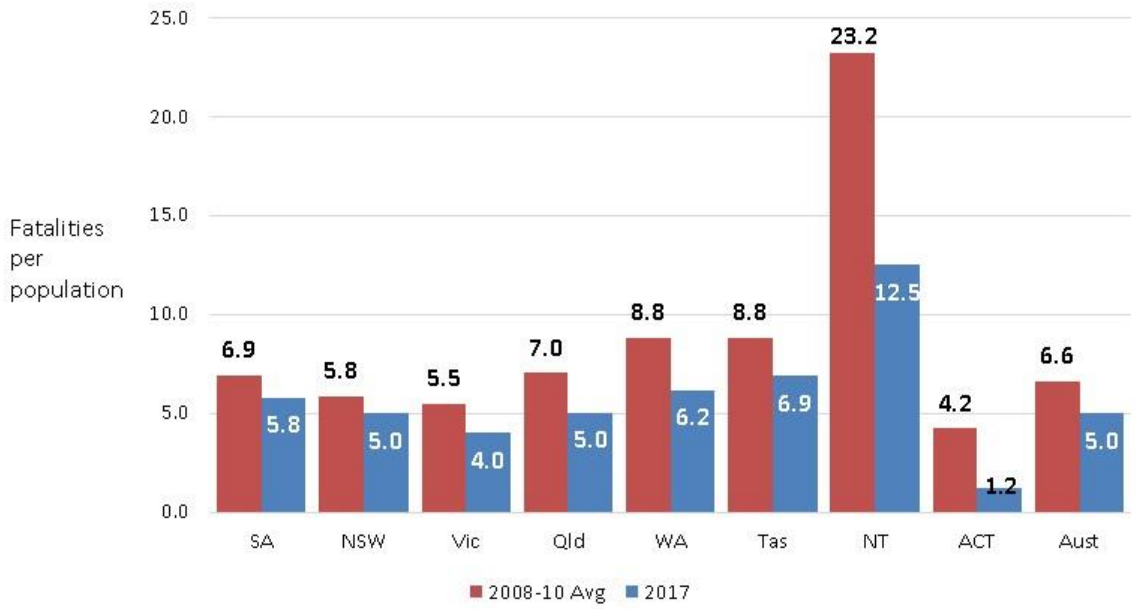
Crash data, when combined with various exposure measures, can be used to compare crash rates among different populations that use the road system. The crash rates per 100,000 licence holders (drivers and riders) and per 100,000 registered vehicles in SA, are shown in Table 3.

Table 3: Fatality and serious injury rates, South Australia, 12 months ending December 2017[4]

	South Australia	Fatality Rate (per 100,000)	Serious Injury Rate (per 100,000)
Licence Holders[5]	1,238,239	5.7	33.8
Registered Vehicles[6]	1,442,520	6.9	43.1
VKT[7]	16,915,000	0.6	3.7

National Comparisons

Figure 5: Fatalities per 100,000 population, Australia, 2008-10 Avg and 2017[8]



- All states and territories have seen a drop in the fatalities per population from the 2008-10 baseline. South Australia has seen a 16% decrease, this is smaller than the decrease seen at the national level, which saw a 24.5% decrease from the baseline.
- South Australia in 2017 recorded a fatality rate of 5.8 deaths per 100,000 population, again higher than the National rate of 5.0. Four states have a current fatality rate lower than South Australia, they are ACT (1.2), Vic (4.0), Qld (5.0) and NSW (5.0).

[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 2017.
[6] Excludes trailers and caravans. Registration and Licensing, SA Department of Planning, Transport and Infrastructure, 31 December 2017.
[7] VKT data from 9208.0 Survey of Motor Vehicle Use, Australia, 12 months ended 30 June 2016.
[8] Department of Infrastructure and Transport, Bureau of Infrastructure, Transport and Regional Economics, *Road trauma Australia 2017 statistical summary*.

Table 4: Annual fatalities in each state and territory, Australia, 12 month period ending December[8]

Year	SA	NSW	VIC	QLD	WA	TAS	NT	ACT	AUST
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	380	290	251	193	37	45	11	1,293
2017	100	393	254	247	159	36	31	5	1,225
Latest % change	16.3%	3.4%	-12.4%	-1.6%	-17.6%	-2.7%	-31.1%	-54.5%	-5.3%
Avg trend change	-1.7%	5.6%	2.5%	-0.7%	0.2%	1.2%	-2.1%	-5.6%	1.8%

- South Australia recorded an increase of 16.3% in fatalities from 2016 to 2017. This was in contrast to most other states apart from NSW which also saw an increase.
- Looking at the five year trend it can be seen that in South Australia we have achieved a small trend decrease of 1.7% per year. Nationally, the 5 year trend is slightly up. NSW has seen the largest trend increase, up 5.6% per year on average.

OVERVIEW OF PERFORMANCE INDICATORS

Crash types

Figure 6: Serious casualty crashes by type, South Australia, 2008-17[9]

Almost half of all serious casualty crashes in metropolitan 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.

Intersection serious casualty crashes

- A 30% reduction (from the 2008-10 baseline) in intersection crashes equates to 258 casualty crashes. In 2012, crashes were below this number and have consistently remained below the target.
- There were 208 serious casualty crashes in 2017, the lowest in the last 10 year period.
- The five year trend shows a reduction in these crashes by an average of 3.5% per year.
- On average (2013-17), 73% of these crashes are in the metropolitan areas.

Single vehicle run-off-road serious casualty crashes

- A 30% reduction (from the 2008-10 baseline) in these crashes equates to 326 serious casualty crashes. In 2012, crashes were below this number and again in 2014, 2016 and 2017.
- There were 265 serious casualty crashes 2017, the lowest in the 10 year period (Figure 6).
- The five year trend shows a decrease in these crashes by an average of 5.6% per year.
- On average (2013-17) 58% of these crashes were in rural 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 could produce significant and immediate road safety benefits. A reduction of 5 km/h in average travel speed has been shown to 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 had speed measurements taken for a one week period at the same time each year during either August or November for 2012 - 2016. These surveys will be measured every 2 years from 2016.

Table 5: Average speeds and percentage of vehicles exceeding the speed limit, South Australia, 2012-16[10]

	2012	2013	2014	2015	2016
Average metropolitan 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 metropolitan 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.

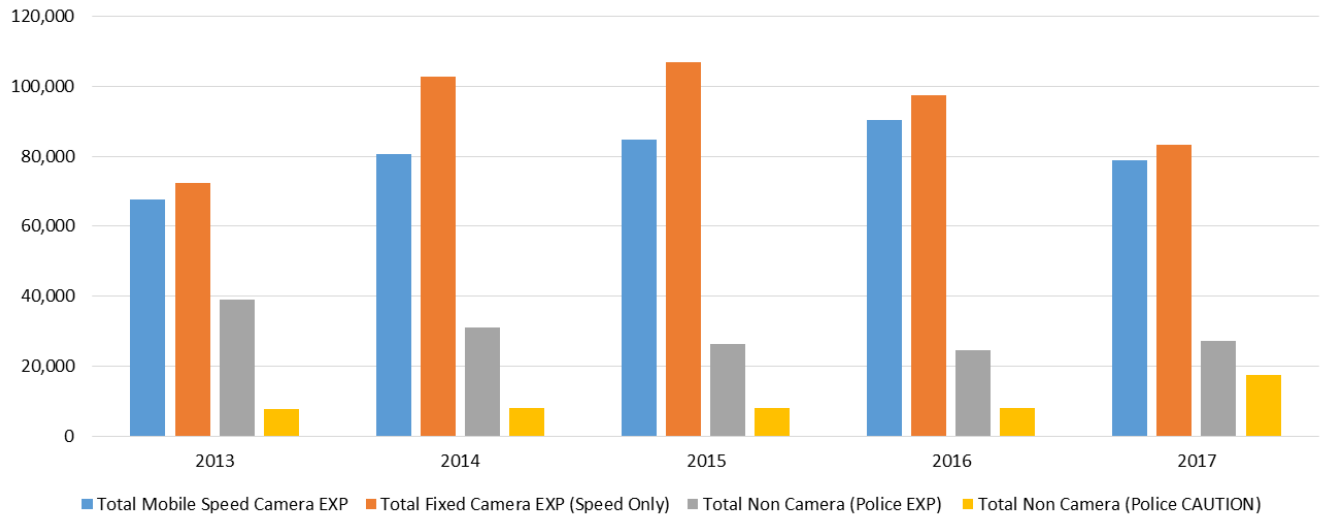
[10] 2017 data was not collected

Speed offences

The enforcement data presented in this section has been supplied by South Australia Police (SAPOL)[11].

For speeding offences, numbers of expiations per quarter are reported in Figure 7. A number of methods for detecting speed offences are employed. Speed camera offences are detected by mobile cameras and also fixed speed/red light 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 7: Number of expiations issued for speed enforcement, South Australia, 2013-17



- The total number of speed expiations and cautions issued by SAPOL has been trending upwards by an average of 2% per year for the last 5 years.
    - The number of expiations from fixed cameras represents 44% of all expiations and cautions. The number was trending up for a few years but has fallen in the last two.
    - The number of expiations from mobile fixed cameras fell from 2016 to 2017 but on average has seen an average annual trend increase of 4.3%. They represent 38% of all expiations and cautions.
    - The number of non-camera offences have been trending down over the past 5 years by an average of 9.1% per year.
    - The number of cautions served has increased each year over the past five years, trending up an average of 17.4% per year.

[11] 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 20/08/2017. 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 6: Percentage of new vehicles sold in South Australia with a 5-star safety rating, 2013-17

	2013	2014	2015	2016	2017
5-Star	66.5%	67.5%	75.0%	83.9%	83.8%
Total number of new vehicles	68,012	66,776	64,737	67,286	69,120

- The percent of new vehicles sold with a 5-star rating has been steadily increasing in the last 5 years, falling very slightly in 2017.
- The percent has more than doubled since the 2008-10 baseline.

Table 7: Percentage of new vehicles sold in South Australia with features as standard, 2013-17

Table 7 outlines the percent of new vehicles sold in South Australia with specified safety features as standard.

Safety Feature	2013	2014	2015	2016	2017
Electronic stability control	92.7%	92.8%	94.9%	97.9%	98.9%
Front side curtain airbags	88.6%	90.4%	91.9%	95.3%	96.0%
Emergency brake assist	84.9%	86.2%	90.0%	95.7%	96.6%
Rear side curtain airbags	86.0%	86.2%	86.5%	86.4%	89.0%
Centre 2nd row lap/sash belt	83.1%	85.5%	88.0%	90.4%	90.9%
Pre-crash safety system	3.5%	5.7%	8.5%	15.9%	30.9%

- 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. A pre-crash safety system is an automobile safety system designed to prevent or reduce the severity of a collision. It uses radar and sometimes laser and camera to detect an imminent crash.

Vehicle types involved in serious casualty crashes

Table 8 outlines the number and type of vehicles involved in serious casualty crashes over the five year period (2013-17).

Table 8: Number of vehicles involved in serious casualty crashes by type, South Australia, 2013-17

Vehicle type	2013	2014	2015	2016	2017
Passenger vehicles	833	742	813	743	737
Heavy vehicles	58	50	49	49	47
Buses	6	4	5	5	6
Motorcycles	144	145	159	117	134
Bicycles	71	74	84	66	55
Other vehicle types	16	19	12	5	37
Total	**1128**	**1034**	**1122**	**985**	**1016**

- As expected, the majority of vehicles involved are passenger vehicles.
- The involvement of all types of vehicles has been trending down in the last 5 years apart from buses which has remained stable, and low in involvement rates.

Vehicle age of passenger vehicles involved in serious casualty crashes

Table 9: Number of passenger vehicles involved in serious casualty crashes by age, South Australia, 2013-17

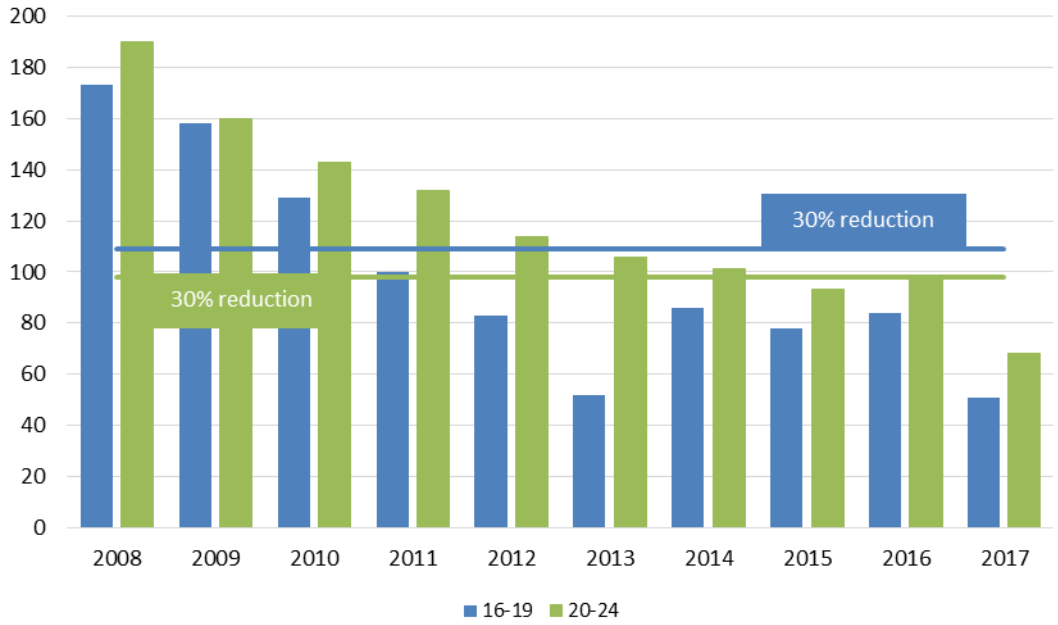
Vehicle Age (years)	2013	2014	2015	2016	2017
0-4	150	138	152	114	145
5-9	191	185	161	157	160
10-14	201	163	207	206	164
15-19	152	136	152	141	151
20+	120	101	123	108	100
Unknown	19	19	18	17	17
Total	**833**	**742**	**813**	**743**	**737**

The number of passenger vehicles involved in serious casualty crashes has reduced slightly in the last 5 years, consistent with the decline in serious casualty crashes in general.

- Vehicles aged 15-19 years have increased very slightly over the 5 years.
- All other vehicle age groups have declined over the 5 years – those aged 5- 9 years at the fastest rate.
- There is an over representation of vehicles aged over 15 years in the crash data. In 2017, 26% of passenger vehicles in the South Australia fleet were aged 15 + years. Yet 34% of passenger vehicles involved in serious casualty crashes were in that age group.
- The average age of the passenger vehicles on register in South Australia as at December 2017 is 10.9 years, this has been slowly increasing from 10.5 years at December 2011. Station wagons (includes 4WD) have the lowest average of all light vehicles, as at December 2017 this was 8.9 years.

Young Road Users

Figure 8: Number of young people (16-19 & 20-24) killed or seriously injured, South Australia, 2008-17



The number of young people being killed or seriously injured on South Australian roads has declined in the last decade. The trend in the most recent 5 years has seen an overall decrease in serious casualties for these age groups. Table 10 breaks this down further, there was a sharp decrease in serious injury numbers from 2016 to 2017.

Table 10: 16-24 year old serious casualties by severity, South Australia, 2013-17

Year	16-19 fatalities	16-19 serious injuries	20-24 fatalities	20-24 serious injuries	Total
2013	2	50	13	93	158
2014	6	80	11	90	187
2015	7	71	9	84	171
2016	3	81	12	86	182
2017	8	43	12	56	119
Avg trend change (%)	23.1%	-2.9%	-0.7%	-10.1%	-5.8%

- The 5 year trend shows that the number of 16-19 year olds killed has increased by 23% per year, to put this in context the numbers killed have ranged from two in 2013 to eight in 2017. Serious injuries in this age group dropped in 2017 resulting in an average trend decline of 2.2%.
- The 5 year trend in the 20-24 year old age group shows minimal change in the number of fatalities and again a large decline in the number of serious injuries recorded in 2017 has resulted in an average trend decline of 10.1% per year.

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 four years, as outlined in the table below.

Table 11a: 16-19 year old serious casualties by user type, South Australia, 2013-17

Year	Drivers[12]	Passengers	Motorcyclists[13]	Cyclists	Pedestrians[14]	Total
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
2017	23	16	10	1	1	51
Avg trend change (%)	-7.5%	3.9%	20.3%	N/A	-8.4%	-0.6%
Proportion	48%	29%	16%	3%	4%	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, all road user categories have seen an average trend decline over the past five years with cyclists and pedestrians seeing the largest percent decline.
- Motorcyclists have seen a decrease but at a smaller rate than other road user types.

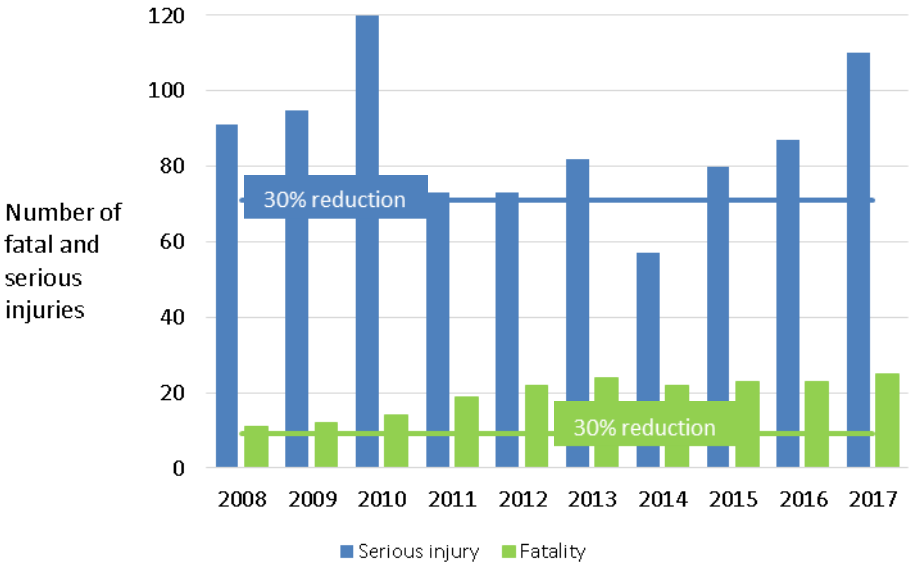
Table 11b: 20-24 year old serious casualties by user type, South Australia, 2013-17

Year	Drivers	Passengers	Motorcyclists	Cyclists	Pedestrians	Total
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
2017	39	11	13	2	3	68
Avg trend change (%)	-7.7%	-11.3%	-3.4%	-22.9%	-16.7%	-8.8%
Proportion	53%	21%	16%	4%	6%	100%

[12] Includes heavy vehicle drivers. Heavy vehicles include rigid trucks, semi-trailers and B-doubles.
[13] 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.
[14] Includes motorised wheelchairs and small wheel vehicles.

Older Road Users

Figure 9: Number of older road users (70+) killed or seriously injured, South Australia, 2008-17



- In the last 5 years, the trend for both serious injuries and fatalities in this age group has increased, fatalities by an average 1.3% and serious injuries by 10.6%, creating an overall 8.5% trend increase.
- 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 17%. As expected, numbers of motorcyclists and cyclists in this age group is lower.
- The table below shows the breakdown of 70+ road users by user type.

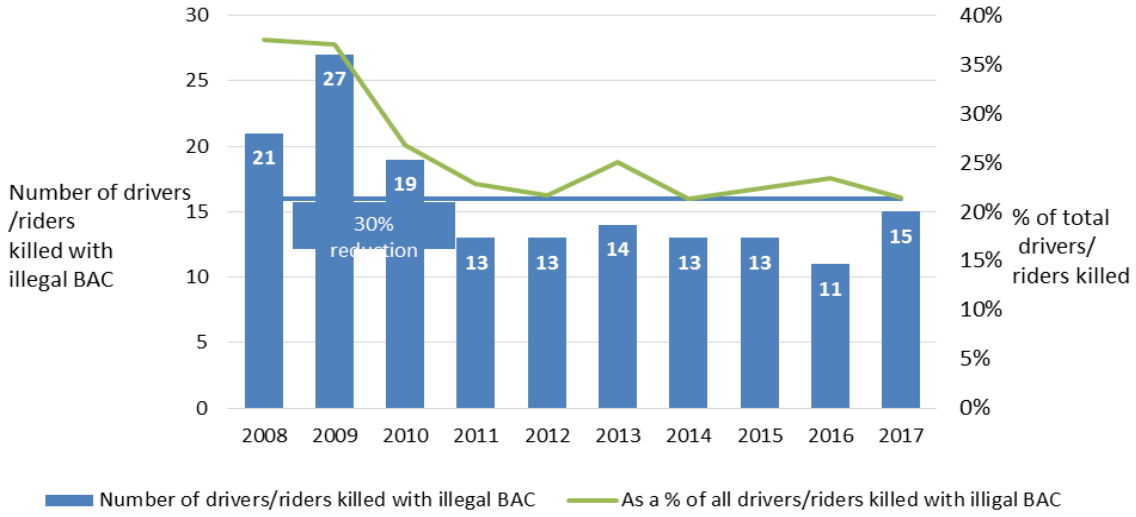
Table 12: Older road users (70+) killed or seriously injured by user type, South Australia, 2013-17

Year	Drivers[15]	Passengers	Motorcyclist[16]	Cyclists	Pedestrians[17]	Total
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
2017	76	30	9	1	19	135
Avg trend change (%)	7.3%	28.4%	8.4%	-25.4%	-2.2%	8.5%
Proportion	55%	20%	5%	3%	17%	100%

[15] Includes heavy vehicle drivers. Heavy vehicles include rigid trucks, semi-trailers and B-doubles.
[16] 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.
[17] Includes motorised wheelchairs and small wheel vehicles.

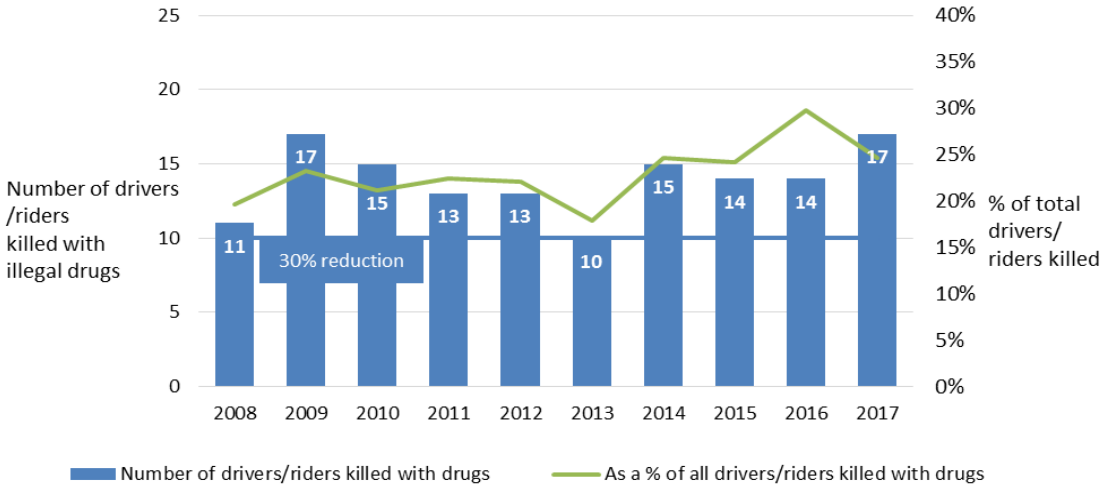
Alcohol & Drugs

Figure 10: Number of drivers/riders killed with a BAC above legal limit, South Australia, 2008-17



- 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 in 2016 to the lowest on record, rising again in 2017.
- 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 2017, this figure was 21%.

Figure 11: Number of drivers/riders killed that tested positive to drugs, South Australia, 2008-17



- A 30% reduction from the 2008-10 baseline equates to 10 fatalities per year, the number was reached in 2013 only and not since.
- Despite an overall decline in the lives lost over the last decade, the number of drivers and riders killed on our roads who test positive to drugs has not decreased. As a result, driver and rider fatalities with illicit drugs in their system have become a proportionally more significant part of the lives lost.
- 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 12 and 13. 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 12: Number and rate of expiations, apprehensions for alcohol offences per 1,000 tests, South Australia, 2011-17

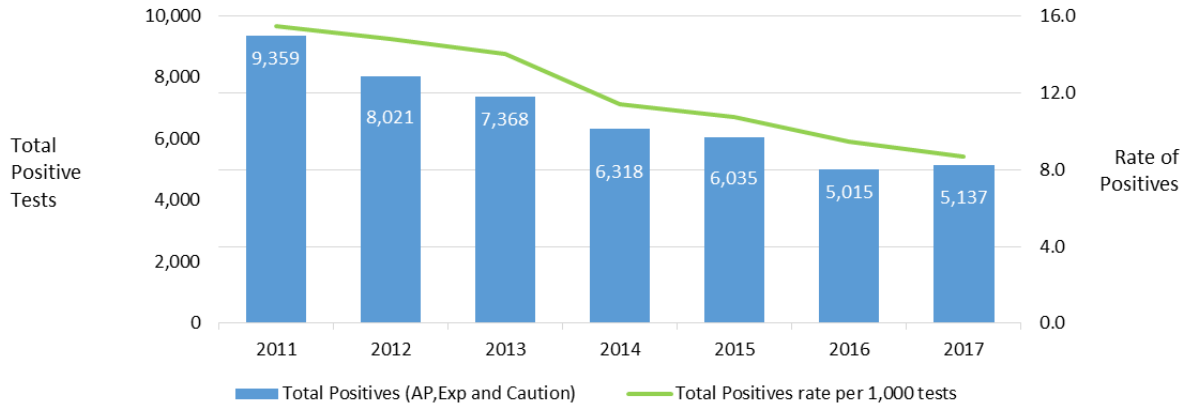
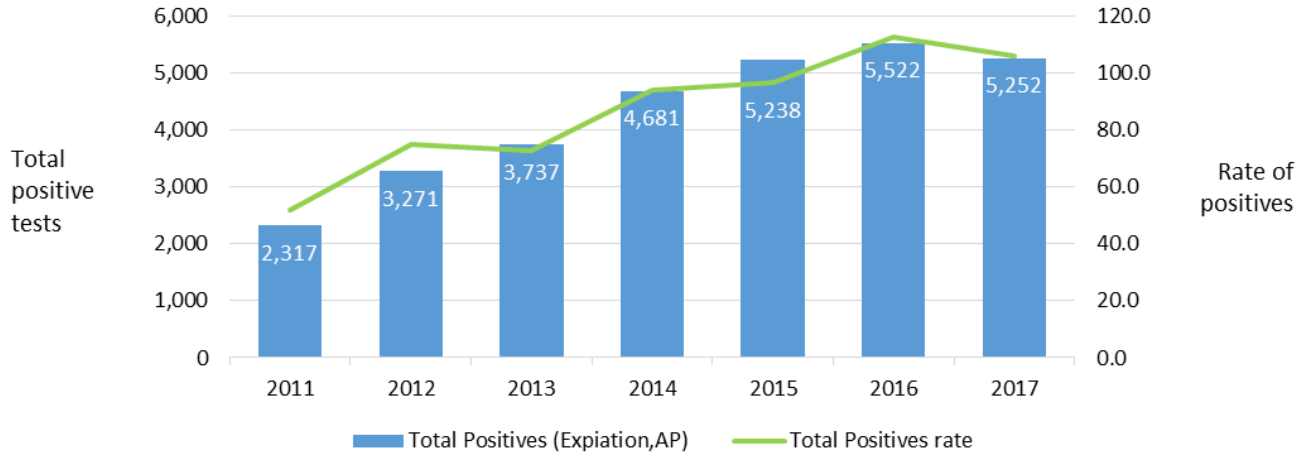


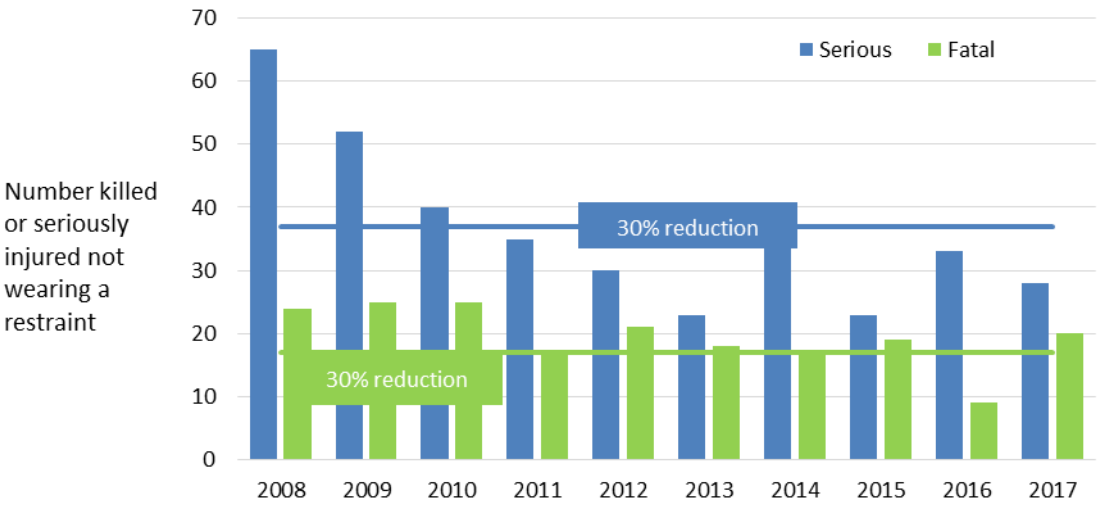
Figure 13: Number and rate of expiations, apprehensions for drug offences per 1,000 tests, South Australia, 2011-17



- While the rate and number of alcohol expiations/apprehensions has been trending down over the past 7 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 and did so again in 2017.
- The rate of expiations/apprehensions has always been much higher for drug offences than BAC.

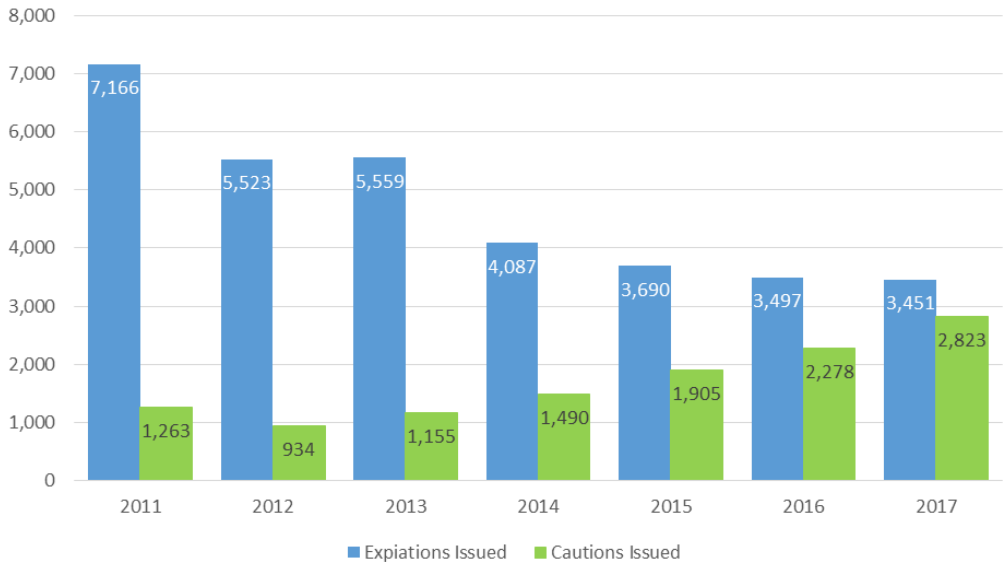
Restraints

Figure 14: Number of fatal and seriously injured people not wearing a restraint, South Australia, 2008-17



- The average number of vehicle occupants killed or seriously injured not wearing a seatbelt for the 3 years 2008-10 baseline period was 77 people.
- A 30% reduction from the base line would equate to 17 fatalities and 37 serious injuries.
- In 2016, there were 42 serious injury crashes including nine fatalities and 33 serious injuries. In 2017 there were 20 fatalities and 28 serious injuries recorded where people were not restrained.

Figure 15: Number of expiations for non-restraint use offences, South Australia, 2011-17

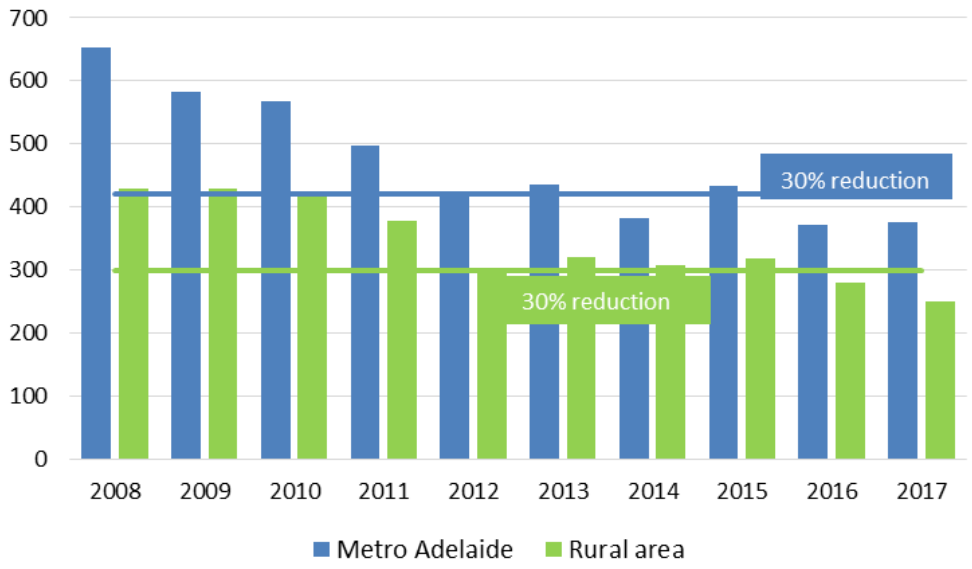


- Overall, the number of caution notices plus expiations issued for non-restraint use over the past 7 years has trended down by an average of 4.5% per year.

    - The number of expiations issued has declined by an average of 11.8% per year.
    - The number of caution notices issued has increased by an average of 18.3% per year.

Area

Figure 16: Number of serious casualty crashes by area, South Australia, 2008-17



- The majority of fatal crashes occur on rural roads (54%) however serious injury crashes are more prevalent on metropolitan roads with 59% of them occurring on metropolitan roads.
- The following table is a breakdown of fatal and serious injury crashes by severity and area. It can been seen that the trend over the past 5 years for both fatal and serious injury crashes on rural roads has reduced yet fatal crashes on metropolitan roads increased considerably in 2017 resulting in a reversal of the trend.

Table 13: Number of serious casualty crashes by area and severity, South Australia, 2013-17

Year	Metropolitan Crashes		Rural Crashes		Total
	Serious	Fatal	Serious	Fatal	
2013	394	41	272	48	755
2014	346	37	248	59	690
2015	391	43	266	53	753
2016	339	32	235	45	651
2017	322	54	211	39	626
Avg trend change (%)	-4.2%	4.1%	-5.5%	-6.6%	-4.2%

- The majority of serious casualty crashes in metropolitan Adelaide occur on roads with a 60 km/h speed limit (44%), 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. 40% occurred on 100 km/h roads and 29% on 110 km/h roads.

Road Users

Table 14: Fatalities by user type, South Australia, 2013-17

Year	Drivers	Passengers	Motorcyclists	Cyclists	Pedestrians	Total
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
2017	46	11	24	2	17	100
Average	**48**	**18**	**13**	**4**	**15**	**99**
Avg trend change	-3.2%	-8.7%	11.3%	-14.9%	-3.8%	-1.7%

Over the last 5 years, an average of 99 people were killed and 743 people were injured each year. Drivers make up the majority of serious casualties (48% of fatalities and 48% of serious injuries.)

- Overall, over the last 5 years the average trend change in fatalities has been a decrease of only 1.7%.
- 24 motorcyclists killed in 2017 was a sharp rise and resulted in a significant trend change as compared to previous years.

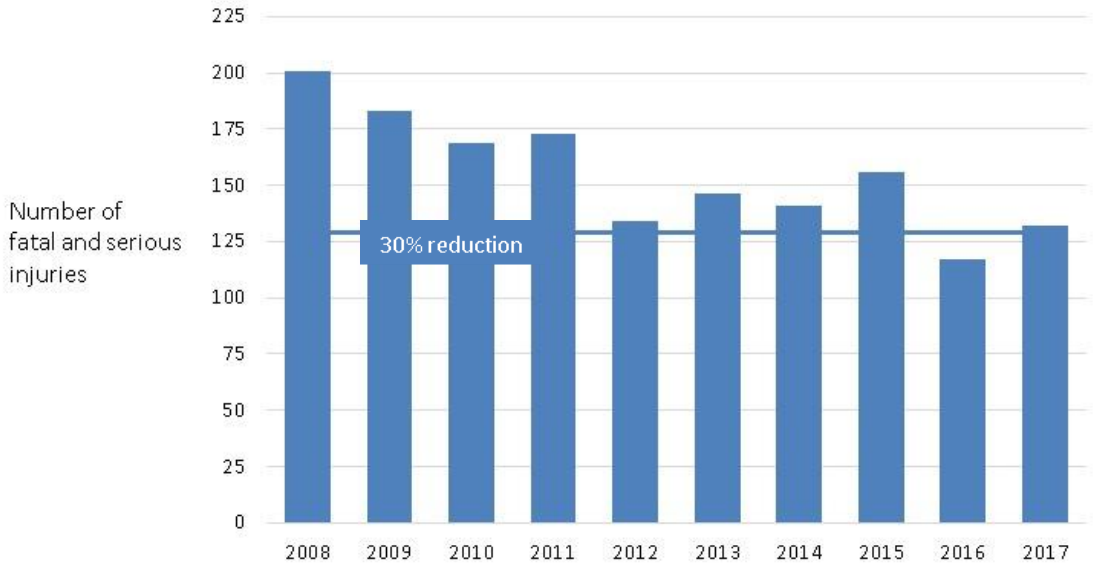
Table 15: Serious injuries by user type, South Australia, 2013-17

Year	Drivers	Passengers	Motorcyclists	Cyclists	Pedestrians	Total
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
2017	313	121	108	39	41	622
Average	**340**	**130**	**125**	**58**	**61**	**715**
Avg trend change	-3.9%	0.2%	-5.9%	-11.0%	-13.4%	-4.9%

- Overall, over the last 5 years the average trend change in serious injuries has been a decrease of 4.9% per year.
- Cyclists and pedestrians have seen the largest trend change, both saw significant drops in serious injuries from 2016 to 2017.
- The passenger serious injuries trend has remained somewhat steady over the last five years.

Motorcyclists

Figure 17: Number of motorcyclists killed or seriously injured, South Australia, 2008-17



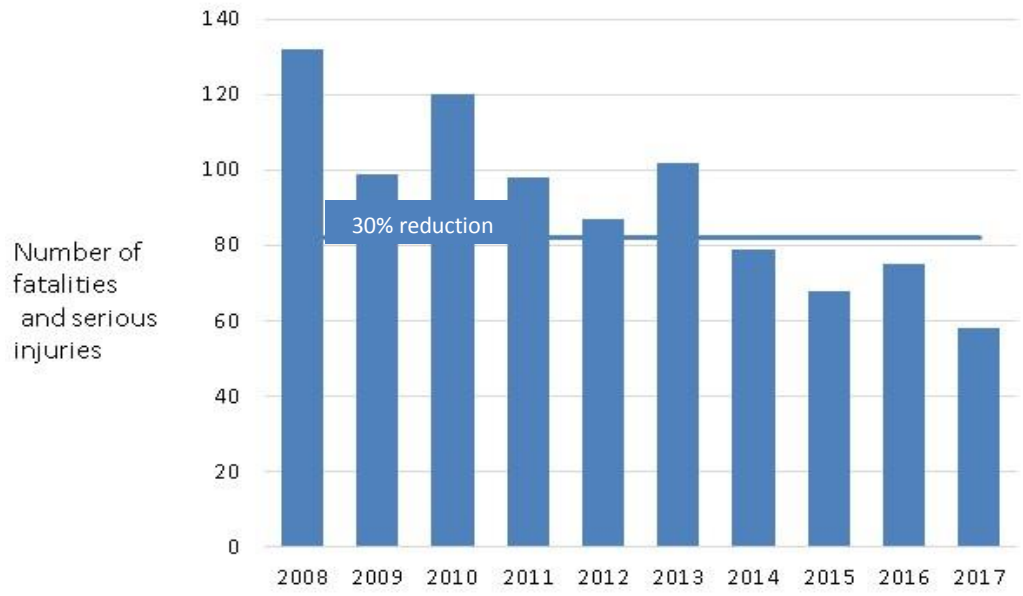
- A 30% reduction from the 2008-10 baseline equates to 129 serious casualties per year.
- In 2016 the number of motorcyclist serious casualties was below the 30% reduction but increased in 2017 to slightly above a 30% reduction.
- While the trend in overall serious casualties has declined over the last 5 years, the large number of deaths in 2017 saw a reversal in the fatality trend.

Table 16: Number of motorcyclists killed or seriously injured by severity, South Australia, 2013-17

Year	Fatalities	Serious injuries	Total
2013	12	134	146
2014	11	130	141
2015	11	145	156
2016	8	109	117
2017	24	108	132
Avg Trend change	11.3%	-5.9%	-3.8%

Pedestrians

Figure 18: Number of pedestrians killed or seriously injured, South Australia, 2008-17



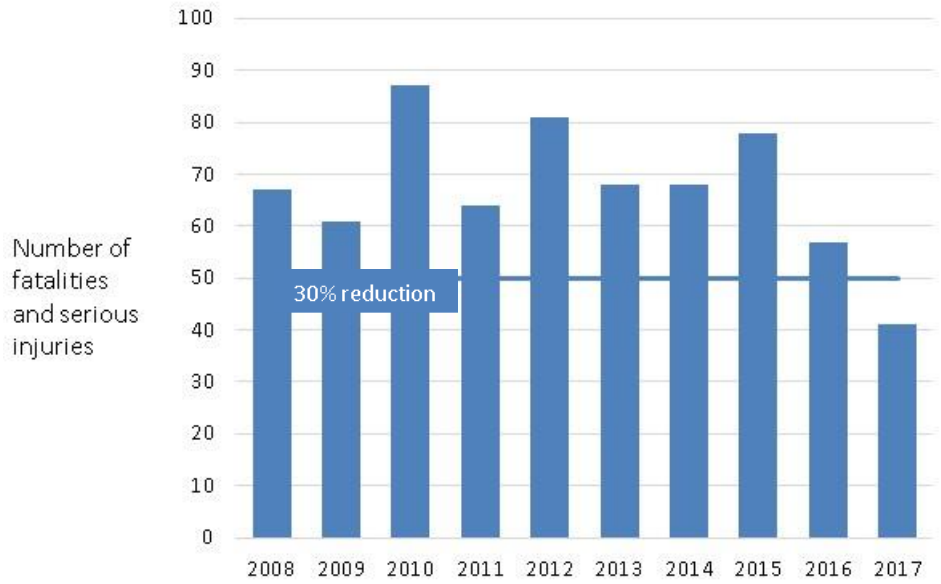
- A 30% reduction from the 2008-10 baseline equates to 82 serious casualties per year, this target has been achieved since 2014.
- In the last 5 years, the number of pedestrian serious casualties has reduced. The trend in fatalities has reduced on average by 3.8% per year, which can be attributed to the 2016 number being well below average. Serious injuries have reduced at a rate of 13.4% per year.
- The nine fatalities reported in 2016 was half the number seen in the previous year, but increased the following year.

Table 17: Number of pedestrians killed or seriously injured by severity, South Australia, 2013-17

Year	Fatalities	Serious injuries	Total
2013	15	87	102
2014	17	62	79
2015	18	50	68
2016	9	66	75
2017	17	41	58
Avg Trend change	-3.8%	-13.4%	-11.1%

Cyclists

Figure 19: Number of cyclists killed or seriously injured, South Australia, 2008-17



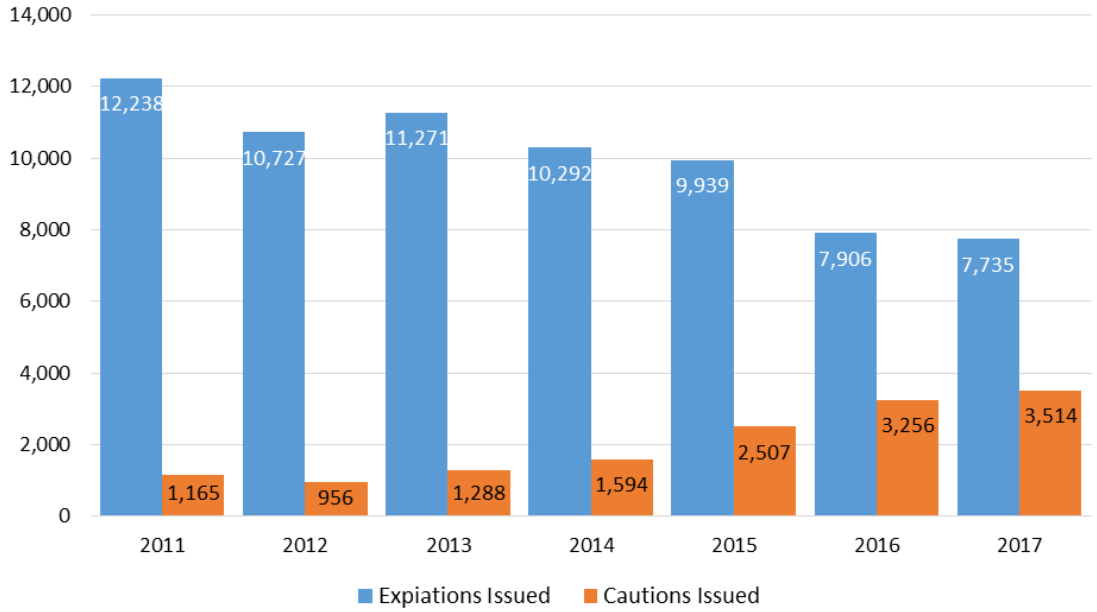
- A 30% reduction from the 2008-10 baseline equates to 50 serious casualties per year. This was achieved for the first time in 2017.
- In the last 5 years, the average trend in cyclist serious injuries has reduced 11.0% per year, and the trend in fatalities has decreased 14.9%. Given the small numbers no conclusion can be drawn from this.

Table 18: Number of cyclists killed or seriously injured by severity, South Australia, 2013-17

Year	Fatalities	Serious injuries	Total
2013	5	63	68
2014	4	64	68
2015	4	74	78
2016	5	52	57
2017	2	39	41
Avg Trend change	-14.9%	-11.0%	-11.2%

Mobile phone offences

Figure 20: Number of expiations for mobile phone use offences per quarter, South Australia, 2011-17



- The overall trend in the number of cautions plus expiations for the use of mobile phones has decreased on average 2.2% per year since 2011.
- Expiations fell on average 7.3% per year and cautions have been increasing an average of 25.8% per year.

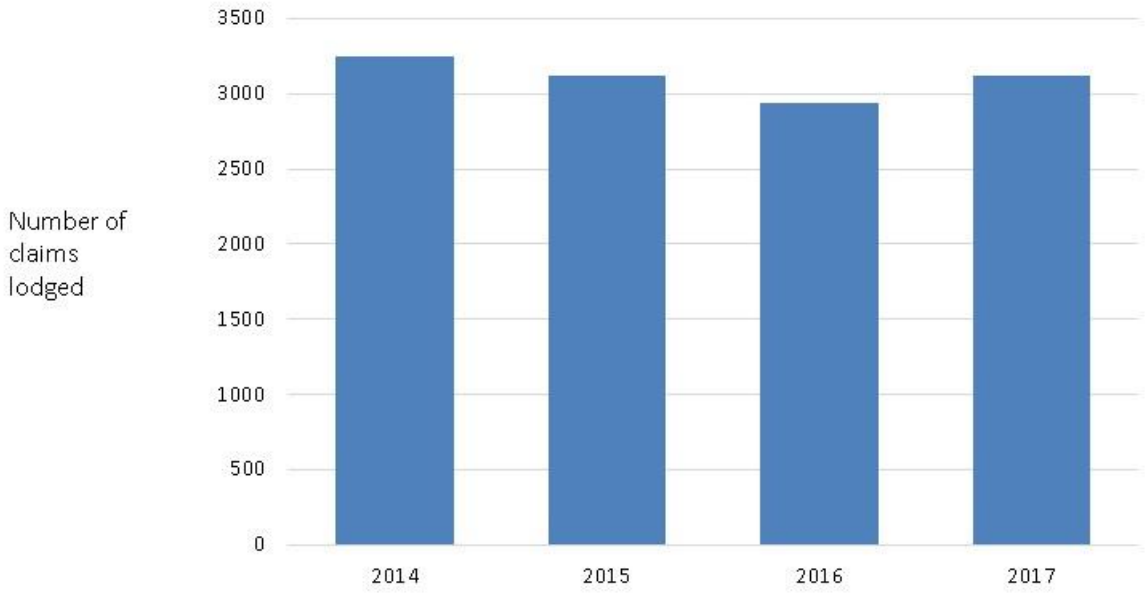
Compulsory third party (CTP) insurance claims

Historically, the Motor Accident Commission (MAC) was responsible for the administration of South Australia's CTP insurance scheme. This scheme provided 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 has been allocated to 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 reporting[18].

Figure 21 shows the numbers of historical CTP claims, as reported by MAC, for the period January 2014 to June 2016[18] 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 21 has been adjusted so that ENF claims are not reported, and hence the number of claims has reduced in comparison to previous reports.

Figure 21: Numbers of new CTP insurance claims per quarter, South Australia, 2014-17[19]



[18] 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 2018.

[19] 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 for a minimum of an overnight stay 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

SA Police:

www.police.sa.gov.au

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