



South Australia ROAD SAFETY Progress Report

April - June Quarter, 2014

This report provides a quarterly snapshot¹ of crash and injury statistics and factors that influence road safety including numbers of insurance claims, levels of enforcement and the numbers of new cars sold with safety technologies. It provides an indication of how South Australia is progressing against the targets outlined in *Towards Zero Together*, South Australia's Road Safety Strategy 2020 and how South Australia is performing compared to other jurisdictions.

A summary of progress towards 2020 road safety targets

Information on road fatalities and fatal crashes is provided for the quarter ending on 30 June 2014. As three months are required to finalise case details and to process injury data compared to fatality data, serious injury and casualty data can only be reported up to 31 March 2014. Data on road safety enforcement, motor vehicle insurance and vehicle safety is also reported for the quarter ending 31 March 2014.

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

| | 2020 Target | 2012 | 2013 | 1 July 2013 to 30 June 2014 |
|--|----------------------------|------|------|--------------------------------|
| Fatalities | less than 80 (per year) | 94 | 97 | 87 |
| Fatality rate (per 100,000 population) | 4.5 | 5.7 | 5.8 | 5.2 |

| | 2020 Target | 2012 | 2013 | 1 Apr 2013 to 31 Mar 2014 |
|--|-----------------------------|------|------|------------------------------|
| Serious injuries | less than 800 (per year) | 761 | 790 | 794 |
| Serious injury rate (per 100,000 population) | 45.0 | 46.0 | 47.3 | 47.5 |

The data presented in this report are 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.

¹ Figures relating to the current quarter are provisional and are subject to revision as detailed crash reports, enforcement data and CTP insurance claims are finalised. Crash data are sourced from the Traffic Accident Reporting System (TARS) maintained by Department of Planning Transport and Infrastructure in South Australia as at 15 July 2014. Population numbers are as at June 2013 (Australian Bureau of Statistics, 2013, Australian Demographic Statistics, Cat no. 3101.0, ABS, Canberra).

MANAGING FOR RESULTS

Key performance indicators are used to monitor and regularly report on South Australia's progress toward 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. These indicators may be further developed and refined throughout the life of the *Towards Zero Together* strategy. The performance indicators for the most recent years are reported for comparison against the 2008-2010 annual average, which is the benchmark from the *Towards Zero Together* strategy.

| Performance Indicators | Annual Average 2008-2010 | 2012 | 2013 |
|--|-----------------------------|------------|------------|
| Number of single vehicle run-off road serious casualty crashes | 465 | 325 | 341 |
| Number of intersection serious casualty crashes | 368 | 228 | 256 |
| Average metro traffic speed ² | 56.1 km/h (2010) | 56.2 km/h | 55.6 km/h |
| Average rural traffic speed ² | 103.2 km/h (2010) | 102.2 km/h | 102.4 km/h |
| Percentage of vehicles exceeding stated speed limit ² | 23.6% (2010) | 22.9% | 20.7% |
| Percentage of new vehicles sold in SA with a 5 star safety rating | 40.9% (2010) | 60.2% | 66.5% |
| Number of young people (16-24) killed or seriously injured | 318 | 197 | 158 |
| Number of drivers/riders killed with a BAC (Blood Alcohol Concentration) above legal limit | 22 | 13 | 14 |
| Number of drivers/riders tested positive for alcohol ³ | 10,269 | 8,021 | 7,430 |
| Number of drivers/riders tested positive for drugs | 1,159 | 3,269 | 3,768 |
| Number of people killed or seriously injured not wearing a seatbelt | 77 | 51 | 41 |
| Number of new Compulsory Third Party insurance claims | 6,024 | 5,616 | 4,917 |

² Based on Centre for Automotive Safety Research (CASR) speed surveys (free speeds): Average metro speed is based on Adelaide 60 km/h speed limit arterial roads; average rural traffic speed is based on 110 km/h speed limit arterial roads; percentage of vehicles exceeding signed speed limit is based on Adelaide 60 and 80 km/h limit roads and rural 110 km/h limit arterial roads. Since 2013, Adelaide 80 km/h limit roads are no longer included in the speed surveys, and hence the performance indicator "Percentage of vehicles exceeding stated speed limit" in 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.

³ 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 Quarterly Reports.

OVERVIEW OF CASUALTIES AND CRASHES

Road fatalities

Table 1: Number of fatalities per month in South Australia, 2011-2014⁴

| Month | 2011 | 2012 | 2013 | 2014 |
|--------------|------------|-----------|-----------|-----------|
| January | 12 | 6 | 10 | 8 |
| February | 9 | 9 | 4 | 5 |
| March | 7 | 10 | 17 | 12 |
| April | 12 | 11 | 4 | 5 |
| May | 11 | 5 | 5 | 7 |
| June | 11 | 7 | 13 | 6 |
| July | 7 | 5 | 11 | |
| August | 8 | 9 | 9 | |
| September | 6 | 8 | 3 | |
| October | 7 | 5 | 6 | |
| November | 6 | 8 | 8 | |
| December | 7 | 11 | 7 | |
| Total | 103 | 94 | 97 | 43 |

Table 2: Number of fatal crashes per month in South Australia, 2011-2014

| Month | 2011 | 2012 | 2013 | 2014 |
|--------------|-----------|-----------|-----------|-----------|
| January | 11 | 6 | 8 | 7 |
| February | 9 | 9 | 4 | 5 |
| March | 7 | 9 | 15 | 11 |
| April | 11 | 9 | 4 | 4 |
| May | 11 | 5 | 5 | 7 |
| June | 8 | 7 | 11 | 5 |
| July | 6 | 5 | 11 | |
| August | 8 | 6 | 7 | |
| September | 6 | 8 | 3 | |
| October | 6 | 4 | 6 | |
| November | 5 | 7 | 8 | |
| December | 7 | 11 | 7 | |
| Total | 95 | 86 | 89 | 39 |

⁴ Note: A previously reported fatality and fatal crash for the month of November 2013 has been removed.

Serious injuries

Table 3: Number of serious injuries per month in South Australia, 2011-2014

| Month | 2011 | 2012 | 2013 | 2014 |
|--------------|------------|------------|------------|------------|
| January | 81 | 52 | 59 | 63 |
| February | 74 | 66 | 51 | 43 |
| March | 98 | 64 | 73 | 81 |
| April | 69 | 66 | 70 | |
| May | 77 | 76 | 76 | |
| June | 74 | 49 | 55 | |
| July | 71 | 62 | 65 | |
| August | 82 | 66 | 54 | |
| September | 76 | 53 | 65 | |
| October | 65 | 71 | 65 | |
| November | 74 | 74 | 89 | |
| December | 90 | 62 | 68 | |
| Total | 931 | 761 | 790 | 187 |

Table 4: Number of serious injury crashes per month in South Australia, 2011-2014

| Month | 2011 | 2012 | 2013 | 2014 |
|--------------|------------|------------|------------|------------|
| January | 69 | 39 | 54 | 48 |
| February | 62 | 56 | 46 | 42 |
| March | 83 | 50 | 63 | 70 |
| April | 59 | 57 | 58 | |
| May | 66 | 65 | 61 | |
| June | 54 | 40 | 47 | |
| July | 58 | 52 | 54 | |
| August | 63 | 55 | 43 | |
| September | 71 | 43 | 57 | |
| October | 56 | 63 | 59 | |
| November | 61 | 64 | 68 | |
| December | 78 | 53 | 56 | |
| Total | 780 | 637 | 666 | 160 |

In 2004 and 2009, there were changes in reporting procedures of serious injuries by SA Police. These procedural changes may have had an influence on serious injury numbers, with more recent serious injury numbers appearing lower due to both genuine reductions in the number of serious injury crashes and changes in the recording of crashes due to improved reporting procedures.

Road users

Table 5: Number of serious casualties by road user, South Australia, 2013-2014

| Road User | Mar Qtr 2013 | Jun Qtr 2013 | Sep Qtr 2013 | Dec Qtr 2013 | Mar Qtr 2014 |
|----------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| Drivers ⁵ | 99 | 105 | 107 | 118 | 96 |
| Passengers | 29 | 32 | 39 | 39 | 40 |
| Motorcyclists ⁶ | 39 | 36 | 29 | 42 | 31 |
| Cyclists | 18 | 17 | 8 | 25 | 18 |
| Pedestrians ⁷ | 29 | 31 | 24 | 18 | 26 |
| Other ⁸ | 0 | 2 | 0 | 1 | 1 |
| Total | 214 | 223 | 207 | 243 | 212 |

Table 6: Number of serious casualties by participant age, South Australia, 2013-2014

| Age Group | Mar Qtr 2013 | Jun Qtr 2013 | Sep Qtr 2013 | Dec Qtr 2013 | Mar Qtr 2014 |
|--------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| 0-15 | 13 | 10 | 6 | 14 | 11 |
| 16-24 | 30 | 41 | 41 | 46 | 47 |
| 25-29 | 19 | 26 | 22 | 19 | 18 |
| 30-39 | 29 | 26 | 26 | 37 | 34 |
| 40-49 | 33 | 43 | 26 | 38 | 50 |
| 50-59 | 36 | 28 | 35 | 30 | 15 |
| 60-69 | 20 | 19 | 15 | 25 | 16 |
| 70-79 | 19 | 14 | 18 | 13 | 8 |
| 80-89 | 9 | 10 | 9 | 10 | 11 |
| 90+ | 2 | 1 | 0 | 1 | 0 |
| Unknown | 4 | 5 | 9 | 10 | 2 |
| Total | 214 | 223 | 207 | 243 | 212 |

⁵ Includes heavy vehicle drivers. Heavy vehicles include rigid trucks, semi-trailers and B-doubles.

⁶ 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.

⁷ Includes motorised wheelchairs.

⁸ 'Other' may include drivers and passengers of buses, other defined motor vehicles, animal drawn vehicles, riders of animals, railway vehicles, trams, small wheel vehicles and motor vehicles - type unknown.

Vehicles

Table 7: Number of vehicles involved in serious casualty crashes by vehicle type, South Australia, 2013-2014

| Vehicle Type | Mar Qtr 2013 | Jun Qtr 2013 | Sep Qtr 2013 | Dec Qtr 2013 | Mar Qtr 2014 |
|-----------------------------------|--------------|--------------|--------------|--------------|--------------|
| Passenger vehicles ⁹ | 192 | 194 | 220 | 227 | 197 |
| Heavy vehicles ¹⁰ | 16 | 13 | 11 | 17 | 15 |
| Buses | 1 | 0 | 1 | 4 | 2 |
| Motorcycles ¹¹ | 37 | 36 | 30 | 41 | 34 |
| Bicycles | 18 | 17 | 9 | 27 | 21 |
| Other vehicle types ¹² | 5 | 5 | 3 | 3 | 1 |
| Total | 269 | 265 | 274 | 319 | 270 |

Table 8: Age of passenger vehicles involved in serious casualty crashes, South Australia, 2013-2014¹³

| Vehicle Age (years) | Mar Qtr 2013 | Jun Qtr 2013 | Sep Qtr 2013 | Dec Qtr 2013 | Mar Qtr 2014 |
|---------------------|--------------|--------------|--------------|--------------|--------------|
| 0-4 | 30 | 28 | 48 | 44 | 32 |
| 5-9 | 44 | 44 | 52 | 52 | 50 |
| 10-14 | 48 | 55 | 51 | 47 | 43 |
| 15-19 | 37 | 31 | 37 | 47 | 36 |
| 20+ | 30 | 31 | 29 | 30 | 27 |
| Unknown | 3 | 5 | 3 | 7 | 9 |
| Total | 192 | 194 | 220 | 227 | 197 |

⁹ Passenger vehicles include light trucks (trucks < 4.5 tonnes GVM)

¹⁰ Heavy vehicles include rigid trucks, semi-trailers and B-doubles.

¹¹ Includes scooters.

¹² 'Other vehicle types' include other defined motor vehicles, animal drawn vehicles, riders of animals, railway vehicles, trams, small wheel vehicles and motor vehicles - type unknown.

¹³ Excludes motorcycles, scooters, buses, heavy vehicles and other vehicle types.

Regions within the state

Table 9: Serious casualty crashes by region, South Australia, 2013-2014¹⁴

| Regions | Mar Qtr 2013 | Jun Qtr 2013 | Sep Qtr 2013 | Dec Qtr 2013 | Mar Qtr 2014 |
|---|--------------|--------------|--------------|--------------|--------------|
| Metropolitan Adelaide | 97 | 92 | 83 | 122 | 95 |
| Inner Rural (Within 100km of Adelaide) | 44 | 38 | 27 | 31 | 36 |
| Outer Rural (Greater than 100km from Adelaide) | 49 | 56 | 65 | 51 | 52 |
| Total | 190 | 186 | 175 | 204 | 183 |

Crash type

Table 10: Serious casualty crashes by type and region, South Australia, 2013-2014¹⁵

| Regions | Crash Type | Mar Qtr 2013 | Jun Qtr 2013 | Sep Qtr 2013 | Dec Qtr 2013 | Mar Qtr 2014 |
|---------|-------------------------------------|--------------|--------------|--------------|--------------|--------------|
| Metro | Intersection crashes | 40 | 42 | 37 | 49 | 42 |
| | Single vehicle run-off-road crashes | 35 | 26 | 20 | 41 | 29 |
| | All other crash types | 34 | 32 | 34 | 43 | 33 |
| Rural | Intersection crashes | 17 | 26 | 25 | 20 | 20 |
| | Single vehicle run-off-road crashes | 55 | 62 | 53 | 49 | 56 |
| | All other crash types | 25 | 16 | 21 | 15 | 19 |

¹⁴ A map of these regional areas is in *Towards Zero Together*, South Australia's Road Safety Strategy 2020. Due to recent slight changes in the inner rural/outer rural boundaries, there are some differences between previously reported serious casualty crashes by region.

¹⁵ **Intersection crashes** are any crashes that occur 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 mutually exclusive and must not be added together. **All other crash types** include any other crash type not included in intersection crashes or single vehicle run-off-road crashes.

Speed limit

Table 11: Serious casualty crashes by speed limit and region, South Australia, 2013-2014

| Region | Speed Limit | Mar Qtr 2013 | Jun Qtr 2013 | Sep Qtr 2013 | Dec Qtr 2013 | Mar Qtr 2014 |
|--------------|---------------|--------------|--------------|--------------|--------------|--------------|
| Metro | Below 40 km/h | 1 | 0 | 0 | 0 | 0 |
| | 40 km/h | 2 | 0 | 0 | 1 | 1 |
| | 50 km/h | 22 | 28 | 20 | 39 | 30 |
| | 60 km/h | 46 | 50 | 46 | 53 | 50 |
| | 70 – 90 km/h | 18 | 12 | 15 | 23 | 13 |
| | 100 km/h | 7 | 1 | 1 | 4 | 1 |
| | 110 km/h | 1 | 1 | 1 | 2 | 0 |
| Rural | Below 40 km/h | 0 | 1 | 1 | 0 | 1 |
| | 40 km/h | 0 | 1 | 1 | 0 | 0 |
| | 50 km/h | 15 | 16 | 10 | 12 | 11 |
| | 60 km/h | 9 | 6 | 8 | 4 | 8 |
| | 70 – 90 km/h | 16 | 15 | 15 | 14 | 15 |
| | 100 km/h | 33 | 39 | 24 | 30 | 28 |
| | 110 km/h | 20 | 16 | 33 | 22 | 25 |
| TOTAL | | 190 | 186 | 175 | 204 | 183 |

ENFORCEMENT ACTIVITY

The enforcement data presented in this section has been supplied by the Business Information Unit, South Australia Police (SAPOL)¹⁶.

Speed offences

For driver speeding offences, numbers of expiations per quarter are reported in Figures 1 and 2. A number of methods for detecting speed offences are employed. Speed camera offences are detected by mobile cameras deployed by SAPOL's Traffic Camera Unit and also fixed speed/red light traffic safety cameras. Non speed-camera offences are detected using laser speed detection devices, hand held radars, mobile radars within police vehicles and also include expiations issued as indicated by the speed of police vehicles. 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 1: Number of expiations issued for speed camera enforcement per quarter, March 2011 to March 2014

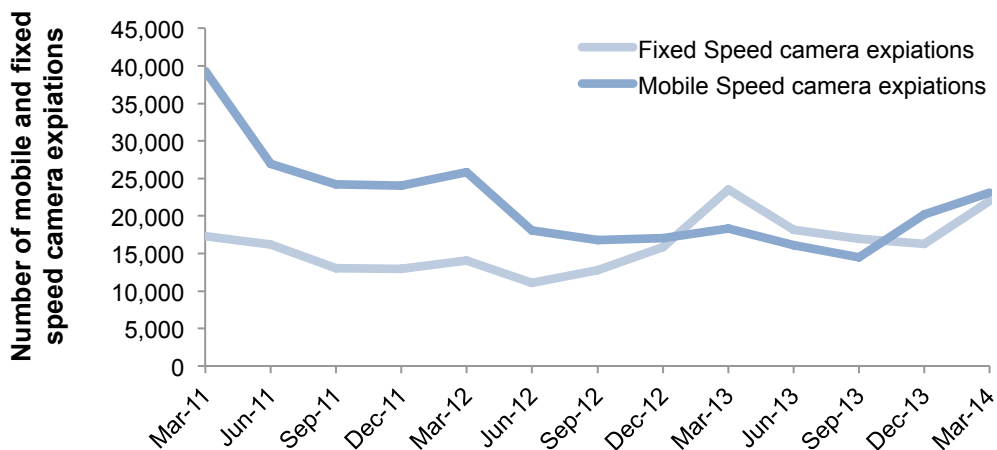
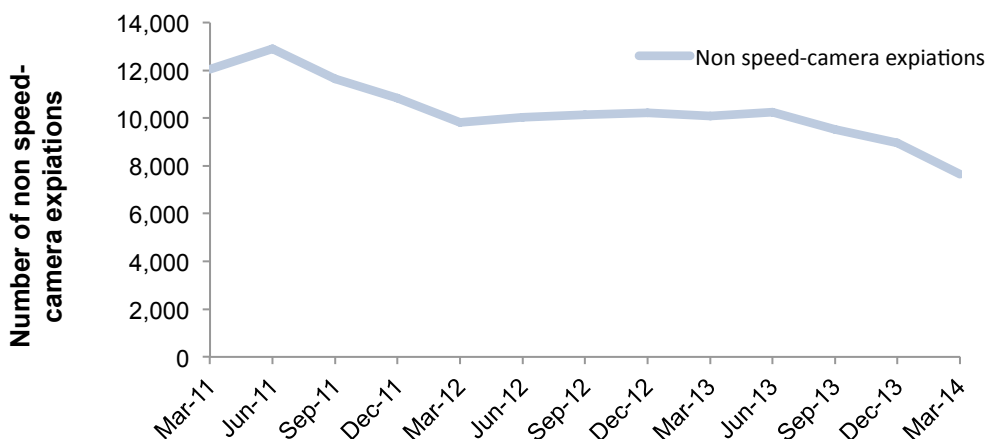


Figure 2: Number of expiations issued for non speed-camera enforcement per quarter, March 2011 to March 2014



¹⁶ 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 are based on issued date and not offence date. These data are correct as at 6 May 2014. Future data calculations may show some differences as data are continually refreshed. Comparisons should not be made between point in time data.

Alcohol and drug offences

Alcohol and drug offences are detected through Driver Screening Tests (DST) and numbers of detections per 1,000 drivers tested, per quarter, are reported in Figures 3 and 4. Offences are detected through static testing and mobile testing. Static testing for alcohol or drugs occurs when drivers passing police checkpoints are randomly pulled over to undergo alcohol breath tests or oral fluid drug tests. Mobile testing for alcohol or drugs occurs when drivers are randomly pulled over by police officers in mobile vehicles to undergo alcohol breath tests or oral fluid drug tests. Mobile testing also includes drivers tested as a result of involvement in a crash.

Figure 3: Rate of expiations and apprehensions for alcohol offences using static and mobile Driver Screening Tests (DST) per 1,000 tested, per quarter, March 2011 to March 2014

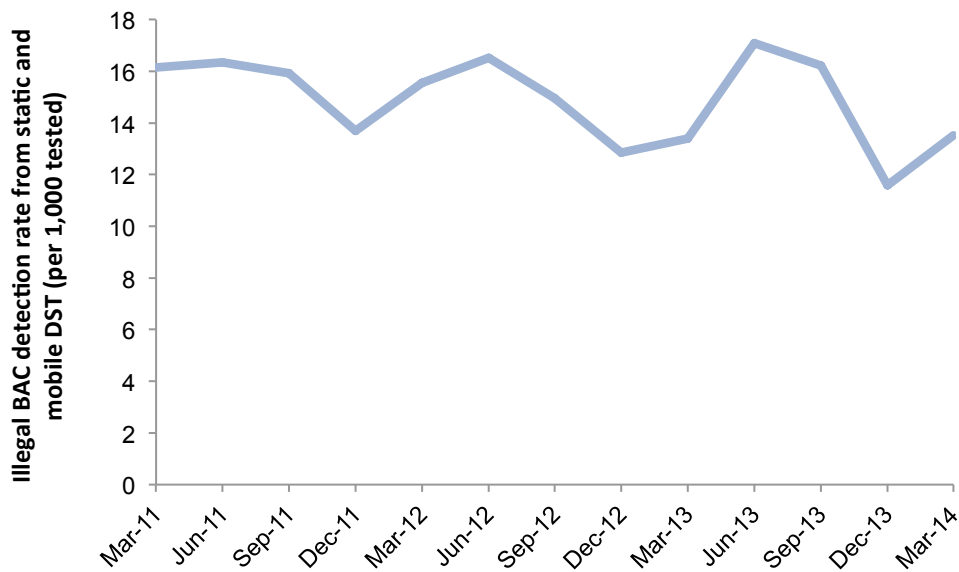
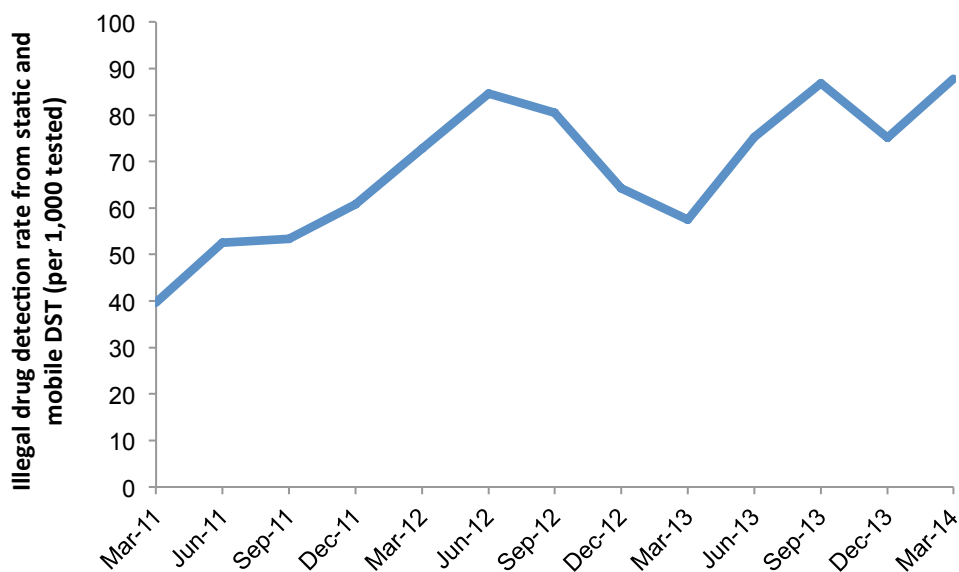


Figure 4: Rate of expiations and apprehensions for drug offences using static and mobile Driver Screening Tests (DST) per 1,000 tested, per quarter, March 2011 to March 2014



Mobile phone and restraint use offences

Driver expiations for mobile phone use and restraint use offences are reported per quarter in Figures 5 and 6. 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, as well as varying enforcement activities by police.

Figure 5: Number of expiations for mobile phone use offences per quarter, March 2011 to March 2014

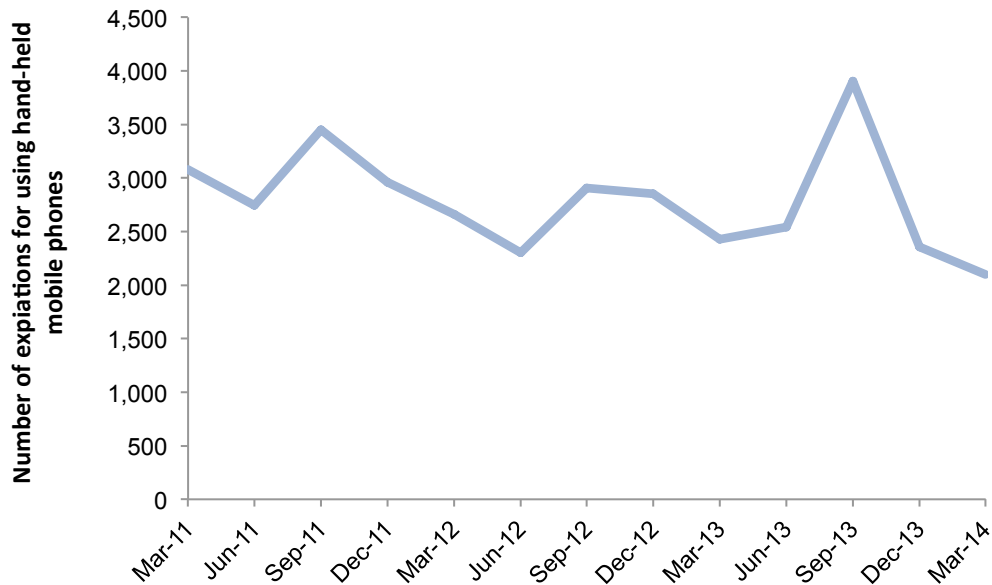
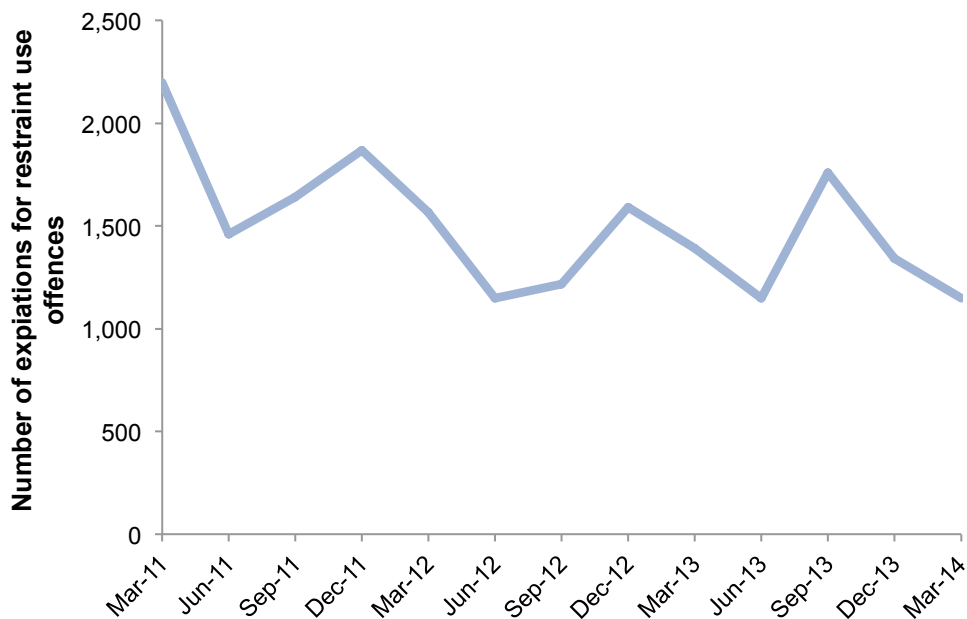


Figure 6: Number of expiations for restraint use offences per quarter, March 2011 to March 2014

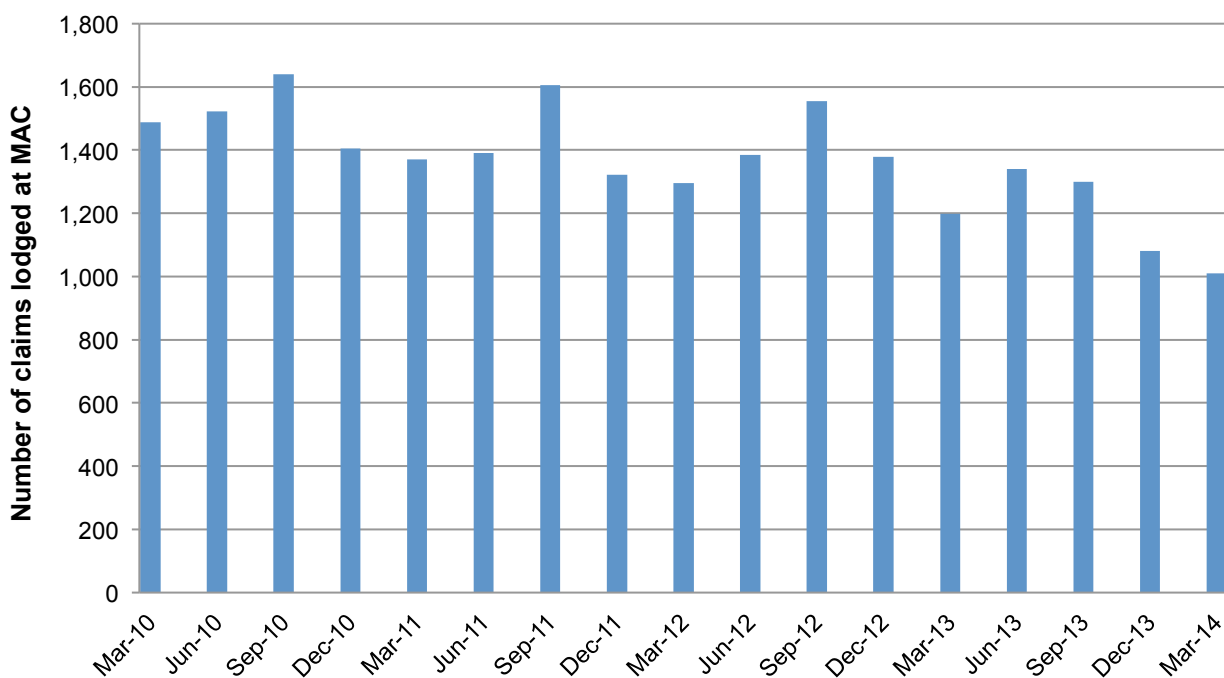


ROAD SAFETY MANAGEMENT PRACTICES AND OTHER MEASURES

Compulsory third party (CTP) insurance claims

The Motor Accident Commission (MAC) is responsible for the administration of South Australia’s CTP insurance scheme. This scheme provides cover to people injured in road crashes. There are differences between CTP statistics and Police statistics on crashes, largely because a driver fully responsible for a crash cannot make a claim for his or her injuries, and some claims arise from crashes not reported to Police. In the past, approximately 45% of CTP costs arose from fatality and serious injury crashes. Minor injury crashes account for the remaining costs. Figure 7 shows the number of new CTP claims per quarter. Please note in July 2013 there was a change to the administrative management of claims in South Australia, this may have had an effect on the number of claims reported in more recent quarters.

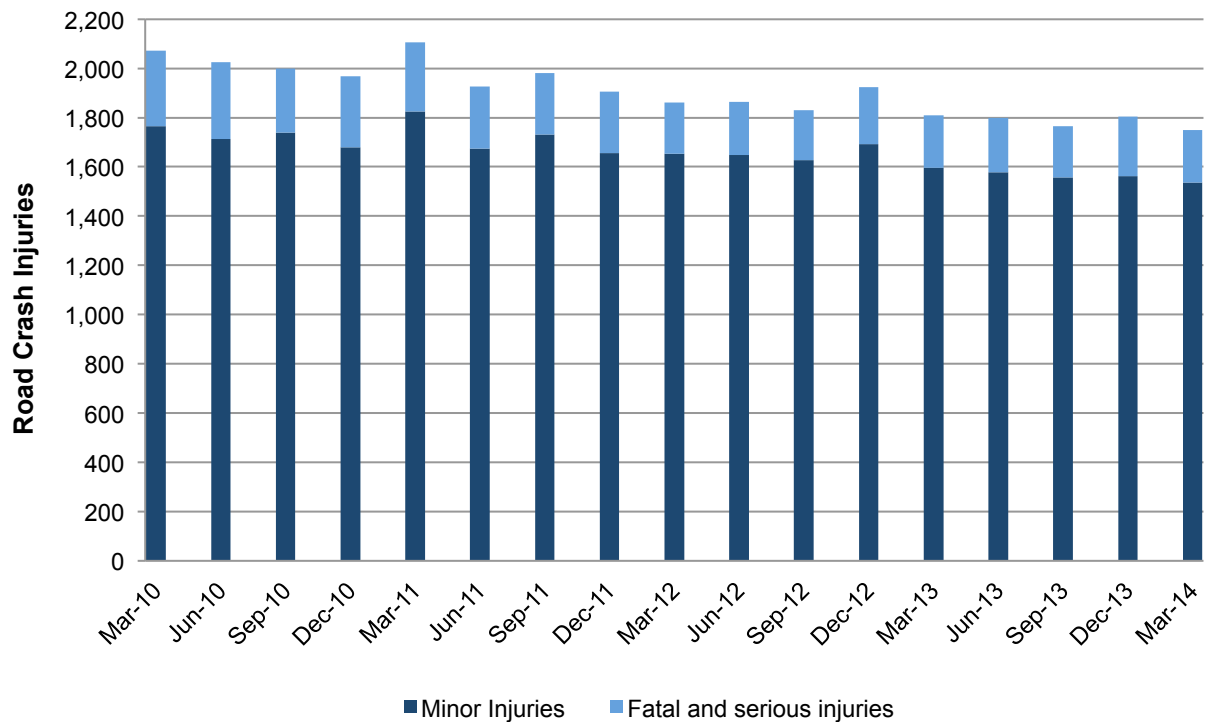
Figure 7: Number of new CTP insurance claims per quarter, March 2010 to March 2014¹⁷



In South Australia there are four categories of injury severity recorded by police. These are crashes with fatal injuries, serious injuries (admitted to hospital), treated at hospital injuries and injuries treated by private doctor. The latter two categories are collectively referred to as minor injuries. In 2013, fatal and serious injuries accounted for 12.4% of crash injuries while minor injuries accounted for the remaining 87.6% of injuries. Figure 8 shows the total number of injuries per quarter in South Australia and indicates that there has been a genuine decline in all road crash injuries in the reporting period. Not all road crash injuries result in a CTP claim being made, and hence Figure 7 and Figure 8 are not directly comparable. However, there has been a reduction in CTP claims made, consistent with the overall reduction in road crash injuries over the same period. In more recent quarters however, the decline in CTP claim numbers has been more significant, this may be due to recent changes in the administration of CTP claims.

¹⁷ Excludes zero dollar claims (Claims data current as of September 2014).

Figure 8: Total number of road crash injuries per quarter, March 2010 to March 2014



The safety of new vehicles being sold

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 2012, in order to gain an ANCAP 5-star rating, a vehicle's performance on a number of crash tests must meet or exceed specified criteria. Also, the vehicle must have been fitted with mandatory Safety Assist Technology (SAT) as a standard for that vehicle, as well as a specified number of additional SATs which is dependent on whether the technology is fitted as standard or optional equipment.

In 2011, the requirements for a vehicle to achieve a 5-star rating included¹⁸:

- achieving a suitable standard in frontal offset, side impact and side pole impact tests
- electronic stability control (ESC) and 3-point seat belts for all forward facing seats
- head-protecting technology (side airbags¹⁹) for the front seats.

In 2012 this was extended to also include:

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

In 2013, in addition to the 5-star rating requirements of previous years, there is now a mandatory requirement for seatbelt reminders in the front seats, emergency brake assist and a minimum of three additional SATs.

In 2014, in addition to the 5-star rating requirements of previous years, there is now a mandatory requirement for head-protecting technology (side airbags) for the second row seats of vehicles, an acceptable pedestrian rating, an acceptable whiplash rating and a minimum of four additional SATs.

Tables 12 shows the percentage of new vehicles sold in South Australia per quarter with a 5-star rating, while Table 13 shows the percentage with various safety features.

Table 12: Percentage of new vehicles sold with a 5-star rating, South Australia, 2013-2014²⁰

| New Vehicles sold | Mar Qtr 2013 | Jun Qtr 2013 | Sep Qtr 2013 | Dec Qtr 2013 | Mar Qtr 2014 |
|------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| 5-star | 63% | 66% | 68% | 69% | 71% |
| Total number of new vehicles | 16,758 | 17,416 | 16,440 | 17,398 | 16,214 |

¹⁸ ANCAP, *ANCAP Rating Road Map 2011-2017*, 23 April 2013.

¹⁹ Front airbags for the driver and passenger of a vehicle are not required to achieve a 5-star rating. Although this is the case, in the Sep Quarter of 2013, approximately 99.97% of vehicles sold were fitted with driver's airbags as a standard feature and 99.8% were fitted with a front passenger airbag. Some classes of vehicles sold were less likely to have these features as a standard (POLK, *SA Safety Report*, Jan – Mar 2014).

²⁰ POLK, *SA ANCAP report*, Jan – Mar 2014.

Table 13: Percentage of new vehicles sold in South Australia with specified safety features as standard, 2013-2014²¹

| Safety Feature | Mar Qtr 2013 | Jun Qtr 2013 | Sep Qtr 2013 | Dec Qtr 2013 | Mar Qtr 2014 |
|------------------------------|--------------|--------------|--------------|--------------|--------------|
| Electronic stability control | 92% | 92% | 93% | 93% | 94% |
| Front side curtain airbags | 88% | 88% | 91% | 91% | 91% |
| Emergency brake assist | 84% | 83% | 85% | 87% | 86% |
| Rear side curtain airbags | 85% | 85% | 87% | 87% | 87% |
| Centre 2nd row lap/sash belt | 83% | 81% | 85% | 84% | 86% |

²¹ The December Quarter 2013 and March Quarter 2014 percentages are current as of POLK, *SA Safety Report*, Jan – Mar 2014. Due to methods used by POLK to combine data from vehicle records and a significant change in the VFACTS vehicle segmentation in early 2012 there may be differences in some of the percentages reported previously.

MEASURES OF EXPOSURE TO THE ROAD SYSTEM

Table 14: Yearly fatality and serious injury rates in South Australia, 12 monthly period ending March 2014²²

| | South Australia | Fatality Rate (per 100,000) | Serious Injury Rate (per 100,000) |
|-----------------------------------|-----------------|-----------------------------|-----------------------------------|
| Licence Holders ²³ | 1,185,641 | 4.7 | 42.8 |
| Registered Vehicles ²⁴ | 1,336,427 | 6.8 | 59.4 |

National Comparisons

Figure 9: Fatalities per 100,000 population by State and Territory, Australia, 12 monthly period ending June 2014²⁵

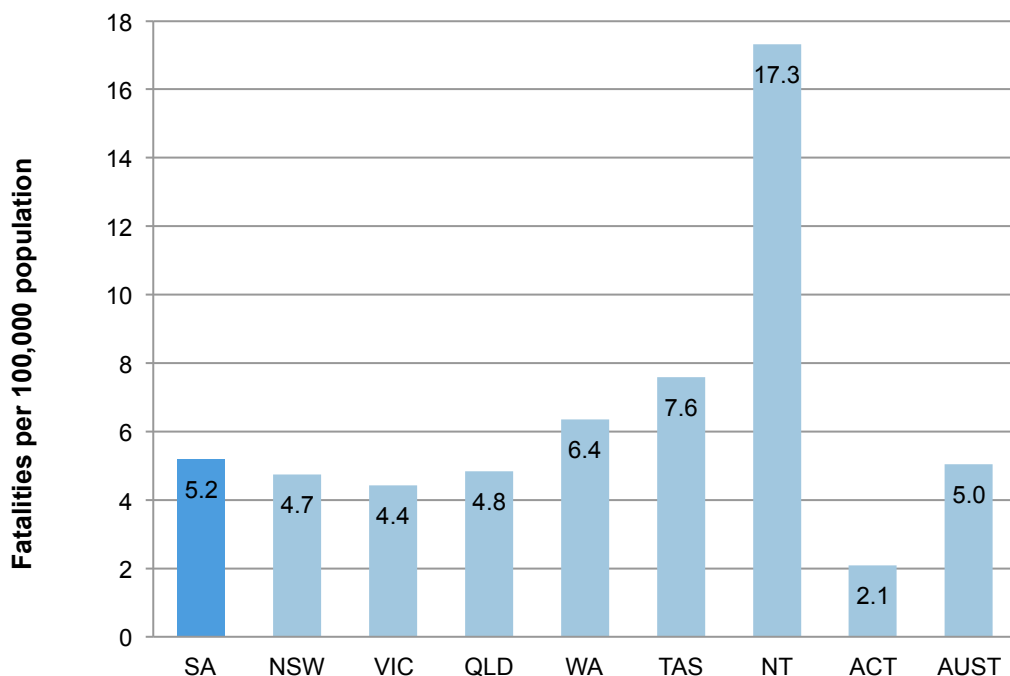


Table 15: Yearly deaths in each State and Territory, Australia - 12 monthly periods ending June²⁵

| Year | SA | NSW | VIC | QLD | WA | TAS | NT | ACT | AUST |
|------|-----|-----|-----|-----|-----|-----|----|-----|-------|
| 2014 | 87 | 354 | 256 | 227 | 162 | 39 | 42 | 8 | 1,175 |
| 2013 | 100 | 340 | 255 | 297 | 179 | 33 | 46 | 11 | 1,261 |
| 2012 | 89 | 386 | 269 | 278 | 177 | 19 | 53 | 5 | 1,276 |

²² Licence holder fatality and serious injury rates are based on drivers and riders only. Registered vehicle rates are based on all fatalities or serious injuries.

²³ Registration and Licensing, SA Department of Planning, Transport and Infrastructure, 30 June 2013.

²⁴ Excludes tractors, trailers and caravans. Registration and Licensing, SA Department of Planning, Transport and Infrastructure, 30 June 2013.

²⁵ Department of Infrastructure and Transport, Bureau of Infrastructure, Transport and Regional Economics, *Road Deaths Australia, June 2014*. Note: as quality assurance, auditing and finalising of jurisdictional data are ongoing, the data presented in Figure 8 and Table 14 are preliminary and a snap shot jurisdictional comparison as of June 2014. Any recent changes and updates in fatality data may not be reflected in this table and figure.

Definitions

Fatal Crash - A crash for which there is at least one fatality.

Fatality - A person who dies within 30 days of a crash as a result of injuries sustained in that crash.

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

Minor Injury - A person who sustains injuries requiring medical or surgical treatment, either by a doctor or in a hospital, but is not admitted to hospital, as a result of a road crash and who does not die as a result of those injuries within 30 days of the crash.

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

Serious Casualty – A fatality or serious injury.

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

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

Useful links

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

www.sa.gov.au/towardszerotogether

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

www.casr.adelaide.edu.au

Motor Accident Commission (MAC):

www.mac.sa.gov.au/

SA Police:

www.sapolice.sa.gov.au/

Enquiries

For further information about data in this report, contact:

Safer People, Department of Planning, Transport and Infrastructure

GPO Box 1533

Adelaide SA 5001

Email: dpti.enquiries@sa.gov.au

Internet: www.dpti.sa.gov.au