



2019 Road Fatalities and Serious Injuries In South Australia

There were 114 fatalities on South Australian roads in 2019. This is 43% higher than the 80 fatalities recorded in 2018 and is 19 more fatalities than the previous 5 year average (2014-18) of 95 fatalities.

Serious injuries have increased from 576 in 2018 to 833 in 2019, which is 45% higher than in 2018. The number is 24% higher than the previous 5 year average (2014-18) of 672 serious injuries per year.

Table 1 - Fatalities and serious injuries, South Australia, 2014-2019

Year	Fatalities	Serious injuries
2014	108	711
2015	102	759
2016	86	692
2017	100	622
2018	80	576
2019	114	833

South Australia’s preliminary fatality rate for 2019 is 6.5 per 100,000 population and is above the 4.6 recorded at the end of 2018.

Table 2 – SA Fatalities 2019 compared to 2018

Fatalities	2019	2018	2014-18 Average	Change from 2018 to 2019
Total fatalities	114	80	95	34
Fatality rate per 100,000 population	6.5	4.6	5.6	2.0
Drivers	51	39	44	12
Heavy vehicle drivers	9	2	2	7
Passengers	9	16	18	-7
Motorcyclists	17	10	13	7
Cyclists	7	7	4	0
Pedestrians (includes gopher & wheelchair users)	21	6	12	15
Older road users (70+)	29	15	22	14
Young road users (16-24)	21	17	17	4
Fatalities in the metropolitan areas	49	24	39	25
Fatalities in the rural fatalities	65	56	56	9
Driver and passenger fatalities not wearing a seatbelt	27%	16%	25%	11%
Speed a contributing factor in fatal crash	30%	24%	28%	6%
Drivers/riders killed with an illegal BAC	13%	18%	21%	-5%
Drivers/riders killed tested positive to drugs	17%	21%	25%	-4%

Table 3 – SA serious injuries 2019 compared to 2018

Serious injuries	2019	2018	2014-18 Average	Change from 2018 to 2019
Total serious injuries	833	576	672	257
Drivers	337	268	307	69
Heavy vehicle drivers	12	9	12	3
Passengers	108	87	123	21
Motorcyclists ¹	201	103	119	98
Cyclists	94	51	56	43
Pedestrians (includes gopher & wheelchair) ²	80	58	55	22
Older road users (70+)	109	83	83	26
Young road users (16-24)	158	111	140	47
Serious injuries in the metropolitan areas	553	323	374	230
Serious injuries in the rural areas	280	253	298	27

Key Points – 2019 Fatalities and Serious Injuries:

- > **Metropolitan Areas**– The number of fatal crashes in metropolitan areas substantially increased in 2019 compared to 2018, as did the number of serious injury crashes. There were 49 fatal crashes, this is 25 more than the previous year and 29% higher than the previous 5 year average.

There were 504 serious injury crashes in 2019 compared to 284 in 2018, and the previous 5 year average of 336. Within metropolitan areas 20% of fatal crashes were at intersections, a decrease from 29% in 2018.

- > **Rural areas** – Fatal crashes has increased in rural areas in 2019 compared to 2018. There were 61 fatal crashes in rural areas in 2019, 10 more than 2018 and also 12 more than the previous 5 year average.

Serious injury crashes also increased from 201 in 2018 to 225 in 2019 (5 year average of 232).

In rural areas 46% of fatal crashes were single vehicle crashes, such as a vehicle rolling over or hitting objects such as trees. This is a substantial decrease from 59% in 2018.

- > **Young road users** – The number of 16-19 year old fatalities decreased by one from 10 in 2018 to nine in 2019, the previous five year average was seven fatalities. The number of deaths in the 20 – 24 year old range increased from seven in 2018 to 12 in 2019, the previous 5 year average was 10 fatalities.

The number of 16 – 24 year olds seriously injured increased from 111 in 2018 to 158 in 2019, it is also above the 5 year average of 140 for 16- 24 year olds seriously injured.

- > **Older road users** –The number of fatalities of people aged 70 or over increased significantly in 2019, 29 people in this age group were killed compared to 15 in 2018 and a 5 year average of 22 fatalities.

Serious injuries also increased from 83 in 2018 to 109 in 2019, the previous 5 year average is also 83 serious injuries for this age group.

¹ Motorcyclists include scooter operators and pillion passengers

² Pedestrians include gopher & wheelchair users

Key Points – 2019 Fatalities and Serious Injuries (continued):

- > **Drivers/passengers** – Driver (including heavy vehicle driver) fatalities increased from 41 in 2018 to 60 in 2019. Passenger fatalities decreased from 16 in 2018 to nine in 2019 and also remained below the 5 year average of 18 deaths.

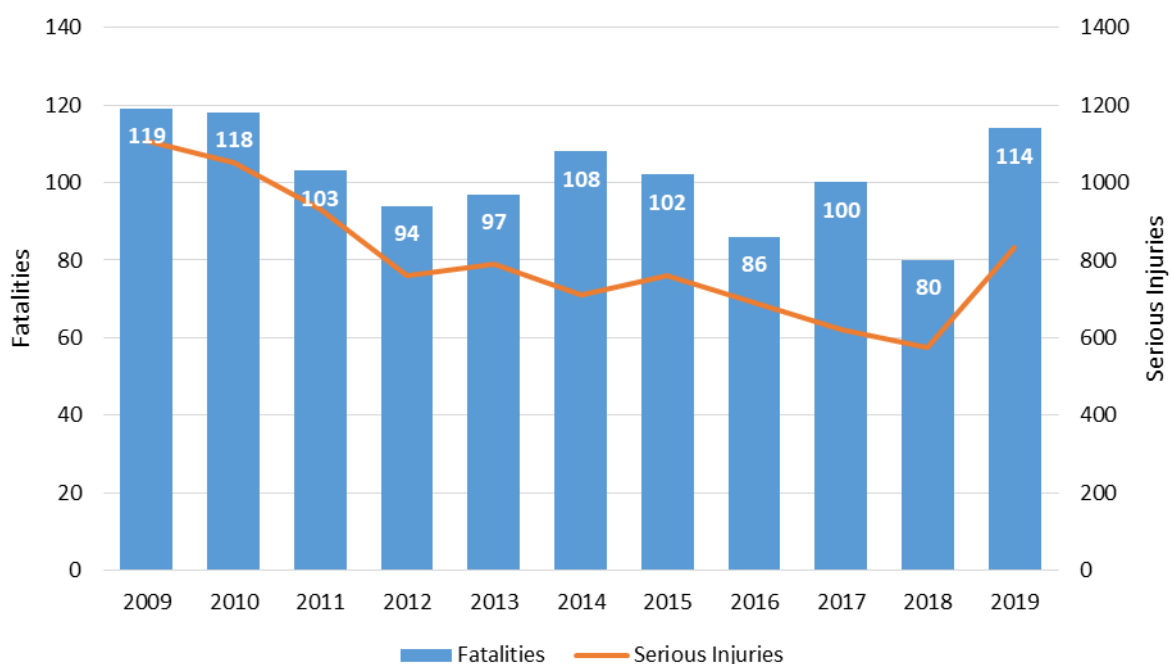
Driver (including heavy vehicle driver) serious injuries increased from 277 in 2018 to 349 in 2019. Passenger serious injuries also increased from 87 in 2018 to 108 in 2019 but is below the 5 year average of 123.
- > **Motorcyclists** – Fatalities increased from 10 in 2018 to 17 in 2019. The five year average of motorcyclists killed is 13.

Serious injuries almost doubled from 103 in 2018 to 201 in 2019, also above the previous 5 year average of 119 serious injuries.
- > **Pedestrians** – Fatalities increased substantially from six in 2018 to 21 in 2019. This number is also above the average of 13 deaths over the previous 5 years.

Serious injuries also increased for pedestrians. In 2019, 80 pedestrians were seriously injured compared to 58 in 2018, it is also above the 5 year average of 55 pedestrians seriously injured.
- > **Cyclists** – The number of cyclists killed in 2019 was same as 2018 with seven cyclists killed in both years. The 5 year average of cyclists killed per year is four.

The number of cyclists seriously injured has risen from 51 in 2018 to 94 in 2019. The previous 5 year average of cyclists seriously injured was 56.
- > **Seatbelts** – 27% of driver and passenger fatalities in 2019 were not wearing a seatbelt at the time of the crash. A significant increase compared to 16% in 2018 at slightly above the previous 5 year average of 25%.

Fatal and Serious Injuries, South Australia 2009 – 2019



Results for 2019 - Road User Types:

Table 4 - Fatalities and serious injuries by road user type, 2014-2019

Road user type	Fatalities			Serious injuries		
	Average 2014-18	2018	2019	Average 2014-18	2018	2019
Drivers	44	39	51	307	268	337
Heavy vehicle drivers	2	2	9	12	9	12
Passengers	18	16	9	123	87	108
Motorcyclists ³	13	10	17	119	103	201
Cyclists	4	7	7	56	51	94
Pedestrians ⁴	13	6	21	55	58	80
Other	0	0	0	0	0	1
Total	95	80	114	672	576	833

Gender

Table 5 - Fatalities and serious injuries by gender, 2014-2019

Gender	Fatalities			Serious injuries		
	Average 2014-18	2018	2019	Average 2014-18	2018	2019
Male	68	62	86	433	370	570
Female	27	18	28	239	206	263
Total	95	80	114	672	576	833

Age

Table 6 - Fatalities and serious injuries by age, 2014-2019

Age	Fatalities			Serious injuries		
	Average 2014-18	2018	2019	Average 2014-18	2018	2019
0-15	5	4	3	28	26	32
16-19	7	10	9	65	48	64
20-24	10	7	12	76	63	94
25-29	8	6	6	62	50	79
30-39	11	7	20	92	72	128
40-49	15	13	15	97	79	93
50-59	8	7	13	93	83	122
60-69	11	11	7	60	55	103
70-79	10	10	15	49	50	66
80-89	9	4	10	27	25	38
90+	3	1	4	7	8	5
Unknown	0	0	0	16	17	9
Total	95	80	114	672	576	833

³ Motorcyclists include scooter operators and pillion passengers

⁴ Pedestrians include gopher & wheelchair users

Results for 2019 - Location:

Table 7 - Fatalities and serious injuries by location, 2014-2019

Location	Fatalities			Serious injuries		
	Average 2014-18	2018	2019	Average 2014-18	2018	2019
Metropolitan Areas	39	24	49	374	323	553
Rural Areas	56	56	65	298	253	280
Total	95	80	114	672	576	833

Table 8 - Fatal and serious injury crashes by location, 2014-2019

Location	Fatal crashes			Serious injury crashes		
	Average 2014-18	2018	2019	Average 2014-18	2018	2019
Metropolitan Areas	38	24	49	336	284	504
Rural Areas	49	51	61	232	201	225
Total	87	75	110	569	485	729

- There were 49 fatal crashes in the metropolitan areas in 2019. This is 25 more fatal crashes than the previous year and around 21% higher than the previous 5 year average of 38 fatal crashes.
- Within metropolitan areas, 20% of fatal crashes were at intersections, lower than 29% in 2018.
- Fatal crashes in rural areas also increased from the previous year by 10 crashes, and also 12 more than the previous 5 year average.
- 46% of fatal crashes in rural areas were single vehicle crashes such as the vehicle rolling over or hitting objects such as trees, a decrease from 57% in 2018.
- In rural areas, 23% of fatal crashes were vehicles colliding head on, a decrease from 25% in 2018.

Speed Limit

Table 9 - Fatal and serious injury crashes by speed limit, 2014-2019

Speed limit	Fatal crashes			Serious injury crashes		
	Average 2014-18	2018	2019	Average 2014-18	2018	2019
40 km/h or below	3	3	8	11	13	19
50 km/h	10	5	10	125	107	168
60 km/h	18	13	17	162	137	235
70-90 km/h	12	8	16	88	59	132
100 km/h	21	21	21	108	87	94
110 km/h	22	25	38	75	82	81
Total	87	75	110	569	485	729

- In 2019, 54% of fatal crashes were on roads with a speed limit of 100 or 110km/h compared to 61% in 2018 and a previous 5 year average of 50%
- In 2019, 16% of fatal crashes occurred on roads with a speed limit of 60km/h compared to 17% in 2018 and a previous 5 year average of 21%.

Road user and behavioural issues:

Young Road Users

- > There were 21 fatalities and 111 serious injuries in 2019 recorded in the 16 -24 year age group. The 16-19 year old age group decreased from 10 fatalities in 2018 to nine in 2019, and is two above the previous 5 year average. Twelve 20-24 year olds were killed in 2019, this is five more than 2018 and two more than the previous 5-year average.

Age	Fatalities						
	2014	2015	2016	2017	2018	Average 2014-18	2019
16-19	6	7	3	8	10	7	9
20-24	11	9	12	12	7	10	12
Total	17	16	15	20	17	17	21
Age	Serious injuries						
	2014	2015	2016	2017	2018	Average 2014-18	2019
16-19	80	71	81	43	48	65	64
20-24	90	84	86	56	63	76	94
Total	170	155	167	99	111	140	158

- > In 2019 young people aged 16 – 24 represented 18% of all fatalities and 19% 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 2019 include:
 - 78 drivers
 - 23 passengers
 - 56 motorcyclists
 - 12 pedestrians
 - 10 cyclists
 - 69% were male
- > Of the 16-24 year old driver/rider fatalities and serious injuries:
 - 27 were learner drivers (two fatalities, 25 serious injuries)
 - 19 were P1 licence holders (one fatalities, 18 serious injuries)
 - 35 were P2 licence holders (five fatalities, 30 serious injuries)
 - 35 held Full licences (three fatalities, 32 serious injuries)
 - 16 unlicensed (two fatalities, 14 serious injuries)
 - One disqualified (one fatality)

Older Road Users

- > 29 people aged 70 and over were killed in 2019 and a further 109 were seriously injured.
- > Fatalities and serious injuries in this age group include:
 - 77 drivers (including heavy vehicle drivers) (19 fatalities, 60 serious injuries)
 - 24 passengers (two fatalities, 22 serious injuries)
 - Eight motorcyclists including scooter operator and pillion passenger (one fatality, seven serious injuries)
 - 23 pedestrians including gopher/wheelchair riders (seven fatalities, 16 serious injuries)
 - Four cyclists (zero fatalities and four serious injuries)
 - 57% were male
 - 64% of serious casualties occurred in the Greater Adelaide Region

Age	Fatalities						
	2014	2015	2016	2017	2018	Average 2014-18	2019
70-79	9	10	10	9	10	10	15
80-89	10	12	9	12	4	9	10
90+	3	1	4	4	1	3	4
Total	22	23	23	25	15	22	29

Age	Serious injuries						
	2014	2015	2016	2017	2018	Average 2014-18	2019
70-79	30	55	47	64	50	49	66
80-89	24	20	29	38	25	27	38
90+	3	5	11	8	8	7	5
Total	57	80	87	110	83	83	109

- > In 2019 older road users aged 70+ represented 25% of all fatalities and 13% of all serious injuries. This age group make up 14% of licensed drivers and 13% of the total population in South Australia.

Motorcyclists

- > There were 17 motorcycle rider fatalities in 2019 and a further 192 motorcycle riders seriously injured. In addition there were five pillion passengers and four scooter riders seriously injured in 2019.

	Fatalities						
	2014	2015	2016	2017	2018	Average 2014-18	2019
Motorcyclist	11	11	7	24	10	13	17
Scooter operator	0	0	1	0	0	0	0
Pillion passenger	0	0	0	0	0	0	0
Total	11	11	8	24	10	13	17
	Serious injuries						
	2014	2015	2016	2017	2018	Average 2014-18	2019
Motorcyclist	116	130	93	105	96	108	192
Scooter operator	11	9	12	0	1	7	4
Pillion passenger	3	6	4	3	6	4	5
Total	130	145	109	108	103	119	201

- > Of the 218 motorcyclist fatalities and serious injuries:
 - 94% were male
 - Three riders were not wearing a helmet at the time of the crash.

Age of motorcyclists killed or seriously injured in 2019:

Age group	Fatalities	Serious injuries
0-15	0	2
16-19	3	24
20-24	2	27
25-29	2	26
30-39	5	35
40-49	2	23
50-59	2	31
60-69	0	26
70+	1	7
Unknown	0	0
Total	17	201

Pedestrians and Cyclists

- > 21 pedestrians were killed and 80 were seriously injured in 2019.
- > Seven cyclists were killed and 94 were seriously injured in 2019.

	Fatalities						
	2014	2015	2016	2017	2018	Average 2014-18	2019
Pedestrian	16	14	7	16	6	12	21
Gopher/Wheelchair	1	4	2	1	0	2	0
Cyclist	4	4	5	2	7	4	7
Total	21	22	14	19	13	18	28
	Serious injuries						
	2014	2015	2016	2017	2018	Average 2014-18	2019
Pedestrian	60	46	64	40	57	53	80
Gopher/Wheelchair	2	4	2	1	1	2	0
Cyclist	64	74	52	39	51	56	94
Total	126	124	118	80	109	111	174

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

Age group	Fatalities	Serious injuries
0-15	3	18
16-19	0	3
20-24	3	6
25-29	0	3
30-39	2	9
40-49	3	2
50-59	2	7
60-69	1	14
70-79	5	8
80+	2	8
unknown	0	2
Total	21	80

Of the 21 pedestrian fatalities, six occurred in the rural region and 15 in metro Adelaide.

Age of cyclists killed or seriously injured:

Age group	Fatalities	Serious injuries
0-15	0	3
16-19	0	4
20-24	0	6
25-29	0	4
30-39	2	13
40-49	1	22
50-59	2	27
60-69	2	10
70-79	0	3
80 +	0	1
Unknown	0	1
Total	7	94

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

Drink driving

- > Of the driver/riders tested, forensic results show 13% killed in fatal crashes in 2019 had an illegal blood alcohol concentration (BAC). This compares to 18% in 2018 and a 5 year average was of 21%.

	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+	
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%
2018	51	50	0	4	5	18%
5 year avg 2014-2018	59	57	1	3	8	21%
2019	77	75	1	0	9	13%

Drug driving

- > Of the drivers/riders tested, forensic results show 17% killed in fatal crashes in 2019 tested positive for the presence of cannabis, methamphetamine or ecstasy or a combination of these drugs. This compares to 21% in 2018 and a 5 year average of 25%.

	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
2014	63	61	15	25%
2015	64	58	14	24%
2016	49	47	14	30%
2017	70	69	17	25%
2018	51	48	10	21%
5 year avg 2014-2018	59	57	14	25%
2019	77	75	13	17%

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 30% of fatal crashes in 2019 speeding was considered a contributing factor. This is above the 5 year (2014-18) average of 28% of fatal crashes being considered as speed related. In 2018 this figure was 24%.
- > 53% of fatal crashes and 24% of serious injury crashes in 2019 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+
2014	1	7	24	8	32	24	58%
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%
5 year avg 2014-2018	3	10	18	12	21	22	50%
2019	6	12	17	17	21	37	53%

	Serious injury crashes						
	Below 50km/h	50km/h	60km/h	70-90km/h	100km/h	110km/h	% on roads 100km/h+
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%
2018	13	107	137	59	87	82	35%
5 year avg 2014-2018	11	125	162	88	108	75	32%
2019	19	168	235	132	94	81	24%

Non restraint use

- > Of the drivers and passengers killed in 2019, 27% were not wearing a seatbelt at the time of the crash. In 2018, 16% were not restrained and the previous 5 year average is also (2014-18) 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 2019 shows that at least seven crashes were likely to be due to fatigue; this is compared to 12 crashes in 2018.

Age of passenger vehicles involved in crashes

- > In 2019, of the passenger vehicles involved in fatal crashes, 65% were 10 years old or greater, above the 5 year average (2014-2018) of 62% of passenger vehicles involved in fatal crashes. In addition 59% of passenger vehicles involved in serious injury crashes in 2019 were 10 years or older.

Age	Passenger vehicles involved in fatal crashes						
	2014	2015	2016	2017	2018	Average 2014-18	2019
Less than 5 years	22	18	14	22	12	18	14
5- 9 years	20	24	17	16	16	19	20
10 years or more	58	59	55	69	52	59	63
Total	100	101	86	107	80	95	97

Age	Passenger vehicles involved in serious injury crashes						
	2014	2015	2016	2017	2018	Average 2014-18	2019
Less than 5 years	116	134	100	123	75	110	140
5- 9 years	165	137	140	144	123	142	168
10 years or more	342	423	400	353	318	367	445
Total	623	694	640	620	516	619	753

Star safety rating for light vehicles involved in fatal crashes

- > Of the light vehicles involved in fatal crashes in 2019, 73% 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).

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
2017	100	5.8	1,238,239	1,442,520	15 (21%)	17 (25%)	19 (38%)	44	56
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	1,840,437	10 (13%)	13 (17%)	16 (27%)	65	49

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 – 2019

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	2019	114	833

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

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