SOUTH AUSTRALIA'S ROAD SAFETY STRATEGY 2011-2020

ANNUAL PROGRESS REPORT 2020

Government of South Australia
Department for Infrastructure and Transport

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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 *Towards Zero Together Road Safety Strategy* ended in 2020 and this is the final progress report for this Strategy. Previous reports are available on the Towards Zero Together website located at https://towardszerotogether.sa.gov.au/.

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 2020 lives lost and serious injury rates, South Australia

	2020 Target	2008-10 Avg	2020	Change
Fatalities	less than 80 (per year)	112	93	-17%
Fatality rate (per 100,000 population)	4.5	6.9	5.3	-24%

	2020 Target	2008-10 Avg	2020	Change
Serious injuries	less than 800 (per year)	1125	715	-36%
Serious injury rate (per 100,000 population)	45.0	69.6	40.5	-42%

TOWARDS ZERO TOGETHER PERFORMANCE INDICATORS

Key performance indicators are used to monitor and regularly report on South Australia's progress towards reducing serious casualty crashes by at least 30% over the decade. The range of performance indicators below draws on crash, transport, enforcement and other road safety data. The performance indicators for 2020 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: 2020 performance indicators, South Australia

Performance Indicators	Annual Average 2008-10	2020	Change
Number of single vehicle run-off-road serious casualty crashes (Figure 6, page 10)	465	306	-34%
Number of intersection serious casualty crashes (Figure 6, page 10)	368	234	-36%
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)	83.2%	103%
Number of young people (16-24) killed or seriously injured (Figure 8, page 15)	318	153	-52%
Number of drivers/riders killed with a Blood Alcohol Concentration (BAC) above legal limit (Figure 10, page 18)	22	13	-41%
Number of drivers/riders tested positive for alcohol[2] (Figure 12, page 19)	10,269	4,378	-57%
Number of drivers/riders tested positive for drugs (Figure 13, page 19)	1,159	5,868	406%
Number of people killed or seriously injured not wearing a seatbelt (Figure 14, page 20)	77	42	-45%
Number of new Compulsory Third Party insurance claims[3] (Figure 21, page 27)	6,024	2364 (2019)	N/A
ADDITIONAL PERFORMANCE INDICATORS			
Number of serious casualty crashes on metropolitan roads (Figure 16, page 21)	601	464	-23%
Number of serious casualty crashes on rural roads (Figure 16, page 21)	428	245	-43%
Older road users (70+) killed or seriously injured (Figure 9, page 17)	114	108	-5%
Motorcyclists killed or seriously injured (Figure 17, page 23)	176	215	22%
Pedestrians killed or seriously injured (Figure 18, page 24)	117	65	-44%
Cyclists killed or seriously injured (Figure 19, page 25)	72	75	4%
Number of drivers/riders killed that tested positive to drugs (Figure 11, page 18)	14	11	-21%

[1] Based on Centre for Automotive Safety Research (CASR) speed surveys (free speeds): Average metropolitan speed is based on Adelaide 60 km/h speed limit arterial roads; average rural traffic speed is based on 110 km/h speed limit arterial roads; percentage of vehicles exceeding signed speed limit is based on Adelaide 60 and 80 km/h limit roads and rural 110 km/h limit arterial roads.

[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

Lives lost

- In 2020, 93 people lost their lives on South Australian roads, it is above the target for the year 2020 and a decline of 17% from the 2008-10 baseline of 112 lives lost, during the life of the strategy the annual number of lives lost reached 80 lives lost once in 2018, the 30% less target was not achieved.
- The 93 lives lost in 2020 continued a slight upwards in trend, the average trend change for the five-year period is an increase of 2.9% per year.

National comparison

- 21 less lives were lost in 2020 as compared to the 114 lives lost the previous year. This is an 18% decrease. In comparison, the nation recorded a 7% decrease in the number of lives lost.
- South Australia recorded a rate of 5.3 lives lost per 100,000 population in 2020, the national recorded 4.3 lives lost per 100,000 population. South Australia recorded a rate lower than Queensland (Qld), Western Australia (WA), Tasmania (Tas) and the Northern Territory (NT).

Serious injuries

- 715 serious injuries were recorded in 2020, this is below the 2020 target of 800. Serious injuries have been below the target every year since 2012 with the exception of 2019 when 833 serious injuries were recorded.
- The average trend over the past five years shows an increasing trend equal to 2.4% per year.

Area

- Serious casualty crashes for 2020 in metropolitan Adelaide reduced by 16% from the previous year, 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 five years, crashes resulting in a life lost on metropolitan roads have been unstable, resulting in a slight trend increase. Serious injury crashes on metropolitan roads however saw a large increase in 2019 after steady declines in previous years also resulting in an increasing trend line.
- Serious injury crashes on rural roads saw a small decline in 2020. Crashes resulting in a life lost on rural roads have also ben unstable, resulting in an increasing five-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 but declining again in 2020. 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 and again below the target in 2020.

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 been decreasing in previous years with a jump up in 2020.

Vehicles

- The percentage of new cars sold in South Australia with a 5-star safety rating has more than doubled since 2010 to 83.2%.

Restraints

- In 2020, 17 vehicle occupants lost their lives while not wearing a restraint. This equates to a 30% reduction from the 2008-10 baseline. 2016 and 2018 saw reductions greater than 30% from the baseline.

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 lives lost has trended up in the last five years. Motorcyclists account for 28% of all serious casualties in this age group. A reduction of 30% in serious casualties in the 20 – 24 age group was achieved since. The trend in lives lost and serious injuries over the last five years has remained somewhat stable.

Older road users

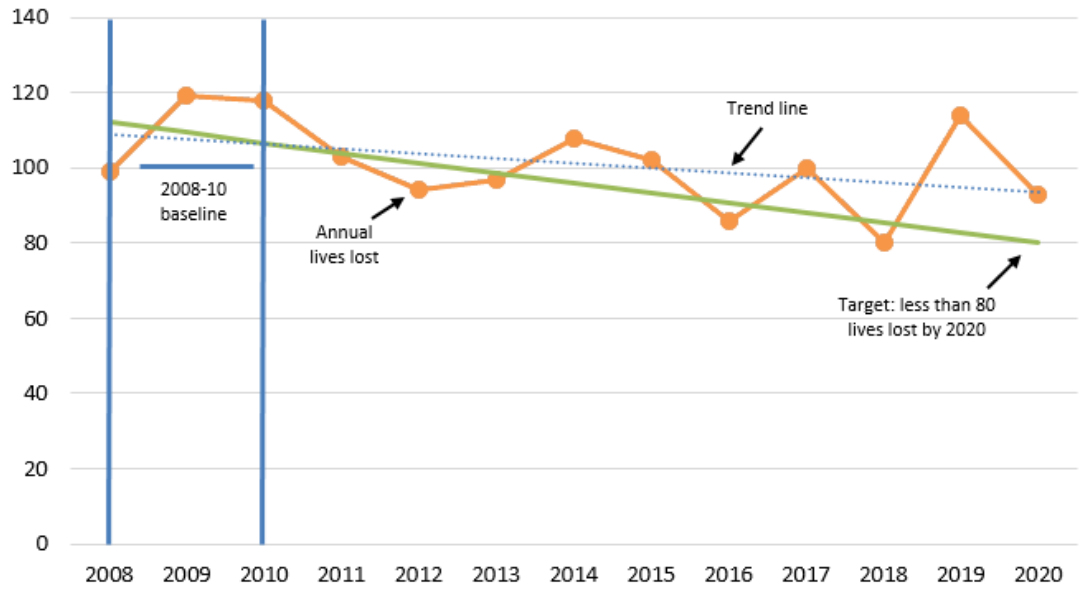
- In the last five years, the trend for both serious injuries and lives lost for those aged 70+ have increased. The target of 30% reduction from the baseline has not been achieved.

CURRENT PROGRESS IN SOUTH AUSTRALIA

The South Australian Road Safety Strategy aimed to achieve at least a 30% reduction in serious casualties by 2020, this equates to a target of less than 80 lives lost and 800 serious injuries per year.

LIVES LOST

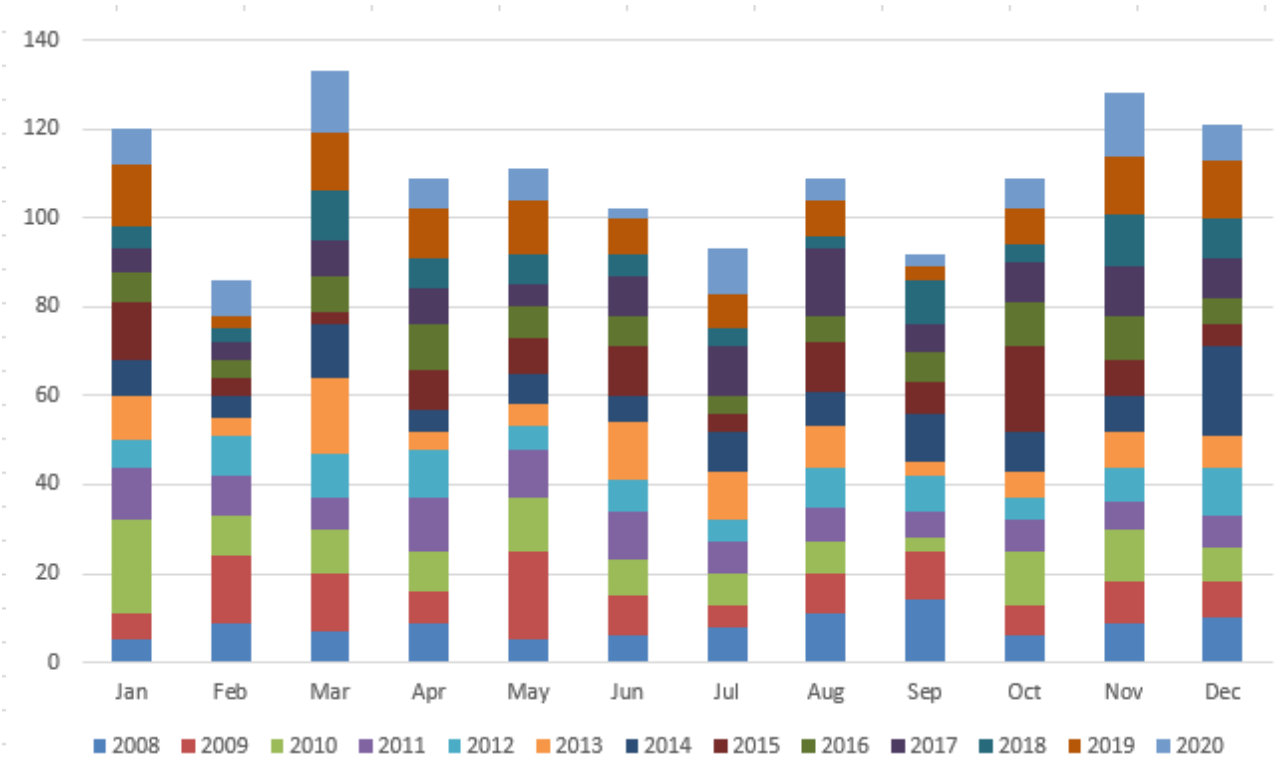
Figure 1: 2008-2020 statistical progress towards target, South Australia



The 93 lives lost recorded in 2020 was an 18% decrease from the previous year and is three less lives lost than the previous five-year average of 96. Figure 1 shows annual data of lives lost in South Australia beginning 2008. The 2020 figure of less than 80 deaths was not achieved.

Seasonal variation in lives lost:

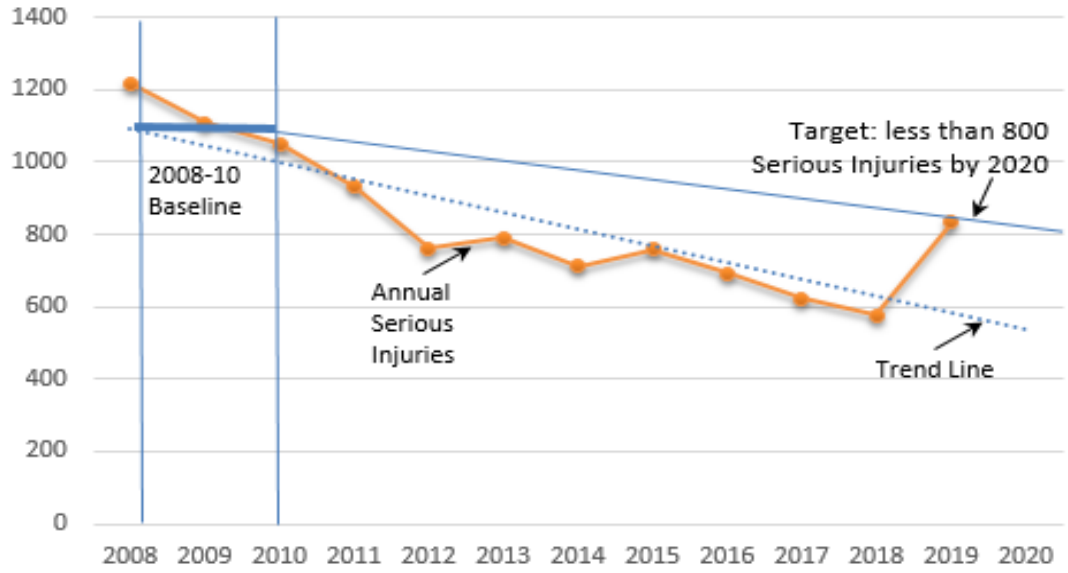
Figure 2: 2008-2020 monthly variation in lives lost, South Australia



- On average, over the past 10 years, data shows that March, November and December all have an average of 10 lives lost per year, February has half that number with an average of five lives lost per year.
- In 2020, the highest number of lives lost (14) occurred in March and November.

SERIOUS INJURIES

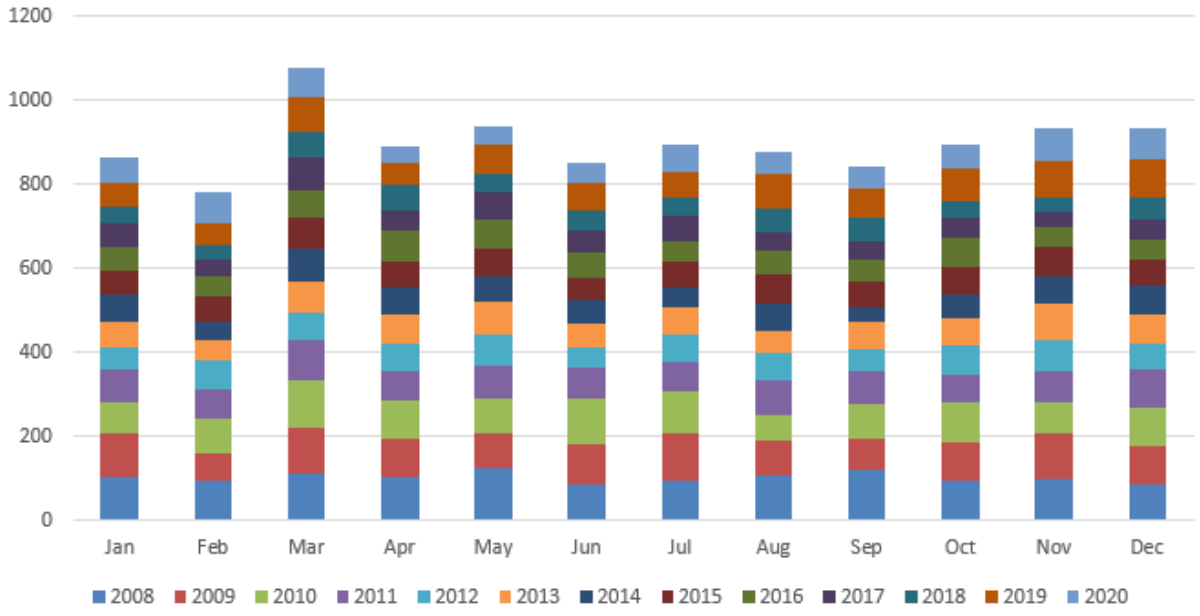
Figure 3: 2008-2020 statistical progress towards serious injuries target, South Australia



715 serious injuries were recorded in 2020, which is under the 2020 target of 800 and a decrease from the 833 recorded in 2019. Serious injuries were below the target between 2012 – 2018 and also in 2020.

Seasonal variation in serious injuries:

Figure 4: 2008-2020 monthly variation in serious injuries, South Australia



- On average, over the past 10 years data shows that similar to lives lost, March is the month with the highest number of serious injuries followed by December.
- On average, February has the lowest number of serious injuries.

EXPOSURE TO THE ROAD SYSTEM

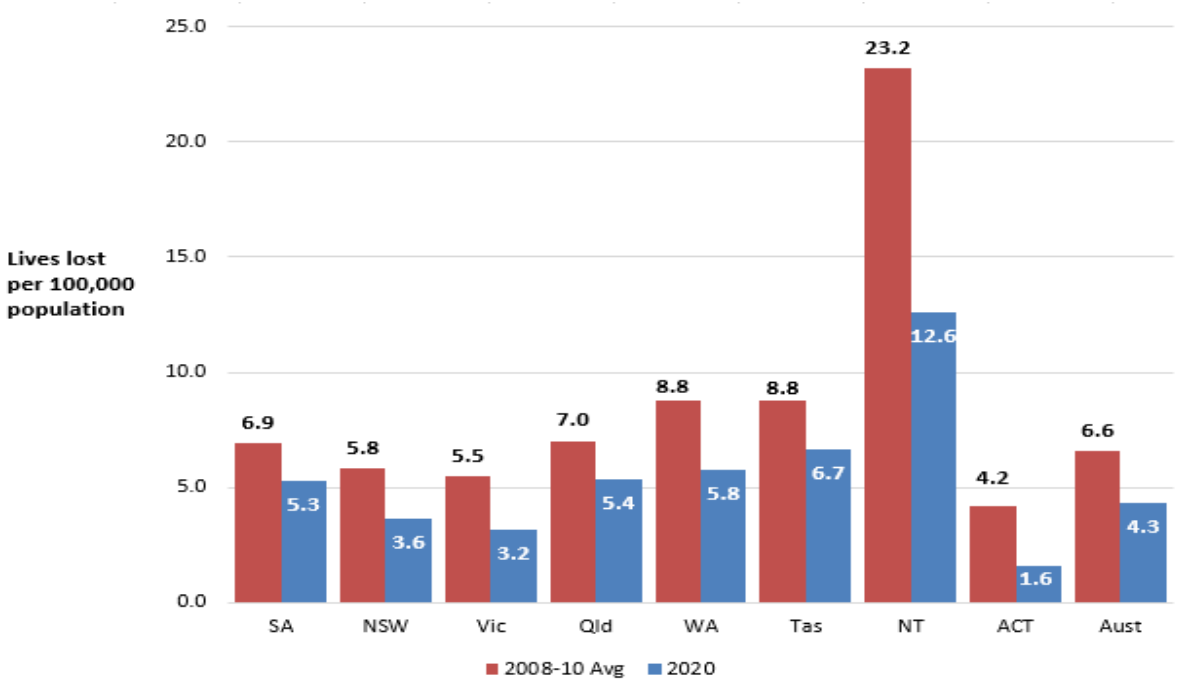
Crash data, when combined with various exposure measures, can be used to compare crash rates among different populations that use the road system. The crash rates per 100,000 licence holders (drivers and riders) and per 100,000 registered vehicles in South Australia, are shown in Table 3.

Table 3: Rate of lives lost and serious injuries for the 12 months ending December 2020[4]

	South Australia	Lives lost rate (per 100,000)	Serious injury rate (per 100,000)
Licence Holders[5]	1,283,751	5.1	37.5
Registered Vehicles[6]	1,485,154	6.3	48.1
VKT[7] (per,100 million)	16,392	0.6	4.4

National Comparisons

Figure 5: Lives lost per 100,000 population, Australia, 2008-10 Avg and 2020[8]



- All states and territories have seen a drop in the lives lost per 100,000 population from the 2008-10 baseline. South Australia recorded a 24% decrease as at end of December 2020. This is lower to the national level, which recorded a 35% decrease from the baseline.
- South Australia in 2020 recorded a lives lost rate of 5.3 lives lost per 100,000 population, the national rate is 4.3. South Australia recorded a rate lower than Qld, WA, Tas and the NT.

[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, Department for Infrastructure and Transport, 30 June 2020.
[6] Excludes trailers and caravans. Registration and Licensing, SA Department for Infrastructure and Transport, 30 June 2020.
[7] VKT data from 9208.0 Survey of Motor Vehicle Use, Australia, 12 months ended 30 June 2020.

Table 4: Annual lives lost in each State and Territory in Australia for the 12 month period ending December[8]

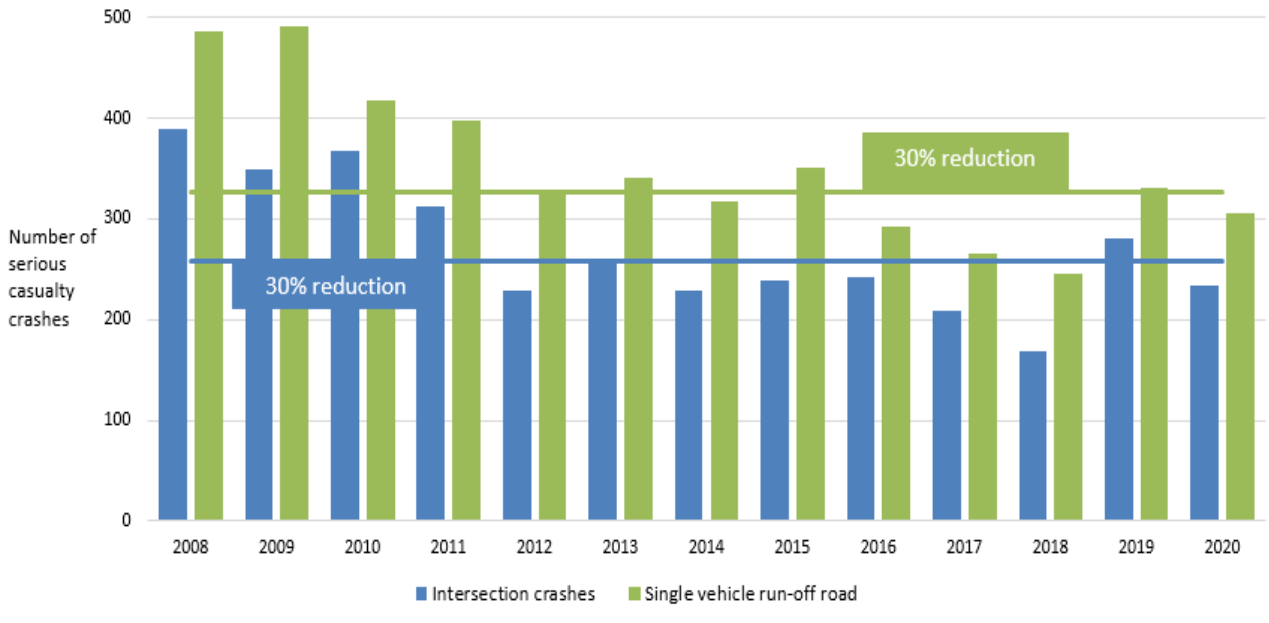
Year	SA	NSW	VIC	QLD	WA	TAS	NT	ACT	AUST
2016	86	380	290	251	193	37	45	10	1,292
2017	100	389	259	247	159	31	31	5	1,221
2018	80	357	212	244	158	33	50	9	1,143
2019	114	352	268	217	163	32	36	6	1,188
2020	93	297	212	276	154	36	29	7	1,104
Latest % change	-18.4%	-15.6%	-20.9%	27.2%	-5.5%	12.5%	-19.4%	16.7%	-7.1%
Avg trend change	2.9%	-5.8%	-5.8%	0.6%	-4.2%	-0.2%	-7.0%	-5.2%	-3.4%

- South Australia recorded a decline of 18.4% in lives lost from 2019 to 2020, nationally a decrease was also seen, but not to the same extent as South Australia.
- Looking at the five-year average trend change it can be seen that in South Australia and Qld were the only jurisdictions 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, 2008-20[9]



[8] Department of Infrastructure and Transport, Bureau of Infrastructure, Transport and Regional Economics, *Road deaths Australia monthly bulletins-December 2020.*

[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.

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 apart from 2019.
- The lowest in the last 12-year period was the 169 serious casualty crashes in 2018.
- The five-year trend shows an increase in these crashes by an average of 2.3% per year.
- 78% of these crashes are in the metropolitan areas (2016- 2020).

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 2020.
- The lowest in the 12-year period was thee 245 serious casualty crashes in 2018.
- The five-year trend shows an increase in these crashes by an average of 3.2% per year.
- 53% of these crashes were in rural areas (2016- 2020).

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 five kilometres per hour (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 2012-2020. These surveys will be measured every 2 years from 2016. The last survey was conducted in 2020.

Table 5: Average speeds and percentage of vehicles exceeding the speed limit, South Australia, 2013-20[10]

	2013	2014	2015	2016	2018	2020
Average metropolitan traffic speed	55.6 km/h	55.6 km/h	55.8 km/h	55.3 km/h	55.3 km/h	55.4 km/h
Average rural traffic speed	102.4 km/h	102.6 km/h	102.4 km/h	102.0 km/h	101.4 km/h	102.0 km/h
Percent of vehicles exceeding stated speed limit	20.7%	20.1%	20.5%	19.0%	17.2%	18.2%

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 following years were not, although there have been large historical reductions in speed.

[10] 2017 and 2019 data was not collected.

- The average rural traffic speed is based on 110 km/h arterial roads, the change in speed from year to year was statistically significant for the years 2016-2018 only and has changed little since recording began in 2006.

Percent of vehicles exceeding stated speed limit

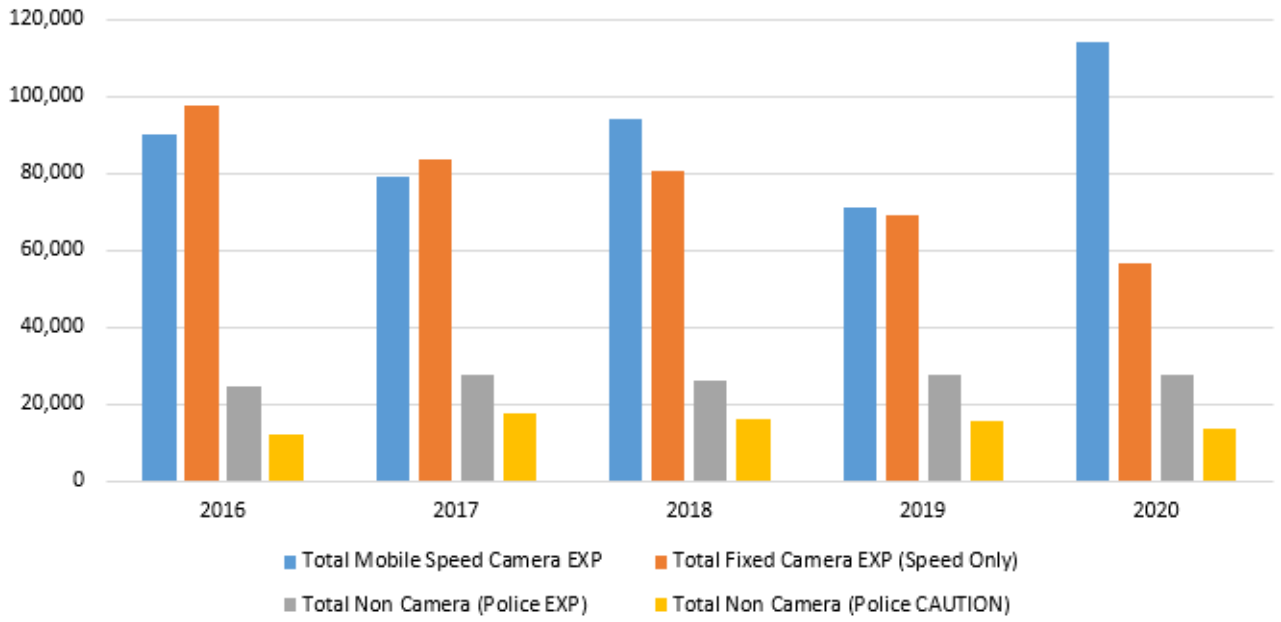
- The percentage of vehicles exceeding the speed limit was declining until 2015 when it rose slightly, 2016 again saw a drop to 19.0% and a further drop to 17.2% in the 2018 survey. In 2020 this number was 18.2%, which is 23% lower than the 2010 baseline figure of 23.6% vehicles exceeding the stated speed limit.

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 detections for speed enforcement, South Australia, 2016-2020



- The total number of speed expiations and cautions (detections) issued by SAPOL has been trending downward slightly by an average of 2.6% per year for the last five years.

[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 2021. Future data calculations may show some differences as data is continually refreshed. Comparisons should not be made between points in time data.

- The number of expiations from mobile cameras increased by 60% from 2019 to 2020. No increase in hours spent by SAPOL on mobile speed cameras was recorded over that time, however an increase (23%) on the traffic volume was recorded. This large increase has resulted in a change of trend, showing an increasing trend by an annual average of 3.7% per year. They represent 43% of all detections.
- The number of expiations from fixed cameras dropped in 2020 from the previous year, however the number has been declining overall, recording an annual average decrease of around 12%. They represent 37% of all detections.
- The number of non-camera offences have been trending slowly up over the past five years by an average of 2.4% per year. These represent 13% of all detections.
- The number of cautions served has increased each year over the past five years, trending up an average of 1.4% per year. They represent 7% of all detections.

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. 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, 2016-2020

	2016	2017	2018	2019	2020
5-Star	83.9%	83.8%	83.9%	85.7%	83.2%
Total number of new vehicles	67,286	69,120	68,553	67,212	57,859

- The percent of new vehicles sold with a 5-star rating declined 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, 2016-2020

Safety Feature	2016	2017	2018	2019	2020
Electronic stability control	97.9%	98.9%	98.04%	97.8%	99.2%
Front side curtain airbags	95.3%	96.0%	95.02%	95.5%	96.1%
Emergency brake assist	95.7%	96.6%	96.10%	96.3%	96.9%
Rear side curtain airbags	86.4%	89.0%	88.17%	88.5%	88.6%
Centre 2nd row lap/sash belt	90.4%	90.9%	89.98%	90.9%	86.4%
Pre-crash safety system	15.9%	30.9%	44.08%	55.4%	67.3%

- 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 crash. It uses radar and sometimes laser and camera to detect an imminent crash.
- The percent of all other safety features changed within one percentage point as compared from 2019, apart from the centre second row lap/sash belt which has dropped 4.5 percentage points.

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

Table 8: Number of vehicles involved in serious casualty crashes by type, South Australia, 2016-2020

Vehicle type	2016	2017	2018	2019	2020
Passenger vehicles	743	737	602	862	747
Heavy vehicles	49	47	45	70	33
Buses	5	6	6	10	8
Motorcycles	117	134	113	227	216
Bicycles	66	55	61	110	79
Other vehicle types	5	37	31	33	24
Total	**985**	**1,016**	**858**	**1,312**	**1,107**

- As expected, most 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, 2016-2020

Vehicle Age (years)	2016	2017	2018	2019	2020
0-4	114	145	87	154	142
5-9	157	160	139	188	170
10-14	206	164	145	185	175
15-19	141	151	119	199	146
20+	108	100	106	124	111
Unknown	17	17	6	12	3
Total	**743**	**737**	**602**	**862**	**747**

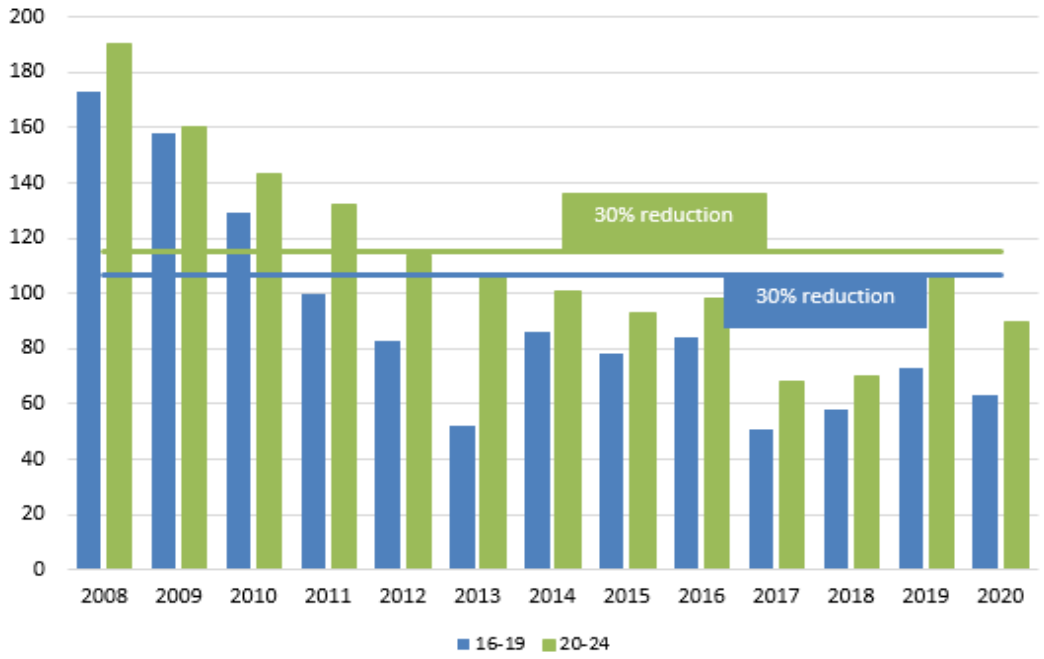
The number of passenger vehicles involved in serious casualty crashes declined from 2019 to 2020, consistent with the decline in serious casualty crashes in general.

- Involvement of vehicles aged 20+ years has remained steady over the past five years.
- There is an over representation of vehicles aged 15 years or older in the crash data. In 2020, 29% of passenger vehicles in the South Australia fleet were aged 15+ years, yet 36% 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 of December 2019 is 11.2 years, this has been slowly increasing from 10.5 years in December 2011. Station wagons (includes 4WD) have the lowest average age of all light vehicles, as of December 2019 this was 8.9 years.

Young Road Users

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



The number of lives lost and serious injuries in young people on South Australian roads has declined in the last decade. The trend in the most recent five years overall however shows little movement. Lives lost in the 16 to 24 age groups have increased as has serious injuries in the 20 to 24 age group. The 16 to 19 age group have seen a declining trend in serious injuries on South Australian roads. Table 10 breaks this down further.

Table 10: 16 to 24 age group serious casualties by severity, South Australia, 2016-20

Year	16-19 lives lost	16-19 serious injuries	20-24 lives lost	20-24 serious injuries	Total
2016	3	81	12	86	182
2017	8	43	12	56	119
2018	10	48	7	63	128
2019	9	64	12	94	179
2020	11	52	13	77	153
Avg trend change (%)	31.2%	-4.8%	1.6%	3.0%	0.6%

- The five-year trend shows that the number of lives lost in the 16 to 19 age group has increased since 2016.
- Serious injuries in the 16 to 19 age group has declined over the past five years, while the numbers in the 20 to 24 age group shows an increase in trend.

16 to 19 year-old lives lost and seriously injured

- A 30% reduction (from 2008-10 baseline) in the number of 16 to 19-year-old lives lost and seriously injured has consistently been achieved since 2011.
- Most casualties in this age group are vehicle occupants (drivers 40% and passengers 24%). Motorcycle serious casualties have become more prominent in the last five years.

Table 11a: 16 to 19 age group serious casualties by user type, South Australia, 2016-20

Year	Drivers[12]	Passengers	Motorcyclists[13]	Cyclists	Pedestrians[14]	Total
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
2020	19	12	27	1	4	63
Avg trend change (%)	-7.5%	-17.8%	18.5%	N/A	6.7%	-2.1%
Proportion	40%	24%	28%	3%	5%	100%

20 to 24 age group lives lost and seriously injured

- A 30% reduction (from 2008-10 baseline) in the number of 20 to 24 age group lives lost and seriously injured has been achieved since 2013.
- As seen in the table below, pedestrians and passengers' categories have seen an average trend decline over the past five years drivers in this age group have remained steady.
- Motorcyclists and cyclists have seen an increase.

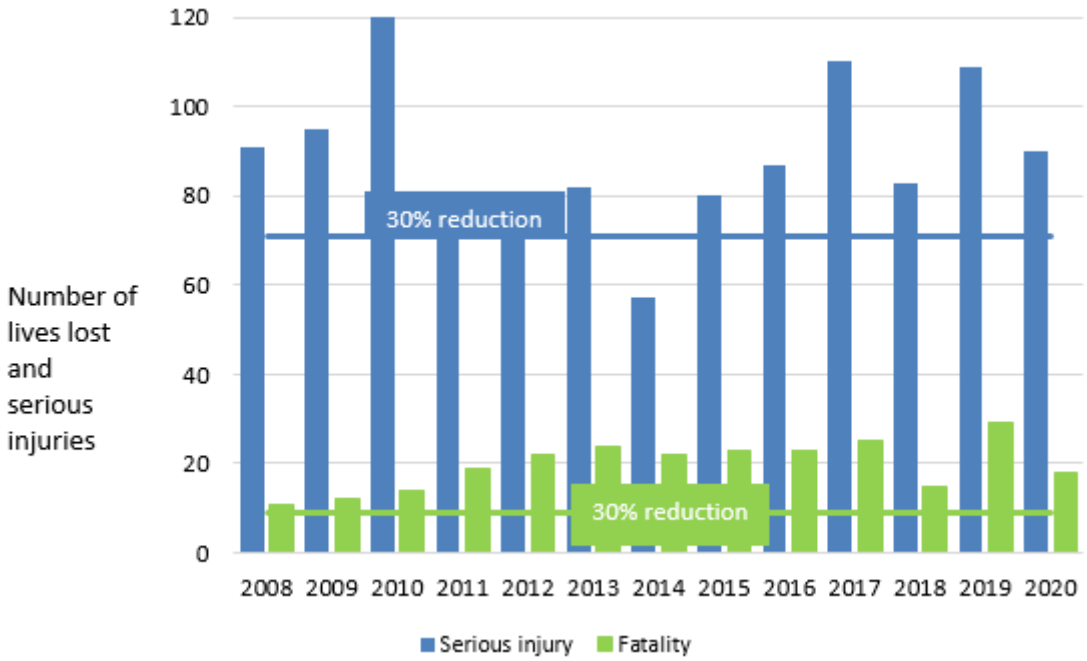
Table 11b: 20 to 25 age group serious casualties by user type, South Australia, 2016-20

Year	Drivers	Passengers	Motorcyclists	Cyclists	Pedestrians	Total
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
2020	46	16	21	3	4	90
Avg trend change (%)	0.0%	-3.9%	15.9%	21.0%	-2.8%	2.8%
Proportion	51%	17%	22%	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+) lives lost or seriously injured, South Australia, 2008-20



- On average over the past five years 22 road users in this age group have lost their life and a further 96 sustained serious injuries. A 30% decrease from the baseline was not achieved.
- 2020 saw a decline in lives lost and serious injuries in this age group, which resulted in little change in trend.
- Drivers make up most serious casualties (55%) in the over 70 age group, in contrast drivers make up 46% of serious casualties generally.
- In general, pedestrians make up 9% of all serious casualties however in the 70+ age group this figure is 14%. The 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.

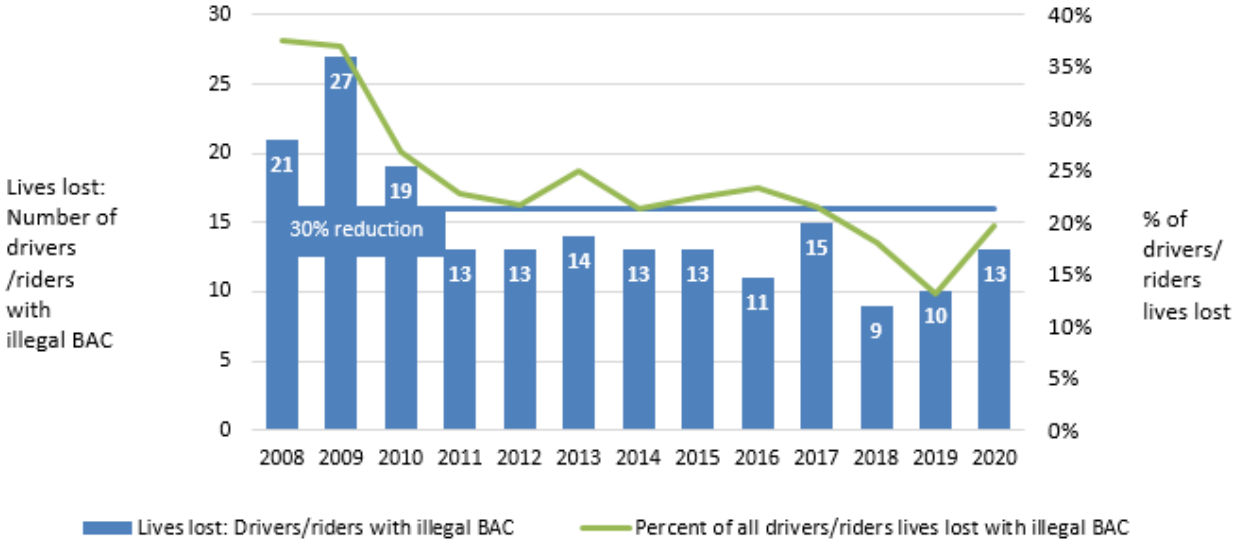
Table 12: Older road users (70+) lives lost or seriously injured by user type, South Australia, 2016-20

Year	Drivers[15]	Passengers	Motorcyclist[16]	Cyclists	Pedestrians[17]	Total
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
2020	66	16	7	6	13	108
Avg trend change (%)	4.1%	-14.9%	17.1%	24.6%	-2.2%	.0.1%
Proportion	55%	21%	6%	4%	14%	100%

Alcohol & Drugs

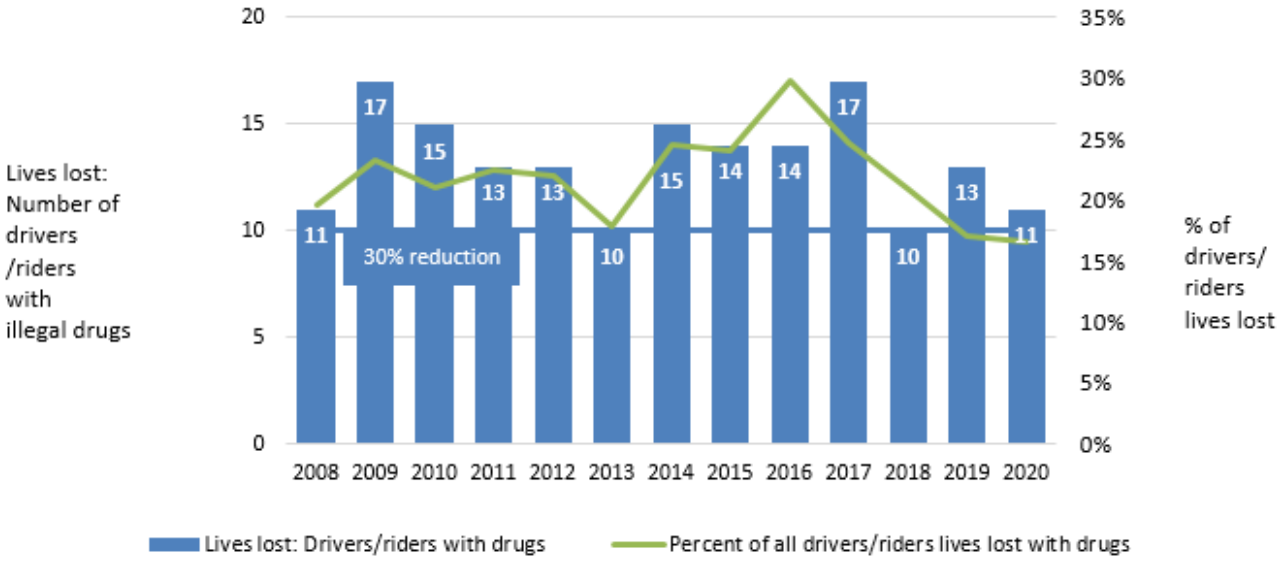
[15] Includes heavy vehicle drivers. Heavy vehicles include rigid trucks, semi-trailers and B-doubles.
[16] Includes pillion passengers and scooter riders/passengers. A scooter is a motorcycle with step-through architecture and either a platform for the operator's feet or footrests integral with the bodywork.
[17] Includes motorised wheelchairs and small wheel vehicles.

Figure 10: Number of drivers/riders lives lost with a BAC above legal limit, South Australia, 2008-20



- A 30% reduction from the 2008-10 baseline equates to 16 lives lost per year. The number of drivers/riders who have lost their life with an illegal BAC has been below this since 2011.
- The number killed remained somewhat stable for five years 2011-15 but dropped in 2018 to the lowest on record but has increased slightly in the past 2 years.
- In 2009, the number of drivers/riders who lost their life with an illegal BAC represented 37% of all drivers/riders (that were tested for alcohol). In 2020, this figure was 20%.

Figure 11: Number of drivers/riders killed that tested positive to drugs, South Australia, 2008-20



- A 30% reduction from the 2008-10 baseline equates to 10 lives lost per year, the target was reached in 2013 and 2018 only.
- 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, until 2020 when this reversed.

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 because of involvement in a crash.

Figure 12: Number and rate of expiations, apprehensions for alcohol offences per 1,000 tests, South Australia, 2011-20

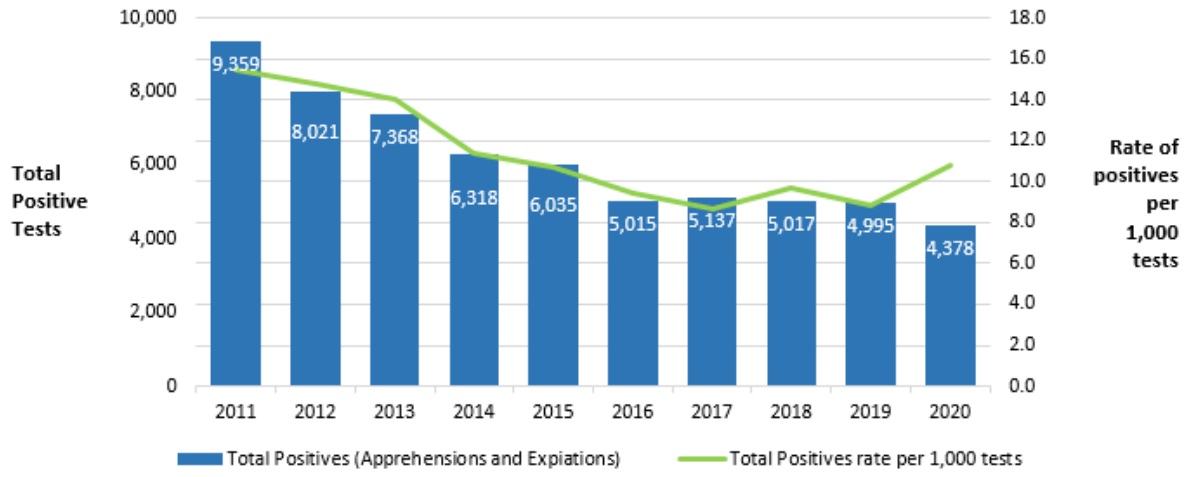
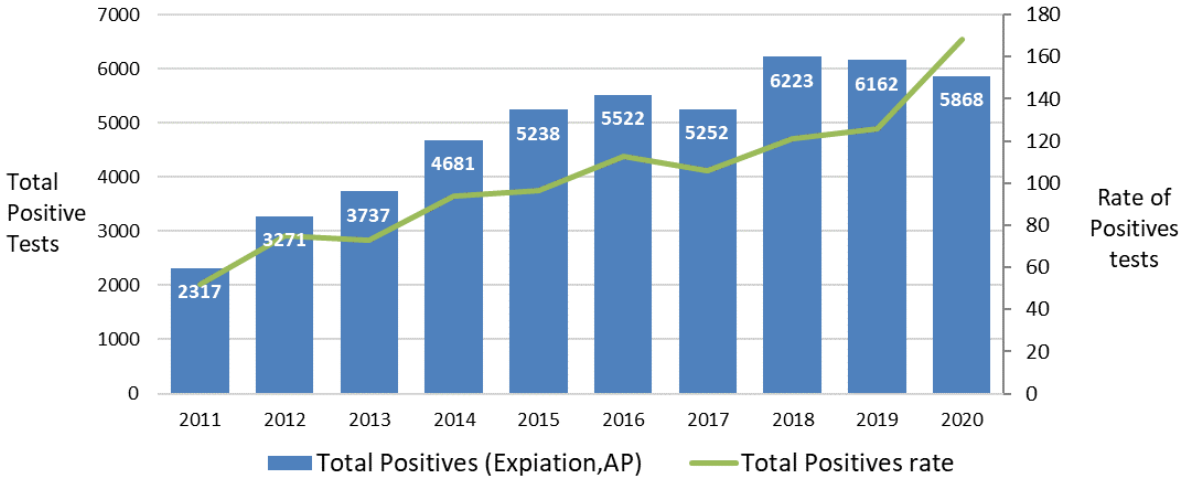


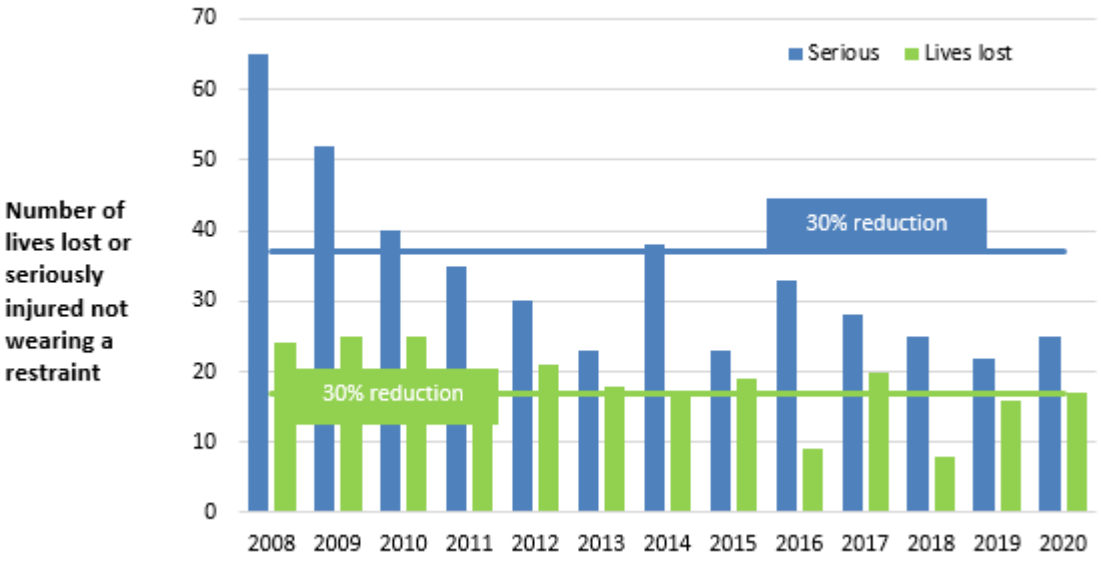
Figure 13: Number and rate of expiations, apprehensions for drug offences per 1,000 tests, South Australia, 2011-20



- While the rate and number of alcohol expiations/apprehensions has been trending down since 2011, the opposite is true for drug expiations/apprehensions. In part, this may be due to the differing enforcement practices between the two, noting that drug testing has become more targeted over time. 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.

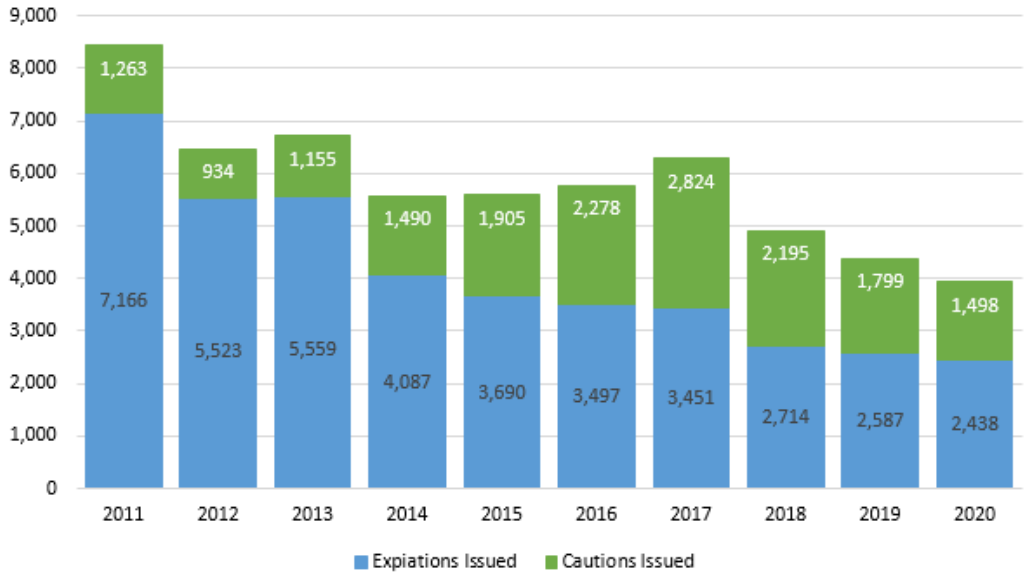
Restraints

Figure 14: Number of killed/seriously injured people not wearing a restraint, South Australia, 2008-20



- 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 lives lost and 37 serious injuries.
- The most recent five-year average records 14 lives lost and 27 serious injuries where people were not restrained.

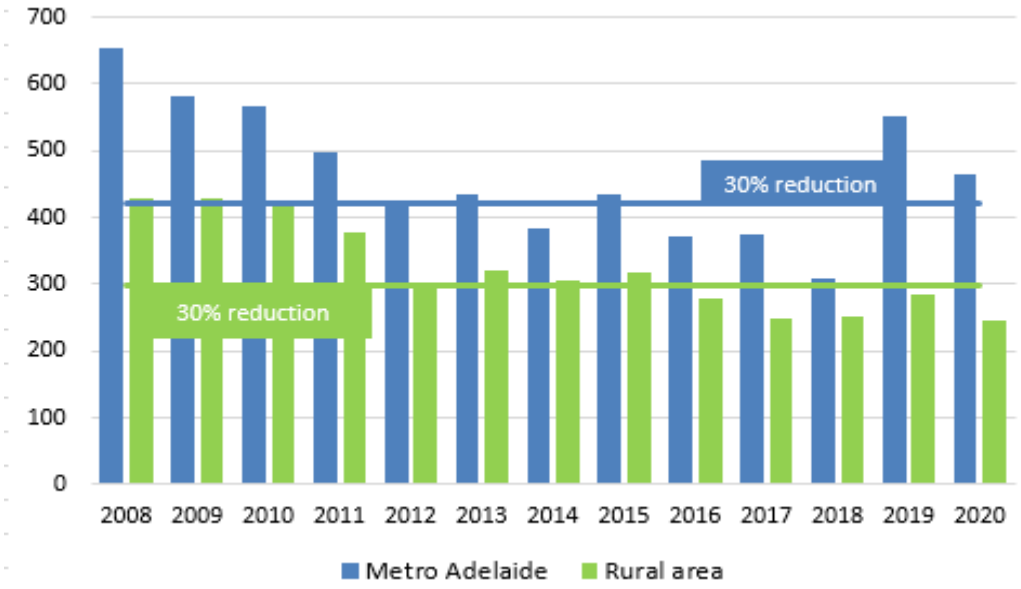
Figure 15: Number of expiations and cautions for seatbelt offences, South Australia, 2011-20



- 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 proportion of cautions /expiations issued has changed over time. In 2011, 15% of all offences were issued as cautions and 85% were expiations. In 2020 this proportion was 38% cautions and 62% expiations.

Area

Figure 16: Number of serious casualty crashes by area, South Australia, 2008-20



- Most crashes resulting in a life lost for the five-year period 2016-2020 occur on rural roads (56%) however the opposite is true for serious injury crashes with 64% of them occurring on metropolitan roads.
- The following table is a breakdown of fatal and serious injury crashes by severity and area. Between 2016 and 2018 the number of serious casualty crashes reduced, in 2019 the number increased substantially, then reducing again in 2020, resulting in an increasing five-year trend. Serious crashes in the rural areas also recorded a downward trend in the past five-years. Fatal crashes were unstable creating an upwards trend both in the rural and metro areas.

Table 13: Number of serious casualty crashes by area and severity, South Australia, 2016-20

Year	Metropolitan Crashes		Rural Crashes		Total
	Serious	Fatal	Serious	Fatal	
2016	339	32	235	45	753
2017	322	54	211	39	651
2018	284	24	201	51	560
2019	504	49	225	61	839
2020	428	36	196	49	709
Avg trend change (%)	9.6%	1.4%	-2.9%	6.4%	4.7%

- A large majority of serious casualty crashes in metropolitan Adelaide occur on roads with a 60 km/h speed limit (44%). This is in line with most of the travel in the Adelaide area being on these roads.
- Serious casualty crashes on rural roads are more prominent on high-speed roads. 40% occurred on 100 km/h roads and 31% on 110 km/h roads.

Road Users

Table 14: Lives lost by user type, South Australia, 2016-20

Year	Drivers	Passengers	Motorcyclists	Cyclists	Pedestrians	Total
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
2020	47	15	21	2	8	93
Average	**47**	**15**	**16**	**5**	**12**	**95**
Avg trend change	5.5%	-10.0%	17.2%	-5.6%	-0.2%	2.9%

Over the last five years, an average of 95 people were killed and 688 people were seriously injured each year. Drivers make up most serious casualties (50% of lives lost and 45% of serious injuries.)

- Over the last five years the average trend change in lives lost increased by an average of 2.9% per year.
- The trend change differs between different user groups. Motorcyclists have seen the largest average trend increase over the five-years, drivers have also recorded a trend increase.
- Pedestrian lives lost have varied substantially over the five years resulting in little change in trend.

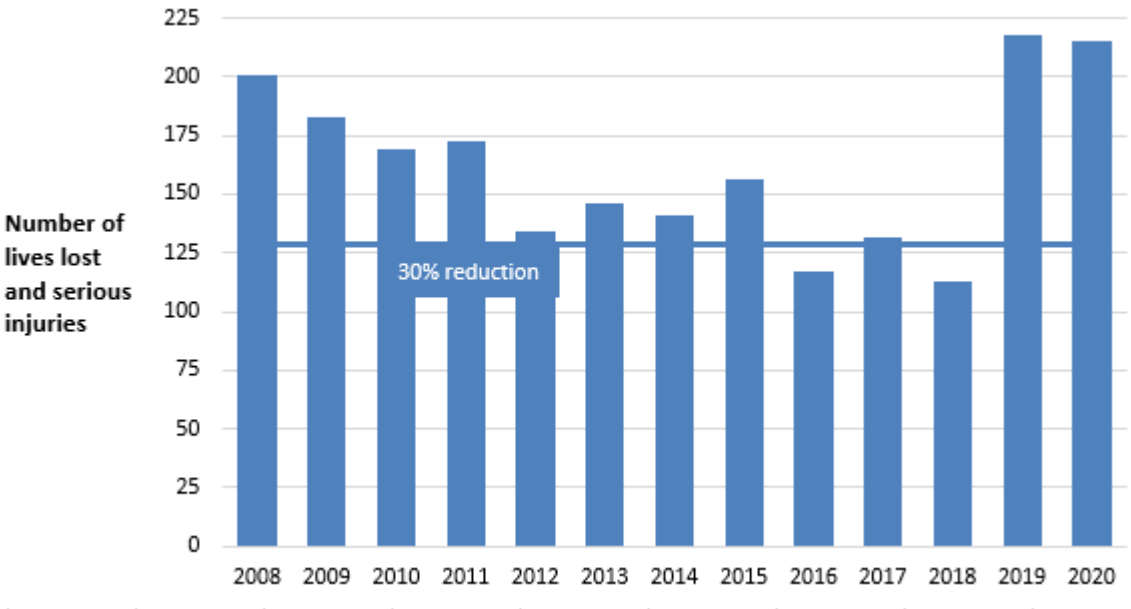
Table 15: Serious injuries by user type, South Australia, 2016-20

Year	Drivers	Passengers	Motorcyclists	Cyclists	Pedestrians	Total
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
2020	293	96	194	73	57	715
Average	**311**	**110**	**143**	**62**	**60**	**688**
Avg trend change	-1.0%	-8.3%	19.4%	16.9%	3.8%	3.6%

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

Motorcyclists

Figure 17: Number of motorcyclist lives lost or seriously injured, South Australia, 2008-20



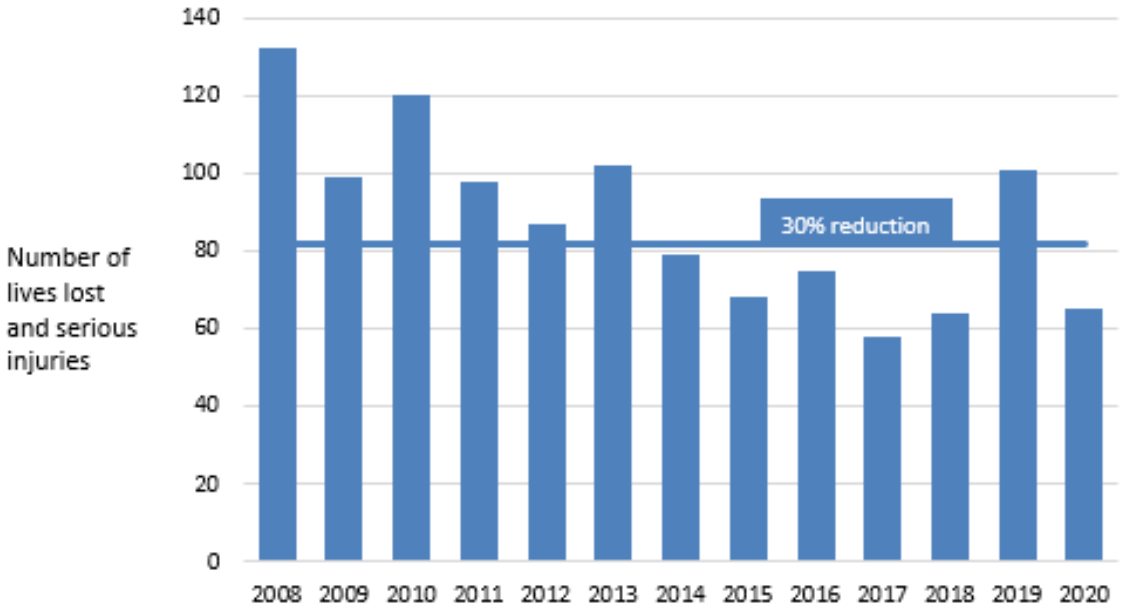
- A 30% reduction from the 2008-10 baseline equates to 129 serious casualties per year, it was below this number in 2016 and again in 2018.
- A large increase was recorded in 2019 continuing in 2020 the largest numbers across the past decade.
- Over the past five years 16 motorcyclists have lost their life and a further 143 motorcyclists have suffered a serious injury.

Table 16: Number of motorcyclists killed or seriously injured by severity, South Australia, 2016-20

Year	Lives lost	Serious injuries	Total
2016	8	109	117
2017	24	105	132
2018	10	103	113
2019	17	201	218
2020	21	194	215
Avg Trend change	19.4%	17.2%	18.8%
Average	16	143	159

Pedestrians

Figure 18: Number of pedestrian lives lost or seriously injured, South Australia, 2008-20



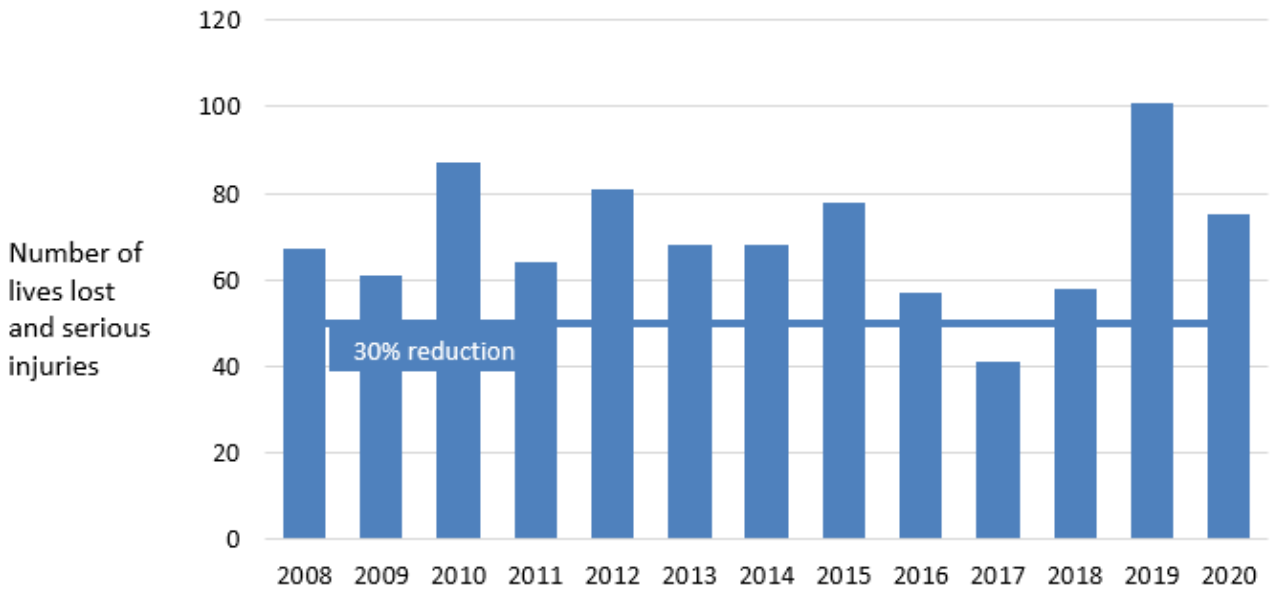
- A 30% reduction from the 2008-10 baseline equates to 82 serious casualties per year, this target was achieved since 2014 till an increase to 101 serious injuries recorded in 2019, dropping again in 2020.
- In the last five years, due to a large increase in 2019 has seen a reversal of the downward trend in serious casualties. Fatality numbers have been unstable resulting in a slight average trend decline of -0.2%.
- The 21 lives lost 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, 2016-20

Year	Lives lost	Serious injuries	Total
2016	9	66	75
2017	17	41	58
2018	6	58	64
2019	21	80	101
2020	8	57	65
Avg Trend change	-0.2%	3.8%	2.7%
Average	12	60	73

Cyclists

Figure 19: Number of cyclists killed or seriously injured, South Australia, 2008-20



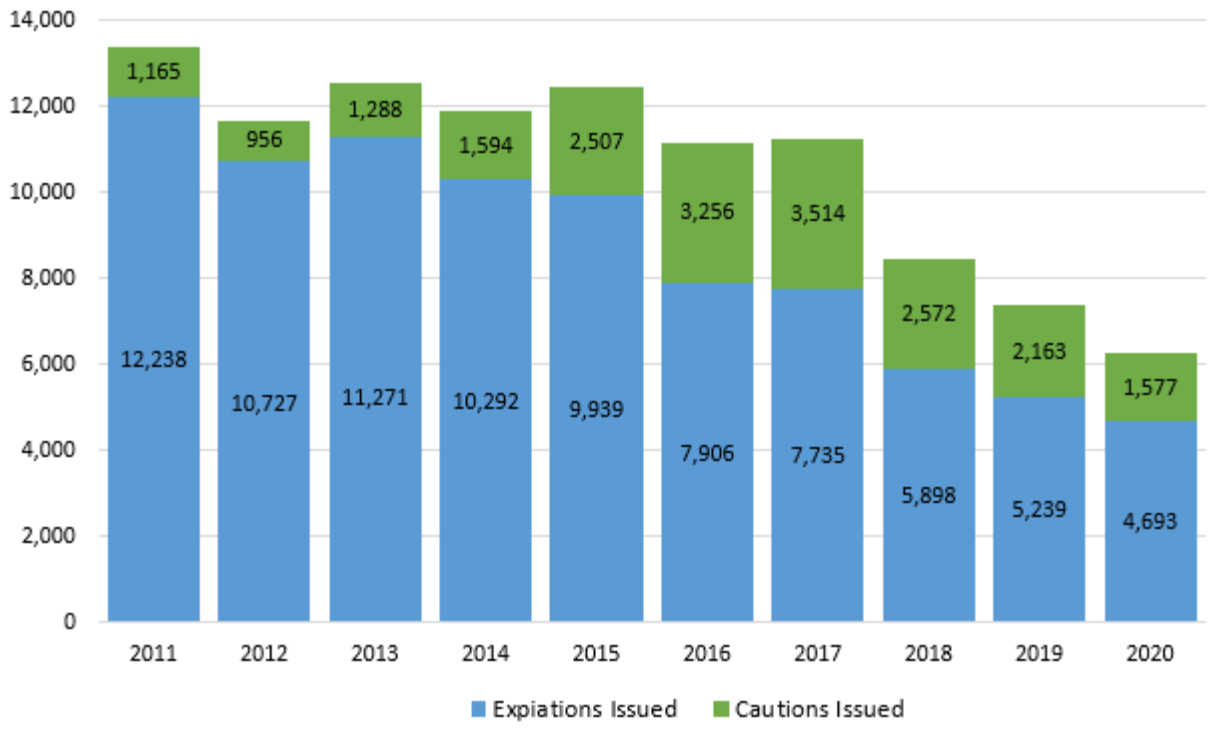
- A 30% reduction from the 2008-10 baseline equates to 50 serious casualties per year. This was achieved for the first time in 2017, but not again since, and the 101 serious casualties recorded in 2019 is double the target.
- In the last five years, the average trend in cyclist serious injuries has increased by 16.9% per year, this is in part due to the large increase in 2019 resulting in a reversal of trend. The average trend in lives lost has declined by 5.6% per year.

Table 18: Number of cyclists killed or seriously injured by severity, South Australia, 2016-20

Year	Lives lost	Serious injuries	Total
2016	5	52	57
2017	2	39	41
2018	7	51	58
2019	7	94	101
2020	2	73	75
Avg Trend change	-5.6%	16.9%	15.6%
Average	5	62	66

Mobile phone offences

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

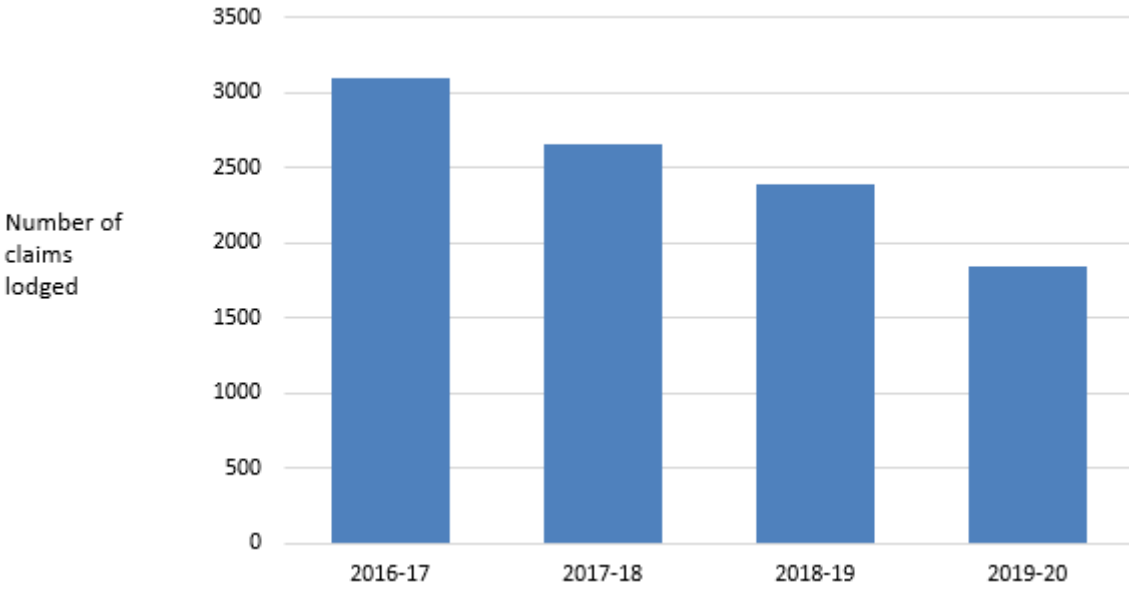


- The overall trend in the number of cautions plus expiations for the use of mobile phones has decreased on average 7.2% per year since 2011.
- Expiations fell on average 10.3% per year and cautions have been increasing an average of 9.2% per year.

Compulsory Third Party (CTP) claims

Figure 21 shows the numbers of CTP claims, as reported by the CTP Regulator, for the period July 2016 to June 2020 as reported on Scheme Data Dashboard | Tableau Public accessed July 2021.

Figure 21: Numbers of new CTP insurance claims per calendar year, South Australia, 2016/17 – 2019/20



Definitions

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

Fatality/ life lost - 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.towardszerotogether.sa.gov.au/

Think Road Safety

www.thinkroadsafety.sa.gov.au/

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

www.casr.adelaide.edu.au

SA Police:

www.sapolice.sa.gov.au/

Enquiries

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