



2020 Lives Lost and Serious Injuries In South Australia

Preliminary data as at midnight 31 December 2020

There were 95¹ lives lost on South Australian roads in 2020. This is 17% lower than the 114 recorded in 2019 and is one less than the previous 5 year average (2015-19) of 96 lives lost.

Serious injuries have also declined from 833 in 2019 to 695 in 2020, which is 17% lower than in 2019. The number is 1% lower than the previous 5 year average (2015–19) of 696 serious injuries per year.

Table 1 – Lives lost and serious injuries, South Australia, 2015-2020

Year	Fatalities	Serious injuries
2015	102	759
2016	86	692
2017	100	622
2018	80	576
2019	114	833
2020	95	695

South Australia’s preliminary lives lost rate for 2020 is 5.4 per 100,000 population and is below 6.5 recorded at the end of 2019.

Table 2 – SA Lives Lost 2020 compared to 2019

Lives lost	2020	2019	2015-19 Average	Change from 2019 to 2020
Total Lives lost	95	114	96	-19
Rate of lives lost per 100,000 population	5.4	6.5	5.7	-1.1
Drivers	45	51	44	-6
Heavy vehicle drivers	3	9	4	-6
Passengers	16	9	15	7
Motorcyclists	21	17	14	4
Cyclists	2	7	5	-5
Pedestrians (includes gopher & wheelchair users)	8	21	14	-13
Older road users (70+)	18	29	23	-11
Young road users (16-24)	24	21	18	3
Lives lost in metropolitan areas	38	49	41	-11
Lives lost in the rural fatalities	57	65	55	-8
Driver and passenger fatalities not wearing a seatbelt	29%	28%	25%	0%
Speed a contributing factor in fatal crash	38%	31%	29%	5%
Drivers/riders killed with an illegal BAC ²	20%	13%	19%	7%
Drivers/riders killed tested positive to drugs ³	22%	17%	23%	5%

¹ Please note that 2020 fatalities are as of midnight 31 December 2020 and the 695 serious injury figure is reported in Table 1 only and is based on SAPOL YTD figure before validation. The remaining document analyses serious injuries based on the 12 month to September 2020. Serious injury data is available until the end of September 2020 as there is a delay due to validation of reports.

² Preliminary Report from SAPOL

³ Preliminary Report from SAPOL

Table 3 – SA serious injuries 12 months till end September 2020 compared to 2019

Serious injuries	12 months till Sept 20	2019	2015-19 Average	Change from 2019 to 2020
Total serious injuries	483	833	696	-350
Drivers	200	337	312	-137
Heavy vehicle drivers	6	12	50	-6
Passengers	67	108	81	-41
Motorcyclists ⁴	124	201	132	-77
Cyclists	48	94	62	-46
Pedestrians (includes gopher & wheelchair) ⁵	38	80	59	-42
Older road users (70+)	60	109	94	-49
Young road users (16-24)	87	158	138	-71
Serious injuries in the metropolitan areas	310	553	409	-243
Serious injuries in the rural areas	173	280	287	-107

Key Points – 2020 Lives Lost and Serious Injuries⁶:

- > **Metropolitan Areas**– The number of crashes where a life was lost in metropolitan areas has declined in 2020 compared to 2019, as have the number of serious injury crashes. There were 36 crashes where lives were lost, this is 13 less than the previous year and 11% less than the previous 5 year average.

There were 279 serious injury crashes in 2020 compared to 504 in 2019 and lower than the previous 5 year average of 368 serious injury crashes. Within metropolitan areas 30% of crashes where lives were lost were at intersections, an increase from 20% in 2019.

- > **Rural areas** –Crashes where a life was lost also decreased in rural areas in 2020 compared to 2019. There were 50 crashes where lives were lost in rural areas in 2020, 11 less than 2019 and one more than the previous 5 year average.
- > Serious injury crashes declined from 280 in 2019 to 132 in 2020 (5 year average of 228). In rural areas 51% of fatal crashes were single vehicle crashes, such as a vehicle rolling over or hitting objects such as trees. This is an increase from 44% in 2019.
- > **Young road users** – The number of 16-19 year olds killed increased by two from 9 in 2019 to 11 in 2020, the previous five year average was seven lives lost. The number of deaths in the 20 – 24 year old range stayed increased by one with 13 lives lost recorded in 2020 compared to 12 in 2019, the previous 5 year average was 10 lives lost.

The number of 16 – 24 year olds seriously injured decreased from 158 in 2019 to 87 in 2020, it is also down from the 5 year average of 138.

- > **Older road users** – The number of lives lost of people aged 70 or over declined in 2020, 18 people in this age group were killed compared to 29 in 2019 and a 5 year average of 23 lives lost.

Serious injuries also decreased from 109 in 2019 to 60 in 2020, the previous 5 year average is 94 serious injuries for this age group.

⁴ Motorcyclists include scooter operators and pillion passengers

⁵ Pedestrians include gopher & wheelchair users

⁶ 2020 serious injuries are 12 months till end of Sept 2020

Key Points – 2020 Lives Lost and Serious Injuries (continued):

- > **Drivers/passengers** – Driver (including heavy vehicle driver) lives lost decreased from 60 in 2019 to 48 in 2020. Passenger deaths increased from nine lives lost in 2019 to 16 in 2020 and is above the 5 year average of 15 lives lost.

Driver (including heavy vehicle driver) serious injuries decreased from 349 in 2019 to 206 in 2020. Passenger serious injuries dropped from 108 in 2019 to 67 in 2020 and below the 5 year average of 118.

- > **Motorcyclists** – Lives lost increased from 17 in 2019 to 21 in 2020. The five year average of motorcyclists killed is 14.

Serious injuries decreased from 201 in 2019 to 124 in 2020, and is above the previous 5 year average of 133 serious injuries.

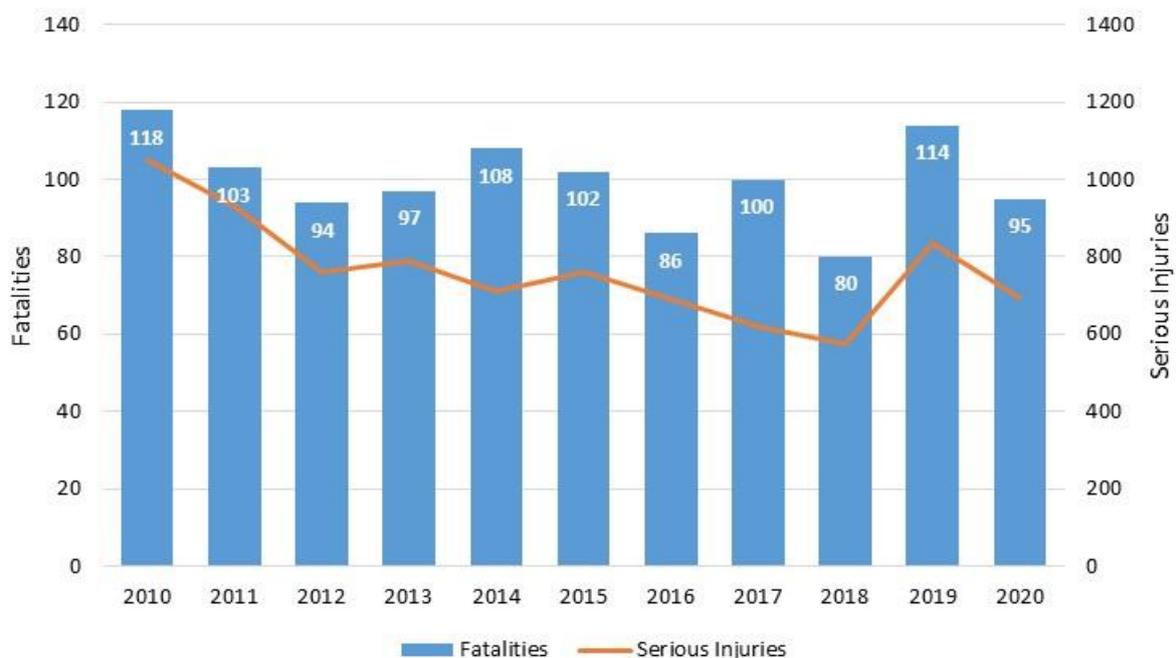
- > **Pedestrians** – Eight pedestrians lost their life in 2020, this is much lower than the 21 lives lost in 2019 and half the previous 5 year average of 14 lives lost.

In 2020, 37 pedestrians were seriously injured compared to 80 in 2019, and a 5 year average of 59 pedestrians seriously injured.

- > **Cyclists** – Two cyclist has lost their life in 2020 compared to seven in 2019 and a 5 year average of five cyclists killed per year.

The number of cyclists seriously injured decreased from 94 in 2019 to 48 in 2020. The previous 5 year average of cyclists seriously injured is 59.

Lives lost and Serious Injuries, South Australia 2010 – 2020⁷



⁷ 2020 serious injuries are 12 months till end of Sept 2020

Results for 2020 - Road User Types:

Table 4 – Lives lost and serious injuries by road user type, 2015-2020⁸

Road user type	Lives lost			Serious injuries		
	Average 2015-19	2019	2020	Average 2015-19	2019	2020
Drivers	44	51	45	312	337	200
Heavy vehicle drivers	4	9	3	12	12	6
Passengers	15	9	16	118	108	67
Motorcyclists ⁹	14	17	21	133	201	124
Cyclists	5	7	2	62	94	48
Pedestrians ¹⁰	14	21	8	59	80	37
Other	0	0	0	0	1	1
Total	96	114	95	696	833	483

Gender

Table 5 – Lives lost and serious injuries by gender, 2015-2020

Gender	Lives lost			Serious injuries		
	Average 2015-19	2019	2020	Average 2015-19	2019	2020
Male	70	86	68	453	570	337
Female	26	28	27	244	263	146
Total	96	114	95	696	833	483

Age

Table 6 – Lives lost and serious injuries by age, 2015-2020

Age	Lives lost			Serious injuries		
	Average 2015-19	2019	2020	Average 2015-19	2019	2020
0-15	4	3	2	29	32	22
16-19	7	9	11	61	64	37
20-24	10	12	13	77	94	50
25-29	7	6	8	64	79	47
30-39	12	20	17	98	128	70
40-49	13	15	11	91	93	68
50-59	9	13	9	99	122	72
60-69	10	7	6	69	103	55
70-79	11	15	7	56	66	36
80-89	9	10	10	30	38	20
90+	3	4	1	7	5	4
Unknown	0	0	0	14	9	2
Total	96	114	95	696	833	483

⁸ 2020 serious injuries are 12 months till end of Sept 2020

⁹ Motorcyclists include scooter operators and pillion passengers

¹⁰ Pedestrians include gopher & wheelchair users

Results for 2020 - Location:

Table 7 – Lives lost and serious injuries by location, 2015-2020¹¹

Location	Lives lost			Serious injuries		
	Average 2015-19	2019	2020	Average 2015-19	2019	2020
Metropolitan Areas	41	49	38	409	553	310
Rural Areas	55	65	57	287	280	173
Total	96	114	95	696	833	483

Table 8 – Lives lost and serious injury crashes by location, 2015-2020

Location	Crashes where lives were lost			Serious injury crashes		
	Average 2015-19	2019	2020	Average 2015-19	2019	2020
Metropolitan Areas	40	49	36	368	504	279
Rural Areas	50	61	50	228	225	132
Total	90	110	86	596	729	411

- There were 36 crashes where lives were lost in the metropolitan areas in 2020. This is 13 less crashes than the previous year and around 11% less than the previous 5 year average of 40 fatal crashes.
- Within metropolitan areas in 2020, 31% of crashes where lives were lost were at intersections, higher than 20% in 2019.
- Crashes where lives were lost in rural areas also declined from the previous year by 11 crashes, and equal to the previous 5 year average.
- 52% of crashes in 2020 where lives were lost in rural areas were single vehicle crashes such as the vehicle rolling over or hitting objects such as trees, an increase from 44% in 2019.
- In rural areas, 23% of crashes where lives were lost were vehicles colliding head on, equal to the 23% recorded in 2019.

Speed Limit

Table 9 – Lives lost and serious injury crashes by speed limit, 2015-2020

Speed limit	Crashes where lives were lost			Serious injury crashes		
	Average 2015-19	2019	2020	Average 2015-19	2019	2020
40 km/h or below	4	6	1	13	19	11
50 km/h	11	12	10	129	168	93
60 km/h	17	17	13	176	235	140
70-90 km/h	14	17	17	96	132	67
100 km/h	19	21	25	106	94	74
110 km/h	25	37	20	76	81	26
Total	90	110	86	596	729	411

- In 2020, 52% of crashes where lives were lost were on roads with a speed limit of 100 or 110km/h compared to also 53% in 2019 and the previous 5 years of 49%
- In 2020, 15% of crashes where lives were lost occurred on roads with a speed limit of 60km/h compared to 15% in 2019 and a previous 5 years of 19%.

¹¹ 2020 serious injuries are 12 months till end of Sept 2020

Road user and behavioural issues:

Young Road Users

- > There were 24 lives lost and 87 serious injuries in 2020 recorded in the 16 -24 year age group. The 16-19 year old age group increased from 9 fatalities in 2019 to 11 in 2020, and is four above the previous 5 year average. Thirteen 20-24 year olds were killed in 2020, this is one more than the number killed in 2019 and three more than the previous 5-year average.

Age	Lives lost						
	2015	2016	2017	2018	2019	Average 2015-19	2020
16-19	7	3	8	10	9	7	11
20-24	9	12	12	7	12	10	13
Total	16	15	20	17	21	18	24
Age	Serious injuries						
	2015	2016	2017	2018	2019	Average 2015-19	2020 ¹²
16-19	71	81	43	48	64	61	37
20-24	84	86	56	63	94	77	50
Total	155	167	99	111	158	138	87

- > In 2020 young people aged 16 – 24 represented 25% of all lives lost and 12% of all serious injuries. This age group make up 13% of licensed drivers and 11% of the total population in South Australia.
- > 16 – 24 year old fatalities and serious injuries for 2020 include:
 - 47 drivers
 - 23 passengers
 - 33 motorcyclists
 - Two cyclists
 - Six pedestrians
 - 71% were male
- > Of the 16-24 year old driver/rider lives lost and serious injuries:
 - 16 were learner drivers (three lives lost, 13 serious injuries)
 - 10 were P1 licence holders (two lives lost, eight serious injuries)
 - 14 were P2 licence holders (two lives lost, 12 serious injuries)
 - 23 held Full licences (four lives lost, 19 serious injuries)
 - 10 unlicensed (six lives lost, four serious injuries)
 - One disqualified (one serious injury)
 - Two probationary (one life lost, one serious injury)

¹² 2020 serious injuries are 12 months till end of Sept 2020

Older Road Users

- > 18 people aged 70 and over were killed in 2020 and a further 60 were seriously injured.
- > Fatalities and serious injuries in this age group include:
 - 55 drivers (including heavy vehicle drivers) (18 lives lost, 36 serious injuries)
 - Seven passengers (three lives lost, four serious injuries)
 - Five motorcyclists including scooter operator and pillion passenger (five serious injuries)
 - 10 pedestrians including gopher/wheelchair riders (one life lost, nine serious injuries)
 - Six cyclists (one life lost, five serious injuries)
 - 64% were male
 - 71% of serious casualties occurred in Metropolitan Adelaide

Age	Lives lost						
	2015	2016	2017	2018	2019	Average 2015-19	2020
70-79	10	10	9	10	15	11	7
80-89	12	9	12	4	10	9	10
90+	1	4	4	1	4	3	1
Total	23	23	25	15	29	23	18

Age	Serious injuries						
	2015	2016	2017	2018	2019	Average 2015-19	2020 ¹³
70-79	55	47	64	50	66	56	36
80-89	20	29	38	25	38	30	20
90+	5	11	8	8	5	7	4
Total	80	87	110	83	109	94	60

- > In 2020 older road users aged 70+ represented 19% of all lives lost and 12% of all serious injuries. This age group make up 14% of licensed drivers and 13% of the total population in South Australia.

¹³ 2020 serious injuries are 12 months till end of Sept 2020

Motorcyclists

- > 19 motorcycle riders lost their life in 2020 and a further 116 were seriously injured. In addition there were two pillion passengers killed and three seriously injured. There are five scooter operator who were seriously injured.

	Lives lost						
	2015	2016	2017	2018	2019	Average 2015-19	2020
Motorcyclist	11	7	24	10	17	14	19
Scooter operator	0	1	0	0	0	0	0
Pillion passenger	0	0	0	0	0	0	2
Total	11	8	24	10	17	14	21
	Serious injuries						
	2015	2016	2017	2018	2019	Average 2015-19	2020 ¹⁴
Motorcyclist	130	93	105	96	192	123	116
Scooter operator	9	12	0	1	4	5	5
Pillion passenger	6	4	3	6	5	5	3
Total	145	109	108	103	201	133	124

- > Of the 145 motorcyclists killed and serious injuries:
 - 93% were male
 - Seven riders were not wearing a helmet at the time of the crash.

Age of motorcyclists killed or seriously injured in 2020:

Age group	Lives lost	Serious injuries
0-15	0	4
16-19	8	13
20-24	3	9
25-29	1	15
30-39	6	28
40-49	0	20
50-59	2	20
60-69	1	10
70+	0	4
Unknown	0	1
Total	21	124

¹⁴ 2020 serious injuries are 12 months till end of Sept 2020

Pedestrians and Cyclists

- > Eight pedestrians were killed and 35 were seriously injured in 2020.
- > Two cyclist was killed and 48 were seriously injured in 2020.
- > Two gopher/ wheelchair were seriously injured in 2020.

	Lives lost						
	2015	2016	2017	2018	2019	Average 2015-19	2020
Pedestrian	14	7	16	6	21	13	8
Gopher/Wheelchair	4	2	1	0	0	1	0
Cyclist	4	5	2	7	7	5	2
Total	22	14	19	13	28	19	10
	Serious injuries						
	2015	2016	2017	2018	2019	Average 2015-19	2020 ¹⁵
Pedestrian	46	64	40	57	80	57	35
Gopher	4	2	1	1	0	2	2
Cyclist	74	52	39	51	94	62	48
Total	124	118	80	109	174	121	85

Age of pedestrians (includes gopher operators/wheelchairs) killed or seriously injured:

Age group	Lives lost and serious injuries
0-15	2
16-19	4
20-24	2
25-29	4
30-39	4
40-49	5
50-59	9
60-69	5
70-79	6
80+	4
unknown	0
Total	45

Of the eight pedestrian fatalities, five occurred in the rural region and three in Greater Adelaide.

Age of cyclists killed or seriously injured:

Age group	Lives lost and serious injuries
0-15	5
16-19	0
20-24	2
25-29	5
30-39	5
40-49	11
50-59	9
60-69	7
70-79	6
80 +	0
Unknown	0
Total	50

¹⁵ 2020 serious injuries are 12 months till end of Sept 2020

Drink driving

- > Of the driver/riders tested so far, forensic results show 20% of drivers and riders killed in crashes in 2020 had an illegal blood alcohol concentration (BAC). This compares to 13% in 2019 and 5 years of 19%.

	Driver and rider lives lost	Number tested	Number that tested with BAC level 0.05+			Percentage of those tested that were above 0.05
			0.05-0.079	0.08-0.149	0.15+	
2015	63	58	2	1	10	22%
2016	49	47	0	3	6	19%
2017	70	70	2	4	9	21%
2018	51	50	0	4	5	18%
2019	77	75	1	0	9	13%
5 year avg 2015-2019	62	60	1	2	8	19%
2020 (prelim¹⁶)	61	41	1	1	6	20%

Drug driving

- > Of the drivers/riders tested so far, forensic results show 22% of drivers and riders killed in crashes in 2020 tested positive for the presence of cannabis, methamphetamine or ecstasy or a combination of these drugs. This compares to 17% in 2019 and a 5 years of 23%.

	Driver and rider lives lost	Number tested	Number that tested positive to cannabis, meth or ecstasy	Percentage of those tested that were positive
2015	64	58	14	24%
2016	49	47	14	30%
2017	70	69	17	25%
2018	51	48	10	21%
2019	77	75	13	17%
5 year avg 2015-2019	62	59	14	23%
2020 (prelim¹⁷)	61	37	8	22%

Speed

- > The identification of speeding as a contributing factor in road traffic crashes cannot always be directly determined and is often underreported in road crash data. However analysis suggests that in 38% of crashes where a life was lost in 2020 speeding was considered a contributing factor. This is above the 5 previous year figure of 29% of fatal crashes being considered as speed related. In 2019 this figure was 31%.
- > 52% of fatal crashes and 24% of serious injury crashes in 2020 occurred on roads with a speed limit of 100km/h or above.

¹⁶ Results are incomplete - 37 out of 61 drivers/riders are known

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Crashes where a life was lost							
	Below 50km/h	50km/h	60km/h	70-90km/h	100km/h	110km/h	% on roads 100km/h+
2015	2	12	24	12	18	28	48%
2016	1	13	9	18	19	17	47%
2017	8	15	21	15	16	18	37%
2018	3	5	13	8	22	24	61%
2019	6	12	17	17	21	37	53%
5 year avg 2015-2019	4	11	17	14	19	25	49%
2020	1	10	13	17	25	20	52%

Serious injury crashes							
	Below 50km/h	50km/h	60km/h	70-90km/h	100km/h	110km/h	% on roads 100km/h+
2015	11	149	177	116	125	79	31%
2016	9	121	159	100	106	79	32%
2017	11	99	172	73	112	66	33%
2018	13	107	137	59	87	82	35%
2019	19	168	235	132	94	81	24%
5 year avg 2015-2019	13	124	176	91	100	77	30%
2020 ¹⁸	11	93	140	67	74	26	24%

Non restraint use

- > Of the drivers and passengers killed in 2020, 29% were not wearing a seatbelt at the time of the crash. In 2019 also, 28% were not restrained and the previous 5 year average is 25%.
- > Of the 16 drivers and passengers killed not wearing a seatbelt, 12 were drivers and four were passengers.

Driver and rider fatigue

- > Fatigue is often ranked as a factor in road crashes, although its contribution in individual cases is hard to measure and is often not reported as a cause of the crash. Preliminary analysis of fatal crashes in 2020 shows that at 12 crashes were likely to be due to fatigue; this is compared to 7 crashes in 2019.

Age of passenger vehicles involved in crashes

- > In 2020, of the passenger vehicles involved in crashes where lives were lost, 69% were 10 years old or older, above the previous 5 year average of 63% of passenger vehicles involved in crashes where lives were lost. In addition 59% of passenger vehicles involved in serious injury crashes in 2020 were 10 years or older.

¹⁸ 2020 serious injuries are 12 months till end of Sept 2020

Age	Passenger vehicles involved in crashes where a life was lost						
	2015	2016	2017	2018	2019	Average 2015-19	2020
Less than 5 years	18	14	22	12	14	16	16
5- 9 years	24	17	16	16	20	19	12
10 years or more	59	55	69	52	63	60	62
Total	101	86	107	80	97	94	90
Age	Passenger vehicles involved in serious injury crashes						
	2015	2016	2017	2018	2019	Average 2015-19	2020 ¹⁹
Less than 5 years	134	100	123	75	140	114	67
5- 9 years	137	140	144	123	168	142	109
10 years or more	423	400	353	318	445	388	257
Total	694	640	620	516	753	645	433

Star safety rating for light vehicles involved in fatal crashes

- > Of the light vehicles involved in crashes where lives were lost in 2020, 65% had a car safety rating of 3 Stars or less or were more than 15 years old and did not have a safety rating. Only 24% were 5 star vehicles (including both ANCAP rated and Used Car Safety Ratings).

¹⁹ 2020 serious injuries are 12 months till end of Sept 2020

Results from previous years

Year	Fatalities ¹	Fatality Rate per 100,000 population ²	Licences ²	Vehicle Registrations ²	BAC above legal limit	Tested positive to drugs	No Seatbelt ⁴	Location ⁵	
								Rural	Greater Adelaide
1974 - Highest Road Live Lost	382	30.77	636,604	577,600	n/a	n/a	n/a	207	175
1980's	252	20.56	757,974	708,600	46 (56%) ³	n/a	n/a	135	117
1990's	179	15.78	923,309	883,500	30 (35%)	n/a	26 (36%) ⁴	104	75
2000's	137	11.03	1,025,260	1,011,100	24 (32%)	n/a	24 (32%)	82	55
2018	80	4.6	1,245,165	1,442,983	9 (18%)	10 (21%)	8 (16%)	56	24
2019	114	6.5	1,264,545	1,460,475	10 (13%)	13 (17%)	19 (28%)	65	49
2020	95	5.4	1,271,958	1,485,154	8 (20%) ²⁰	8 (22%) ²⁰	16 (28%)	57	38

¹ Average per year over the decade where appropriate

² Data is taken from the beginning of the decade

³ Legal BAC limit was below .08 during the 1980's

⁴ Seatbelt data only available from 1992. Percent is of those with a known seatbelt status.

⁵ The boundary used for defining the Adelaide metropolitan area has been changed in this report to be consistent with the ABS Greater Adelaide Statistical Area definition (ABS Australian Statistical Geography Standard). For comparison purposes within this report, all crash and casualty data by region since 2010 have been updated to reflect the boundaries defining the metropolitan and rural regions. Data by region prior to 2010 cannot be directly related as it uses the previous metropolitan/rural boundaries. For the same reason, data by region presented in previous reports cannot be compared to data in this report.

²⁰ Drug and alcohol results are incomplete for 2020.

Fatalities & Serious Injuries, South Australia, 1950 – 2020

Year	Fatalities	Serious Injuries	Year	Fatalities	Serious Injuries
1950	170	-	1986	288	2954
1951	197	-	1987	256	2912
1952	172	-	1988	223	2590
1953	136	-	1989	222	2492
1954	153	-	1990	225	2397
1955	173	-	1991	184	2058
1956	167	-	1992	164	1600
1957	185	-	1993	218	1549
1958	200	-	1994	163	1514
1959	185	-	1995	182	1521
1960	234	-	1996	181	1721
1961	203	-	1997	149	1511
1962	194	-	1998	168	1604
1963	223	-	1999	153	1607
1964	238	-	2000	166	1627
1965	243	-	2001	154	1603
1966	270	-	2002	154	1538
1967	253	-	2003	156	1470
1968	275	3468	2004	139	1331
1969	251	4055	2005	147	1297
1970	349	3799	2006	117	1358
1971	292	3573	2007	125	1369
1972	312	3256	2008	99	1219
1973	329	3431	2009	119	1109
1974	382	3762	2010	118	1050
1975	339	3928	2011	103	931
1976	307	3830	2012	94	761
1977	306	3775	2013	97	790
1978	291	3587	2014	108	711
1979	309	3116	2015	102	759
1980	271	2723	2016	86	692
1981	222	3165	2017	100	622
1982	270	3079	2018	80	576
1983	265	3069	2019	114	833
1984	232	3123	2020	95	695 ²¹
1985	269	3198			

²¹ SAPOL YTD figure before validation

Definitions of police reported casualty types:

Casualty Crash – crash where at least one fatality, serious injury or minor injury occurs.

Casualty – A fatality, serious injury or minor injury.

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.

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 period 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.

Areas

Metropolitan areas – Metropolitan areas comprises of the following local government areas: Adelaide, Burnside, Campbelltown, Charles Sturt, Holdfast shores, Marion, Mitcham, Norwood, Payneham & St Peters, Onkaparinga, Playford, Port Adelaide & Enfield, Prospect, Salisbury, Tea Tree Gully, Unley, Walkerville, West Torrens, Adelaide Hills, Mount Barker, Gawler and part of Barossa, Light and Mallala councils.

Rural areas - Area outside of metropolitan areas. Comprises of the following local government areas: Ceduna, Cleve, Elliston, Franklin Harbor, Kimba, Lower Eyre Peninsula, Port Lincoln, Streaky Bay, Tumbly Bay, Whyalla, Cooper Pedy, Finders Rangers, Port Augusta, Roxby Downs, Alexandrina, Kangaroo Island, Victor Harbor, Yankalilla, Grant, Mount Gambier, Naracoorte Lucindale, Robe, Tatiara, Wattle Range, Berri & Barmera, Karoonda East Murray, Loxton Waikerie, Mid Murray, Murray Bridge, Renmark Paringa, Southern Mallee, The Coorong, Barunga West, Clare & Gilbert Valleys, Copper Coast, Goyder, Mount Remarkable, Northern Areas, Orroroo/Carrieton, Peterborough, Port Pirie, Wakefield, Yorke Peninsula and part of Barossa, Light and Mallala councils.

Data sources

The data presented in this reports was obtained from the Department or Planning, Transport and Infrastructure Road Crash Database. The information was compiled from police reported road casualty crashes only.

Enquiries

For further information about data in this report, contact:

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