SOUTH AUSTRALIA'S ROAD SAFETY STRATEGY
ANNUAL PROGRESS REPORT 2015

TOWARDS
ZERO
TOGETHER

Government of South Australia
Department of Planning,
Transport and Infrastructure

A summary of progress towards the 2020 road safety targets

This report is a snapshot of crash and injury statistics and factors that influenced road safety in 2015, 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 the State is performing compared to other jurisdictions.

	2020 Target	2010 – 2014 Average	2012	2013	2014	2015
Fatalities	less than 80 (per year)	104	94	97	108	102
Fatality rate (per 100,000 population)	4.5	6.3	5.7	5.8	6.4	6.0

	2020 Target	2010 – 2014 Average	2012	2013	2014	2015
Serious injuries	less than 800 (per year)	849	761	790	711	759
Serious injury rate (per 100,000 population)	45.0	51.3	46.0	47.3	42.2	44.7

Key Points for 2015

There were 102 fatalities on South Australian roads in 2015, six fewer fatalities than in 2014 and the third lowest in the last few years. There were 48 more serious injuries in 2015 compared to 2014, representing a 6.8% increase.

- The 102 fatalities are two fewer than the 2010 - 2014 average of 104 fatalities. Serious injuries in 2015 decreased by 90 from the 2010-2014 average of 849 to 759 in 2015. Fatal crashes in rural areas decreased by six crashes from 59 in 2014 to 53 in 2015. Serious injury crashes in rural areas increased by 18 crashes from 248 in 2014 to 266 in 2015. Just under two-thirds (62%) of drivers in rural serious casualty road crashes resided in rural areas.
- Overall, serious injury crashes have increased by around 11% in 2015 compared to 2014. The increase has been higher in the metropolitan area (45 more serious injury crashes than in 2014) compared to the rural area (18 more serious injury crashes than in 2014).
- Fatal crashes in metropolitan Adelaide increased by six crashes from 37 in 2014 to 43 in 2015. Serious injury crashes increased by 45 crashes from 346 in 2014 to 391 in 2015. The vast majority of drivers in metropolitan crashes (86%) reside in metropolitan Adelaide.
- Passenger fatalities decreased from 24 in 2014 to 17 in 2015 (29% reduction), however there was one more pedestrian killed in 2015 (18 fatalities) compared to 2014 (17 fatalities).

- 22% of drivers and motorcycle riders killed in 2015 had an illegal BAC, the same proportion compared to 2014, but lower than the previous 5 year 2010-2014 average (24%).
- 24% of drivers and motorcycle riders killed tested positive for the presence of cannabis, methamphetamine or ecstasy or a combination of these drugs, a slight decrease in the proportion compared to 2014 (25%) and the previous 5 year average (22%).
- South Australia's road fatality rate for 2015 was 6.0 fatalities per 100,000 population, higher than the national average of 5.1.

Key Performance Indicators

Performance Indicators	Annual Average 2008-2010	Annual Average 2010-2014	2015
Number of single vehicle run-off road serious casualty crashes	465	360	351
Number of intersection serious casualty crashes	368	279	238
Average metro traffic speed[1]	56.1 km/h (2010)	55.9 km/h	55.8 km/h
Average rural traffic speed[1]	103.2 (2010)	102.8 km/h	102.4 km/h
Percentage of vehicles exceeding stated speed limit[1]	23.6% (2010)	22.2%	20.5%
Percentage of new vehicles sold in SA with a 5 star safety rating	40.9% (2010)	56.9%	75%
Number of young people (16-24) killed or seriously injured	318	209	171
Number of drivers/riders killed with a BAC (Blood Alcohol Concentration) above legal limit	22	15	13
Number of drivers/riders tested positive for alcohol[2]	10,269	8,199	6,220
Number of drivers/riders tested positive for drugs	1,159	3,145	5,248
Number of people killed or seriously injured not wearing a seatbelt	77	53	42
Number of new CTP insurance claims	6,024	5,179	3,543

[1] 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 and 80 km/h roads and rural 110 km/h arterial roads. Values may be subject to change as survey site characteristics change over time. Since 2013, Adelaide 80 km/h limit roads are no longer included in the speed surveys, and hence the performance indicator "Percentage of vehicles exceeding stated speed limit" since 2013 is based only on Adelaide 60 km/h limit roads and rural 110 km/h limit arterial roads. Values may be subject to change as speed survey site characteristics change over time.

[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.

In this report it is important to make clear the following 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.

The data presented in this report is for information purposes only and should be used with care before making claims not already contained in the report.

Due to rounding, percentage differences between the 2010-2014 averages and 2015 numbers that have been reported cannot be derived from the tables presented in this document. Results may not always match due to this rounding. As databases are continuously updated over time previously reported numbers might have changed.

Safer Roads in 2015

Key points

- The number of run-off road serious casualty crashes involving single vehicles dropped by 2% from a 2010-2014 average of 360 crashes to 351 in 2015, but this is the highest number since 2012, and an increase of 11% from 2014.
- The number of serious casualty crashes at intersections dropped by 15% from a 2010-2014 average of 279 to 238 in 2015.
- The number of serious casualty crashes in rural South Australia dropped by about 8% from a 2010-2014 average of 346 crashes to 319 in 2015.

Safer Speeds in 2015

Key points

- A decrease in the average metropolitan travelling speed from the 2010-2014 average of 55.9 km/h to 55.8 km/h (in 60 km/h zones).
- An average of 20.3% of vehicles exceeded the speed limit on 60km/h metropolitan roads in 2015 compared to 18.2% in 2014.
- A drop in the average rural travelling speed from the 2010-2014 average of 102.8 km/h to 102.4 km/h (in 110 km/h zones).
- An average of 20.8% of vehicles exceeded the speed limit on 110km/h rural roads in 2015 compared to 21.9% in 2014.
- An 11% drop in mobile speed camera expiations, 42% increase in fixed speed camera expiations and a 39% drop in non-camera speed expiations issued by SA Police, compared to the 2010-2014 average.
- The identification of speeding as a contributing factor in road traffic crashes cannot always be directly determined and is often under reported in road crash data. However analysis suggests that in 30% of fatal crashes in 2015 speeding was considered a contributing factor. This is the same as the 5 year (2010-2014) average of fatal crashes being considered as speed related[3].

[3] Based on NSW Roads and Traffic Authority criteria for determining whether or not a crash is to be considered as having involved speeding as a contributing factor. A motor vehicle is assessed as having been speeding if it satisfies the conditions described below:
(a) The vehicle's controller (driver or rider) was charged with a speeding offence; or the vehicle was described by police as travelling at excessive speed; or the stated speed of the vehicle was in excess of the speed limit.
(b) The vehicle was performing a manoeuvre characteristic of excessive speed, that is: while on a curve the vehicle jack-knifed, skidded, slid or the controller lost control; or the vehicle ran off the road while negotiating a bend or turning a corner and the controller was not distracted by something or disadvantaged by drowsiness or sudden illness and was not swerving to avoid another vehicle, animal or object and the vehicle did not suffer equipment failure.

Safer People in 2015

Key points

- Young road user fatalities aged 16-24 years of age decreased from 17 in 2014 to 16 in 2015, and was also lower than the previous 5 year average of 18 fatalities (2010-2014).
- There were 11 motorcyclists killed in 2015, the same as in 2014 but four fewer compared to the 2010-2014 average. Motorcyclist injuries increased by 11.5% to 145 in 2015, 15 more than in 2014 and seven more compared to the 2010-2014 average
- A decrease of 24% in drivers/riders who tested positive for alcohol, compared to the 2010-2014 average.
- There were 5,248 people who tested positive to drugs in 2015, an increase of 67% compared to the 2010-2014 average. The number of drug tests performed increased by 16% in 2015 compared to the 2010-2014 average.
- 28% of driver and passenger fatalities in 2015 were not wearing a seatbelt at the time of the crash, an increase, compared to 25% in 2014 and 32% for the previous 5 year average.
- Older road user fatalities aged 70+ years of age increased from 22 deaths in 2014 to 23 in 2015, and three more than the previous 5 year average 2010-2014.
- The same number of cyclists were killed in 2015 and 2014 (four) compared to the 5 year average 2010-2014 but more were seriously injured in 2015 (74) compared to 2014 (64) and the previous 5 year average, 2010-2014 (70).
- The number of pedestrian serious injuries has decreased from 62 in 2014 to 50 in 2015. However, one more pedestrian was killed in 2015 (18 fatalities) compared to 2014 (17 fatalities).

Safer Vehicles in 2015

Key points

- An increase in the proportion of new vehicles sold with a 5-star safety rating from 67.5% in 2014 to 75% in 2015.
- Decreases of 11% and 3% respectively in the numbers of passenger vehicles involved in serious injury crashes and fatal crashes in 2015, compared with the respective 2010-2014 averages. However, there was an 11% increase in passenger vehicles involved in serious injury crashes in 2015 compared to 2014.
- Reductions in serious casualties involving heavy vehicles (22%) but a 3% increase in serious casualties involving motorcycles compared with the 2010-2014 averages.
- In 2015, of the passenger vehicles involved in fatal crashes, 58% were 10 years old or greater. This is lower than the 5 year (2010-2014) average of 59% of passenger vehicles involved in fatal crashes.
- In 2015, of the passenger vehicles involved in fatal crashes, 18% were less than 5 years old. This is compared to the 5 year average of 17% in 2010-2014.

National Comparisons

South Australia's fatality rate decreased from 6.4 per 100,000 population in 2014 to 6.0 per 100,000 population in 2015. This rate is higher than the national average of 5.1 deaths per 100,000 population.

Figure 1: Fatalities per 100,000 population by State and Territory, Australia 2015

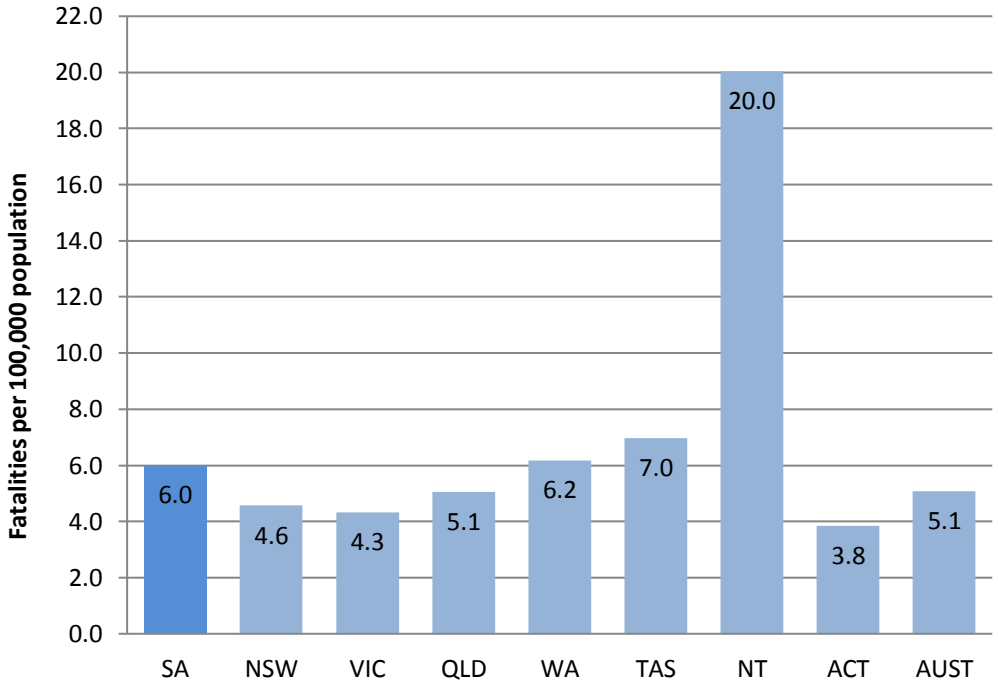


Table 1: Annual fatalities in each State and Territory, Australia[4]

Year	SA	NSW	VIC	QLD	WA	TAS	NT	ACT	AUST
2015	102	348	257	242	160	36	49	15	1,209
2014	108	307	249	223	183	35	39	10	1,153
2013	98	333	243	271	162	36	37	7	1,187
2012	94	369	282	280	183	31	49	12	1,300

[4] South Australian data from Department of Planning, Transport and Infrastructure. All other data from Bureau of Infrastructure, Transport and Regional Economics, Road trauma Australia 2015 statistical summary.

Casualties and crashes

Road Fatalities

Table 2: Number of fatalities per month in South Australia, 2012-2015

Month	2010-2014 Average	2012	2013	2014	2015
January	11	6	10	8	13
February	7	9	4	5	4
March	11	10	17	12	3
April	8	11	4	5	9
May	8	5	5	7	8
June	9	7	13	6	11
July	8	5	11	9	4
August	8	9	9	8	11
September	6	8	3	11	7
October	8	5	6	9	19
November	8	8	8	8	8
December	11	11	7	20	5
Total	104	94	97	108	102

Table 3: Number of fatal crashes per month in South Australia, 2012-2015

Month	2010-2014 Average	2012	2013	2014	2015
January	9	6	8	7	10
February	7	9	4	5	4
March	10	9	15	11	3
April	7	9	4	4	9
May	8	5	5	7	8
June	8	7	11	5	9
July	7	5	11	8	4
August	7	6	7	6	10
September	6	8	3	11	7
October	7	4	6	9	19
November	8	7	8	7	8
December	10	11	7	16	5
Total	94	86	89	96	96

Serious Injuries

Table 4: Number of serious injuries per month in South Australia, 2012-2015

Month	2010-2014 Average	2012	2013	2014	2015
January	66	52	59	66	56
February	63	66	51	44	59
March	85	64	73	79	74
April	72	66	70	64	62
May	74	76	76	61	66
June	69	49	55	57	54
July	69	62	65	48	62
August	65	66	54	64	70
September	63	53	65	38	57
October	70	71	65	57	65
November	75	74	89	64	72
December	76	62	68	69	62
Total	849	761	790	711	759

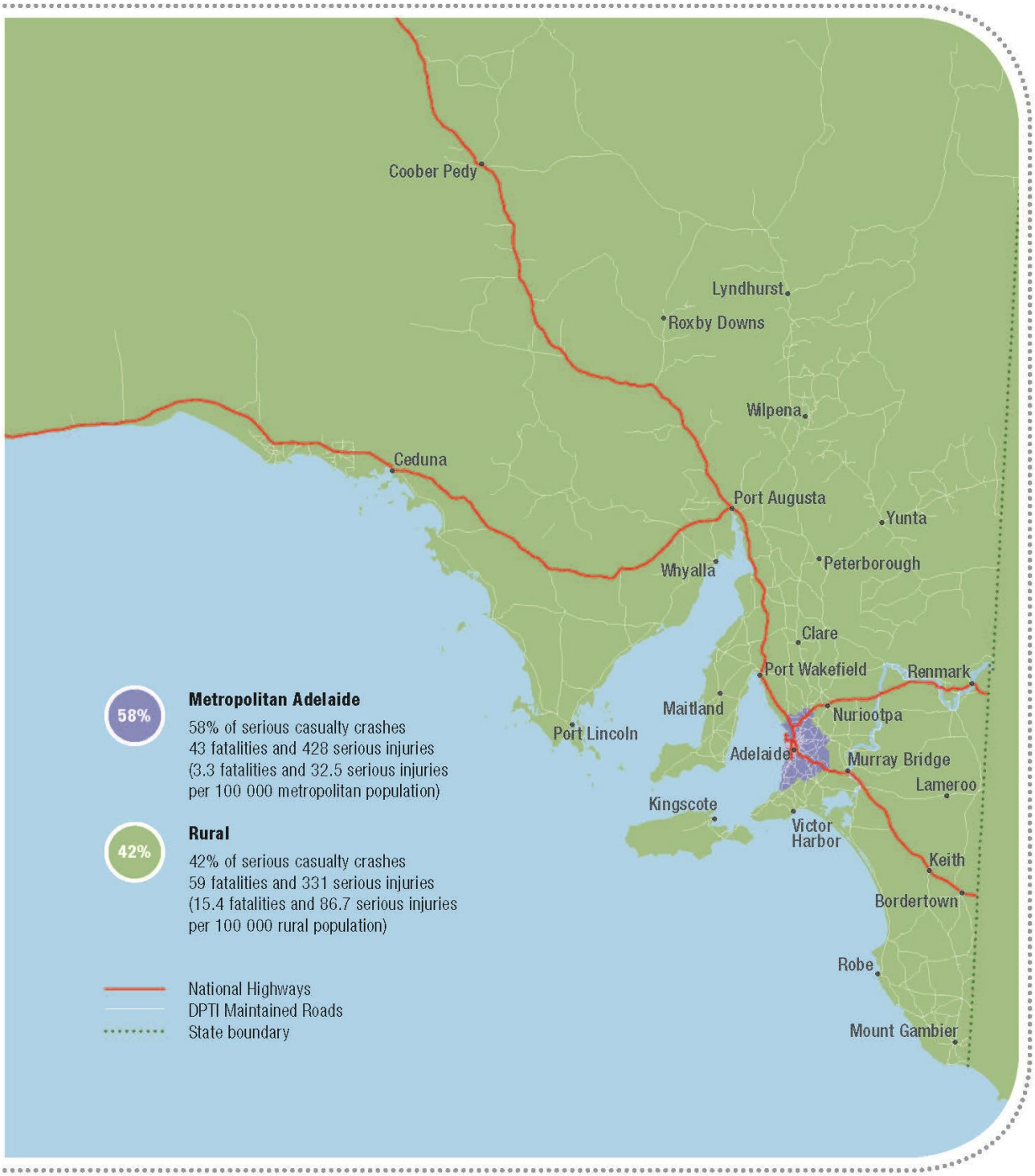
Table 5: Number of serious injury crashes per month in South Australia, 2012-2015

Month	2010-2014 Average	2012	2013	2014	2015
January	54	39	54	51	52
February	56	56	46	43	57
March	72	50	63	68	64
April	62	57	58	54	44
May	63	65	61	51	58
June	56	40	47	52	40
July	56	52	54	39	55
August	54	55	43	54	64
September	54	43	57	28	55
October	60	63	59	46	50
November	62	64	68	53	65
December	65	53	56	55	53
Total	713	637	666	594	657

Where were the crashes in 2015?

More serious casualty crashes occurred in metropolitan Adelaide (58%) compared to rural South Australia (42%) in 2015. Due to the nature of the speed zones and physical environment, a majority of the fatal crashes (55%) occurred in rural South Australia.

Figure 2: Serious casualty crashes and casualties by Metropolitan/Rural region[5], South Australia, 2015



[5] The boundary used for defining the Adelaide metropolitan area has been changed in this report to be consistent with the ABS Greater Adelaide Statistical Area definition (ABS Australian Statistical Geography Standard). For comparison purposes within this report, all crash and casualty data by region for previous years have been updated to reflect the new boundaries defining the metropolitan and rural regions. As a result of this change, data by region presented in previous reports cannot be compared to data in this report.

Table 6 shows the number of serious injury and fatal crashes for metropolitan Adelaide and rural South Australia. There were consistently more serious injury crashes in the metropolitan area compared to rural SA, although there was a higher number of fatal crashes in rural SA compared to metropolitan Adelaide.

Table 6: Serious injury and fatal crashes by specific region, South Australia, 2012-2015[6]

Regions	2010-2014 Average		2012		2013		2014		2015	
	Serious	Fatal	Serious	Fatal	Serious	Fatal	Serious	Fatal	Serious	Fatal
Metropolitan Adelaide	417	44	381	42	394	41	346	37	391	43
Rural	296	50	256	44	272	48	248	59	266	53
Total	713	94	637	86	666	89	594	96	657	96

Within South Australia, roads are maintained and operated by the State, Local and Federal Governments. Table 7 shows that 2015 saw a slight increase (3%) in serious casualty crashes on State Government rural roads (147 in 2015 compared to 143 for the 2010-2014 average) and a 22% drop in serious casualty crashes on Local Government Association (LGA) rural roads compared to the 2010-2014 averages (116 in 2015 compared to 149 for the 2010-2014 average). There was also a 4% increase in serious casualty crashes on rural National Highway roads (56 in 2015 compared to 54 for 2010-2014 average).

In metropolitan Adelaide, there was a 7% drop in serious casualty crashes for State Government (DPTI) roads (233 in 2015 compared to 251 for 2010-2014 average), a 3% drop in the rate for Local Government Association (LGA) roads compared to the 2010-2014 average (170 in 2015 compared to 175 for the 2010-2014 average). There was also a 10.9% drop in serious casualty crashes on metropolitan National Highway roads (31 in 2015 compared to 35 for 2010-2014 average).

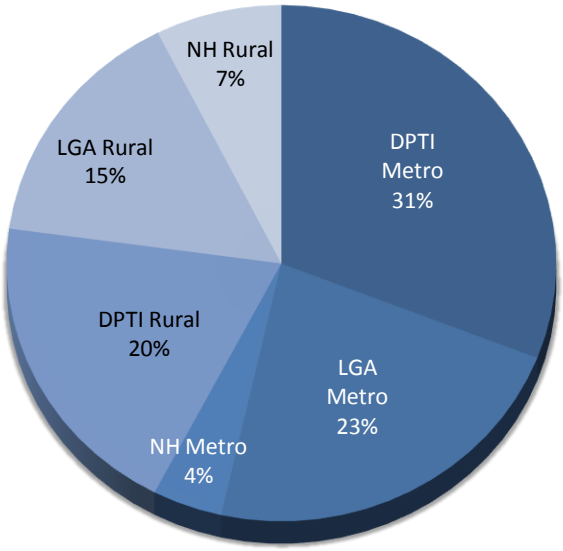
Table 7: Numbers of serious casualty crashes by road authority and region, South Australia, 2012-2015

Crash Region	Road Authority	2010-2014 Average	2012	2013	2014	2015
Metropolitan	State Government (DPTI)	251	240	249	187	233
	Local Government (LGA)	175	155	147	171	170
	National Highway (NH)	35	28	39	25	31
Rural	State Government (DPTI)	143	136	133	125	147
	Local Government (LGA)	149	114	140	136	116
	National Highway (NH)	54	50	47	46	56
Total		807	723	755	690	753

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

The proportions of crashes on State Government roads and Local Government roads for 2015 are shown in Figure 3. Overall, just over half of serious casualty crashes occurred on State Government roads.

Figure 3: Distribution of serious casualty crashes by road authority and region, South Australia, 2015



Where do drivers who crash reside?

Most crashes in regions involve drivers who live in those regions. In 2015, there were 753 serious casualty crashes involving 1037 drivers (injured or not). The numbers of drivers involved in serious casualty crashes in metropolitan and rural regions by residence are shown in Table 8.

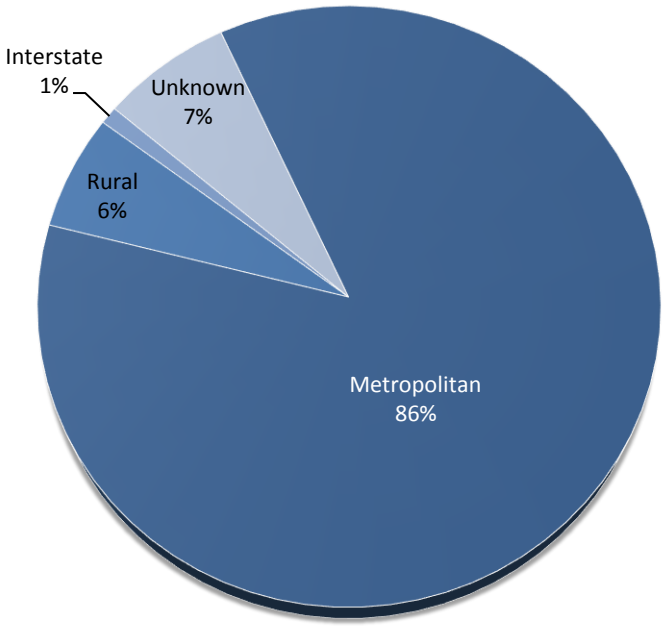
Table 8: Numbers of drivers involved in serious casualty crashes by postcode of residence, South Australia, 2012-2015

		Numbers of Drivers/Riders				
Crash Region	**Driver/Rider Residence**	**2010-2014 Average**	**2012**	**2013**	**2014**	**2015**
Metropolitan	Metropolitan	601	521	566	471	539
	Rural	40	38	42	27	39
	Interstate	6	4	9	4	6
	Unknown	42	35	31	41	44
Rural	Metro	94	93	77	95	95
	Rural	293	247	289	246	255
	Interstate	43	37	27	53	41
	Unknown	19	21	15	19	18
Total		1139	996	1056	956	1037

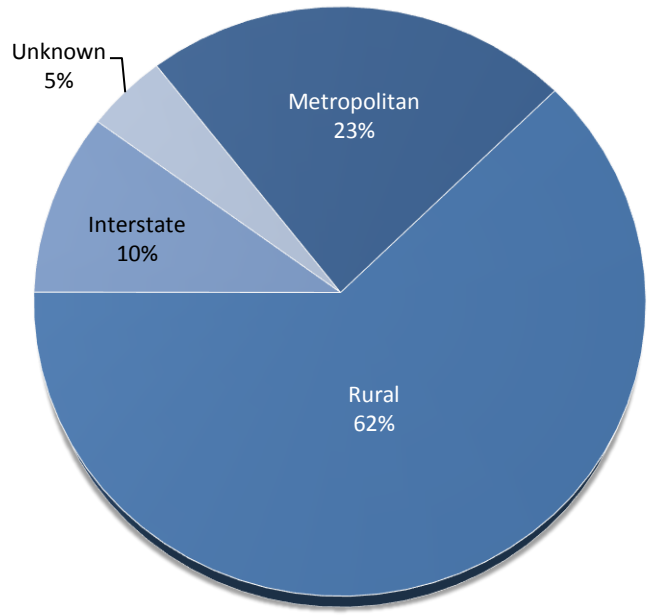
Figure 4 shows that 86% of drivers involved in serious casualty crashes in metropolitan areas reside in metropolitan Adelaide. For serious casualty crashes in rural areas, 62% of drivers reside in rural South Australia. This has been a consistent pattern over the last few years.

Figure 4: Proportions of drivers involved serious casualty crashes in South Australia by residence, 2015

(a) Metropolitan Crashes



(b) Rural Crashes



The Costs of Crashes

When considering the financial implications of a fatal or serious injury road crash, the direct costs associated with a crash such as medical expenses, vehicle repair costs, insurance compensation and loss of output costs have often been reported when placing a financial value on a road crash.

An alternative method for placing a financial value on the cost of a road crash is by considering the socio-economic value of safety as perceived by the community at large. The value of safety can be considered based on how much people in surveys are 'willing to pay' to reduce the risk of serious injuries or the loss of life resulting from road crashes. The *National Road Safety Strategy 2011-2020* (page 50) notes that 'willingness to pay' is widely regarded as a superior approach to estimating the costs of road crashes.

The total breakdown of social cost or 'willingness to pay' of fatal and serious crashes in South Australia for 2015 was approximately $1.1 billion. The total cost of minor and property damage crashes for 2015 was and additional $628 million. The 'willingness to pay' costs per crash and by seriousness of crash, for 2015 in SA are shown in Table 9.

Table 9: Willingness to pay costs in South Australia, 2015

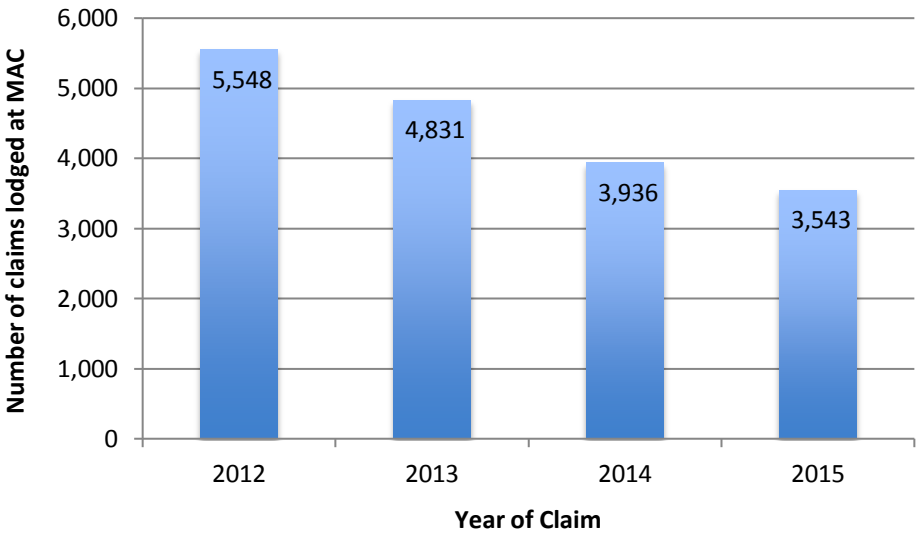
Crash severity	Per Crash ($)	Per person injured ($)	Crashes	Injuries	All crashes SA ($m)	All casualties ($m)
Fatal	7,380,168	6,765,690*	96	102	708.5	690.1
Serious	633,456	546,219*	657	759	416.2	414.6
Minor	115,884	95,675^	4,615	5,799	534.8	554.8
Property Damage	9,276^	-	10063	-	93.3	-
Overall	**na**	**na**			**1,752.8**	**1,659.5**

*based on NSW Roads and Traffic Authority (RTA) Economic Evaluation Manual (Appendix B, table 17) 2009 – weighted average rural/metro for casualty class
^ based on RTA's Economic Evaluation Manual (Appendix B table 17) 2009 – average rural/metro for casualty class
2009 RTA WTP costs adjusted to 2015 respectively using Australian Bureau of Statistics Consumer Price Index data (cat. No. 6401.0 June 2015, Table 1).

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 unless they require lifetime support, and some claims arise from crashes not reported to Police. Approximately 52% of CTP claims liability arise from fatality and serious injury crashes. Minor injury crashes account for the remaining liability. Figure 5 shows the numbers of new CTP insurance claims annually from 2012. In 2015, there were 32% fewer CTP insurance claims than in the 2010-2014 average of 5,179. Please note in July 2013 there was a legislative change regarding CTP claims in South Australia, which may have affected the number of claims reported.

Figure 5: Numbers of new CTP insurance claims[7], 2012-2015



[7] Excludes zero dollar claims

Serious casualty crashes in 2015:

Metropolitan Roads:

- 146 run-off road involving single vehicles.
- 179 at intersections

Rural Roads:

- 205 run-off road involving single vehicles.
- 59 at intersections

Current best practice approaches to road safety require a holistic view that recognises the interactions between roads and roadsides, travel speeds, vehicles and all road user groups, including drivers, riders, passengers and pedestrians. Roads that are well-planned, designed and maintained can provide lasting safety benefits across these road user groups, as demonstrated by the following Safer Roads performance indicators.

Single vehicle run-off road serious casualty crashes in 2015 dropped by just over 2% from the 2010-2014 average (360 crashes down to 351 crashes). South Australia applies various measures proven to reduce trauma resulting from run-off-road crashes. These measures include sealed shoulders and audio-tactile edge lines to reduce the risk of vehicles leaving the roadway, as well as clear zones and safety barriers to prevent vehicles from striking roadside objects. Giving initial priority to treating curved sections of roads has been shown to provide higher risk reductions. It is also worth noting, given that most run-off road crashes occur on rural roads, these types of serious casualty crashes in the rural part of the State in 2015 dropped by 7% (220 crashes down to 205 crashes) from the 2010-2014 average (Table 10 and Table 11).

Intersection serious casualty crashes in 2015 across the State dropped by about 15% from the 2010-2014 average (279 crashes down to 238 crashes). One of the most difficult tasks undertaken by drivers is to judge gaps in the opposing traffic when turning right at intersections or entering a major road from a local road. Effective treatments reduce the frequency at which drivers need to make these individual judgments. Appropriate treatments for intersections include installing roundabouts at suitable locations and reducing uncontrolled right turns. In some cases, the most appropriate treatment to improve safety may be to use engineering treatments or speed limit changes. In metropolitan Adelaide, where most intersections exist, serious casualty crashes at intersections in 2015 dropped by 14% (208 crashes down to 179 crashes) compared to the 2010-2014 average.

The Road Network

DPTI is responsible for maintaining around 22,400 kilometres of roads consisting of 12,600 kms of sealed roads plus 9,800 kms unsealed roads. The majority of these roads have 100 km/h (56.5%) or 110 km/h (34.0%) speed limits. Roads speed-limited at 40 - 60 km/h account for 5.3% of the network and 70 - 90 km/h limited roads account for 4.3% of the network. The remaining roads in the network come under the jurisdiction of Local Government

Crash Type

Two of the key performance indicators in *Towards Zero Together* are intersection crashes and single vehicle run-off road crashes involving a serious casualty (i.e. serious injury or fatality). Intersection crashes refer to crashes that occurred at intersections, including those involving single vehicles. Similarly, single vehicle run-off road crashes include crashes that occurred at intersections.

Compared to the 2010-2014 average of 279 serious casualty intersection crashes across South Australia, in 2015, there were 238 serious casualty crashes at intersections, a reduction of 15%.

These crash types are shown in Table 10 for serious injury crashes and Table 11 for fatal crashes for metropolitan Adelaide and rural South Australia. Due to the overlap in crash types as discussed above, annual numbers for crash types cannot be added to get the total annual serious injuries and fatalities in the tables.

Table 10: Numbers of serious injury crashes by type and region, South Australia, 2012-2015[8]

Regions	Crash Type	2010-2014 Average	2012	2013	2014	2015
Metro	Intersection crashes	195	175	167	153	164
	Single vehicle run-off-road crashes	124	119	128	118	136
	All other crash types	128	115	138	100	117
Rural	Intersection crashes	65	40	66	56	52
	Single vehicle run-off-road crashes	193	166	170	159	175
	All other crash types	59	62	56	52	55

Table 11: Numbers of fatal crashes by type and region, South Australia, 2012-2015[8]

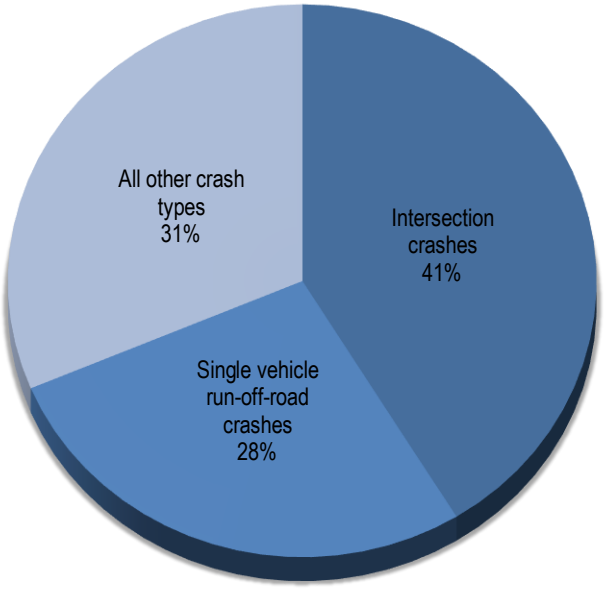
Regions	Crash Type	2010-2014 Average	2012	2013	2014	2015
Metro	Intersection crashes	13	9	13	10	15
	Single vehicle run-off-road crashes	15	17	15	10	10
	All other crash types	18	16	14	19	19
Rural	Intersection crashes	7	5	10	9	7
	Single vehicle run-off-road crashes	28	23	27	30	30
	All other crash types	17	17	12	22	17

[8] The type of crash categories are not mutually exclusive and **must not** be added together.

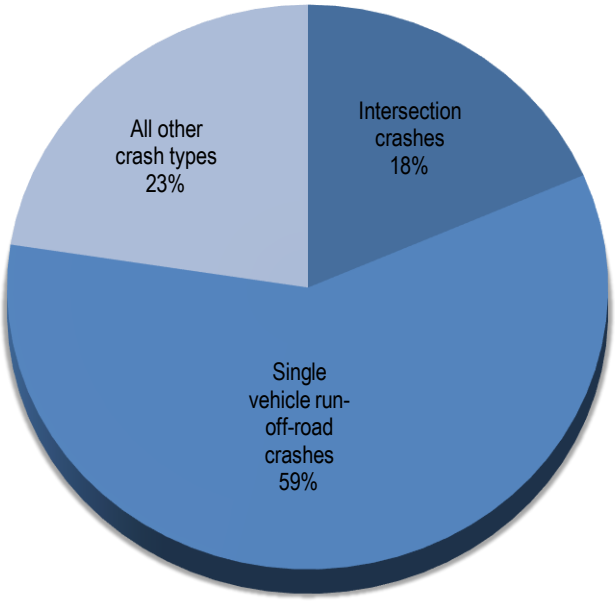
Figure 6 shows the distribution of crash types by region, where single vehicle run-off road crashes exclude those that occurred at intersections. A majority of serious casualty crashes in the metropolitan area occurred at intersections (41%). Single-vehicle-run-off road crashes still remain the leading cause of serious casualty crashes in rural areas (59%).

Figure 6: Serious casualty crashes types as a proportion of serious casualty crashes, by region in South Australia, 2015

Metropolitan Adelaide



Rural South Australia



Serious casualty crashes in 2015:

Metropolitan roads:

- 41.9% occurred on 60 km/h roads
- 28.6% occurred on 50 km/h roads

Rural roads:

- 31.3% occurred on 110 km/h roads
- 39.8% occurred on 100 km/h roads

Whatever the speed limit, improved speed compliance and enforcement is essential for the safety of all road users. As well as having a direct causal role in a large proportion of serious casualty crashes, speed contributes significantly to the severity of crashes. Measures addressing vehicle speed can reduce the severity of crashes, regardless of the reasons behind a crash. Inappropriate speed is partly a behavioural issue but speed limits across the road network should be both safe and credible.

Reductions in travel speeds save lives and injuries, and these benefits have been clearly demonstrated on South Australian roads. Reductions in average travel speed across the network are the most effective, swift way to reduce road trauma. The wider benefits include better fuel consumption, lower greenhouse gas emissions, less traffic noise, and better support for active travel modes, which together contribute to South Australia's environmental, sustainability, and wellbeing objectives.

The Road Safety Action Plan 2013-2016 includes numerous safer speed initiatives such as the installation of demonstration wombat crossings and intersection platforms to lower travel speeds. There is also a commitment to work with stakeholders to create safer neighbourhoods and people friendly streets with lower vehicle travel speeds.

The identification of speeding as a contributing factor in road traffic crashes cannot always be directly determined and is often under reported in road crash data. However analysis suggests that in 30% of fatal crashes in 2015 speeding was considered a contributing factor[9]. This is the same as the the 5 year (2010-2014) average.

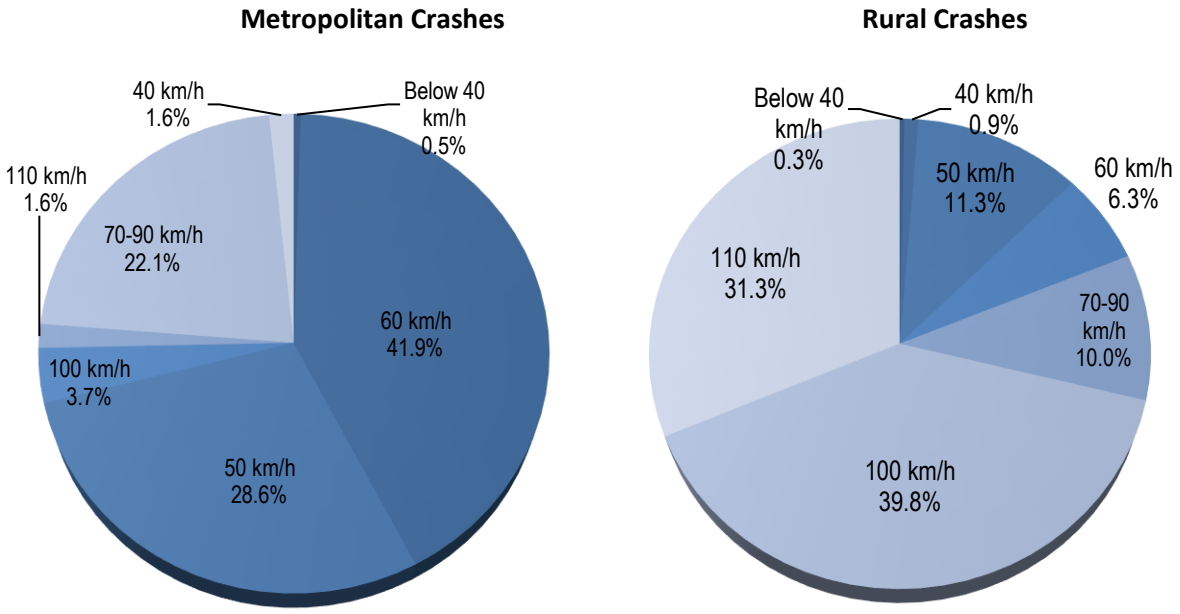
Table 12 provides a breakdown of fatal and serious injury crashes in 2015 by speed limit in both the metropolitan and rural regions, while Figure 7 presents a graphical comparison of serious casualty crashes in metropolitan and rural areas by speed limit. It can be seen in Figure 7 that in metropolitan areas a majority (41.9%) of serious casualty crashes occurred on 60 km/h speed limit roads and in rural areas the majority of serious casualty crashes (39.8%) occurred on 100 km/h speed limit roads.

[9] Based on NSW Roads and Traffic Authority criteria for determining whether or not a crash is to be considered as having involved speeding as a contributing factor. A motor vehicle is assessed as having been speeding if it satisfies the conditions described below:
(a) The vehicle's controller (driver or rider) was charged with a speeding offence; or the vehicle was described by police as travelling at excessive speed; or the stated speed of the vehicle was in excess of the speed limit.
(b) The vehicle was performing a manoeuvre characteristic of excessive speed, that is: while on a curve the vehicle jack-knifed, skidded, slid or the controller lost control; or the vehicle ran off the road while negotiating a bend or turning a corner and the controller was not distracted by something or disadvantaged by drowsiness or sudden illness and was not swerving to avoid another vehicle, animal or object and the vehicle did not suffer equipment failure.

Table 12: Serious injury and fatal crashes by speed limit and region, South Australia, 2012-2015

Region	Speed Limit	2010-2014 Average		2012		2013		2014		2015	
		Serious	Fatal	Serious	Fatal	Serious	Fatal	Serious	Fatal	Serious	Fatal
Metro	Below 40 km/h	0	0	1	0	1	0	0	1	0	2
	40 km/h	4	0	1	0	3	0	7	0	7	0
	50 km/h	107	7	87	2	101	13	109	6	116	8
	60 km/h	205	20	191	16	179	17	148	23	162	20
	70 – 90 km/h	75	11	78	19	85	7	66	3	86	10
	100 km/h	20	4	20	4	18	2	14	3	15	1
	110 km/h	5	2	3	1	7	2	2	1	5	2
Region	**Speed Limit**	**2010-2014 Average**		**2012**		**2013**		**2014**		**2015**	
		Serious	**Fatal**	**Serious**	**Fatal**	**Serious**	**Fatal**	**Serious**	**Fatal**	**Serious**	**Fatal**
Rural	Below 40 km/h	1	1	0	0	0	2	2	0	1	0
	40 km/h	3	0	4	1	2	0	4	0	3	0
	50 km/h	43	4	28	7	42	6	38	1	33	3
	60 km/h	21	1	16	1	25	1	15	1	15	5
	70 – 90 km/h	30	4	20	3	32	5	26	5	30	2
	100 km/h	103	20	106	14	97	22	97	29	110	17
	110 km/h	95	20	82	18	74	12	66	23	74	26
TOTAL		713	94	637	86	666	89	594	96	657	96

Figure 7: Serious casualty crashes by speed limit, South Australia, 2015



Speed Offences

A number of methods for detecting speed offences are implemented. These include mobile cameras deployed by South Australia Police Traffic Camera Units and also fixed speed/red light traffic safety cameras, including mid-block, pedestrian crossing cameras and average speed safety cameras. Speed offences are also detected using laser speed detection devices, handheld radars, and mobile radars within police vehicles when indicated by the speed of following police vehicles and by targeting roads with high crash risk.

As at the end of 2015, a total 153 safety camera sites were are in operation in South Australia: 91 for red light and speed offences at intersections, 11 for speed offences at mid-block locations, 14 for red light and speed offences at level crossings, 17 for red light and speed offences at school pedestrian crossings and 20 average speed safety cameras operating point-to-point technology.

In addition 13 Safe-T-Cam sites were in operation throughout South Australia detecting heavy vehicle fatigue and unregistered and uninsured vehicles.

For speeding offences, numbers of expiations per year are reported in Figure 8. It can be seen that in 2015 there were more mobile speed camera expiations issued compared with previous years. Fixed speed camera expiations in 2015 increased slightly compared to 2014. Overall, speed expiations (including those from mobile, static and non-camera devices) totalled 221,924 in 2015. This is about the same as in 2014 and 2.4% more than the 2010-2014 average of 216,695 expiations (96,774 from mobile, 76,901 from static camera and 43,020 from non-camera devices).

Figure 8: Annual number of expiations issued for speed camera enforcement 2012 to 2015

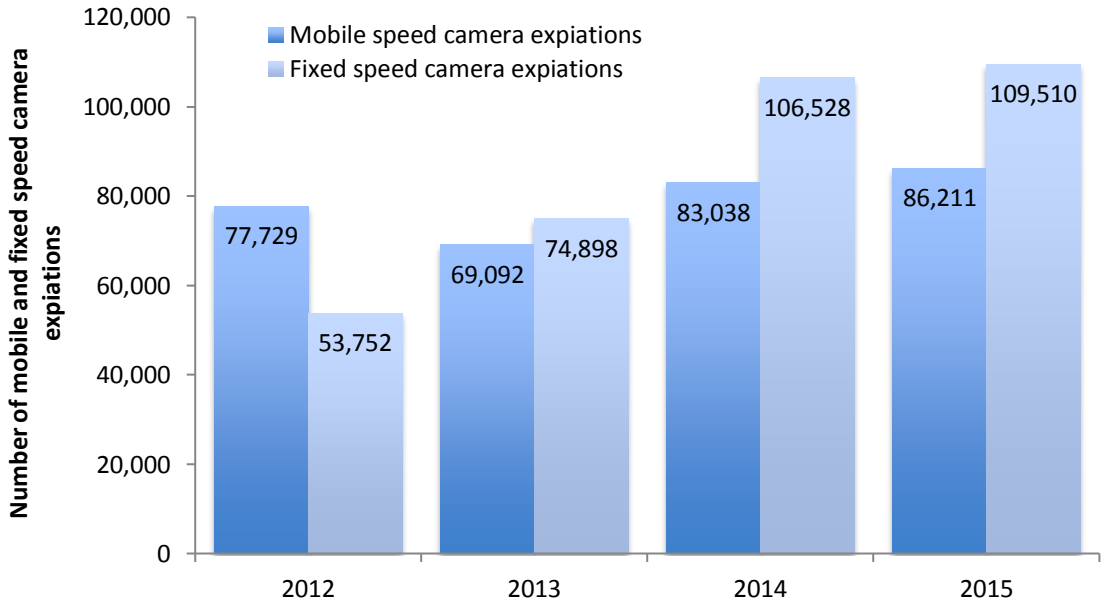
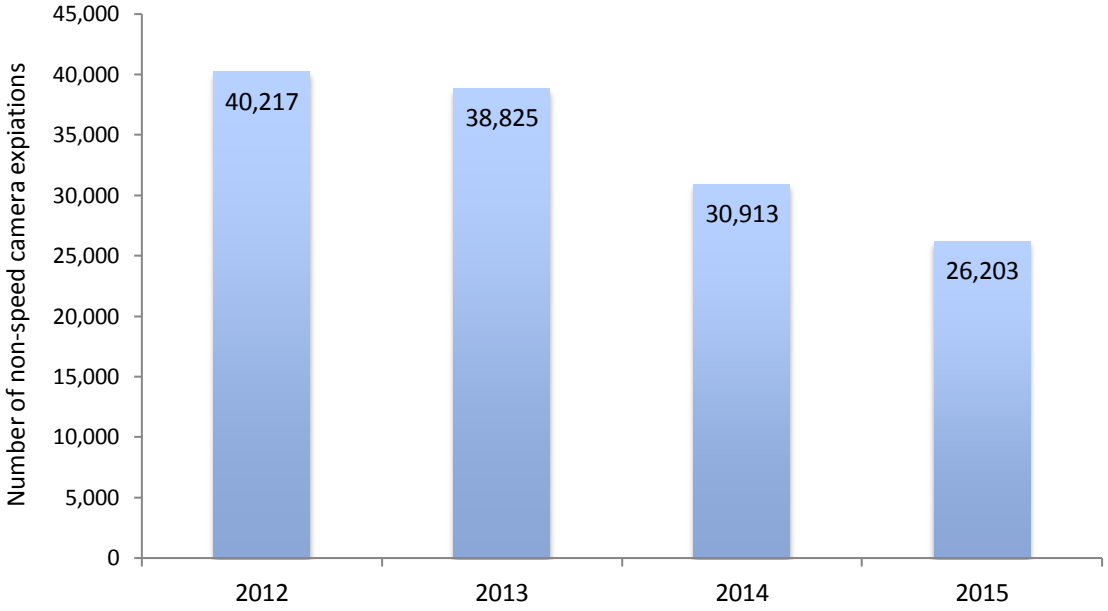


Figure 9: Annual number of expiations issued for non-camera speed detection 2012 to 2015



For speed offences detected other than by speed cameras, Figure 9 shows that these declined each year from 2012 to 2015.

Revenue from speed offence penalties goes into both the Victims of Crime Fund and the Community Road Safety Fund, with the latter used to fund a range of road safety programs. During 2015, the Community Road Safety Fund supported programs that included the State Black Spot Program, Rural Road Safety Program, road shoulder sealing, Responsive Road Safety, information, education and training programs, road safety community grants and bike education.

Speed Surveys

Speed surveys are used to systematically measure changes in the travelling speed of motorists over time. Vehicle speeds at selected sites in both metropolitan and rural regions of the State are monitored by the Centre for Automotive Safety Research (CASR) by unobtrusive use of speed monitoring technology. The speed of individual vehicles is not identified in the vehicle speed data collected as this is averaged out.

In 2015, on average, 20.5% of drivers exceeded the posted 60 km/h speed limit in metropolitan areas and the 110 km/h speed limit in rural areas, compared to 22.2% for the 2010-2014 average. Figure 10 shows that the average metropolitan travelling speed (in 60 km/h zones) increased slightly in 2015 to 55.8 km/h compared to the 2014 average of 55.6 km/h. Figure 11 shows that the average rural travelling speed (in 110 km/h zones) has decreased slightly, from 102.6 km/h in 2014 to 102.4 km/h in 2015.

Figure 10: Average metropolitan travelling speed, South Australia, 2012-2015 (Adelaide 60 km/h arterial road free speed)[10]

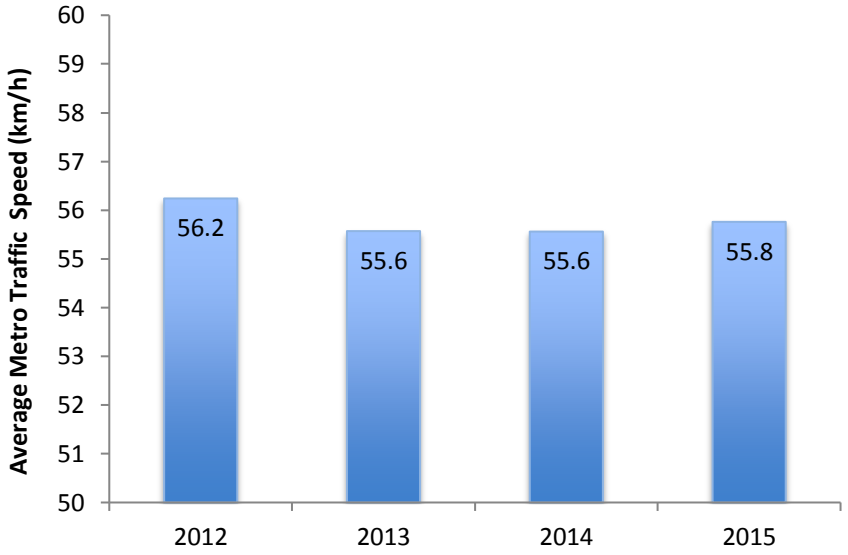
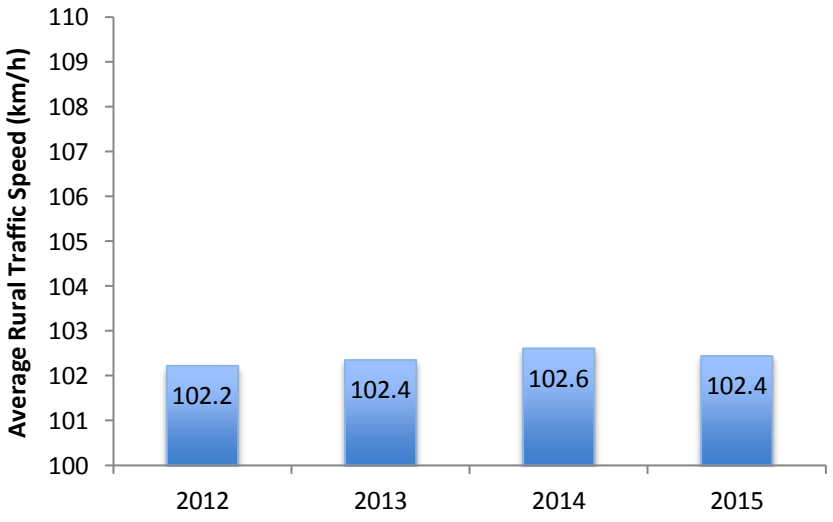


Figure 11: Average rural travelling speed, South Australia, 2012-2015 (Rural 110 km/h arterial road free speed)



[10] Speed data are subject to change as the characteristics of surveyed sites may change over time.

Key Points for 2015:

- 171 people aged 16-24 were killed or seriously injured on roads
- 13 drivers/riders killed had BACs over 0.05
- 42 people killed or seriously injured were not wearing seatbelts

Influencing the behaviour of road users is critical if we are to prevent death and serious injury on our roads. Road users need to comply with the road rules, remain alert and safety conscious, and accept that continual improvement in their behaviour and that of others is vitally important if road safety is to be improved.

Human fallibility is recognised in approaches to road safety. A large part of the solution lies in improving the safety design of roads, vehicles and speed limits to make greater allowances for human error, but there is also a need to address road user's behaviour.

The number of young people (ages 16-24) killed or seriously injured in 2015 dropped by 18% compared with the 2010-2014 average, and also dropped by 9% compared to 2014.

There were two fewer drivers/riders killed in 2015 with an illegal blood alcohol concentration (BAC) compared to the 2010-2014 average, although compared 2014 it remained the same.

The number of drivers/riders who tested positive for alcohol dropped by 24% to 6,220 in 2015, compared with 8,199 for the 2010-2014 average. The proportion of alcohol tests in 2015 that gave a positive result also decreased compared to the 2010-2014 average by 20% (Table 16).

The number of drivers/riders who tested positive for drugs increased by 67% to 5,248 in 2015 from the 2010-2014 average of 3,145. The number of drug tests conducted reached 54,260 in 2015 compared to the 5 year (2010-2014) average of 46,939, an increase of 16%. The proportion of positive drug tests was 9.7% in 2015 compared to 6.7% of drug tests that were positive for the 2010-2014 average (Table 17).

The proportion of vehicle occupants seriously injured not wearing a seatbelt in 2015 decreased by 31% from the 2010-2014 average and decreased by 39% compared to 2014. One less person was killed not wearing a seatbelt in 2015 compared to the 2010-2014 average but two more people were killed not wearing a seatbelt in 2015 compared to 2014. The number of expiations issued for non-restraint use in 2015 was 42% lower than the 2010-2014 average and 9% lower than in 2014.

Expiations for using a mobile phone while driving in 2015 decreased from 2014 by 4%, and was 13% lower compared to the 2010-2014 average.

Road User Groups

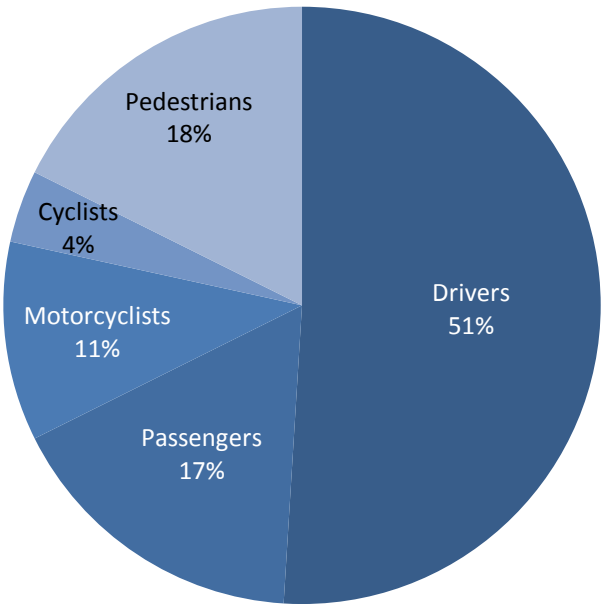
Table 13 shows that, in 2015, there were decreases from the 2010-2014 averages for pedestrian serious injuries (39% reduction), driver and passenger serious injuries (11% and 18% reduction respectively). However, there were increases in motorcyclist and bicyclist injuries (5% and 6% respectively) compared to the 2010-2014 averages. There were two more driver fatalities and three more pedestrian fatalities in 2015 compared to 2010-2014 averages. However, there were four fewer motorcyclist deaths and three fewer passenger deaths in 2015 compared to 2010-2014 averages. Four cyclists were killed on South Australian roads in 2015, the same number as in 2014 and the same compared to the 2010-2014 average.

Table 13: Numbers of serious injuries and fatalities by road user, South Australia, 2012-2015

Road User	2010-2014 Average		2012		2013		2014		2015	
	Serious	Fatal	Serious	Fatal	Serious	Fatal	Serious	Fatal	Serious	Fatal
Drivers[11]	400	50	350	52	384	48	320	52	358	52
Passengers	160	20	137	14	122	17	135	24	132	17
Motorcyclists[12]	138	15	119	15	134	12	130	11	145	11
Cyclists	70	4	78	3	63	5	64	4	74	4
Pedestrians [13]	82	15	77	10	87	15	62	17	50	18
Other[14]	0	0	0	0	0	0	0	0	0	0
Total	849	104	761	94	790	97	711	108	759	102

Figure 12 and Figure 13 show that that drivers constitute the largest proportions in both fatalities and serious injuries. However, approximately a third of all fatalities and serious injuries involve vulnerable road users; that is motorcyclists, pedestrians and cyclists.

Figure 12: Proportions of fatalities by road user, South Australia, 2015



[11] Includes heavy vehicle drivers. Heavy vehicles includes rigid truck, semi-trailer and B-doubles.
[12] Includes pillion passengers and scooter riders/passengers.
[13] Includes motorised wheelchair.
[14] Other may include users of animal drawn vehicles, ridden animals, railway vehicles and trams.

Figure 13: Proportions of serious injuries by road user, South Australia, 2015

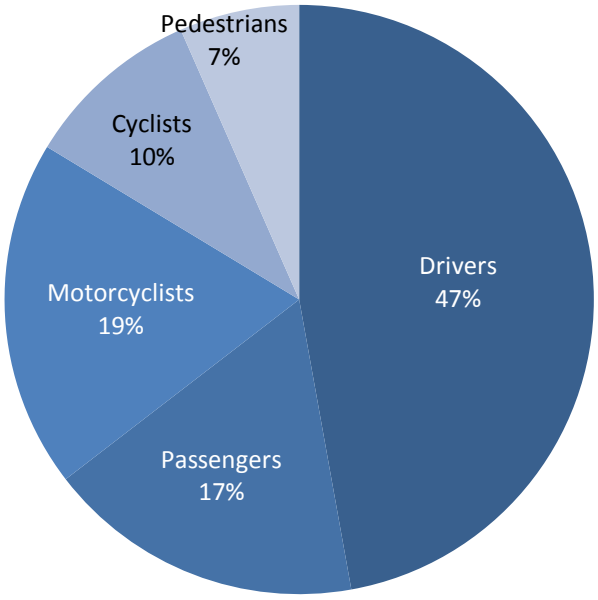


Table 14 shows that there was a drop in serious injuries (19% reduction) as well as a reduction in fatalities (12% reduction) among road users aged 16-24 years of age in 2015, compared with the 2010-2014 averages. Compared to 2014, there were also reductions in serious injuries for 16-24 year olds (9% reduction) and one less 16-24 year old killed in 2015 compared to 2014. In 2015, serious injuries declined for some age groups but increased for other age groups compared to the 2010-2014 average. However, in 2015, there was an overall 11% reduction in serious injuries (compared to the 2010-2014 average) and an overall increase in serious injuries by 7% compared to 2014. However, fatalities in 2015 decreased by 2% compared to the 2010-2014 average and decreased by 6% compared to 2014. Of significance in 2015 was that five more 50-59 year olds were killed compared to the year previous, while eight fewer 40-49 year olds were killed in 2015 compared to 2014.

Table 14: Numbers of serious injuries and fatalities by road user age, South Australia, 2012-2015

Age Group	2010-2014 Average		2012		2013		2014		2015	
	Serious	Fatal	Serious	Fatal	Serious	Fatal	Serious	Fatal	Serious	Fatal
0-15	37	5	32	3	37	6	26	7	28	5
16-24	191	18	180	17	143	15	170	17	155	16
25-29	89	7	75	7	81	5	71	9	60	7
30-39	122	13	106	9	112	6	99	13	128	13
40-49	130	20	112	16	120	20	122	21	106	13
50-59	104	12	91	11	117	12	93	6	105	11
60-69	69	9	70	9	70	9	54	13	78	14
70-79	43	8	38	7	53	11	30	9	55	10
80-89	35	10	35	14	27	11	24	10	20	12
90+	3	2	0	1	2	2	3	3	5	1
Unknown	27	0	22	0	28	0	19	0	19	0
Total	849	104	761	94	790	97	711	108	759	102

The high serious casualty involvement of 16-24 year olds is shown graphically in
Figure 14, where the involvement of 16-24 year olds (19.9 per 100,000 population) is almost double their proportion of the population (11.7 per 100,000 population) compared to other age groups. Additionally, 30-39 year olds are slightly over-represented as a proportion of their age population compared to other age groups and their age-populations.

Figure 14: Serious casualties (and population distribution) by age group, South Australia, 2015[15]

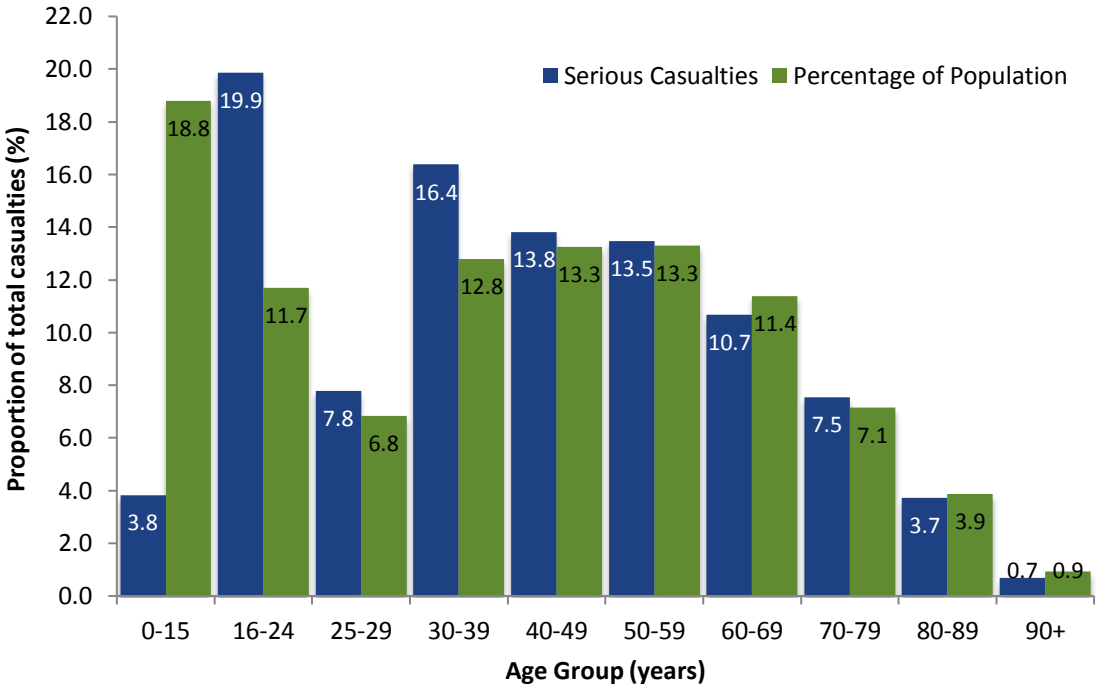


Table 15 shows that the number of drivers and riders killed in crashes, with BACs exceeding 0.05 in 2015, has remained constant over the last few years and slightly lower than the 2010-2014 average.

Table 15: Number of driver and rider fatalities exceeding 0.05 BAC, South Australia, 2012-2015[16]

	2010-2014 Average		2012		2013		2014		2015	
BAC > 0.05	**Fatal**	**Tested**	**Fatal**	**Tested**	**Fatal**	**Tested**	**Fatal**	**Tested**	**Fatal**	**Tested**
Drivers and Riders	15	60	13	60	14	57	13	58	13	58

Alcohol and drug offences are detected through Driver Screening Tests (DST). The numbers of detections per 1,000 drivers tested 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 saliva drug tests. Mobile testing for alcohol or drugs occurs when drivers are randomly pulled over by police officers in mobile vehicles to undergo breath and/or saliva tests. Mobile testing also includes drivers tested as a result of involvement in a crash.

[15] Population age distribution from Australian Bureau of Statistics (ABS) Cat. 3101.0 Australian Demographic Statistics
[16] Fatality BAC data are from Forensic Science SA (TARS)

Table 16: Breath Testing Statistics, South Australia, 2012-2015

Alcohol enforcement	2010-2014 average	2012	2013	2014	2015
Number of alcohol tests	591,941	541,668	523,131	552,940	562,516
Number of positive tests	8,199	8,021	7,430	6,380	6,220
Percentage positive	1.4%	1.5%	1.4%	1.2%	1.1%

Table 16 shows that the percentage of those drivers or riders who tested positive in alcohol breath tests has decreased by 24% in 2015 from the 2010-2014 average, while the number of tests performed in 2015 decreased by 5%. The proportion of drivers who tested positive in 2015 decreased by 4% compared to 2014, while there was a 2% increase in the number of alcohol tests in 2015 compared to 2014. By contrast, Table 17 shows that the percentage of those who tested positive to drug tests increased by 44% from 6.7% (2010-2014 average) to 9.7% in 2015, while the number of drug tests performed increased by 16%. It is likely that at least some of this increase could be explained by changes in police procedures.

Table 17: Drug Testing Statistics, South Australia, 2012-2015

Drug enforcement	2010-2014 average	2012	2013	2014	2015
Number of drug tests	46,939	43,752	51,361	49,645	54,260
Number of positive tests	3,145	3,269	3,768	4,672	5,248
Percentage positive	6.7%	7.5%	7.3%	9.4%	9.7%

Figure 15 shows that the rate for expiations and apprehensions for alcohol offences has continued to decline over the period 2012-2015, but has only dropped slightly in 2015 compared to 2014, for combined mobile and static driver screening tests.

Figure 15: Rate of expiations and apprehensions for alcohol offences using static and mobile Driver Screening Tests (DST) per 1,000, South Australia, 2012-2015

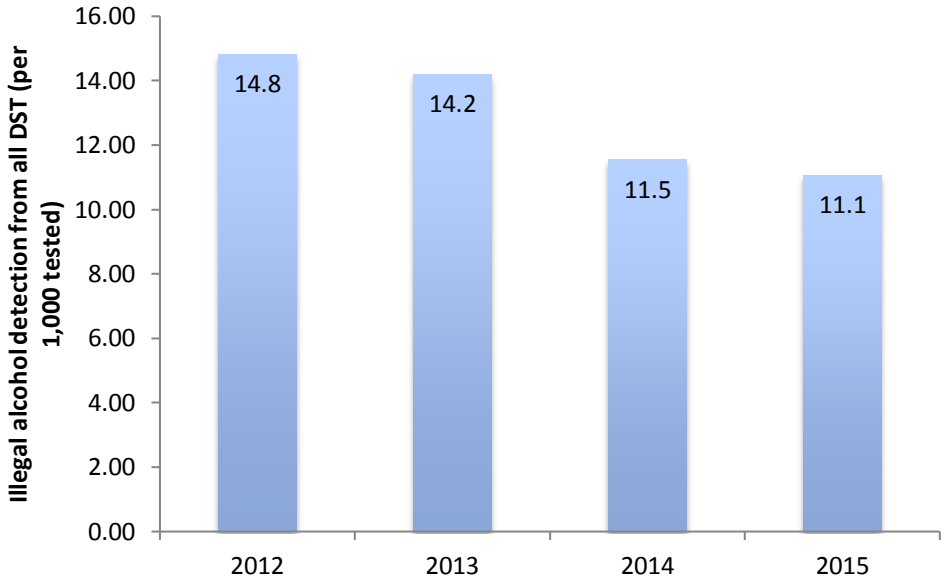
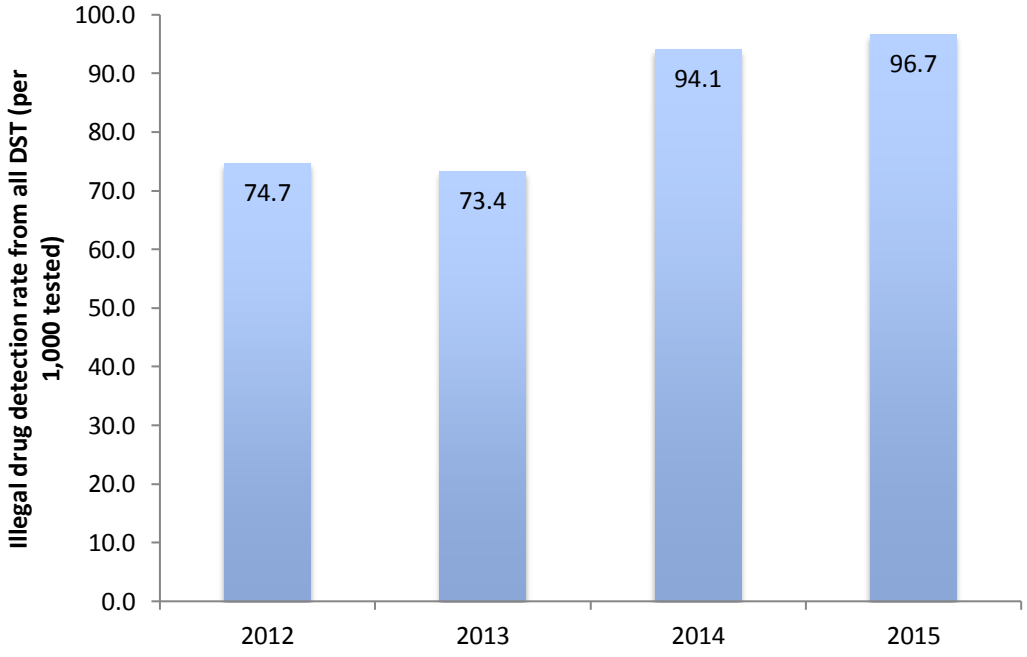


Figure 16 shows that the rate of expiations and apprehensions for drug offences in 2015 increased slightly compared to 2014, but considerably higher than in previous years.

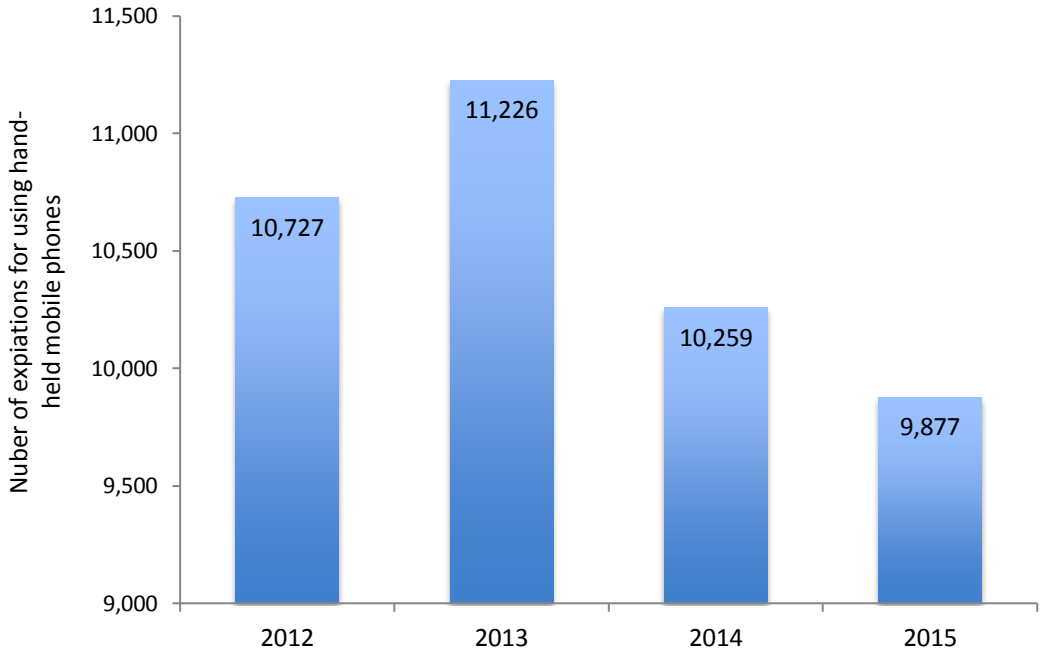
Figure 16: Rate of expiations and apprehensions for drug offences using static and mobile Driver Screening Tests (DST) per 1,000 South Australia, 2012-2015



Mobile phone and restraint use offences

Driver expiations for mobile phone use and restraint use offences are reported per year. Variations in mobile phone and restraint use offences over time may be due to differences in the incidence of mobile phone and restraint use while driving, or due to varying enforcement activity by police. In the case of mobile phone use, Figure 17 shows that the number of expiations issued in 2015 continued to decrease, and was 4% lower than for 2014 and 13% lower than the 2010-2014 average (11,378 mobile phone expiations in the 2010-2014 period).

Figure 17: Annual number of expiations for mobile phone use, South Australia, 2012-2015

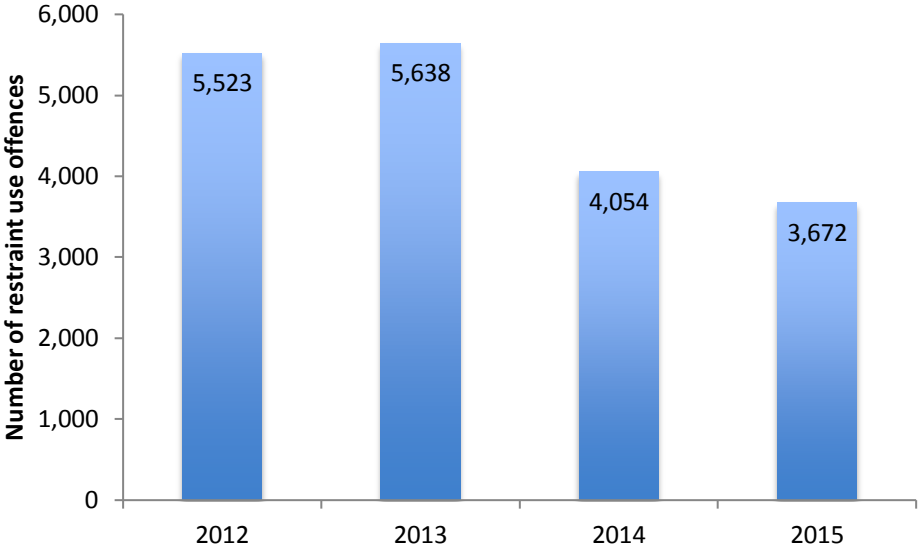


In Table 18, it can be seen that the numbers of unrestrained driver and passenger serious injuries were lower than in 2014 (39% lower) and also lower than for the 2010-2014 average (31% lower). However, there were two more fatally injured vehicle occupants in 2015 not wearing a seatbelt compared to 2014 and one less person killed who was unrestrained in 2015 compared to the 2010-2014 average. As a proportion of all fatally injured drivers and passengers, 28% were unrestrained in 2015. Additionally, 6% of all seriously injured drivers and passengers were unrestrained in 2015 compared to 11% for 2014 and the 2010-2014 figure of 8%. Figure 18 shows that the number of expiations issued for restraint use offences in 2015 was also the lowest recorded in the last few years, 9% lower than 2014 and 42% lower than the 2010-2014 average (6,292 restraint offences).

Table 18: Number of unrestrained driver and passenger serious injuries and fatalities, South Australia 2012-2015

	2010-2014 Average		2012		2013		2014		2015	
	Serious	Fatal	Serious	Fatal	Serious	Fatal	Serious	Fatal	Serious	Fatal
Unrestrained Drivers and Passengers	33	20	30	21	23	18	38	17	23	19
Percentage unrestrained	8%	32%	9%	34%	6%	31%	11%	25%	6%	28%

Figure 18: Annual number of expiations for restraint use offences, South Australia, 2012-2015



In 2015:

New Cars Sold:

- 75% of new cars sold were 5-Star ANCAP rated
- 8.6% of new cars sold were 4-Star ANCAP rated

Serious Casualty Crashes:

- 25.5% involved 10-14 year old vehicles
- 19.8% involved 5-9 year old vehicles

Safer Vehicles constitute an important element in road safety as improvements in vehicle safety have contributed significantly to road trauma reduction. Improvements in vehicle safety are both helping drivers avoid crashes and protecting occupants and other road users when crashes happen. Vehicle technology is developing at a rapid rate, however as the average age of the South Australian vehicle fleet is almost 11 years, it will take considerable time for those technologies to be available for the majority of vehicles.

The safety of new vehicles being sold

The Australasian New Car Assessment Program (ANCAP) and the Used Car Safety Rating (UCSR) Program allow buyers to make informed decisions, encouraging levels of safety that exceed those required by regulation. The ANCAP program assesses the crashworthiness and safety features of new vehicles and assigns stars based on safety performance. 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.

South Australia's active Stars on Cars campaign involves promoting ANCAP's star rating system to raise awareness, educate consumers and car dealers, and ultimately influence selling processes and buying decisions in favour of safer cars. In 2012, the Stars on Cars program was increased to 156 new car dealerships and this was maintained and supported by the Department of Planning, Transport and Infrastructure (DPTI).

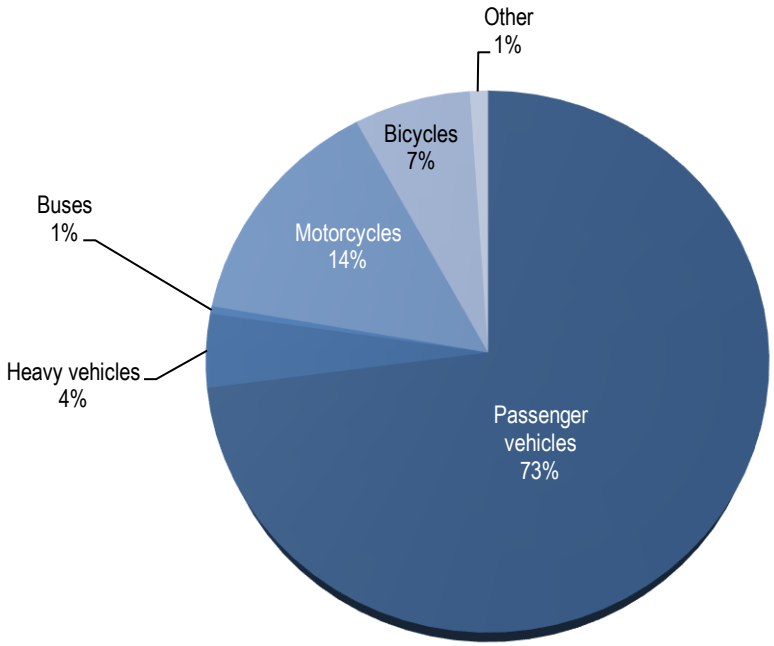
In addition, the State Government's vehicle fleet leasing provider, Fleet SA, amended its purchasing policies to mandate Government purchasing of 5-star ANCAP rated passenger vehicles from July 2011.

Table 19 shows that there was an 11% decrease in passenger vehicle involvement in serious injury crashes in 2015 compared with the 2010-2014 average. However, for passenger vehicle involvement in fatal crashes there was very little change (3% decrease). There were also reductions in serious injury crashes involving heavy vehicles (27% reduction) and bicycles (3% reduction) compared 2010-2014 averages. Compared to 2014, there were increases in serious injuries involving passenger vehicles (11% increase), heavy vehicles (17% increase), motorcycles (8% increase) and bicycles (7% increase) in 2015. All vehicle types had lower numbers of fatality involvement except for motorcycles where there was a 27% increase compared to 2014. Figure 19 shows the 2015 information in graphical format.

Table 19: Numbers of vehicles involved in serious injury and fatal crashes by vehicle type, South Australia, 2012-2015

Vehicle type	2010-2014 Average		2012		2013		2014		2015	
	Serious	Fatal	Serious	Fatal	Serious	Fatal	Serious	Fatal	Serious	Fatal
Passenger vehicles	800	104	689	95	731	102	640	102	712	101
Heavy vehicles	48	15	43	16	46	12	30	20	35	14
Buses	6	1	6	1	6	0	3	1	4	1
Motorcycles	138	16	120	17	132	12	134	11	145	14
Bicycles	75	4	84	3	66	5	68	4	73	4
Other	12	2	7	3	15	1	14	5	10	2
Total	1079	142	949	135	996	132	889	143	979	136

Figure 19: Percentages of vehicles involved in serious casualty crashes by vehicle type, South Australia, 2015



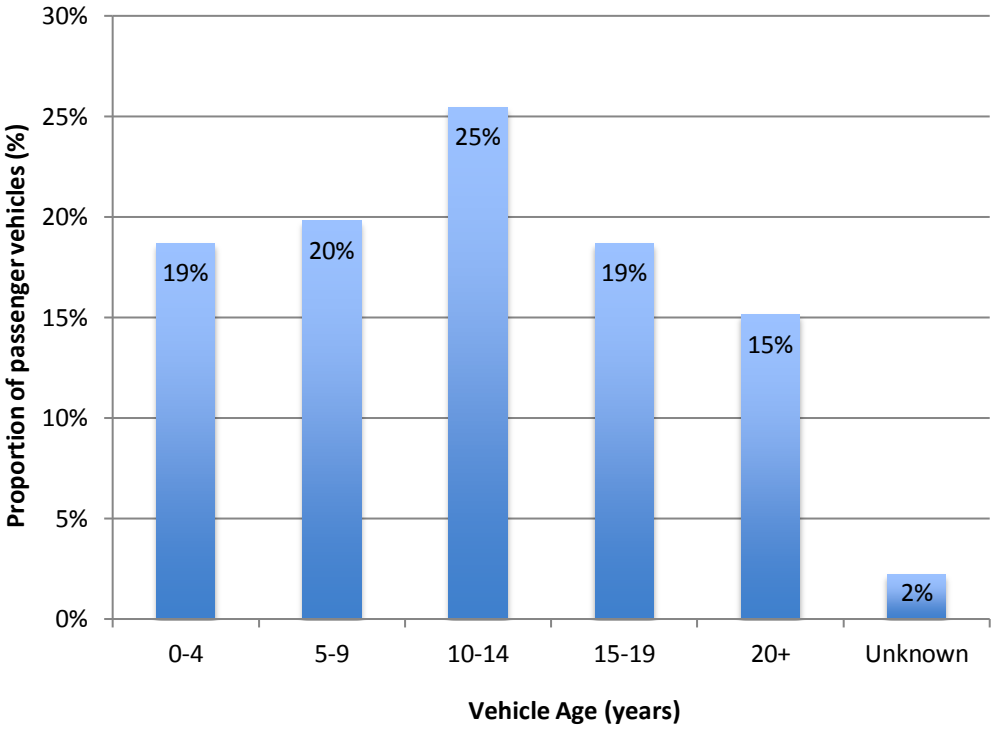
Age profile of crashed vehicles

Table 20 shows the number of crash-involved passenger vehicles in 2015 broken down by age of the vehicle. For most vehicle age groups, there were reductions in the numbers of serious casualty crashes (between 2.4% and 21.4% reduction) compared with the 2010-2014 averages. For 0-4 year old vehicles there was a slight increase in involvement in serious casualty crashes (0.8% increase) and 5-9 year old vehicles had the greatest reduction in crash involvement (21.4% reduction). Figure 20 shows the proportions of passenger vehicles involved in serious casualty crashes, by vehicle age groups. The majority (25%) of passenger vehicles involved in serious casualty crashes were aged 10 - 14 years old.

Table 20: Vehicle age and numbers of passenger vehicles involved in serious injury and fatal crashes, South Australia, 2012-2015[17]

Vehicle Age (years)	2010-2014 Average		2012		2013		2014		2015	
	Serious	Fatal	Serious	Fatal	Serious	Fatal	Serious	Fatal	Serious	Fatal
0-4	133	18	113	16	134	16	116	22	134	18
5-9	183	22	135	24	168	24	165	20	137	24
10-14	189	23	166	20	175	26	144	19	184	23
15-19	149	21	143	20	133	19	116	20	134	18
20+	111	17	90	13	106	14	82	19	105	18
Unknown	36	3	42	2	15	3	17	2	18	0
Total	800	104	689	95	731	102	640	102	712	101

Figure 20: Ages and percentages of passenger vehicles involved in serious casualty crashes, South Australia, 2015



[17] Excludes motorcycles, scooters, buses, heavy vehicles and 'other' vehicles.

New vehicle safety features

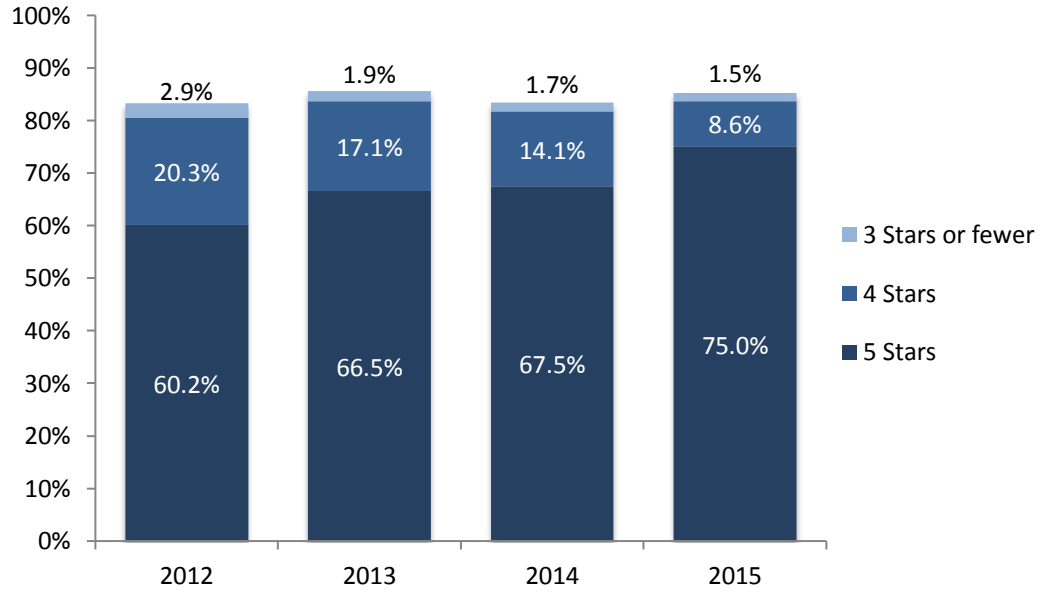
Table 21 shows that the percentage of new vehicles sold with a 5-star ANCAP rating increased from 67.5% in 2014 to 75% in 2015. This is depicted graphically in

Figure 21, where it can be seen that, as the proportion of 5-star new vehicles rose from 2012 to 2015, the proportions of vehicles rated as 4-stars and 3-stars or fewer has dropped considerably over the same period.

Table 21: Percentages of new vehicles sold with a 5-star rating, South Australia, 2012-2015[18]

New Vehicles sold	2010-2014 Average	2012	2013	2014	2015
5-star	56.9%	60.2%	66.5%	67.5%	75.0%
Total number of new vehicles	65,140	65,536	68,012	66,776	64,737

Figure 21: Annual changes in new vehicle ANCAP star ratings 2012-2015 for new vehicles sold in South Australia with a known ANCAP star rating[18]



[18] POLK, *ANCAP reports*, 2010-2015; Sales and safety figures from POLK, *Vehicle Safety Reports 2010-2015.*

Table 22 shows that there were substantial increases (compared to the 2010-2014 average) in the percentage of new vehicles sold equipped with electronic stability control, front side curtain airbags and/or emergency brake assist as standard features. Also shown are the percentages of new vehicles sold with a pre-crash safety system (for example vehicles with some form of Autonomous Emergency Braking), a relatively new, but potentially very beneficial vehicle safety technology.

Table 22: Percentages of new vehicles sold in South Australia with specified safety features as standard, 2012-2015[18]

Safety Feature	2010-2014 Average	2012	2013	2014	2015
Electronic stability control	83%	89%	93%	93%	95%
Front side curtain airbags	77%	83%	90%	90%	92%
Emergency brake assist	80%	84%	85%	86%	90%
Rear side curtain airbags	74%	81%	86%	86%	86%
Centre 2nd row lap/sash belt	80%	82%	83%	86%	88%
Pre-crash safety system	2%	1%	3%	6%	8%

Useful links

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

http://www.towardszerotogether.sa.gov.au/

Centre for Automotive Safety Research (CASR):

www.casr.adelaide.edu.au

Motor Accident Commission (MAC):

www.mac.sa.gov.au

South Australia Police:

www.police.sa.gov.au

Enquiries

For further information about data in this report, contact:

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