



2018 Road Fatalities and Serious Injuries In South Australia

Preliminary data as at midnight 31 December 2018

Preliminary numbers record 80¹ fatalities on South Australian roads in 2018 this is 20% lower than the 100 fatalities recorded in 2017 and is 19 fewer fatalities than the previous 5 year average (2013-17) of 99 fatalities.

Serious injuries have decreased from 622 in 2017 to 586 in 2018, the lowest recorded total of serious injuries in a given year. The number is also 18% lower than the previous 5 year average (2013–17) of 715 serious injuries per year.

Table 1 - Fatalities and serious injuries, South Australia, 2013-2018

Year	Fatalities	Serious injuries
2013	97	790
2014	108	711
2015	102	759
2016	86	692
2017	100	622
2018	80	586

South Australia’s preliminary fatality rate for 2018 is 4.6 per 100,000 population and is well below the 5.8 recorded at the end of 2017.

Table 2 – SA Fatalities 2018 compared to 2017

Fatalities	2018	2017	2013-17 Average	Change from 2017 to 2018
Total fatalities	80	100	99	-20
Fatality rate per 100,000 population	4.6	5.8	5.8	-1.2
Drivers	39	46	45	-7
Heavy vehicle drivers	2	1	2	1
Passengers	16	11	18	5
Motorcyclists	10	24	13	-14
Cyclists	7	2	4	5
Pedestrians (includes gopher & wheelchair users)	6	17	13	-11
Older road users (70+)	15	25	23	-10
Young road users (16-24)	17	20	17	-3
Fatalities in the Greater Adelaide Region	24	56	43	-32
Rural fatalities	56	44	56	12
Driver and passenger fatalities not wearing a seatbelt	16%	38%	27%	-22%
Speed a contributing factor in fatal crash	20%	28%	29%	-8%
Drivers/riders killed with an illegal BAC	18%	23%	22%	-5%
Drivers/riders killed tested positive to drugs	24%	24%	24%	0%

¹ Please note that 2017 fatalities are as of midnight 30 December 2018 and the 586 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 2018. Serious injury data is available until the end of September 2018 as there is a delay due to validation of reports.

Table 3 – SA serious injuries 12 months till end September 2018 compared to 2017

Serious injuries	12 months till Sept 18	2017	2013-17 Average	Change from 2017 to 2018
Total serious injuries	576	622	715	-46
Drivers	276	300	327	-24
Heavy vehicle drivers	10	13	13	-3
Passengers	100	121	130	-21
Motorcyclists	96	108	125	-12
Cyclists	43	39	58	4
Pedestrians (includes gopher & wheelchair)	51	41	61	10
Older road users (70+)	81	110	83	-29
Young road users (16-24)	108	99	147	9
Serious injuries in the Greater Adelaide Region	322	359	401	-37
Rural serious injuries	254	263	314	-9

Key Points – 2018 Fatalities and Serious Injuries²:

- > **Greater Adelaide Area** – The number of fatal crashes in the greater Adelaide area substantially decreased in 2018 compared to 2017, as did the number of serious injury crashes. There were 24 fatal crashes, this is 30 fewer than the previous year and around 40% lower than the previous 5 year average.

There were 283 serious injury crashes in 2018 compared to 322 in 2017, and also fewer than the previous 5 year average of 358. Within Greater Adelaide 33% of fatal crashes were at intersections, unchanged from 33% in 2017.

- > **Rural areas** – The decline of fatal crashes in the metro area was slightly offset by an increase in the number in the rural area. There were 51 fatal crashes in rural areas in 2018, 12 more than the previous year and one more than the previous 5 year average.

Serious injury crashes however have declined from 211 in 2017 to 197 in 2018 (5 year average of 246). In rural areas 57% of fatal crashes were single vehicle crashes, such as the vehicle rolling over or hitting objects such as trees. This is a slight decrease from 59% in 2017.

- > **Young road users** – The number of 16-19 year old fatalities increased by two fatalities from eight in 2017 to 10 in 2018, the previous five year average was five fatalities. The number of deaths in the 20 – 24 year old range decreased from 12 in 2017 to seven in 2018, and is also down on the previous 5 year average of 11 deaths.

The number of 16 – 24 year olds seriously injured increased from 99 in 2017 to 108 in 2018, yet is still down from the 5 year average of 147 for 16- 24 year olds seriously injured.

- > **Older road users** –The number of fatalities of people aged 70 or over has reduced considerably in 2018, 15 people in this age group were killed compared to 25 in 2017 and a 5 year average of 23 fatalities.

Serious injuries have also declined from 110 in 2017 to 81 in 2018, the previous 5 year average is 83 serious injuries for this age group.

² 2018 serious injuries are 12 months till end of Sept 2018

Key Points – 2018 Fatalities and Serious Injuries (continued):

Drivers/passengers – Driver fatalities decreased in 2018 from 46 in 2017 to 39. Passenger fatalities increased from 11 in 2017 to 16 in 2018 but remained below the 5 year average of 18 deaths.

Driver serious injuries also decreased from 313 in 2017 to 286 in 2018. Passenger serious injuries dropped from 121 in 2017 to 100 in 2018 and below the 5 year average of 130.

- > **Motorcyclists** – Fatalities decreased substantially from 24 in 2017 to 10 in 2018. In 2017 a particularly high number of motorcyclists were killed compared to previous years. The five year average of motorcyclists killed is 13 fatalities.

Serious injuries also declined from 108 in 2017 to 96 in 2018 and below the previous 5 year average of 125 serious injuries.

- > **Pedestrians** – Fatalities decreased markedly from 17 in 2017 to six in 2018. This number is well below the average of 15 deaths over the previous 5 years.

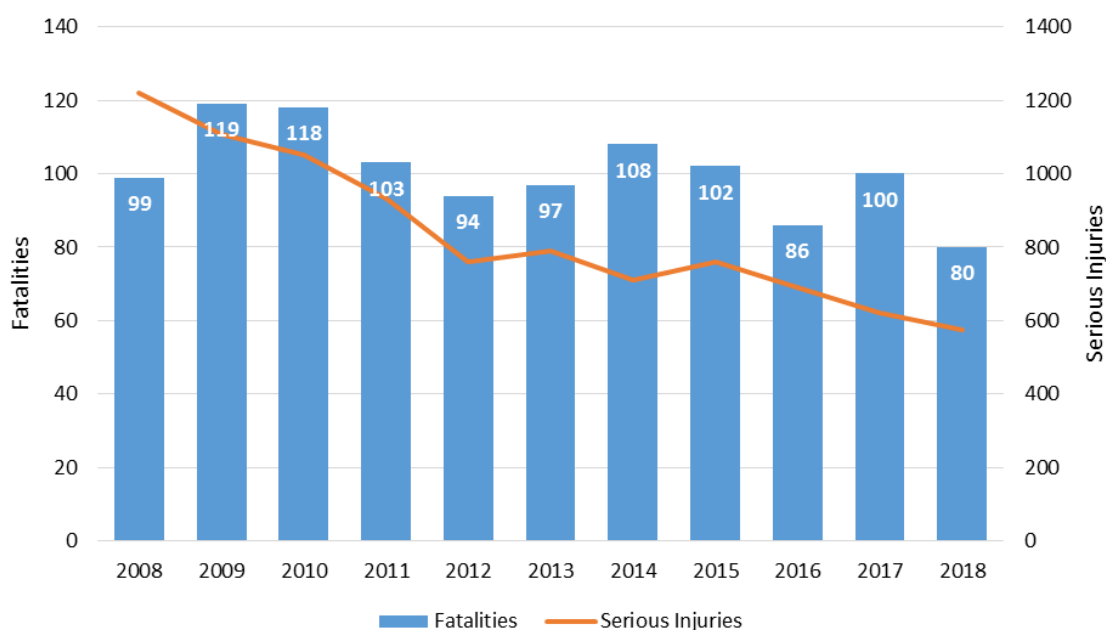
Serious injuries have increased for pedestrians. In 2018, 51 pedestrians were seriously injured compared to 41 in 2017, it is however below the 5 year average of 61 pedestrians seriously injured.

- > **Cyclists** – the number of cyclists killed rose from two in 2017 to seven in 2018, this is also above the 5 year average of 4 cyclists killed per year.

The number of cyclists seriously injured has also risen from 39 in 2017 to 43 in 2018. Although high it remains below the previous 5 year average of 58 cyclists seriously injured per year.

- > **Seatbelts** – 16% of driver and passenger fatalities in 2018 were not wearing a seatbelt at the time of the crash. A significant decrease compared to 38% in 2017 and a previous 5 year average of 27%.

Fatal and Serious Injuries, South Australia 2008 – 2018³



³ 2018 serious injuries are 12 months till end of Sept 2018

Results for 2018 - Road User Types:

Table 4 - Fatalities and serious injuries by road user type, 2013-2018⁴

Road user type	Fatalities			Serious injuries		
	Average 2013-17	2017	2018	Average 2013-17	2017	2018
Drivers	45	45	39	327	300	276
Heavy vehicle drivers	2	1	2	13	13	10
Passengers	18	11	16	130	121	100
Motorcyclists ⁵	13	24	10	125	108	96
Cyclists	4	2	7	58	39	43
Pedestrians ⁶	15	17	6	61	41	51
Total	99	100	80	715	622	576

Gender

Table 5 - Fatalities and serious injuries by gender, 2013-2018

Gender	Fatalities			Serious injuries		
	Average 2013-17	2017	2018	Average 2013-17	2017	2018
Male	69	80	62	459	391	383
Female	29	20	18	255	231	193
Total	99	100	80	715	622	576

Age

Table 6 - Fatalities and serious injuries by age, 2013-2018

Age	Fatalities			Serious injuries		
	Average 2013-17	2017	2018	Average 2013-17	2017	2018
0-15	5	3	4	30	26	26
16-19	5	8	10	65	43	47
20-24	11	12	7	82	56	61
25-29	8	8	6	68	54	51
30-39	11	10	7	100	81	81
40-49	16	11	13	105	83	78
50-59	9	11	7	100	88	75
60-69	11	12	11	63	60	58
70-79	10	9	10	50	64	49
80-89	11	12	4	28	38	22
90+	3	4	1	6	8	10
Unknown	0	0	0	18	21	18
Total	99	100	80	715	622	576

⁴ 2018 serious injuries are 12 months till end of Sept 2018

⁵ Motorcyclists include scooter operators and pillion passengers

⁶ Pedestrians include gopher & wheelchair users

Results for 2017 - Location:

Table 7 - Fatalities and serious injuries by location, 2013-2018⁷

Location	Fatalities			Serious injuries		
	Average 2013-17	2017	2018	Average 2013-17	2017	2018
Greater Adelaide Area	43	56	24	401	359	322
Rural Areas	56	44	56	314	263	254
Total	99	100	80	715	622	576

Table 8 - Fatal and serious injury crashes by location, 2013-2018

Location	Fatal crashes			Serious injury crashes		
	Average 2013-17	2017	2018	Average 2013-17	2017	2018
Greater Adelaide Area	41	54	24	358	322	283
Rural Areas	49	39	51	246	211	197
Total	90	93	75	605	533	480

- There were 24 fatal crashes in the metro area in 2018. This is 30 fewer fatal crashes than the previous year and around 40% less than the previous 5 year average of 41 fatal crashes.
- Within Greater Adelaide, 29% of fatal crashes were at intersections, lower than 33% in 2017.
- Fatal crashes in rural areas however increased from the previous year by 12 crashes, and two more than the previous 5 year average.
- 57% of fatal crashes in rural areas were single vehicle crashes such as the vehicle rolling over or hitting objects such as trees, a slight decrease from 59% in 2017.
- In rural areas 24% of fatal crashes were vehicles colliding head on, an increase from 13% in 2017.

Speed Limit

Table 9 - Fatal and serious injury crashes by speed limit, 2013-2018

Speed limit	Fatal crashes			Serious injury crashes		
	Average 2013-17	2017	2018	Average 2013-17	2017	2018
40 km/h or below	3	7	3	10	11	15
50 km/h	13	15	5	132	99	97
60 km/h	19	22	13	175	172	138
70-90 km/h	13	15	8	100	73	65
100 km/h	22	16	21	114	112	90
110 km/h	20	18	25	75	66	75
Total	90	93	75	605	533	480

- In 2018, 61% of fatal crashes were on roads with a speed limit of 100 or 110km/h compared to 37% in 2017 and a previous 5 year average of 47%
- In 2018, 17% of fatal crashes occurred on roads with a speed limit of 60km/h compared to 24% in 2017 and a previous 5 year average of 22%.

⁷ 2018 serious injuries are 12 months till end of Sept 2018

Road user and behavioural issues:

Young Road Users

- > There were 17 fatalities and 108 serious injuries in 2018 recorded in the 16 -24 year age group. The 16-19 year old age group increased from 8 fatalities in 2017 to 10 in 2018, and is four above the previous 5 year average. Seven 20-24 year olds were killed in 2018, this is five less than 2017 and four below the average.

Age	Fatalities						
	2013	2014	2015	2016	2017	Average 2013-17	2018
16-19	2	6	7	3	8	5	10
20-24	13	11	9	12	12	11	7
Total	15	17	16	15	20	17	17
Age	Serious injuries						
	2013	2014	2015	2016	2017	Average 2013-17	2018 ⁸
16-19	50	80	71	81	43	65	47
20-24	93	90	84	86	56	82	61
Total	143	170	155	167	99	147	108

- > In 2018 young people aged 16 – 24 represented 21% of all fatalities and 19% of all serious injuries. This age group make up 13% of licensed drivers and 12% of the total population in South Australia.
- > 16 – 24 year old fatalities and serious injuries for 2018 include:
 - 68 drivers
 - 24 passengers
 - 20 motorcyclists,
 - 9 pedestrians
 - 4 cyclists
 - 66% were male
- > Of the 16-24 year old driver/rider fatalities and serious injuries:
 - Eight were learner drivers (8 serious injuries)
 - 14 were P1 licence holders (5 fatalities, 9 serious injuries)
 - 27 were P2 licence holders (2 fatalities, 25 serious injuries)
 - 29 held Full licences (3 fatalities, 26 serious injuries)
 - 10 had an unknown licence status

⁸ 2018 serious injuries are 12 months till end of Sept 2018

Motorcyclists

- > There were 10 motorcycle rider fatalities in 2018 and a further 89 motorcycle riders seriously injured. In addition there were six pillion passengers and one scooter rider seriously injured in 2018.

	Fatalities						
	2013	2014	2015	2016	2017	Average 2013-17	2018
Motorcyclist	12	11	11	7	24	13	10
Scooter operator	0	0	0	1	0	0	0
Pillion passenger	0	0	0	0	0	0	0
Total	12	11	11	8	24	13	10
	Serious injuries						
	2013	2014	2015	2016	2017	Average 2013-17	2018 ⁹
Motorcyclist	109	116	130	93	105	111	89
Scooter operator	20	11	9	12	0	10	1
Pillion passenger	5	3	6	4	3	4	6
Total	134	130	145	109	108	125	96

- > Of the 106 motorcyclist fatalities and serious injuries:
 - 93% were male
 - Three riders were not wearing a helmet at the time of the crash.

Age of motorcyclists killed or seriously injured in 2018:

Age group	Fatalities	Serious injuries
0-15	0	1
16-19	1	10
20-24	0	9
25-29	0	12
30-39	0	15
40-49	4	11
50-59	1	22
60-69	3	10
70+	1	5
Unknown	0	1
Total	10	96

⁹ 2018 serious injuries are 12 months till end of Sept 2018

Pedestrians and Cyclists

- > Six pedestrians were killed and 51 were seriously injured in 2018.
- > Seven cyclists were killed and 43 were seriously injured in 2018.

	Fatalities						
	2013	2014	2015	2016	2017	Average 2013-17	2018
Pedestrian	14	16	14	7	16	13	6
Gopher/Wheelchair	1	1	4	2	1	2	0
Cyclist	5	4	4	5	2	4	7
Total	20	21	22	14	19	19	13
	Serious injuries						
	2013	2014	2015	2016	2017	Average 2013-17	2018 ¹⁰
Pedestrian	83	60	46	64	40	59	51
Gopher	4	2	4	2	1	3	0
Cyclist	63	64	74	52	39	58	43
Total	150	126	124	118	80	120	94

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

Age group	Fatalities	Serious injuries
0-15	1	6
16-19	0	3
20-24	2	4
25-29	0	3
30-39	1	6
40-49	1	5
50-59	0	3
60-69	0	6
70-79	0	6
80+	1	5
unknown	0	4
Total	6	51

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

Age of cyclists killed or seriously injured:

Age group	Fatalities	Serious injuries
0-15	1	5
16-19	0	0
20-24	0	4
25-29	1	2
30-39	0	3
40-49	2	12
50-59	0	9
60-69	2	1
70-79	0	6
80 +	1	1
Unknown	0	0
Total	7	43

Five of the seven cyclist fatalities occurred in the rural region.

¹⁰ 2018 serious injuries are 12 months till end of Sept 2018

Older Road Users

- > Fifteen people aged 70 and over were killed in 2018 and a further 81 were seriously injured.
- > Fatalities and serious injuries in this age group include:
 - 47 drivers (09 fatalities, 38 serious injuries)
 - 22 passengers (3 fatalities, 19 serious injuries)
 - 6 motorcyclists (1 motorcyclists, 5 serious injuries)
 - 12 pedestrians including gopher/wheelchair riders (1 fatalities, 11 serious injuries)
 - 8 cyclists (1 fatality and 7 serious injuries)
 - 56% were male
 - 52% of serious casualties occurred in the Greater Adelaide Region

Age	Fatalities						
	2013	2014	2015	2016	2017	Average 2013-17	2018
70-79	11	9	10	10	9	10	10
80-89	11	10	12	9	12	11	4
90+	2	3	1	4	4	3	1
Total	24	22	23	23	25	23	15
Age	Serious injuries						
	2013	2014	2015	2016	2017	Average 2013-17	2018 ¹¹
70-79	53	30	55	47	64	50	49
80-89	27	24	20	29	38	28	22
90+	2	3	5	11	8	6	10
Total	82	57	80	87	110	83	81

Drink driving

- > Of the driver/riders tested so far, forensic results show 18% killed in fatal crashes in 2018 had an illegal blood alcohol concentration (BAC). This compares to 21% in 2016 and a 5 year average of 22%.

	Number of driver and rider fatalities	Number of driver and rider fatalities 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+	
2013	60	57	1	4	9	25%
2014	63	58	0	5	8	22%
2015	63	58	2	1	10	22%
2016	49	47	0	3	6	19%
2017	70	70	2	4	9	21%
5 year avg 2013-2017	61	58	1	3	8	22%
2018 (prelim ¹²)	51	34	0	3	3	18%

¹¹ 2018 serious injuries are 12 months till end of Sept 2018

¹² Results are incomplete - 34 out of 51 drivers/riders are known

Drug driving

- > Of the drivers/riders tested so far forensic results show 24% killed in fatal crashes in 2018 tested positive for the presence of cannabis, methamphetamine or ecstasy or a combination of these drugs. This compares to 25% in 2017 and a 5 year average of 24%.

	Number of driver and rider fatalities	Number of driver and rider fatalities tested	Number that tested positive to cannabis, meth or ecstasy	Percentage of those tested that were positive
2013	60	56	10	18%
2014	63	61	15	25%
2015	64	58	14	24%
2016	49	47	14	30%
2017	70	69	17	25%
5 year avg 2013-2017	61	58	14	24%
2018 (prelim¹³)	51	33	8	24%

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 20% of fatal crashes in 2018 speeding was considered a contributing factor. This is below the 5 year (2013-17) average of 29% of fatal crashes being considered as speed related. In 2017 this figure was 28%.
- > 61% of fatal crashes and 34% of serious injury crashes in 2018 occurred on roads with a speed limit of 100km/h or above.

	Fatal crashes						
	Below 50km/h	50km/h	60km/h	70-90km/h	100km/h	110km/h	% on roads 100km/h+
2013	2	19	18	12	24	14	43%
2014	1	7	24	8	32	24	58%
2015	2	11	25	12	18	28	48%
2016	1	13	9	18	19	17	47%
2017	7	15	22	15	16	18	37%
5 year avg 2013-2017	3	13	20	13	22	20	47%
2018	3	5	13	8	21	25	61%

	Serious injury crashes						
	Below 50km/h	50km/h	60km/h	70-90km/h	100km/h	110km/h	% on roads 100km/h+
2013	6	143	204	117	115	81	29%
2014	13	147	163	92	111	68	30%
2015	11	149	177	116	125	79	31%
2016	9	121	159	100	106	79	32%
2017	11	99	172	73	112	66	33%
2013-17 average	10	132	175	100	114	75	31%
2018¹⁴	15	97	138	65	90	75	34%

¹³ Results are incomplete - 33 out of 51 drivers/riders are known

¹⁴ 2018 serious injuries are 12 months till end of Sept 2018

Non restraint use

- > Of the drivers and passengers killed in 2018, 16% were not wearing a seatbelt at the time of the crash, in 2017, 38% were not restrained and the previous 5 year average (2013-17) is 27%.
- > Of the eight drivers and passengers killed not wearing a seatbelt, five were drivers and three 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 2018 shows that at least twelve crashes were likely to be due to fatigue; this is compared to nine crashes in 2017.

Age of passenger vehicles involved in crashes

- > In 2018 of the passenger vehicles involved in fatal crashes 65% were 10 years old or greater, above the 5 year average (2013-2017) of 61% of passenger vehicles involved in fatal crashes. In addition 62% of passenger vehicles involved in serious injury crashes in 2018 were 10 years or older.

Age	Passenger vehicles involved in fatal crashes						
	2013	2014	2015	2016	2017	Average 2013-17	2018
Less than 5 years	16	22	18	14	22	18	12
5- 10 yrs	24	20	24	17	16	20	15
10 years or more	59	58	59	55	69	60	51
Total	199	100	101	86	107	99	78
Age	Passenger vehicles involved in serious injury crashes						
	2013	2014	2015	2016	2017	Average 2013-17	2018 ¹⁵
Less than 5 years	134	116	134	100	125	122	73
5- 10 yrs	167	165	137	140	151	152	131
10 years or more	414	342	423	400	365	389	333
Total	715	623	694	640	641	663	537

Star safety rating for light vehicles involved in fatal crashes

- > Of the light vehicles involved in fatal crashes in 2018, 64% 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 14% were 5 star vehicles (including both ANCAP rated and Used Car Safety Ratings).

¹⁵ 2018 serious injuries are 12 months till end of Sept 2018

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 Toll	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
2017	100	5.8	1,238,239	1,442,520	15 (21%)	17 (25%)	19 (38%)	44	56
2018	80	4.6	1,252,154	1,466,023	(18%) ⁶	(24%) ⁶	8 (16%)	56	24

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 metro/rural boundaries. For the same reason, data by region presented in previous reports cannot be compared to data in this report.

⁶ Drug and alcohol results are incomplete for 2018.

Fatalities & Serious Injuries, South Australia, 1950 – 2018

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

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

Greater Adelaide - Greater Adelaide City Statistical Area. 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 - Area outside of metropolitan Adelaide. 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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