

2021 Lives Lost and Serious Injuries In South Australia

Preliminary data as at midnight 31 December 2021

There were 99 lives lost on South Australian roads in 2021. This is 6% higher than the 93 recorded in 2020 and is four more than the previous five year average (2016-20) of 95 lives lost.

Serious injuries increased from 715 in 2020 to 883 in 2021 (SAPOL preliminary numbers prior to verification), which is 20% higher than in 2020. The number is 25% higher than the previous five year average (2016–20) of 688 serious injuries per year.

Table 1 – Lives lost and serious injuries, South Australia, 2016-2021

| Year | Lives lost | Serious injuries |
|------|-----------------|------------------|
| 2016 | 86 | 692 |
| 2017 | 100 | 622 |
| 2018 | 80 | 576 |
| 2019 | 114 | 833 |
| 2020 | 93 | 715 |
| 2021 | 99 ¹ | 883 ² |

South Australia's preliminary lives lost rate for 2021 is 5.6 per 100,000 population and is below 5.3 recorded at the end of 2020.

Key Points – 2021 Lives lost and serious injuries

> **Metropolitan areas** – The number of crashes where a life was lost in a metropolitan area has increased in 2021 compared to 2020. There were 40 crashes where lives were lost, this is four more than the previous year and one more than the previous five year average.

There were 516 serious injury crashes in 2021 compared to 428 in 2020, this is higher than the previous five year average of 375 serious injury crashes. Within metropolitan areas 23% of crashes where lives were lost were at intersections, a decrease from 31% in 2020.

> **Rural areas** – Crashes where a life was lost increased in rural areas in 2021 compared to 2020. There were 54 crashes where lives were lost in rural areas in 2020, five more than 2020 and the previous five year average.

Serious injury crashes increased from 196 in 2020 to 199 in 2021 (five year average of 214). In rural areas 73% of fatal crashes were single vehicle crashes, such as a vehicle rolling over or hitting objects such as trees. This is an increase from 51% in 2021.

> **Young road users** – The number of 16-19 year olds killed declined from 11 in 2020 to nine in 2021, the previous five year average was eight lives lost. The number of deaths in the 20 – 24 year old range fell by three with 10 lives lost recorded in 2021 compared to 13 in 2020, the previous five year average was 11 lives lost.

The number of 16 – 24 year olds seriously injured increased from 129 in 2020 to 167 in 2021, it is also above the five year average of 133.

¹ 2021 fatalities are as of midnight 31 December 2020

² 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 months to August 2021 as there is a lag due to validation of reports.

> **Older road users** – The number of lives lost of people aged 70 or over remained the same in 2021, 18 people in this age group were killed compared to 18 in 2020 and a five year average of 22 lives lost.

Serious injuries increased from 90 in 2020 to 101 in 2021, the previous five year average is 96 serious injuries for this age group.

> **Drivers/passengers** – Driver (including heavy vehicle driver) lives lost decreased from 47 in 2020 to 46 in 2021. Passenger deaths increased from 15 lives lost in 2020 to 16 in 2021 and is one more than the five year average.

Driver (including heavy vehicle driver) serious injuries increased from 293 in 2020 to 309 in 2021. Passenger serious injuries increased from 96 in 2020 to 114 in 2021 and above the five year average of 110.

> **Motorcyclists** – Lives lost decreased from 21 in 2020 to 18 in 2021. The five year average of motorcyclists killed is 16. Eleven of the lives lost were killed in the metropolitan area and seven on rural roads.

Serious injuries increased from 194 in 2020 to 209 in 2021 and is above the previous five year average of 143 serious injuries.

> **Pedestrians** – Fourteen pedestrians lost their life in 2021, compared to eight lives lost in 2020 the previous five year average is 13 lives lost.

In 2021, 85 pedestrians were seriously injured compared to 57 in 2020, and a five year average of 60 pedestrians seriously injured.

> **Cyclists** – Five cyclists lost their lives in 2021 compared to two in 2020 and a five year average of five cyclists killed per year.

The number of cyclists seriously injured increased from 73 in 2020 to 97 in 2021. The previous five year average of cyclists seriously injured is 62.

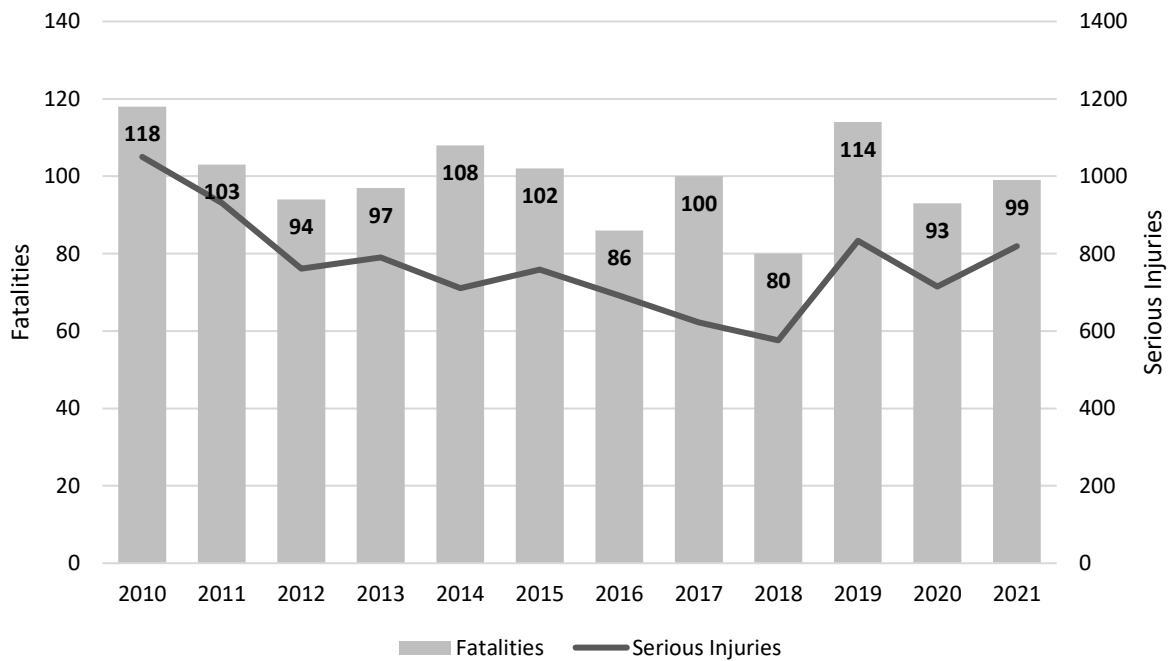
Table 2 – SA lives lost 2021 compared to 2020

| Lives lost | 2021 | 2020 | 2016-20 Average | Change from 2020 to 2021 |
|--|------|------|-----------------|--------------------------|
| Total lives lost | 99 | 93 | 95 | 6.0 |
| Rate of lives lost per 100,000 population | 5.6 | 5.2 | 5.5 | 0.3 |
| Drivers | 42 | 44 | 43 | -2 |
| Heavy vehicle drivers | 4 | 3 | 4 | 1 |
| Passengers | 16 | 15 | 15 | 1 |
| Motorcyclists | 18 | 21 | 16 | -3 |
| Cyclists | 5 | 2 | 5 | 3 |
| Pedestrians (includes gopher & wheelchair users) | 14 | 8 | 12 | 6 |
| Older road users (70+) | 18 | 18 | 22 | 0 |
| Young road users (16-24) | 19 | 24 | 19 | -5 |
| Lives lost in metropolitan areas | 40 | 38 | 40 | 2 |
| Lives lost in rural areas | 59 | 55 | 54 | 4 |
| Driver and passenger fatalities not wearing a seatbelt | 27% | 30% | 25% | -3% |
| Speed a contributing factor in fatal crash | 37% | 40% | 29% | -3% |
| Drivers/riders killed with an illegal BAC | 29% | 20% | 19% | 9% |
| Drivers/riders killed tested positive to drugs | 20% | 17% | 23% | 3% |

Table 3 – SA serious injuries 2021 compared to 2020

| Serious injuries | 2021 | 2020 | 2016-20 Average | Change from 2020 to 2021 |
|---|------|------|-----------------|--------------------------|
| Total serious injuries | 819 | 715 | 688 | 69 |
| Drivers | 302 | 283 | 301 | 5 |
| Heavy vehicle drivers | 7 | 10 | 37 | -2 |
| Passengers | 114 | 96 | 85 | 19 |
| Motorcyclists ³ | 209 | 194 | 142 | -3 |
| Cyclists | 97 | 73 | 62 | 21 |
| Pedestrians (includes gopher & wheelchair) ⁴ | 85 | 57 | 60 | 14 |
| Older road users (70+) | 101 | 90 | 96 | -1 |
| Young road users (16-24) | 167 | 129 | 133 | 26 |
| Serious injuries in metropolitan areas | 575 | 471 | 418 | 71 |
| Serious injuries in rural areas | 244 | 244 | 270 | -2 |

Lives lost and serious Injuries, South Australia 2010 – 2021



³ Motorcyclists include scooter operators and pillion passengers

⁴ Pedestrians include gopher & wheelchair users

Road User Types

Table 4 – Lives lost and serious injuries by road user type, 2016-2021

| Road user type | Lives lost | | | Serious injuries | | |
|----------------------------|-----------------|-----------|-----------|------------------|------------|--------------------|
| | Average 2016-20 | 2020 | 2021 | Average 2016-20 | 2020 | 12 mth to Aug 2021 |
| Drivers | 43 | 44 | 42 | 301 | 283 | 302 |
| Heavy vehicle drivers | 4 | 3 | 4 | 11 | 10 | 7 |
| Passengers | 15 | 15 | 16 | 110 | 96 | 114 |
| Motorcyclists ⁵ | 16 | 21 | 18 | 143 | 194 | 209 |
| Cyclists | 5 | 2 | 5 | 62 | 73 | 97 |
| Pedestrians ⁶ | 12 | 8 | 14 | 60 | 57 | 85 |
| Other | 0 | 0 | 0 | 1 | 2 | 5 |
| Total | 95 | 93 | 99 | 688 | 715 | 819 |

Gender

Table 5 – Lives lost and serious injuries by gender, 2016-2021

| Gender | Lives lost | | | Serious injuries | | |
|--------------|-----------------|-----------|-----------|------------------|------------|--------------------|
| | Average 2016-20 | 2020 | 2021 | Average 2016-20 | 2020 | 12 mth to Aug 2021 |
| Male | 70 | 67 | 75 | 450 | 490 | 548 |
| Female | 24 | 26 | 24 | 237 | 225 | 271 |
| Total | 95 | 93 | 99 | 688 | 715 | 819 |

Age

Table 6 – Lives lost and serious injuries by age, 2016-2021

| Age | Lives lost | | | Serious injuries | | |
|--------------|-----------------|-----------|-----------|------------------|------------|--------------------|
| | Average 2016-20 | 2020 | 2021 | Average 2016-20 | 2020 | 12 mth to Aug 2021 |
| 0-15 | 3 | 2 | 3 | 29 | 30 | 29 |
| 16-19 | 8 | 11 | 9 | 58 | 52 | 73 |
| 20-24 | 11 | 13 | 10 | 75 | 77 | 94 |
| 25-29 | 7 | 8 | 4 | 66 | 70 | 92 |
| 30-39 | 13 | 17 | 13 | 95 | 112 | 101 |
| 40-49 | 13 | 9 | 6 | 89 | 96 | 108 |
| 50-59 | 9 | 9 | 17 | 99 | 104 | 120 |
| 60-69 | 8 | 6 | 19 | 70 | 81 | 98 |
| 70-79 | 10 | 7 | 7 | 56 | 54 | 56 |
| 80-89 | 9 | 10 | 7 | 32 | 31 | 36 |
| 90+ | 3 | 1 | 4 | 7 | 5 | 9 |
| Unknown | 0 | 0 | 0 | 11 | 3 | 3 |
| Total | 95 | 93 | 99 | 688 | 715 | 819 |

⁵ Motorcyclists include scooter operators and pillion passengers

⁶ Pedestrians include gopher & wheelchair users

Location

Table 7 – Lives lost and serious injuries by location, 2016-2021

| Location | Lives lost | | | Serious injuries | | |
|--------------------|-----------------|-----------|-----------|------------------|------------|---------------------|
| | Average 2016-20 | 2020 | 2021 | Average 2016-20 | 2020 | 12 mth til Aug 2021 |
| Metropolitan Areas | 40 | 38 | 40 | 418 | 471 | 575 |
| Rural Areas | 54 | 55 | 59 | 270 | 244 | 244 |
| Total | 95 | 93 | 99 | 688 | 715 | 819 |

Table 8 – Lives lost and serious injury crashes by location, 2016-2021

| Location | Crashes where lives were lost | | | Serious injury crashes | | |
|--------------------|-------------------------------|-----------|-----------|------------------------|------------|---------------------|
| | Average 2016-20 | 2020 | 2021 | Average 2016-20 | 2020 | 12 mth til Aug 2021 |
| Metropolitan Areas | 39 | 36 | 40 | 375 | 428 | 516 |
| Rural Areas | 49 | 49 | 54 | 214 | 196 | 199 |
| Total | 88 | 85 | 94 | 589 | 624 | 715 |

- There were 40 crashes where lives were lost in the metropolitan areas in 2021. This is four more crashes than the previous year and one more than the previous five year average of 39 fatal crashes.
- Within metropolitan areas in 2021, 23% of crashes where lives were lost were at intersections, less than 31% in 2020.
- Crashes where lives were lost in rural areas also increased from the previous year and the average by five crashes.
- 72% of crashes in 2021 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 51% in 2020.
- In rural areas in 2021, 13% of crashes where lives were lost were vehicles colliding head on, less than the 20% recorded in 2020.

Speed Limit

Table 9 – Lives lost and serious injury crashes by speed limit, 2016-2021

| Speed limit | Crashes where lives were lost | | | Serious injury crashes | | |
|------------------|-------------------------------|-----------|-----------|------------------------|------------|---------------------|
| | Average 2016-20 | 2020 | 2021 | Average 2016-20 | 2020 | 12 mth til Aug 2021 |
| 40 km/h or below | 4 | 1 | 2 | 13 | 13 | 7 |
| 50 km/h | 11 | 10 | 8 | 128 | 146 | 174 |
| 60 km/h | 15 | 13 | 18 | 184 | 219 | 250 |
| 70-90 km/h | 15 | 18 | 20 | 93 | 103 | 133 |
| 100 km/h | 20 | 24 | 22 | 102 | 104 | 110 |
| 110 km/h | 23 | 19 | 24 | 68 | 39 | 41 |
| Total | 88 | 85 | 94 | 589 | 624 | 715 |

- In 2021, 49% of crashes where lives were lost were on roads with a speed limit of 100 or 110km/h compared to also 51% in 2020 and the previous five years of 49%.
- In 2021, 19% of crashes where lives were lost occurred on roads with a speed limit of 60km/h compared to 15% in 2020 and a previous five years of 17%.

Road user and behavioural issues

Young Road Users

- > There were 19 lives lost and 167 serious injuries in 2021 recorded in the 16 -24 year age group. The 16-19 year old age group decreased from 11 fatalities in 2020 to nine in 2021 and is one less than the previous five year average. Ten 20-24 year olds were killed in 2021, this is three less than the number killed in 2020 and one less than the previous 5-year average.

>

| Age | Lives lost | | | | | | |
|-------|------------------|------|------|------|------|-----------------|--------------------|
| | 2016 | 2017 | 2018 | 2019 | 2020 | Average 2016-20 | 2021 |
| 16-19 | 3 | 8 | 10 | 9 | 11 | 8 | 9 |
| 20-24 | 12 | 12 | 7 | 12 | 13 | 11 | 10 |
| Total | 15 | 20 | 17 | 21 | 24 | 19 | 19 |
| Age | Serious injuries | | | | | | |
| | 2016 | 2017 | 2018 | 2019 | 2020 | Average 2016-20 | 12 mth to Aug 2021 |
| 16-19 | 81 | 43 | 48 | 64 | 52 | 58 | 73 |
| 20-24 | 86 | 56 | 63 | 94 | 77 | 75 | 94 |
| Total | 167 | 99 | 111 | 158 | 129 | 133 | 167 |

- > In 2021 young people aged 16 – 24 represented 19% of all lives lost and 20% 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 2021 include:
 - 84 drivers
 - 35 passengers
 - 49 motorcyclists
 - 8 cyclists
 - 9 pedestrians
 - 74% were male
- > Of the 16-24 year old driver/rider lives lost and serious injuries:
 - 27 were learner drivers (five lives lost, 22 serious injuries)
 - 22 were P1 licence holders (one life lost, 21 serious injuries)
 - 31 were P2 licence holders (four lives lost, 27 serious injuries)
 - 31 held Full licences (three lives lost, 28 serious injuries)
 - 19 unlicensed (two lives lost, 17 serious injuries)
- > Of the 16-24 year old riders
 - 10 held a R licence (one life lost, 9 serious injuries)
 - 28 held RD licence (three lives lost, 25 serious injuries)
 - 9 did not have a bike licence (one life lost, eight serious injuries)

Older Road Users

- > 18 people aged 70 and over were killed in 2021 and a further 101 were seriously injured.
- > Fatalities and serious injuries in this age group include:
 - 59 drivers (including heavy vehicle drivers) (10 lives lost, 49 serious injuries)
 - 21 passengers (2 lives lost, 19 serious injuries)
 - 11 motorcyclists including scooters and pillion passenger (1 life lost, 10 serious injuries)
 - 26 pedestrians including gopher/wheelchair riders (4 life lost, 22 serious injuries)
 - 2 cyclists (one life lost, one serious injuries)
 - 47% were male
 - 71% of serious casualties occurred in Metropolitan Adelaide

| Age | Lives lost | | | | | | |
|--------------|------------------|------------|-----------|------------|-----------|-----------------|--------------------|
| | 2016 | 2017 | 2018 | 2019 | 2020 | Average 2016-20 | 2021 |
| 70-79 | 10 | 9 | 10 | 15 | 7 | 10 | 7 |
| 80-89 | 9 | 12 | 4 | 10 | 10 | 9 | 7 |
| 90+ | 4 | 4 | 1 | 4 | 1 | 3 | 4 |
| Total | 23 | 25 | 15 | 29 | 18 | 22 | 18 |
| Age | Serious injuries | | | | | | |
| | 2016 | 2017 | 2018 | 2019 | 2020 | Average 2016-20 | 12 mth to Aug 2021 |
| 70-79 | 47 | 64 | 50 | 66 | 54 | 56 | 56 |
| 80-89 | 29 | 38 | 25 | 38 | 31 | 32 | 36 |
| 90+ | 11 | 8 | 8 | 5 | 5 | 7 | 9 |
| Total | 87 | 110 | 83 | 109 | 90 | 96 | 101 |

- > In 2021 older road users aged 70+ represented 18% 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.

Motorcyclists

- > 17 motorcycle riders lost their life in 2021 and a further 204 were seriously injured. In addition one pillion passenger was killed and five were seriously injured.

| | Lives lost | | | | | | |
|-------------------|------------------|------------|------------|------------|------------|-----------------|--------------------|
| | 2016 | 2017 | 2018 | 2019 | 2020 | Average 2016-20 | 2021 |
| Motorcyclist | 7 | 24 | 10 | 17 | 19 | 15 | 17 |
| Scooter operator | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pillion passenger | 0 | 0 | 0 | 0 | 2 | 0 | 1 |
| Total | 8 | 24 | 10 | 17 | 21 | 16 | 18 |
| | Serious injuries | | | | | | |
| | 2016 | 2017 | 2018 | 2019 | 2020 | Average 2016-20 | 12 mth to Aug 2021 |
| Motorcyclist | 93 | 105 | 96 | 192 | 183 | 134 | 197 |
| Scooter operator | 12 | 0 | 1 | 4 | 6 | 5 | 7 |
| Pillion passenger | 4 | 3 | 6 | 5 | 5 | 5 | 5 |
| Total | 109 | 108 | 103 | 201 | 194 | 143 | 209 |

- > Of the 227 motorcyclists killed and serious injuries:
 - 94% were male
 - Four riders were not wearing a helmet at the time of the crash.

Age of motorcyclists killed or seriously injured in 2021:

| Age group | Lives lost | Serious injuries 12 mth to Aug 2021 |
|--------------|------------|-------------------------------------|
| 0-15 | 0 | 2 |
| 16-19 | 4 | 23 |
| 20-24 | 1 | 21 |
| 25-29 | 1 | 22 |
| 30-39 | 3 | 29 |
| 40-49 | 1 | 33 |
| 50-59 | 3 | 46 |
| 60-69 | 4 | 23 |
| 70+ | 1 | 10 |
| Total | 18 | 209 |

Pedestrians and Cyclists

- > 14 pedestrians were killed and 85 were seriously injured in 2021 (includes gopher operators/wheelchairs).
- > 5 cyclists were killed and 97 were seriously injured in 2021.

| | Lives lost | | | | | | |
|-------------------|------------------|-----------|------------|------------|------------|-----------------|---------------------|
| | 2016 | 2017 | 2018 | 2019 | 2020 | Average 2016-20 | 2021 |
| Pedestrian | 7 | 16 | 6 | 21 | 8 | 12 | 14 |
| Gopher/Wheelchair | 2 | 1 | 0 | 0 | 0 | 1 | 0 |
| Cyclist | 5 | 2 | 7 | 7 | 2 | 5 | 5 |
| Total | 14 | 19 | 13 | 28 | 10 | 17 | 19 |
| | Serious injuries | | | | | | |
| | 2016 | 2017 | 2018 | 2019 | 2020 | Average 2016-20 | 12 mth til Aug 2021 |
| Pedestrian | 64 | 40 | 57 | 80 | 55 | 59 | 84 |
| Gopher | 2 | 1 | 1 | 0 | 2 | 1 | 1 |
| Cyclist | 52 | 39 | 51 | 94 | 73 | 62 | 97 |
| Total | 118 | 80 | 109 | 174 | 130 | 122 | 182 |

Location where pedestrians and cyclists lost their lives or were seriously injured 2021:

| | Lives Lost | | Serious injuries | |
|-------------------|------------|----------|------------------|-----------|
| | Metro | Rural | Metro | Rural |
| Pedestrian | 11 | 3 | 73 | 11 |
| Gopher/Wheelchair | 0 | 0 | 1 | 0 |
| Cyclist | 3 | 2 | 87 | 10 |
| Total | 14 | 5 | 161 | 21 |

Age of pedestrians and cyclists who lost their lives or were seriously injured 2021:

| Age group | Pedestrian Lives lost and serious injuries | Cyclist Lives lost and serious injuries |
|--------------|--|---|
| 0-15 | 9 | 5 |
| 16-19 | 3 | 2 |
| 20-24 | 6 | 6 |
| 25-29 | 13 | 6 |
| 30-39 | 13 | 13 |
| 40-49 | 10 | 14 |
| 50-59 | 6 | 26 |
| 60-69 | 12 | 27 |
| 70-79 | 13 | 2 |
| 80+ | 13 | 0 |
| Unknown | 1 | 1 |
| Total | 99 | 102 |

Drink driving

- > Forensic results show 29% of drivers and riders killed in crashes in 2021 had an illegal blood alcohol concentration (BAC). This compares to 20% in 2020 and five years of 18%.

| | 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+ | |
| 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% |
| 2020 | 66 | 66 | 2 | 2 | 9 | 20% |
| 5 year avg 2016-2020 | 63 | 62 | 1 | 3 | 8 | 18% |
| 2021 ⁷ | 64 | 41 | 1 | 5 | 6 | 29% |

Drug driving

- > Forensic results show 20% of drivers and riders killed in crashes in 2021 tested positive for the presence of cannabis, methamphetamine or ecstasy or a combination of these drugs. This compares to 17% in 2020 and 21% over the last five years.

| | Driver and rider lives lost | Number tested | Number that tested positive to cannabis, meth or ecstasy | Percentage of those tested that were positive |
|----------------------|-----------------------------|---------------|--|---|
| 2016 | 49 | 47 | 14 | 30% |
| 2017 | 70 | 69 | 17 | 25% |
| 2018 | 51 | 48 | 10 | 21% |
| 2019 | 77 | 75 | 13 | 17% |
| 2020 | 66 | 66 | 11 | 17% |
| 5 year avg 2016-2020 | 63 | 61 | 13 | 21% |
| 2021 ⁷ | 64 | 41 | 8 | 20% |

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 37% of crashes where a life was lost in 2021 speeding was considered a contributing factor. This is above the five previous year figure of 31% of fatal crashes being considered as speed related. In 2020 this figure was 40%.

⁷ Toxicology results are incomplete. 41 of the results from 64 drivers/riders are known.

- > 49% of fatal crashes and 21% of serious injury crashes in 2021 occurred on roads with a speed limit of 100km/h or above.

| Crashes where a life was lost | | | | | | | |
|-------------------------------|--------------|-----------|-----------|-----------|-----------|-----------|----------------------|
| | Below 50km/h | 50km/h | 60km/h | 70-90km/h | 100km/h | 110km/h | % on roads 100km/h + |
| 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% |
| 2020 | 1 | 10 | 13 | 18 | 24 | 19 | 51% |
| 5 year avg 2016-2020 | 4 | 11 | 15 | 15 | 20 | 23 | 49% |
| 2021 | 2 | 8 | 18 | 20 | 22 | 24 | 49% |

| 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% |
| 2020 | 13 | 146 | 219 | 103 | 104 | 39 | 23% |
| 5 year avg 2016-2020 | 13 | 128 | 184 | 93 | 101 | 69 | 29% |
| 12 months till Aug 2021 | 7 | 174 | 250 | 133 | 110 | 41 | 21% |

Non restraint use

- > Of the drivers and passengers killed in 2021, 27% were not wearing a seatbelt at the time of the crash. In 2020, 30% were not restrained and the previous five year average is 25%.
- > Of the 14 vehicles occupants killed not wearing a seatbelt, 10 were drivers and four were passengers.

Age of passenger vehicles involved in crashes

- > In 2021, of the passenger vehicles involved in crashes where lives were lost, 73% were 10 years old or older, above the previous five years of 65% of passenger vehicles involved in crashes where lives were lost. In addition, 60% of passenger vehicles involved in serious injury crashes in 2020 were 10 years or older.

| Age | Passenger vehicles involved in crashes where a life was lost | | | | | | |
|-------------------|--|------------|------------|------------|------------|-----------------|---------------------|
| | 2016 | 2017 | 2018 | 2019 | 2020 | Average 2016-20 | 2021 |
| Less than 5 years | 14 | 22 | 12 | 14 | 16 | 16 | 10 |
| 5- 9 years | 17 | 16 | 16 | 20 | 12 | 16 | 13 |
| 10 years or more | 55 | 69 | 52 | 63 | 61 | 60 | 63 |
| Total | 86 | 107 | 80 | 97 | 89 | 92 | 86 |
| Age | Passenger vehicles involved in serious injury crashes | | | | | | |
| | 2016 | 2017 | 2018 | 2019 | 2020 | Average 2016-20 | 12 mth til Aug 2021 |
| Less than 5 years | 100 | 123 | 75 | 140 | 126 | 113 | 140 |
| 5- 9 years | 140 | 144 | 123 | 168 | 158 | 147 | 150 |
| 10 years or more | 400 | 353 | 318 | 445 | 371 | 377 | 438 |
| Total | 640 | 620 | 516 | 753 | 655 | 637 | 728 |

Star safety rating for light vehicles involved in fatal crashes

- > Of the light vehicles involved in crashes where lives were lost in 2021, 61% 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 21% were 5 star vehicles (including both ANCAP rated and Used Car Safety Ratings).

Results from previous years

| Year | Lives lost | Lives lost per 100,000 population ² | Licences ² | Vehicle Registrations ² | BAC above legal limit | Tested positive to drugs | No Seatbelt ⁴ | Location ⁵ | |
|----------------------------------|------------|--|-----------------------|------------------------------------|-----------------------|--------------------------|--------------------------|-----------------------|-------|
| | | | | | | | | Rural | Metro |
| 1974 - Highest Lives Lost | 382 | 30.77 | 636,604 | 577,600 | n/a | n/a | n/a | 207 | 175 |
| 1980's¹ | 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%) | 16 (27%) | 65 | 49 |
| 2020 | 93 | 5.3 | 1,271,958 | 1,485,154 | 13 (20%) | 11 (17%) | 17 (30%) | 55 | 38 |
| 2021 | 99 | 5.6 | 1,305,364 | 1,545,535 | 12(29%) | 8(20%) | 14(27%) | 59 | 40 |

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.

Fatalities & Serious Injuries, South Australia, 1950 – 2021

| Year | Lives lost | Serious Injuries | Year | Lives lost | 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 | 93 | 715 |
| 1985 | 269 | 3198 | 2021 | 99 | 883 |

Definitions of police reported casualty types:

Casualty Crash – crash where at least one life is lost, serious injury or minor injury occurs.

Casualty – A life lost, serious injury or minor injury.

Fatal Crash – A crash for which there is at least one life lost.

Life lost – 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.

Data sources

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

Enquiries

For further information about data in this report, contact:

Road Safety, Research and Analysis, Department for Infrastructure and Transport

GPO Box 1533

Adelaide SA 5001

Email : http://www.dit.sa.gov.au/contact_us

Internet : <http://www.dit.sa.gov.au/towardszerotogether>