SOUTH AUSTRALIA'S ROAD SAFETY STRATEGY
ANNUAL PROGRESS REPORT 2019

Government of South Australia
Department for Infrastructure and Transport

South Australia ROAD SAFETY Progress Report

Published date December 2020

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 2019 fatality and serious injury rates, South Australia

	2020 Target	2008-10 Avg	2019	Change
Fatalities	less than 80 (per year)	112	114	2%
Fatality rate (per 100,000 population)	4.5	6.9	6.5	-6%

	2020 Target	2008-10 Avg	2019	Change
Serious injuries	less than 800 (per year)	1125	833	-26%
Serious injury rate (per 100,000 population)	45.0	69.6	47.6	-32%

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 2019 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: 2019 performance indicators, South Australia

Performance Indicators	Annual Average 2008-10	2019	Change
Number of single vehicle run-off-road serious casualty crashes (Figure 6, page 10)	465	330	-29%
Number of intersection serious casualty crashes (Figure 6, page 10)	368	281	-24%
Average metropolitan traffic speed[1] (Table 5, page 11)	56.1 km/h (2010)	55.3 (2018)	-1%
Average rural traffic speed[1] (Table 5, page 11)	103.2 km/h (2010)	101.4 (2018)	-2%
Percentage of vehicles exceeding stated speed limit[1] (Table 5, page 11)	23.6% (2010)	17.2% (2018)	-28%
Percentage of new vehicles sold in SA with a 5 star safety rating (Table 6, page 13)	40.9% (2010)	85.7%	110%
Number of young people (16-24) killed or seriously injured (Figure 8, page 15)	318	179	-44%
Number of drivers/riders killed with a BAC (Blood Alcohol Concentration) above legal limit (Figure 10, page 18)	22	10	-55%
Number of drivers/riders tested positive for alcohol[2] (Figure 12, page 19)	10,269	4,987	-51%
Number of drivers/riders tested positive for drugs (Figure 13, page 19)	1,159	6,162	432%
Number of people killed or seriously injured not wearing a seatbelt (Figure 14, page 20)	77	38	-51%
Number of new Compulsory Third Party insurance claims[3] (Figure 21, page 27)	6,024	2364	N/A
ADDITIONAL PERFORMANCE INDICATORS			
Number of serious casualty crashes on metropolitan roads (Figure 16, page 21)	601	553	-8%
Number of serious casualty crashes on rural roads (Figure 16, page 21)	428	286	-33%
Older road users (70+) killed or seriously injured (Figure 9, page 17)	114	138	21%
Motorcyclists killed or seriously injured (Figure 17, page 23)	176	218	24%
Pedestrians killed or seriously injured (Figure 18, page 24)	117	101	-14%
Cyclists killed or seriously injured (Figure 19, page 25)	72	101	40%
Number of drivers/riders killed that tested positive to drugs (Figure 11, page 18)	14	13	-7%

[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]. Please see page 27 for explanation.

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

Fatalities

- In 2019, 114 people were killed on South Australian roads, it is the highest number of deaths recorded on our roads since the beginning of the strategy. It is above the target for the year 2020 and an increase of 2% from the 2008-10 baseline of 112 fatalities.
- The 114 deaths in 2019 resulted in a reversal of trend, the average trend change for the 5 year period is an increase of 1.5% per year.

National comparison

- 34 more deaths were recorded in 2019 compared to the 80 deaths the previous year. This is a 43% increase. In comparison, the nation recorded a 4.7% increase in the number of fatalities.
- South Australia recorded a fatality rate of 6.5 deaths per 100,000 population in 2019, the national rate was 4.67. Only the ACT has a fatality rate above South Australia.

Serious injuries

- 833 serious injuries were recorded in 2019, this is above the 2020 target of 800. Serious injuries had been below the target since 2012.
- The jump in serious injury numbers has resulted in the latest 5 year average trend to flatten.

Area

- Serious casualty crashes for 2019 in metropolitan Adelaide reduced by 8% from the baseline, a 30% reduction target was achieved from 2016-2018. Serious casualty crashes in rural South Australia achieved reductions of over 30% the baseline since 2016.
- Over the past 5 years, fatal crashes on metropolitan roads have remained somewhat stable. Serious injury crashes on metropolitan roads however saw a large increase in 2019 after steady declines in previous years resulting in an increasing trend line.
- Serious injury crashes both on rural roads saw a small increase in 2019 but have a 5 year average trend cline of around 4.8%. Fatal crashes on rural roads increase over the past 2 years resulting in an increasing 5 year trend line.

Crash type

- Serious casualty single vehicle run off road crashes achieved a 30% reduction from the trend line between 2016 – 2018, however an increase in these types of crashes in 2019 resulted in just over the target. Similarly serious casualty crashes at intersections had previously been below the 30% reduction target (from 2014 – 2018) yet an increase in 2019 saw them above target.

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 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 85.7%.

Restraints

- In 2019, 16 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 from the baseline in serious casualties of 16-19 year olds has been achieved, the number of 16-19 year old fatalities has trended up in the last 5 years. Motorcyclists account for 22% of all serious casualties in this age group. A reduction of 30% in serious casualties in the 20 – 24 age group was achieved from 2015 – 2018 but not in 2019. The trend in fatalities and serious injuries over the last 5 years has remained somewhat stable.

Older road users

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

Road users

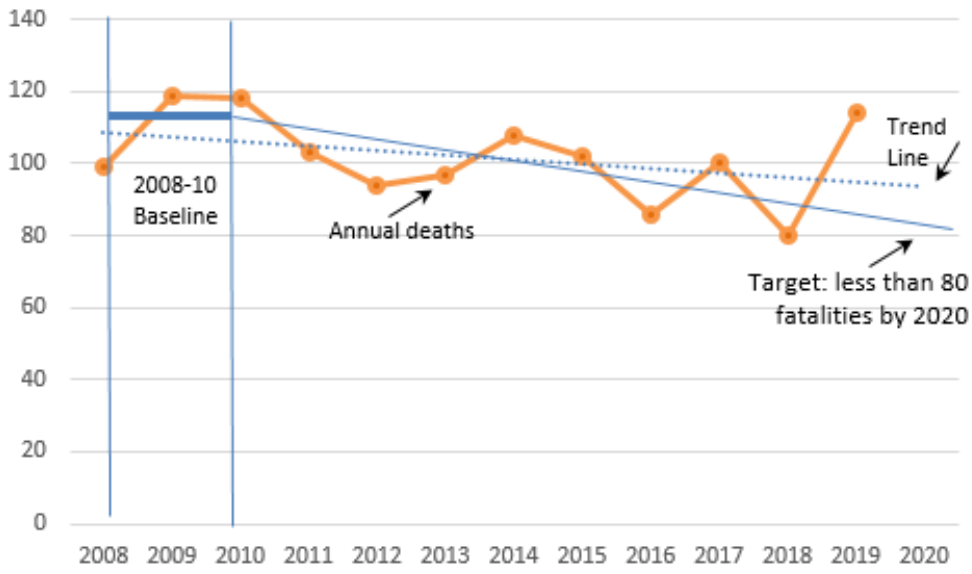
- In 2019 the number of motorcyclist serious casualties nearly doubled from the previous year.
- Cyclist serious casualties have also increased substantially from the previous year, a 30% reduction from the base line was achieved in 2017 only.
- A 30% reduction was consistently achieved from 2014 to 2018. Pedestrian serious casualties however also increased in 2019 a 30% reduction was not achieved.

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 less than 80 fatalities and 800 serious injuries per year.

FATALITIES

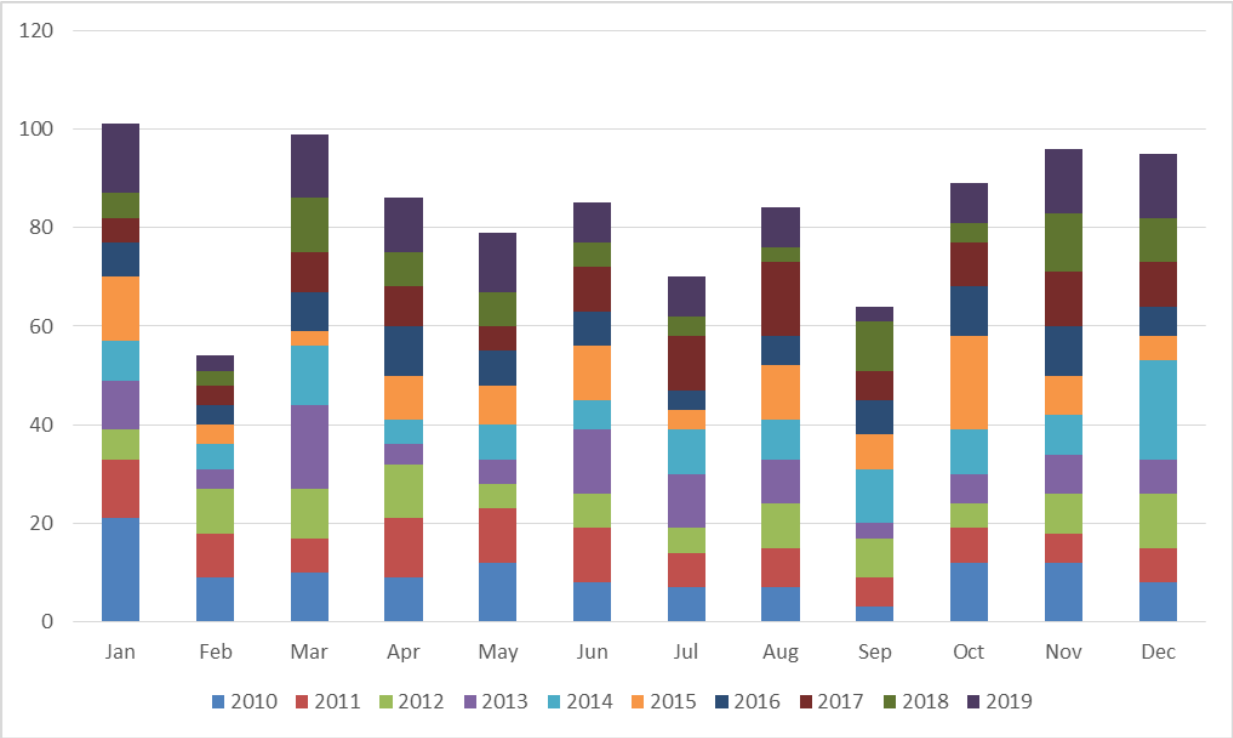
Figure 1: 2008-2019 statistical progress towards fatality target, South Australia



The 114 fatalities recorded in 2019 was a 43% increase from the previous year and is 22 more deaths than the previous 5 year average of 92 deaths. Figure 1 shows annual data of fatalities in South Australia beginning 2008. From the current 10 year trend, it is predicted that the number of fatalities will reach approximately 84 in 2020.

Seasonal variation in fatalities:

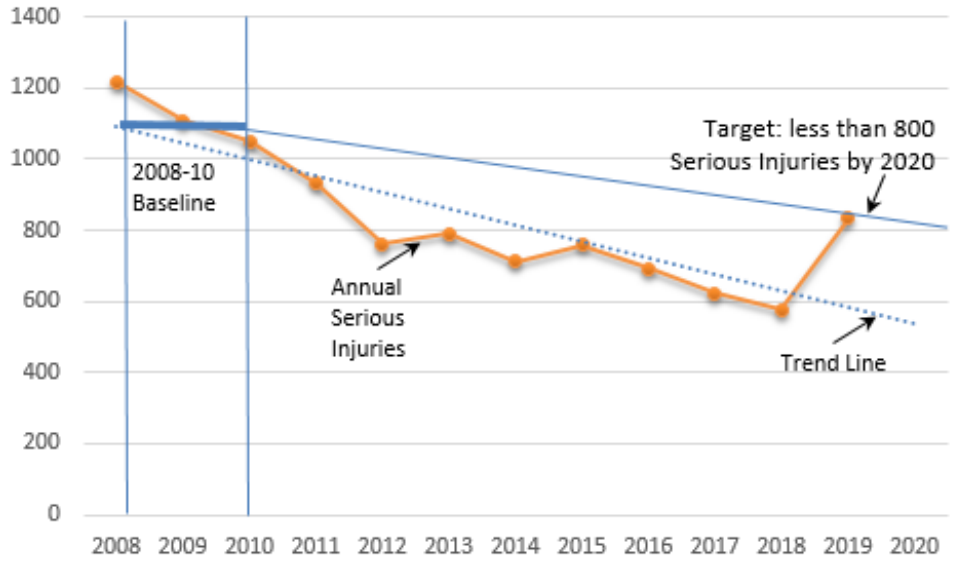
Figure 2: 2009-2019 monthly variation in fatalities, South Australia



- On average, 10 years data (2009-2019) shows that January, March, November and December all have an average of 10 deaths per year, February has half that number with an average of 5 deaths per year.
- In 2019, the highest number of fatalities occurred in January.

SERIOUS INJURIES

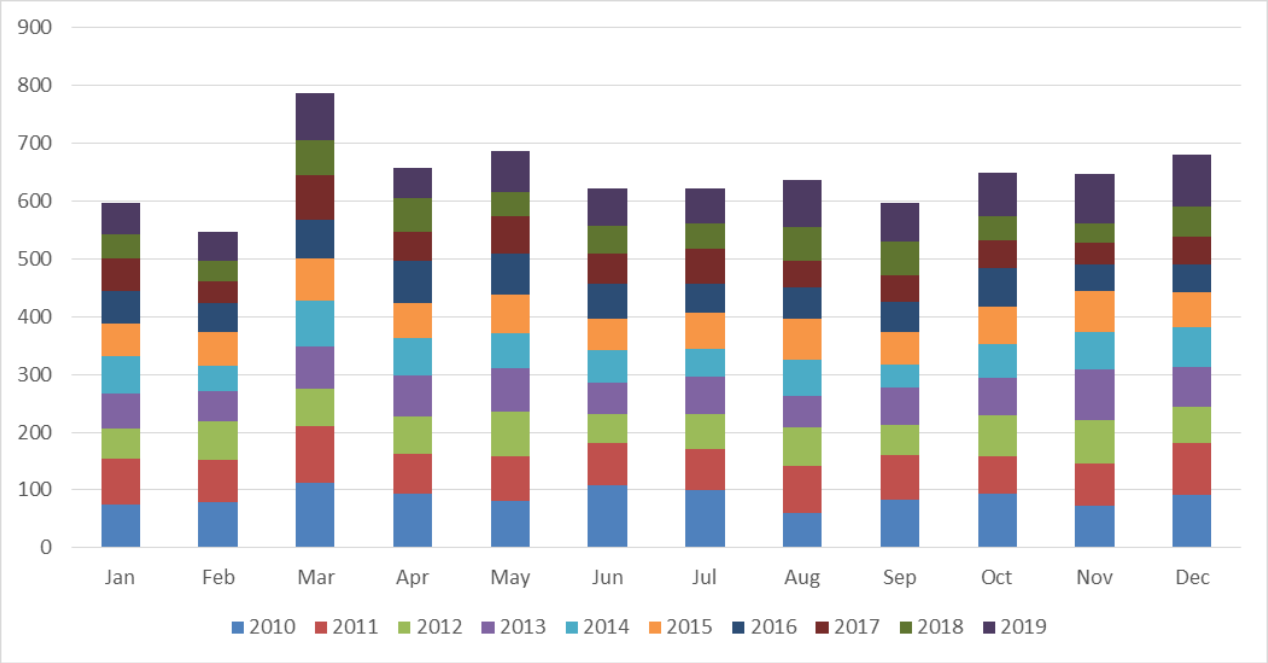
Figure 3: 2008-2019 statistical progress towards serious injuries target, South Australia



833 serious injuries were recorded in 2019, which is above the 2020 target of 800 and a substantial increase on 2018 numbers. Serious injuries were below the target between 2012 - 2018.

Seasonal variation in serious injuries:

Figure 4: 2009-2019 monthly variation in serious injuries, South Australia



- On average, 10 year data (2008-2019) shows that similar to fatalities, March is the month with the highest number of serious injuries followed by May.
- On average, February has the lowest number of serious injuries.

MEASURES OF EXPOSURE TO THE ROAD SYSTEM

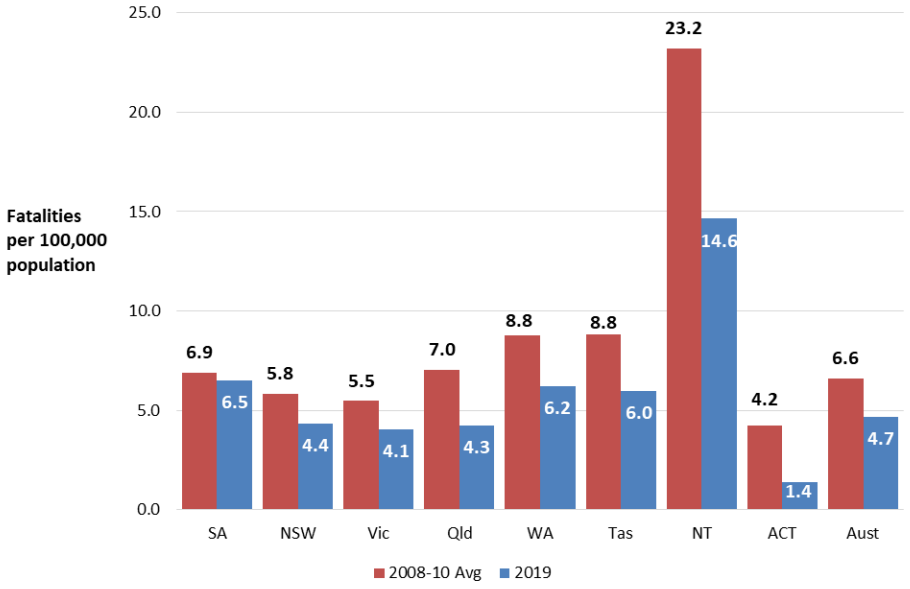
Crash data, when combined with various exposure measures, can be used to compare crash rates among different populations that use the road system. The crash rates per 100,000 licence holders (drivers and riders) and per 100,000 registered vehicles in South Australia, are shown in Table 3.

Table 3: Fatality and serious injury rates, South Australia, 12 months ending December 2019[4]

	South Australia	Fatality Rate (per 100,000)	Serious Injury Rate (per 100,000)
Licence Holders[5]	1,258,327	6.1	30.2
Registered Vehicles[6]	1,460,475	7.8	57.0
VKT[7]	17,817	0.6	4.7

National Comparisons

Figure 5: Fatalities per 100,000 population, Australia, 2008-10 Avg and 2019[8]



- All states and territories have seen a drop in the fatalities per 100,000 population from the 2008-10 baseline. South Australia has seen a 6% decrease. This is lower to the national level, which has seen a 29% decrease from the baseline.
- South Australia in 2019 recorded a fatality rate of 6.5 deaths per 100,000 population, the national rate is 4.7. South Australia had the second worst rate in the nation only performing better than the Northern Territory.

[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, 30 June 2019.
[6] Excludes trailers and caravans. Registration and Licensing, SA Department of Planning, Transport and Infrastructure, 30 June 2019.
[7] VKT data from 9208.0 Survey of Motor Vehicle Use, Australia, 12 months ended 30 June 2018.
[8] Department of Infrastructure and Transport, Bureau of Infrastructure, Transport and Regional Economics, *Road trauma Australia 2018 statistical summary*.

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

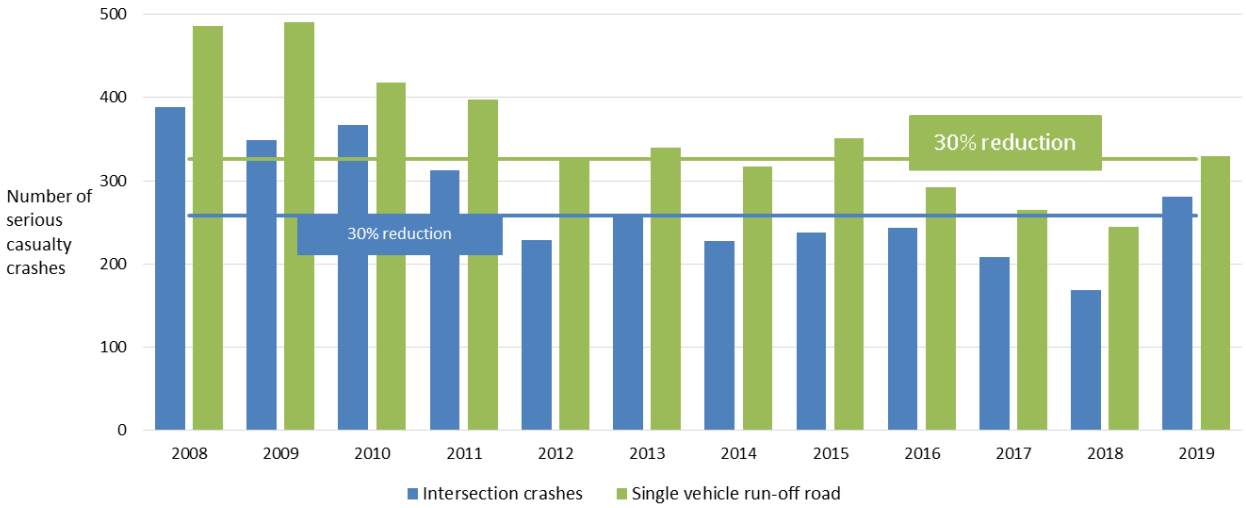
Year	SA	NSW	VIC	QLD	WA	TAS	NT	ACT	AUST
2015	102	350	252	243	159	34	49	15	1,204
2016	86	380	290	251	193	37	45	10	1,292
2017	100	389	259	247	159	31	31	5	1,221
2018	80	357	212	244	158	33	50	9	1,143
2019	114	352	268	217	163	32	36	6	1,188
Latest % change	42.5%	1.4%	25.8%	-11.4%	3.2%	-3.0%	-28.0%	-33.3%	4.7%
Avg trend change	1.5%	-0.8%	-1.8%	-2.5%	-1.5%	-2.3%	-5.0%	-17.6%	-1.6%

- South Australia recorded an increase of 42.5% in fatalities from 2018 to 2019, nationally an increase was also seen, but not to the same extent as South Australia.
- Looking at the five year trend it can be seen that in South Australia is the only state that recorded an increase in the annual average percentage change.

OVERVIEW OF PERFORMANCE INDICATORS

Crash types

Figure 6: Serious casualty crashes by type, South Australia, 2008-19[9]



Almost half of all serious casualty crashes in metropolitan areas occur at intersections. 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 crashes in South Australia.

Intersection serious casualty crashes

- A 30% reduction (from the 2008-10 baseline) on intersection crashes equates to 258 serious casualty crashes. In 2012, crashes were below this number and have consistently remained below the target until 2019.
- There were 169 serious casualty crashes in 2018, the lowest in the last 12 year period.
- The five year trend shows a reduction in these crashes by an average of 0.3% per year.
- 77% of these crashes are in the metropolitan areas (2015- 2019).

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 to 2018 and was just above this in 2019.
- There were 246 serious casualty crashes in 2018, the lowest in the 12 year period.
- The five year trend shows a decrease in these crashes by an average of 2.9% per year.
- On average (2015-2019), 56% of these crashes were in rural areas (2015- 2019).

[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 are the most effective 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. The last survey was conducted in 2018.

Table 5: Average speeds and percentage of vehicles exceeding the speed limit, South Australia, 2012-18[10]

	2012	2013	2014	2015	2016	2018
Average metropolitan traffic speed	56.2 km/h	55.6 km/h	55.6 km/h	55.8 km/h	55.3 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	101.4 km/h
Percentage of vehicles exceeding stated speed limit	22.9%	20.7%	20.1%	20.5%	19.0%	17.2%

Average traffic speed

- The average metropolitan traffic speed is based on Adelaide 60 km/h arterial roads, this speed has remained 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% and a further drop to 17.2% in the latest 2018 survey. This figure is 19% lower than the 2010 baseline figure of 23.6% vehicles exceeding the stated speed limit.

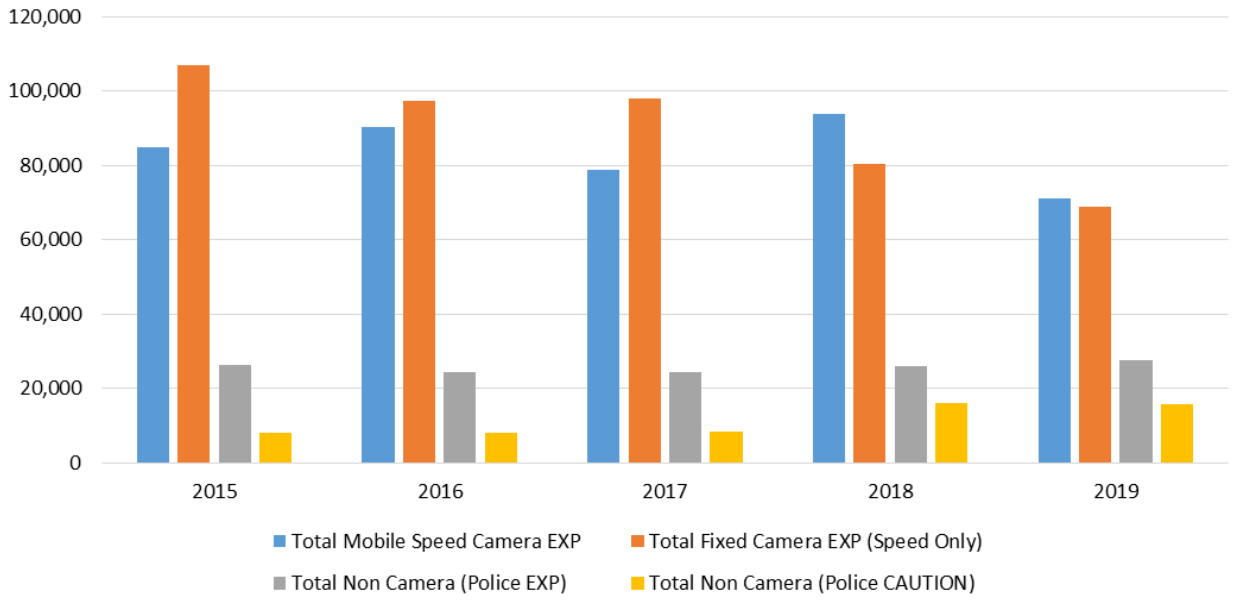
[10] 2017 and 2019 data was not collected

Speed offences

The enforcement data presented in this section has been supplied by the 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, 2015-19



- The total number of speed expiations and cautions issued by SAPOL has been trending upward slightly by an average of 4.3% per year for the last 5 years.

    - The number of expiations from fixed cameras represents 43% of all expiations and cautions. The number of expiations has seen an annual average decrease of around 10.2%.
    - The number of expiations from mobile cameras have trended down by an annual average of 3.0% per year. They represent 40% of all expiations and cautions.
    - The number of non-camera offences have been trending slowly up over the past 5 years by an average of 1.6% per year.
    - The number of cautions served has increased each year over the past five years, trending up an average of 22.1% 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 18 May 2020. Future data calculations may show some differences as data is continually refreshed. Comparisons should not be made between points 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. New vehicle sales data, safety ratings and safety feature information are sourced from IHS Markit.

Table 6: Percentage of new vehicles sold in South Australia with a 5-star safety rating, 2015-19

	2015	2016	2017	2018	2019
5-Star	75.0%	83.9%	83.8%	83.9%	85.7%
Total number of new vehicles	64,737	67,286	69,120	68,553	67,212

- The percent of new vehicles sold with a 5-star rating increased a couple of percentage points from 2018 to 2019.
- The percent has more than doubled since the 2010 baseline of 40.9%.
- Every year ANCAP is increasing the requirements needed to achieve a 5 star rating to keep the vehicle user safe.

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

Table 7: Percentage of new vehicles sold in South Australia with features as standard, 2015-19

Safety Feature	2015	2016	2017	2018	2019
Electronic stability control	94.9%	97.9%	98.9%	98.04%	97.8%
Front side curtain airbags	91.9%	95.3%	96.0%	95.02%	95.5%
Emergency brake assist	90.0%	95.7%	96.6%	96.10%	96.3%
Rear side curtain airbags	86.5%	86.4%	89.0%	88.17%	88.5%
Centre 2nd row lap/sash belt	88.0%	90.4%	90.9%	89.98%	90.9%
Pre-crash safety system	8.5%	15.9%	30.9%	44.08%	55.4%

- 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.
- The percent of all other safety features changed within less than one percentage point as compared from 2018.

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 (2015-2019).

Table 8: Number of vehicles involved in serious casualty crashes by type, South Australia, 2015-19

Vehicle type	2015	2016	2017	2018	2019
Passenger vehicles	813	743	737	602	862
Heavy vehicles	49	49	47	45	70
Buses	5	5	6	6	10
Motorcycles	159	117	134	113	227
Bicycles	84	66	55	61	110
Other vehicle types	12	5	37	31	33
Total	**1122**	**985**	**1016**	**858**	**1312**

- As expected, the majority of vehicles involved are passenger vehicles.

Vehicle age of passenger vehicles involved in serious casualty crashes

Table 9: Passenger vehicles involved in serious casualty crashes by age, South Australia, 2015-19

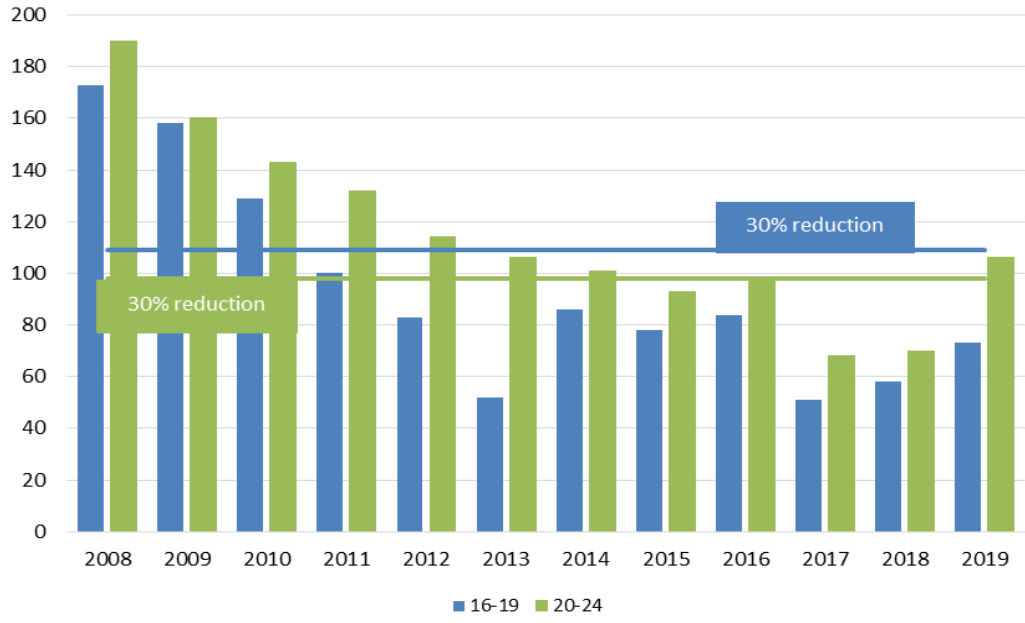
Vehicle Age (years)	2015	2016	2017	2018	2019
0-4	152	114	145	87	154
5-9	161	157	160	139	188
10-14	207	206	164	145	185
15-19	152	141	151	119	199
20+	123	108	100	106	124
Unknown	18	17	17	6	12
Total	**813**	**743**	**737**	**602**	**862**

The number of passenger vehicles involved in serious casualty crashes increased, consistent with the increase in serious casualty crashes in general.

- Involvement of vehicles aged 20+ years has remained steady over the past 5 years.
- There is an over representation of vehicles aged 15 years or older in the crash data. In 2019, 28% of passenger vehicles in the South Australia fleet were aged 15 + years, yet 38% 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 2019 is 11.2 years, this has been slowly increasing from 10.5 years at December 2011. Station wagons (includes 4WD) have the lowest average age of all light vehicles, as at December 2019 this was 8.9 years.

Young Road Users

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



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 injuries for these age groups, yet unfortunately fatality numbers in those aged between 16 – 19 years have increased. Table 10 breaks this down further.

Table 10: 16-24 year old serious casualties by severity, South Australia, 2015-19

Year	16-19 fatalities	16-19 serious injuries	20-24 fatalities	20-24 serious injuries	Total
2015	7	71	9	84	171
2016	3	81	12	86	182
2017	8	43	12	56	119
2018	10	48	7	63	128
2019	9	64	12	94	179
Avg trend change (%)	18.6%	-7.0%	-0.4%	-0.9%	-2.6%

- The 5 year trend shows that the number of 16-19 year olds killed has increased by 18.6% per year. And the number of 20 -24 year olds while ranging from 7 lives lost to 12 has a steady trend line.
- Serious injuries in both groups, while showing a trend decline both increased in 2019 which in part is due to improvements is processing serious injuries.

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 46% and passengers 30%). Motorcycle serious casualties have become more prominent in the last five years, as outlined in the table below.

Table 11a: 16-19 year old serious casualties by user type, South Australia, 2015-19

Year	Drivers[12]	Passengers	Motorcyclists[13]	Cyclists	Pedestrians[14]	Total
2015	42	21	11	0	4	78
2016	32	24	19	4	5	84
2017	23	16	10	1	1	51
2018	28	18	9	0	3	58
2019	30	9	27	4	3	73
Avg trend change (%)	-7.7%	-18%	11.1%	N/A	-10.3%	-4.9%
Proportion	45%	26%	22%	3%	5%	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, until 2019.
- As seen in the table below, drivers and passengers categories have seen an average trend decline over the past five years with passengers seeing the largest percent decline.
- Motorcyclists and pedestrians have seen an increase.

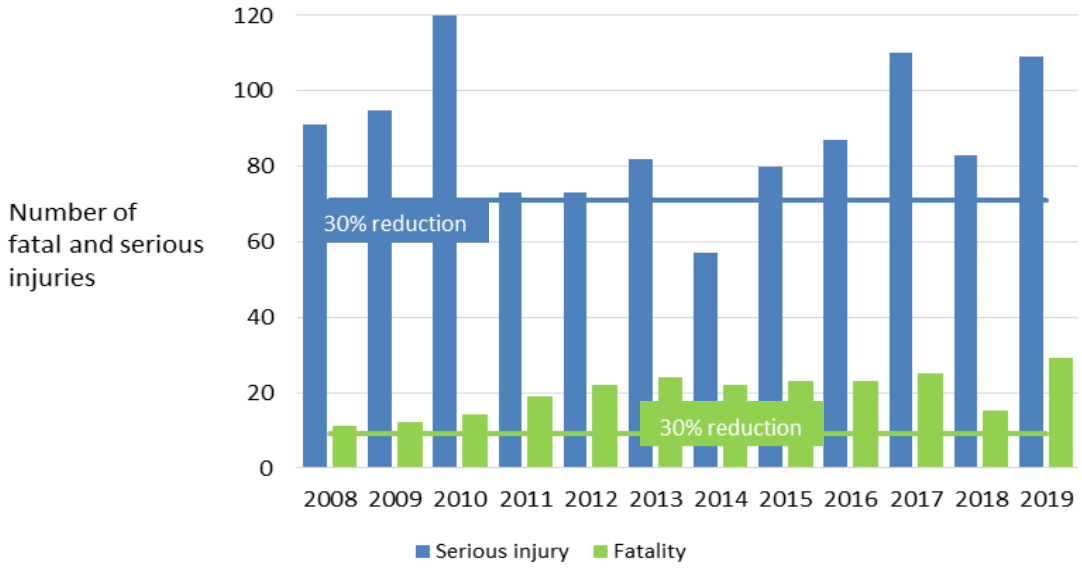
Table 11b: 20-24 year old serious casualties by user type, South Australia, 2015-19

Year	Drivers	Passengers	Motorcyclists	Cyclists	Pedestrians	Total
2015	44	23	16	6	4	93
2016	51	22	15	2	8	98
2017	39	11	13	2	3	68
2018	35	9	16	3	7	70
2019	48	14	29	6	9	106
Avg trend change (%)	-2.0%	-17.2%	13.4%	4.1%	16.0%	-0.7%
Proportion	50%	18%	20%	4%	7%	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, 2008-19



- On average over the past 5 years 23 in this age group have been killed and a further 94 sustained serious injuries. A 30% decrease from the baseline has not been achieved.
- 2019 saw a large increase in fatalities in this age group, creating a slight increase in the 5 year trend. Fatalities on average show an increase of 0.4% and serious injuries saw an average trend increase of 5.9%.
- Drivers make up the majority of serious casualties (54%) in the over 70 age group, in contrast drivers make up 47% of serious casualties generally.
- In general, pedestrians make up 9% of all serious casualties however in the 70+ age group this figure is 15%. As expected, numbers of motorcyclists and cyclists in this age group are lower.
- The table below shows the breakdown of road users aged 70+ by user type.

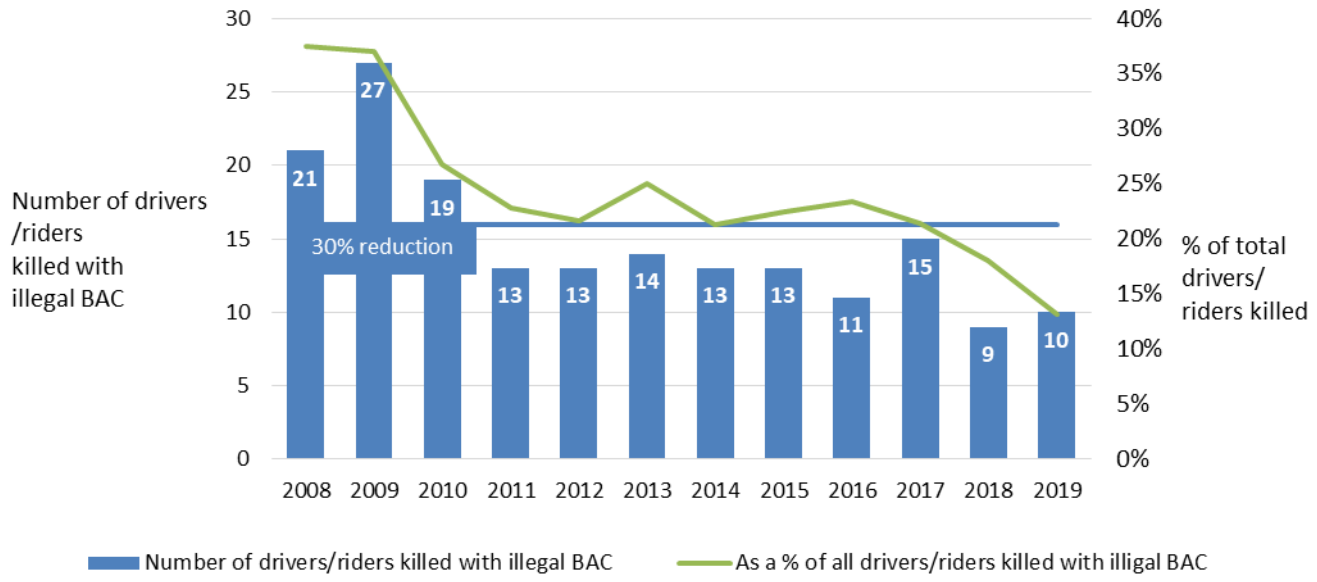
Table 12: Older road users (70+) killed or seriously injured by user type, South Australia, 2015-19

Year	Drivers[15]	Passengers	Motorcyclist[16]	Cyclists	Pedestrians[17]	Total
2015	59	18	4	3	19	103
2016	55	32	3	4	16	110
2017	76	30	9	1	19	135
2018	49	21	6	9	13	98
2019	79	24	8	4	23	138
Avg trend change (%)	4.8%	1.6%	23.1%	14.9%	1.8%	4.8%
Proportion	54%	21%	5%	4%	15%	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.

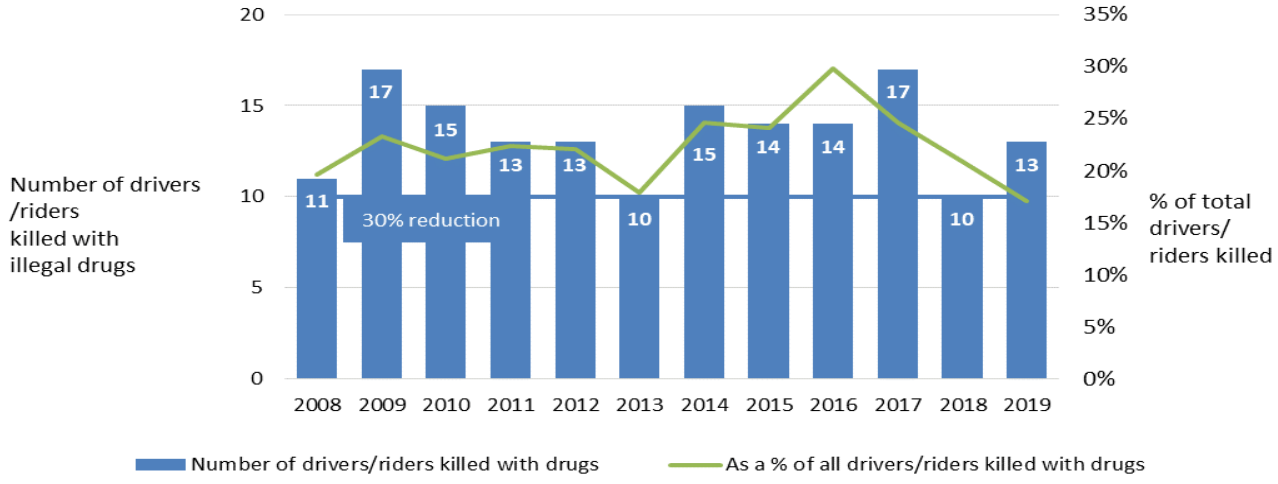
Alcohol & Drugs

Figure 10: Number of drivers/riders killed with a BAC above legal limit, South Australia, 2008-19



- A 30% reduction from the 2008-10 baseline equates to 16 fatalities per year. The number of drivers/riders killed with an illegal BAC has been below this since 2011.
- The number killed remained even for 5 years 2011-15 but dropped in 2018 to the lowest on record.
- In 2009, the number of drivers/riders killed with an illegal BAC represented 37% of all drivers/riders killed (that were tested for alcohol). In 2019, this figure was 13%.

Figure 11: Number of drivers/riders killed that tested positive to drugs, South Australia, 2008-19



- A 30% reduction from the 2008-10 baseline equates to 10 fatalities per year, the target was reached in 2013 and 2018 only.
- 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 significantly. 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, 2011-19

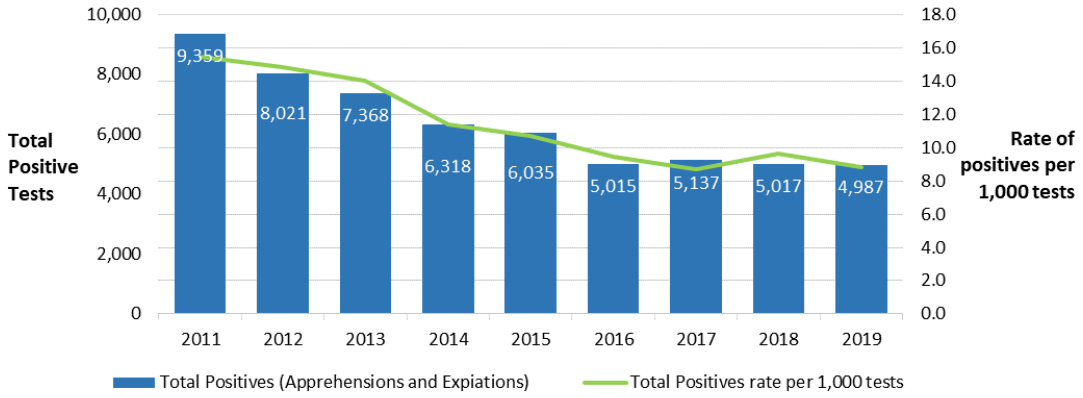
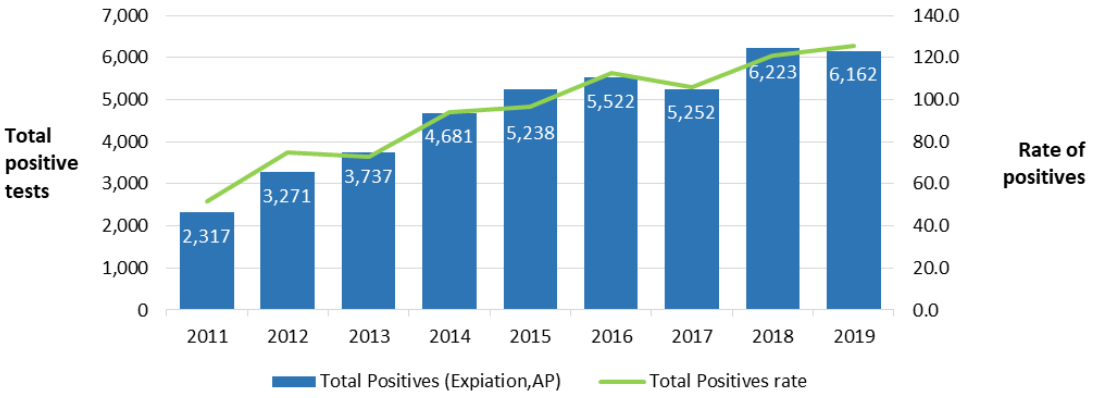


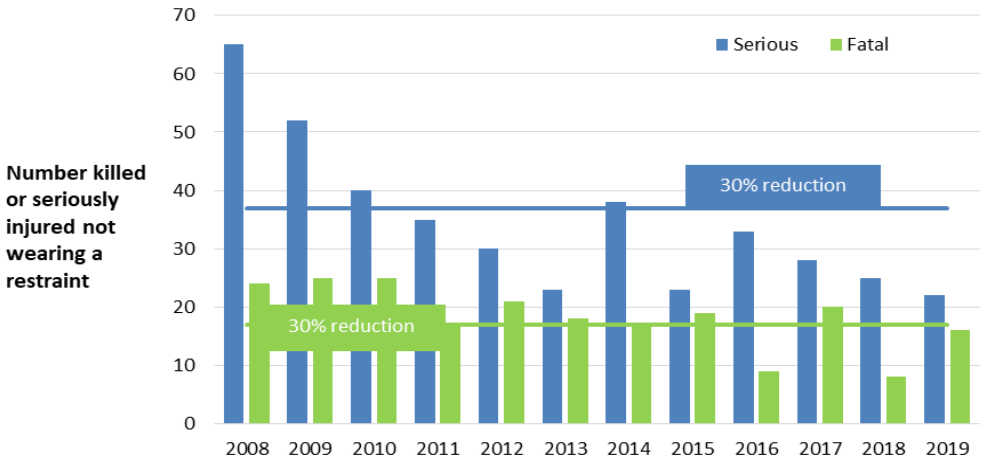
Figure 13: Number and rate of expiations, apprehensions for drug offences per 1,000 tests, South Australia, 2011-19



- While the rate and number of alcohol expiations/apprehensions has been trending down since 2011, 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 has continued to exceed those numbers each year since.
- The rate of expiations/apprehensions has always been much higher for drug offences than BAC.

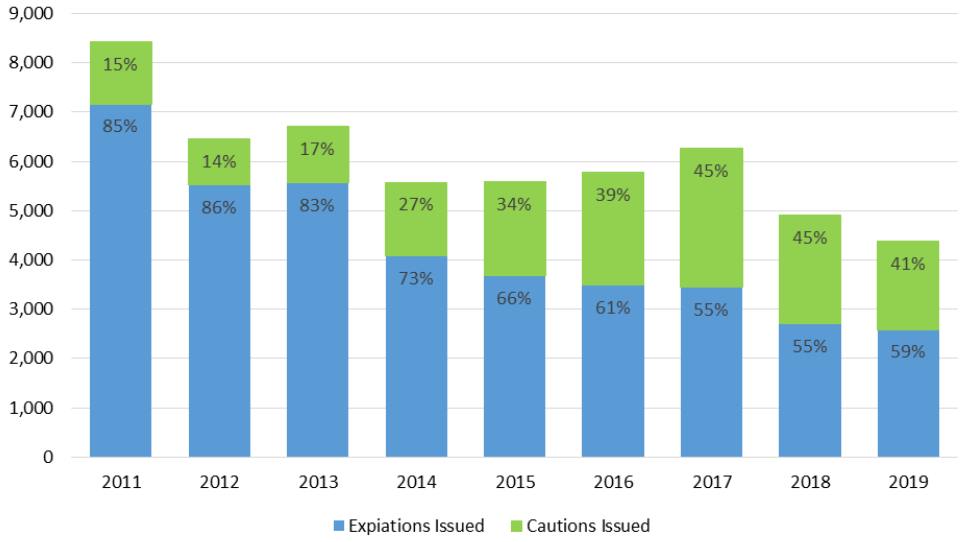
Restraints

Figure 14: Number of killed/seriously injured people not wearing a restraint, South Australia, 2008-19



- The average number of vehicle occupants killed or seriously injured not wearing a seatbelt for the 3 years 2008-10 was 77 people.
- A 30% reduction from the base line would result in 17 fatalities and 37 serious injuries.
- In 2019 there were 16 fatalities and 22 serious injuries where people were not restrained.

Figure 15: Number of expiations and cautions for seatbelt offences, South Australia, 2011-19



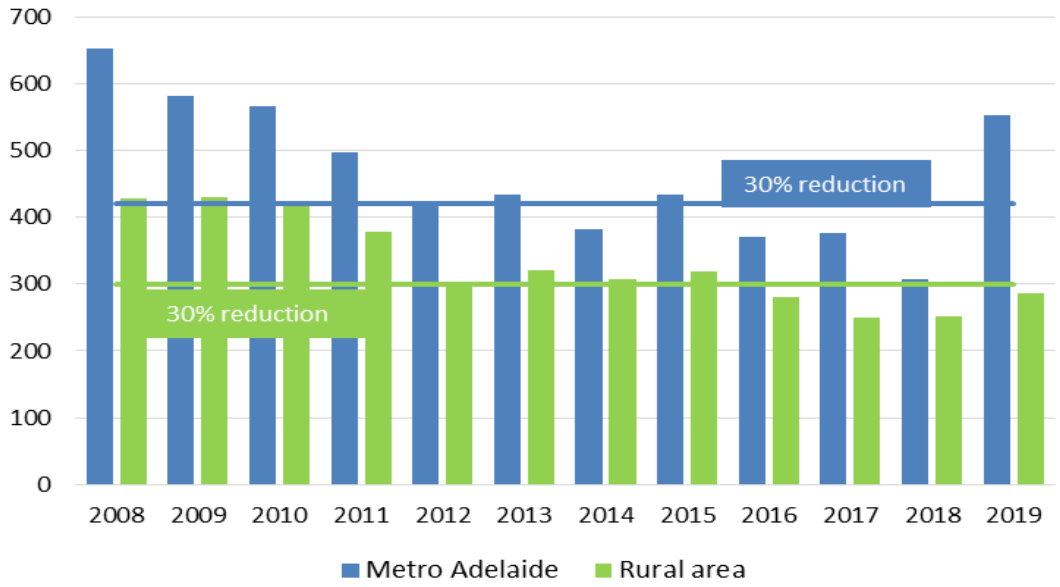
- Overall, the number of caution notices plus expiations issued for non-restraint use since 2011 has trended down by an average of 5.7% per year.

    - The trend in the number of expiations issued has declined an average of 11.5% per year.
    - The trend in the number of cautions issued has increased by an average of 10.9% per year.

- The proportion of cautions /expiations issued has changed over time. In 2011 15% of all offences were issued as cautions and 85% were expiations. In 2019 this proportion was 41% cautions and 59% expiations.

Area

Figure 16: Number of serious casualty crashes by area, South Australia, 2008-19



- The majority of fatal crashes occur on rural roads (55%) however the opposite is true for serious injury crashes with 62% of them occurring on metropolitan roads.
- The following table is a breakdown of fatal and serious injury crashes by severity and area. In 2019 the serious injury crashes on metro roads increased resulting in a trend change. Fatal crashes on metro roads also saw an increase resulting in the trend becoming stable.
- Crashes on rural roads in 2019 also saw an increase from 2018 to 2019 yet not to the same degree. Fatal crashes trend line shows an average annual increase of 4.1% and serious crashes remains trending down on average at a rate of 4.8% per year.

Table 13: Number of serious casualty crashes by area and severity, South Australia, 2015-19

Year	Metropolitan Crashes		Rural Crashes		Total
	Serious	Fatal	Serious	Fatal	
2015	391	43	266	53	690
2016	339	32	235	45	753
2017	322	54	211	39	651
2018	284	24	201	51	560
2019	504	49	225	61	839
Avg trend change (%)	3.4%	-0.3%	-4.8%	4.1%	0.7%

- The majority of serious casualty crashes in metropolitan Adelaide occur on roads with a 60 km/h speed limit (43%). 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. 39% occurred on 100 km/h roads and 33% on 110 km/h roads.

Road Users

Table 14: Fatalities by user type, South Australia, 2015-19

Year	Drivers	Passengers	Motorcyclists	Cyclists	Pedestrians	Total
2015	52	17	11	4	18	102
2016	41	23	8	5	9	86
2017	46	11	24	2	17	100
2018	41	16	10	7	6	80
2019	60	9	17	7	21	114
Average	**48**	**15**	**14**	**5**	**14**	**96**
Avg trend change	2.9%	-15.1%	11.6%	15.7%	-1.0%	1.5%

Over the last 5 years, an average of 96 people were killed and 696 people were seriously injured each year. Drivers make up the majority of serious casualties (50% of fatalities and 47% of serious injuries.)

- Over the last 5 years the average trend change in fatalities increased by an average of 1.5% per year.
- Cyclists and motorcyclists have seen the largest average trend increase over the 5 years, drivers have also seen a small trend increase.

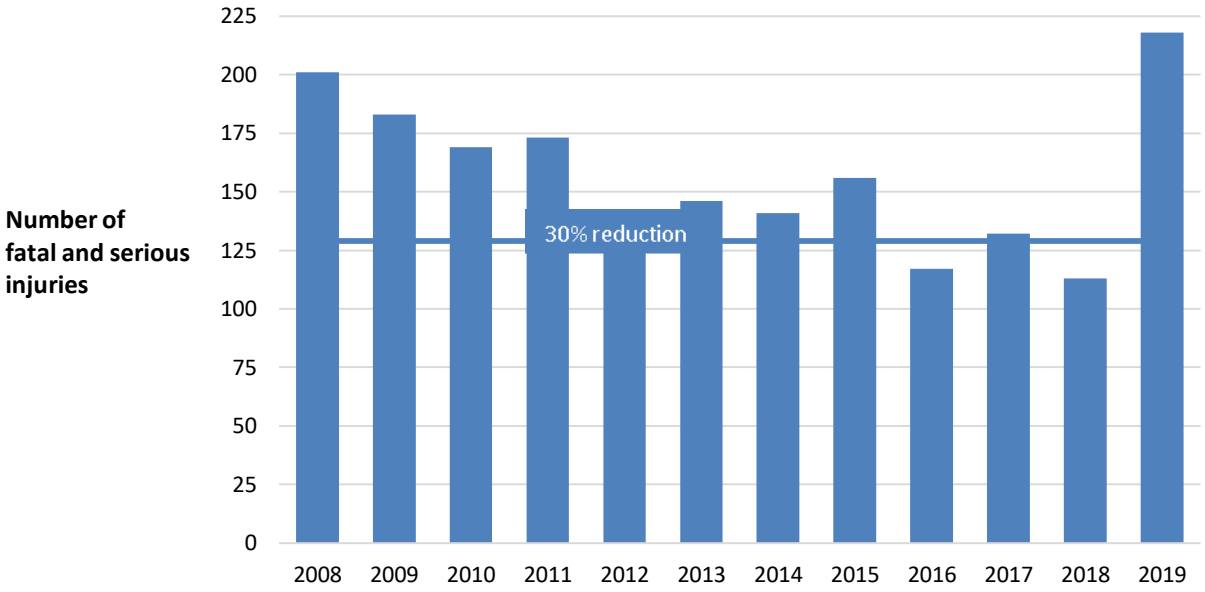
Table 15: Serious injuries by user type, South Australia, 2015-19

Year	Drivers	Passengers	Motorcyclists	Cyclists	Pedestrians	Total
2015	358	132	145	74	50	759
2016	325	140	109	52	66	692
2017	313	121	108	39	41	622
2018	277	87	103	51	58	576
2019	349	108	201	94	80	833
Average	**324**	**118**	**133**	**62**	**59**	**696**
Avg trend change	-2.1%	-8.4%	6.1%	4.7%	8.4%	0.0%

- Over the last 5 years the average trend change in serious injuries has stabilised, this is due to a large increase in 2019 from previous years.
- The vulnerable groups, that is motorcyclists, cyclists and pedestrians all saw an increase in the average trend for the past 5 years, again mainly due to an increase in 2019. Motorcyclist serious injuries almost doubled from 2018 to 2019.
- Vehicle occupants (drivers and passengers) both recorded an average trend decrease over the 5 year period.

Motorcyclists

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



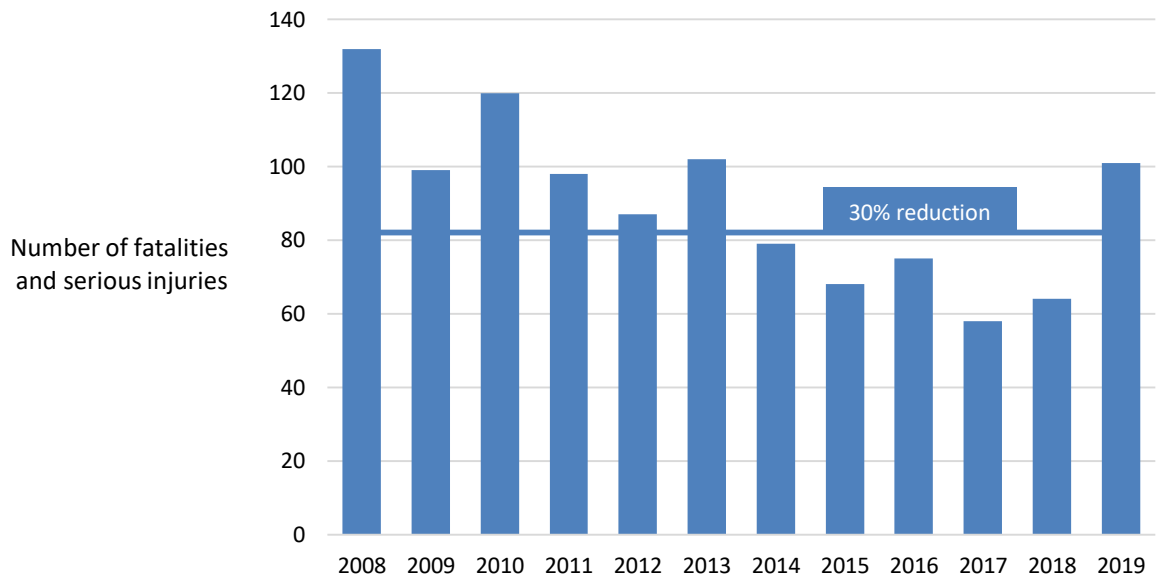
- A 30% reduction from the 2008-10 baseline equates to 129 serious casualties per year.
- 2016 and 2018 saw the number of motorcyclist serious injuries fall below the 30% reduction from the baseline. Yet a large increase was recorded in 2019 the largest number across the past decade.

Table 16: Number of motorcyclists killed or seriously injured by severity, South Australia, 2015-19

Year	Fatalities	Serious injuries	Total
2015	11	145	156
2016	8	109	117
2017	24	105	132
2018	10	103	113
2019	17	201	218
Avg Trend change	11.6%	6.1%	6.6%

Pedestrians

Figure 18: Number of pedestrians killed or seriously injured, South Australia, 2008-19



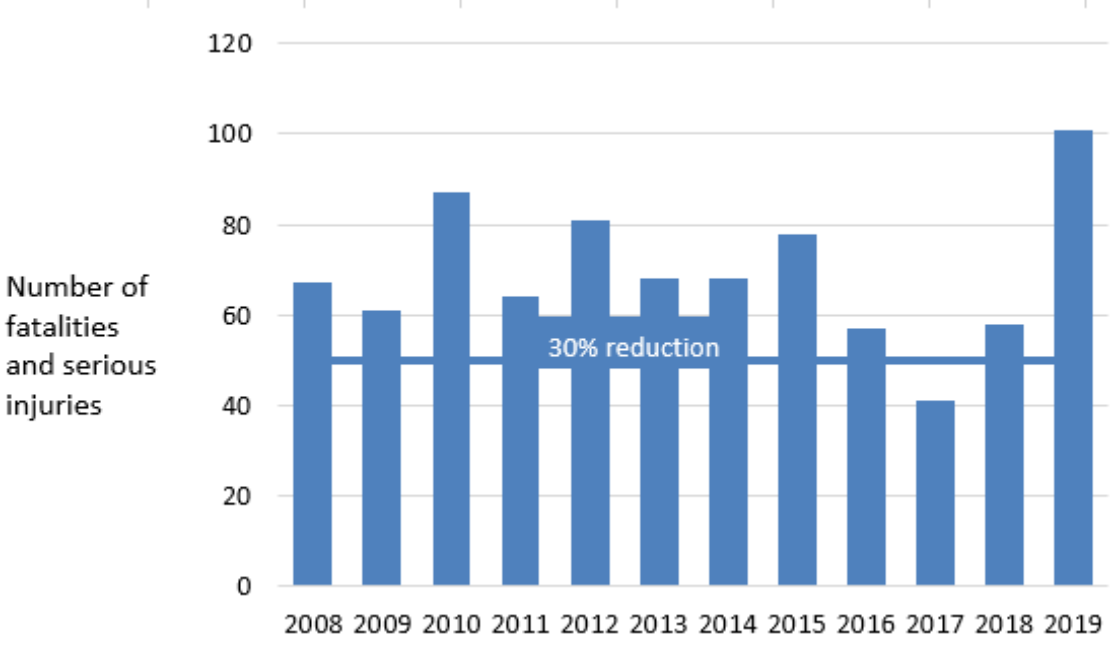
- A 30% reduction from the 2008-10 baseline equates to 82 serious casualties per year, this target was achieved since 2014 till an increase to 101 serious injuries recorded in 2019.
- In the last 5 years, due to a large in in 2019 has seen a reversal of the downward trend in serious casualties. Fatality numbers have been unstable resulting in a slight average trend decline of 1.0%.
- The 21 fatalities reported in 2019 was the highest on record for the past decade.

Table 17: Number of pedestrians killed or seriously injured by severity, South Australia, 2015-19

Year	Fatalities	Serious injuries	Total
2015	18	50	68
2016	9	66	75
2017	17	41	58
2018	6	58	64
2019	21	80	101
Avg Trend change	-1.0%	8.4%	6.5%

Cyclists

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



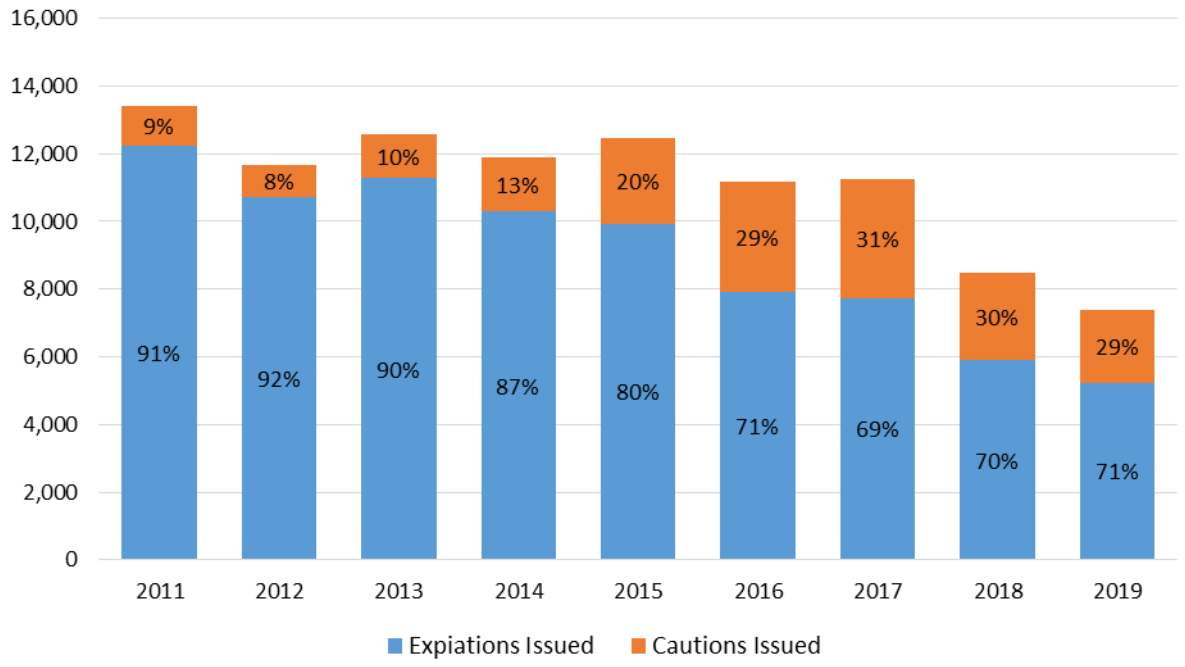
- A 30% reduction from the 2008-10 baseline equates to 50 serious casualties per year. This was achieved for the first time in 2017, but not again since, and the 101 serious casualties recorded in 2019 is double the target.
- In the last 5 years, the average trend in cyclist serious injuries has increased by 4.7% per year, this is in part due to the large increase in 209 resulting in a reversal of trend. The average trend in fatalities has increased by 15.7% per year.

Table 18: Number of cyclists killed or seriously injured by severity, South Australia, 2015-19

Year	Fatalities	Serious injuries	Total
2015	4	74	78
2016	5	52	57
2017	2	39	41
2018	7	51	58
2019	7	94	101
Avg Trend change	15.7%	4.7%	5.5%

Mobile phone offences

Figure 20: Number and Percentage of expiations for mobile phone use offences per quarter, South Australia, 2011-19



- The overall trend in the number of cautions plus expiations for the use of mobile phones has decreased on average 5.9% per year since 2011.
- Expiations fell on average 9.8% per year and cautions have been increasing an average of 14.6% per year.

Compulsory Third Party (CTP) claims

The CTP Scheme provides insurance coverage to people injured in road crashes through the fault of third parties. There are differences between CTP statistics and police statistics on crashes, because persons responsible for a motor vehicle accident cannot make a claim for their injuries, not all crashes reported to police result in injuries, and some CTP claims arise from crashes not reported to police.

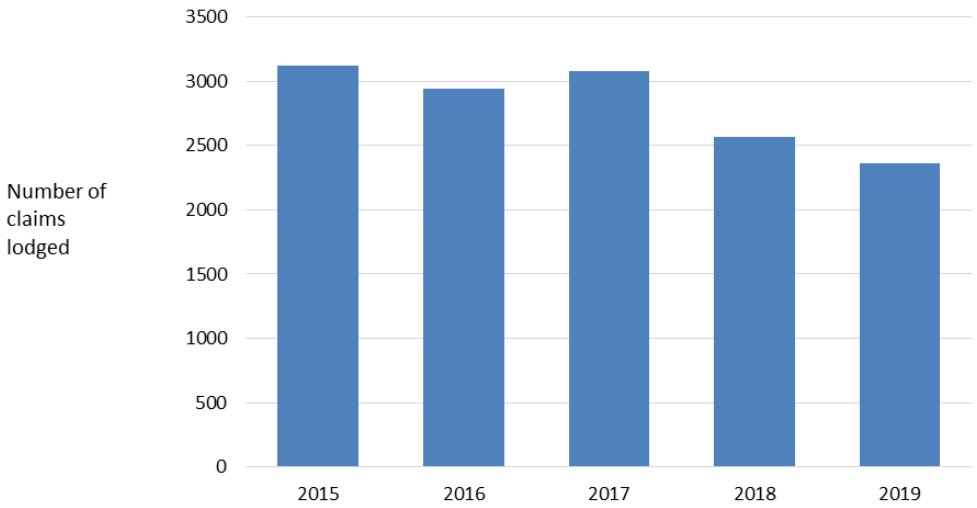
In 2013 the CTP legislation underwent a major reform as part of which a requirement was introduced that to be eligible for economic and non-economic loss payments a claimant had to have an injury scale value above 7 and 10 respectively. This has led to a significant reduction of the number of claims for minor injuries and hence the 2008-2010 baseline cannot be compared to claim numbers in recent years.

Prior to 30 June 2006 the Motor Accident Commission (MAC) was responsible for the South Australian CTP scheme. Since 1 July 2016, CTP insurance has been provided by the four private insurers AAMI, Allianz, QBE and SGIC. The Motor Accident Commission retained responsibility for claims incurred prior to 1 July 2016.

In 2008 MAC introduced Early Notification Forms (ENFs) to facilitate early notification of potential CTP claims. All ENFs received by MAC triggered the creation of a claim, however, not all ENFs resulted in a genuine CTP claim. Since 1 July 2016 automatic generation of claims from ENFs was no longer used by the privately underwritten scheme

Figure 21 shows the numbers of historical CTP claims, as reported by MAC, for the period January 2015 to June 2016 while the July 2016 to December 2018 figures show the total CTP claims under the privately underwritten Scheme. 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 ENFs that have not resulted in a genuine 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 year, South Australia, 2015-19[18]



[18] Claim numbers reported in Figure 21 have been updated from previous reports due to small corrections in the data

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/

Enquiries

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