

South Australia's Road Safety Strategy to 2031

Interim Annual Progress Report 2022

Introduction

This report provides a snapshot of crash and serious injury statistics for 2022, as well as factors that influence road safety. The information presented in this report has primarily been sourced from the Department for Infrastructure and Transport's database of road crashes known as the Traffic Accident Reporting System (TARS). Tables and figures that use additional data through the report also include a reference to the relevant source.

This report is the final report against South Australia's previous road safety strategy, *Towards Zero Together*.

From 2023, reporting will be undertaken against the new Safety Performance Indicators (SPIs) in *South Australia's Road Safety Action Plan 2023-2025* where data is available.

In the interim, this report also includes South Australia's performance against the following SPIs.

- number of lives lost in road crashes;
- number of serious injuries in road crashes;
- share of vehicles detected at or below the speed limit; and
- number of drivers / riders detected using a mobile phone while driving.

Key points

There were 71 lives lost on South Australian roads in 2022. This is 28% lower than the 99 recorded in 2021 and is 26 less than the previous five-year average (2017-2021) of 97 lives lost. It is the lowest number of fatalities for a single year since the 1940s.

Serious injuries also declined from 827 in 2021 to 652 in 2022, which is 21% lower than in 2021. The number is 9% lower than the previous five-year average (2017–2021) of 715 serious injuries per year.

Table 1: Lives lost and serious injuries, South Australia, 2017-2022

Year	Lives lost	Serious injuries
2017	100	622
2018	80	576
2019	114	833
2020	93	715
2021	99	827
2022	71	652

Lives lost (SPI measurement) – In 2022, 71 people lost their lives on South Australian roads, this is 26 lives lost less than the previous five-year average of 97 fatalities. The five-year average trend change shows a 3.7% average decline in lives lost.

Serious injuries (SPI measurement) – 652 serious injuries were recorded in South Australia in 2022, lower than both last year and the previous five-year average.

National – Australia recorded 1,194 road deaths, this represents a 6% increase on the previous year. All states and territories apart from South Australia recorded an increase in deaths from 2021 to 2022¹. Nationally the five-year average shows a very slight upwards trend.

Area – The number of fatal crashes decreased in 2022 as compared to 2021. The decline was seen in both the rural and metropolitan areas. Serious injury crashes increased in rural South Australia in 2022, conversely the number of serious injury crashes in the metropolitan area decreased.

Fatal crashes in the rural areas recorded a slight downward trend in the past five years. Fatal crashes were unstable creating an upwards trend in the metropolitan area.

Speed – The average metropolitan traffic speed has remained stable over the last few years. Although there have been large historical reductions in speed. The average rural traffic speed has changed little since recording began in 2006².

The total number of speed expiations and cautions (detections) issued by SAPOL has been trending downward slightly by an average of 1.4% per year for the last 5 years.

Drugs and alcohol – In 2022, 29% of drivers and riders killed had an illegal blood alcohol concentration (BAC) and 20% of drivers/riders killed had an illegal drug in their system. Combined this represents 38% of the drivers/riders killed with an illegal alcohol level and or drug whilst driving.

The rate of positive tests dropped for both alcohol and drugs in 2022 from 2021 yet the total number of people testing positive increased. The total number of screening tests for drugs in 2022 more than doubled from the previous year while the number of screening tests conducted for alcohol increased by 16%.

Vehicles – The percent of new vehicles sold with a 5-star rating remained somewhat steady from 2021 to 2022 (83.2%). Less than the 89.6% of new cars sold with a 5-Star ANCAP rating in 2019.

There is an over representation of vehicles aged 15 years or older in the crash data. In 2022, 30% of passenger vehicles in the South Australia fleet were aged 15+ years, yet 40% of passenger vehicles involved in serious casualty crashes fall in that age group.

Restraints – In 2022 16 people were killed and 31 seriously injured while not wearing a restraint. This equates to 10% of vehicle occupants seriously injured and 36% of killed not wearing a restraint.

Young road users – On average over the five-year period (2018-2022) 19 lives are lost and 141 serious injuries are recorded in the 16-24 year old age group per year. Over this time the number of lives lost has trended down slightly yet serious injuries show an upwards trend. This group represents 20% of all lives lost and 19% of serious injuries, yet this age group only represent 11% of the population.

¹ Department of Infrastructure and Transport, Bureau of Infrastructure, Transport and Regional Development, *Road Trauma Australia 2022 Statistical Summary* May 2023

² Kloeden CN, Woolley JE (2021) Vehicle speeds in South Australia 2020 (CASR183), Centre for Automotive Safety Research, Adelaide

Older road users – On average over the past five years 18 road users in this age group have lost their life and a further 92 sustained serious injuries. This represents 20% of all lives lost and 13% of serious injuries. This age group represents 14% of the population. 2022 saw a decline in the number of serious injuries and lives lost in this age group, resulting in a five year downward trend.

South Australia’s Road Safety Strategy to 2031

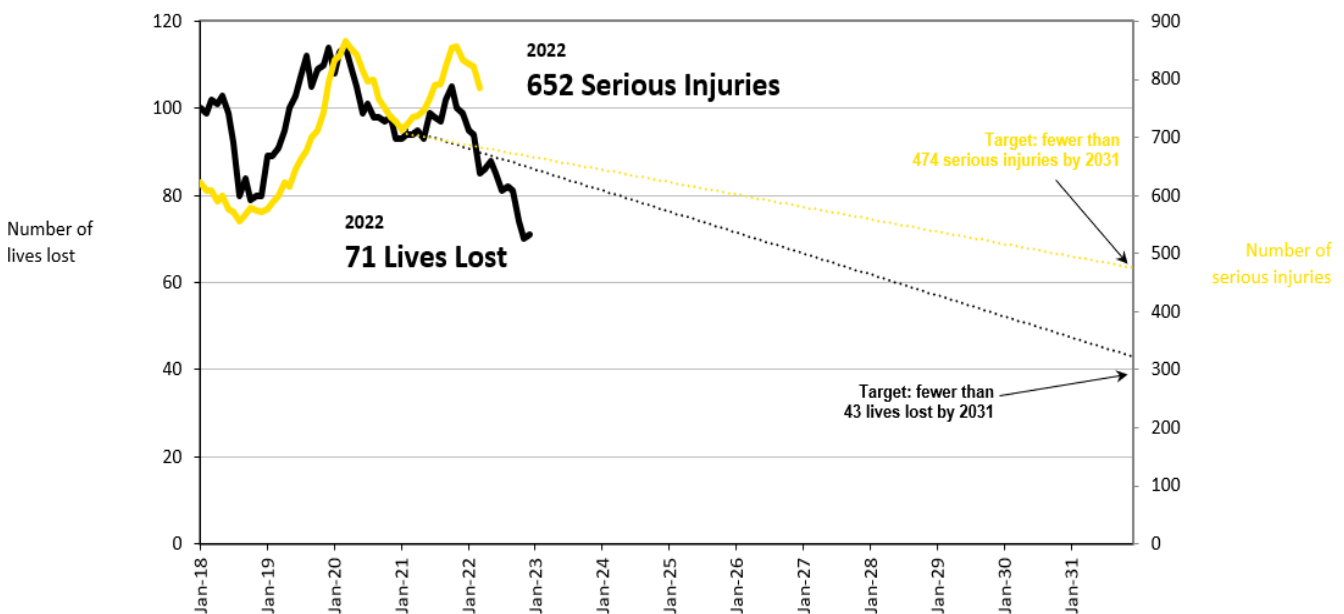
The *South Australia’s Road Safety Strategy to 2031* has a vision to achieve zero lives lost on our roads by 2050. To work towards this, the Strategy has a ten-year target aligned to the *National Road Safety Strategy 2021-2030* to achieve at least a 50% reduction in lives lost and a 30% reduction in serious injuries by 2030 using 2018-2020 data as the baseline.

As the South Australian strategy extends to 2031, the targets are adjusted accordingly and equate to fewer than 43 lives lost and fewer than 474 serious injuries by 2031.

Baseline 2018-2020 (3-year average)	National Road Safety Targets by 2030 for South Australia	By 2031
96 lives lost	Fewer than 48 lives lost	Fewer than 43 lives lost
708 serious injuries	Fewer than 496 serious injuries	Fewer than 474 serious injuries

Figure 1 shows a 12-month rolling total of lives lost and serious injuries in South Australia from 2018 and the progress towards the targets. It shows lives lost at the end of 2022 is below the projected linear target line and serious injuries is above the target.

Figure 1: 12 month rolling number of lives lost and serious injuries from January 2018 to December 2022 and progress towards target, South Australia



National comparison

South Australia recorded a 28% decrease in the number of lives lost from 2021 to 2022. Nationally a 6% increase was recorded. All states and territories apart from South Australia saw an increase in 2022 compared to 2021 (Table 2).

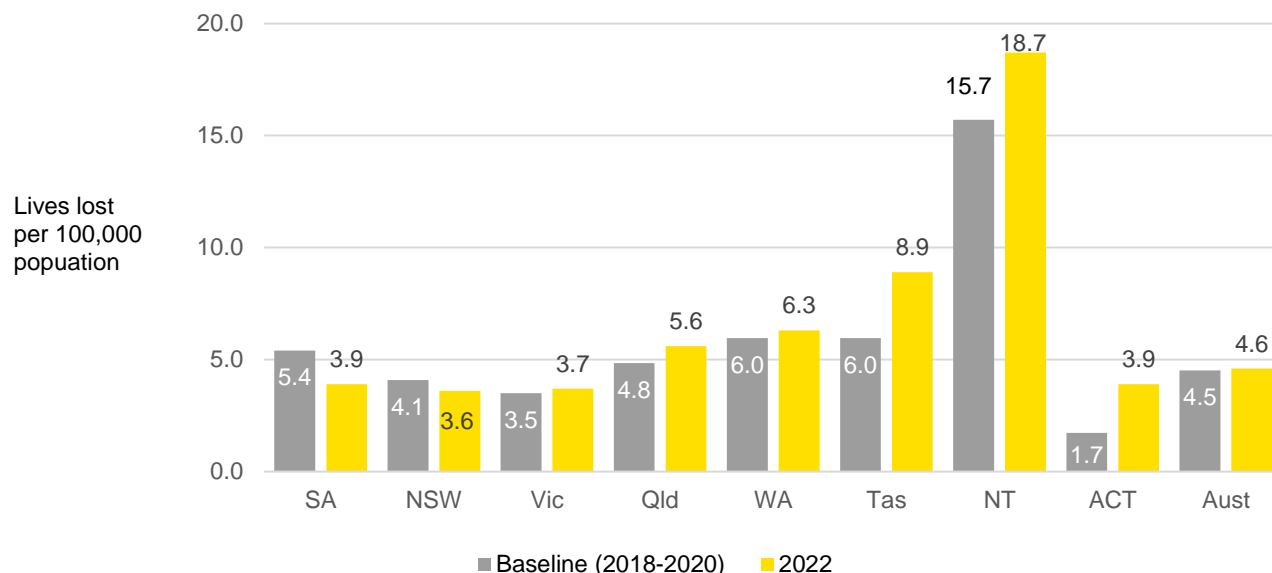
Looking at the five-year average trend change, South Australia has seen a decrease along with New South Wales and the Northern Territory. Nationally the trend in lives lost increased on average by 0.5% for the 2018-2022 period (Table 2).

Table 2: Annual lives lost in each state and territory, Australia, 12-month period ending December, 2018- 2022³

Year	SA	NSW	VIC	QLD	WA	TAS	NT	ACT	AUST
2018	80	347	213	245	159	32	50	9	1135
2019	114	353	266	219	163	29	36	6	1186
2020	93	284	211	278	155	38	31	7	1097
2021	99	275	231	277	166	35	35	11	1129
2022	71	293	242	297	175	51	47	18	1194
Latest % change	-28%	7%	5%	7%	5%	46%	34%	64%	6%
Average trend change	-3.7%	-5.7%	1.1%	6.4%	2.1%	11.9%	-1.5%	22.0%	0.5%

In 2022, South Australia recorded a rate of 3.9 lives lost per 100,000 population, slightly below the current 2018-2020 Strategy’s baseline of 5.4 lives lost. It is also below the national rate of 4.6 (Figure 2).

Figure 2: Lives lost per 100,000 population, Australia, 2018-2020 Average and 2022³



³ Department of Infrastructure and Transport, Bureau of Infrastructure, Transport and Regional Development, *Road Trauma Australia 2022 Statistical Summary* May 2023

Speed

Reductions in average travel speed across the network are the most effective way to reduce road trauma and could produce significant and immediate road safety benefits. A reduction of 5 kilometres per hour (km/h) in average travel speed has been shown to reduce rural casualty crashes by about 30% and urban casualty crashes by about 25%⁴.

A systematic and ongoing method of measuring vehicle speeds was introduced by the Centre for Automotive Safety Research (CASR) in South Australia in 2007 to assess the effects of speed reduction countermeasures and to monitor the speed behaviour of South Australian motorists over time. About 130 sites around South Australia had speed measurements taken for a one-week period at the same time each year during either August or November for 2007 - 2022⁵. Groups of sites, based on road location and speed limit, are analysed for changes in vehicle speeds between surveys (both all vehicles and solely free speed vehicles).

The last CASR survey conducted in 2022 found the following observations:

- vehicle speeds have been trending down on all road types since 2007;
- the percentage of vehicles at or below the speed limit has been increasing;
- reductions in high level speeding are more pronounced than those for low level speeding;
- speed limit compliance is lowest on Adelaide 50 km/h collector roads and rural 100 km/h arterial roads; and
- vehicle speeds in 2020 generally appeared to increase compared to 2018, but in 2022, there was a general decrease in vehicle speeds, consistent with the patterns observed before 2020.

Average traffic speed

The average metropolitan traffic speed is based on Adelaide 60 km/h arterial roads, this speed has remained stable over the last few years. The drop for 2012-13 was statistically significant, the following years were not, although there have been large historical reductions in speed. The average rural traffic speed is based on 110 km/h arterial roads, the change in speed from year to year was statistically significant for the years 2016-2018 only and has changed little since recording began in 2006.

Share of vehicles detected at or below speed limit (SPI measurement)

The percentage of vehicles obeying the speed limit has been generally increasing from 2013 to 2020. In 2020 the percentage of vehicles driving below the speed limit was 81.8.% which is 1% lower than the 2018 figure of 82.8%, however is higher than all the previous years (Table 3).

⁴ Raftery SJ, Kloeden CN, Royals J (2013), Safer speeds: an evaluation of public education materials (CASR114), Centre for Automotive Safety Research

⁵ Elsegood ME, Machenzie JRR, Woolley JE (2023), Vehicle speeds in South Australia 2022, Centre for Automotive Safety Research

Table 3: Average speeds and percentage of vehicles at or below the speed limit, South Australia, 2013-2020⁶

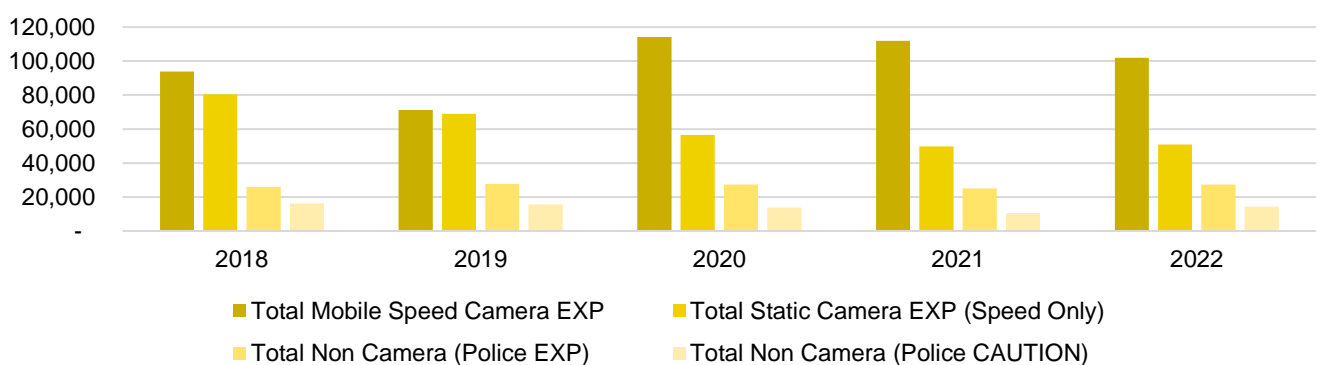
	2013	2014	2015	2016	2018	2020
Average metropolitan traffic speed	55.6 km/h	55.6 km/h	55.8 km/h	55.3 km/h	55.3 km/h	55.4 km/h
Average rural traffic speed	102.4 km/h	102.6 km/h	102.4 km/h	102.0 km/h	101.4 km/h	102.0 km/h
Share of vehicles detected at or below speed limit	79.3%	79.9%	79.5%	81.0%	82.8%	81.8%

Speed offences

The enforcement data presented in this section has been supplied by the South Australia Police (SAPOL)⁷.

For speeding offences, the number of expiations per quarter is reported in Figure 3. Several methods for detecting speed offences are employed. Speed camera offences are detected by mobile cameras and fixed speed/red light cameras. Non-speed camera offences are detected using laser speed detection devices, handheld radars, mobile radars within police vehicles and include expiations issued as indicated by the speed of police vehicles. Variations in speeding offences over time may be due to differences in the incidence of speeding, hours of speed enforcement and the number of speed camera devices used by police.

Figure 3: Number of detections for speed enforcement, South Australia, 2018-2022



⁶ Kloeden CN, Woolley JE (2021) Vehicle speeds in South Australia 2020 (CASR183), Centre for Automotive Safety Research, Adelaide

⁷ Due to changes in SA Police reporting and data extraction procedures, enforcement statistics may differ from those previously reported. Additionally, static and mobile detection rates are no longer reported separately for alcohol or drug detections. Expiation data is based on issued date and not offence date. This data is correct as at May 2023. Future data calculations may show some differences as data is continually refreshed. Comparisons should not be made between points in time data.

The total number of speed expiations and cautions (detections) issued by SAPOL has been trending downward slightly by an average of 1.4% per year for the last five years.

The total number of detections from static cameras, non-cameras and cautions have all trended down over the past 5 years. While the number of mobile camera detections has trended up over the same time (6.3%) slightly higher than the traffic volume increased by an average of 5%.

In 2017 mobile speed camera detections represented 38% of the total number of detections this has risen to 57% in 2022.

The trend in the number of static camera expiations has declined steadily over the past 5 years by an average of 11.7% per year. In 2017 they represented 40% of all detections declining to 26% in 2022.

The number of cautions issued increased 35% in 2022 from 2021, after a steady decline in numbers over the previous five year period.

Vehicles

Vehicle safety ratings

The Australasian New Car Assessment Program (ANCAP) provides safety star ratings to vehicles sold on the Australian market. It has been estimated that vehicle occupants have twice the chance of being killed or seriously injured in an ANCAP 1-star rated vehicle compared to an ANCAP 5-star rated vehicle⁸. The requirements for a vehicle to achieve a 5-star rating are changing over time. In order to gain an ANCAP 5-star rating, a vehicle’s performance on a number of crash tests must meet or exceed specified criteria. New vehicle sales data, safety ratings and safety feature information are provided in Table 4 which is sourced from IHS Markit⁹.

The percent of new vehicles sold with a 5-star rating declined 3.0 percentage points from 2018 to 2022 (Table 4).

Table 4: Percentage of new vehicles sold in South Australia with a 5-star safety rating, 2018-2022¹⁰

	2018	2019	2020	2021	2022
5-Star	88.2%	89.6%	87.7%	82.9%	83.2%
Total number of new vehicles	60,349	58,040	50,598	54,420	55,100

Table 5 outlines the percentages of new vehicles sold in South Australia with specified safety features specified by ANCAP as needed for a 5-star rating as standard. The requirements needed to achieve a 5-star rating to keep the vehicle user safe change over time.

The installation of a pre-crash safety system has seen the largest rate of increase. A pre-crash safety system is an automobile safety system designed to prevent or reduce the severity of a collision. It uses

⁸ ANCAP, Crash testing for safety, Australasian New Car Assessment Program, ancap.com.au

⁹ IHS Markit, <https://autotechinsight.ihsmarkit.com>

¹⁰ Data for new car sales was updated in 2022 and as a result this report may not match previous reports.

radar and sometimes laser and camera to detect an imminent crash. The percent of all other safety features in 2022 has changed within 2.6 percentage points as compared to 2021 (Table 5).

Table 5: Percentage of new vehicles sold in South Australia with features as standard, 2018-2022

Safety Feature	2018	2019	2020	2021	2022
Electronic stability control	99.4%	99.7%	99.8%	99.8%	99.3%
Front side curtain airbags	96.3%	97.0%	96.9%	96.8%	97.2%
Emergency brake assist	97.2%	97.8%	97.4%	97.7%	97.6%
Rear side curtain airbags	89.4%	89.8%	89.3%	88.3%	85.7%
Centre 2 nd row lap/sash belt	91.0%	88.6%	86.9%	85.6%	84.5%
Pre-crash safety system	44.7%	56.1%	67.7%	81.3%	83.7%

Vehicle types involved in serious casualty crashes

Table 6 outlines the number and type of vehicles involved in serious casualty crashes over the five-year period.

Table 6: Number of vehicles involved in serious casualty crashes by type, South Australia, 2018-2022

Vehicle type	2018	2019	2020	2021	2022
Passenger vehicles	600	858	742	824	666
Light truck	2	4	5	2	2
Heavy vehicles	45	70	33	39	40
Buses	6	10	8	9	3
Motorcycles	113	227	216	214	158
Bicycles	61	110	79	102	60
Other vehicle types	31	33	24	34	28
Total	858	1,312	1,107	1,224	957

Age of passenger vehicles involved in serious casualty crashes

The number of passenger vehicles involved in serious casualty crashes declined from 2021 to 2022, consistent with the decrease in serious casualty crashes in general.

There is an over representation of vehicles aged 15 years or older in the crash data. In 2022, 53% of passenger vehicles in the South Australia fleet were 10 or more years old, yet 63% of passenger vehicles involved in serious casualty crashes were in that age group (Table 7).

Table 7: Passenger vehicles involved in serious casualty crashes by age, South Australia, 2018-2022

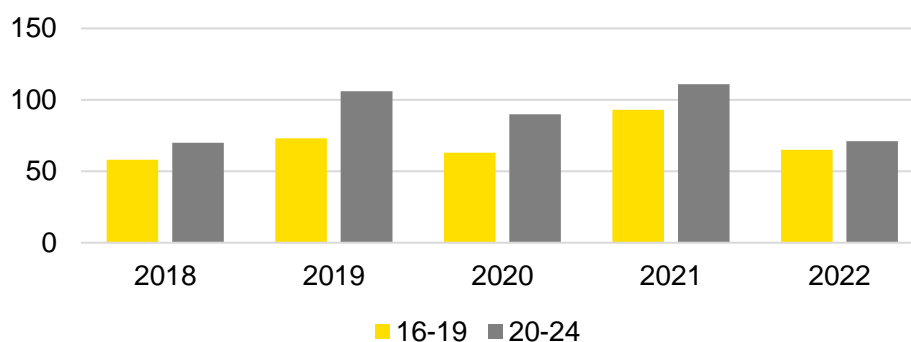
Vehicle age (years)	2018	2019	2020	2021	2022
0-4	87	154	141	134	99
5-9	139	187	169	159	147
10-14	144	182	174	200	149
15-19	119	199	145	195	152
20+	105	124	110	136	111
Unknown	6	12	3	0	8
Total	600	858	742	824	666

The average age of the passenger vehicles on the Register of Motor Vehicles in South Australia as of December 2022 was 11.9 years. This has been slowly increasing from 11 years at December 2018. Station wagons (including 4WDs) have the lowest average age of all light vehicles. As of December 2022 this was 9.1 years.

Young Road Users

On average over the 5-year period (2018-2022) 19 lives were lost and 141 serious injuries were recorded in the 16-24 year old age group per year. This represents 21% of all lives lost and 20% of serious injuries, yet this age group only represent 11% of the population.

Figure 4: Number of lives lost or seriously injured young people (16-19, 20-24) South Australia, 2018-2022



The number of serious injuries in young people on South Australian roads has seen a trend increase over the last 5 years, and a slight decline in lives lost. Table 8 breaks this down further.

Table 8: 16–24 year-old serious casualties by severity, South Australia, 2018-2022

Year	16-19 Lives lost	16-19 Serious injuries	20-24 Lives lost	20-24 Serious injuries
2018	10	48	7	63
2019	9	64	12	94
2020	11	52	13	77
2021	9	84	10	101
2022	9	56	7	64
5 year average trend	-2.1%	6.0%	-1.8%	1.0%

16-19 year olds lives lost and seriously injured

The number of serious casualties in the 16-19 year age declined in 2022 after a large increase the year before, and was slightly lower than the previous 5 year average. Most casualties in the 16-19 year old age group were vehicle occupants (drivers 41% and passengers 20%). Motorcycle serious casualties have become more prominent for this cohort in the period 2018-2022, as outlined in the table 9 below.

Table 9: 16-19 year old serious casualties by user type, South Australia, 2018-2022

Year	Drivers ¹¹	Passengers	Motorcyclists ¹²	Cyclists	Pedestrians ¹³	Total
2018	28	18	9	0	3	58
2019	30	9	27	4	3	73
2020	19	12	27	1	4	63
2021	40	19	28	1	5	93
2022	26	13	19	2	5	65
Trend change (%)	1.4%	1.0%	16.5%	N/A	16.6%	4.8%
Proportion	41%	20%	31%	2%	6%	100%

20-24 year olds lives lost and seriously injured

¹¹ Includes heavy vehicle drivers. Heavy vehicles include rigid trucks, semi-trailers and B-doubles.

¹² Includes pillion passengers and scooter riders/passengers. A scooter is a motorcycle with step-through architecture and either a platform for the operator's feet or footrests integral with the bodywork.

¹³ Includes motorised wheelchairs and small wheel vehicles.

As shown in table 10 below, cyclists and motorcyclist categories have seen an average trend decline in serious casualties over the past five years and drivers in this age group have increased by 1.2% per year. Most casualties in this age group are vehicle occupants (drivers 48% and motorcyclist 23%).

In 2022, only 1 person aged 20 to 24 was a serious casualty while driving an e-scooter, compared to 2 people in 2021 (Table 10).

Table 10: 20-24 year old serious casualties by user type, South Australia, 2018-2022

Year	Drivers ¹⁴	Passengers	Motorcyclists ¹⁵	Cyclists	Pedestrians ¹⁶	Total
2018	35	9	16	3	7	70
2019	48	14	29	6	9	106
2020	46	16	21	3	4	90
2021	51	23	22	6	7	109
2022	36	11	14	1	8	70
Trend change (%)	1.2%	9.4%	-5.3%	-19.7%	0.2%	0.3%
Proportion	48%	16%	23%	4%	8%	100%

Older Road Users

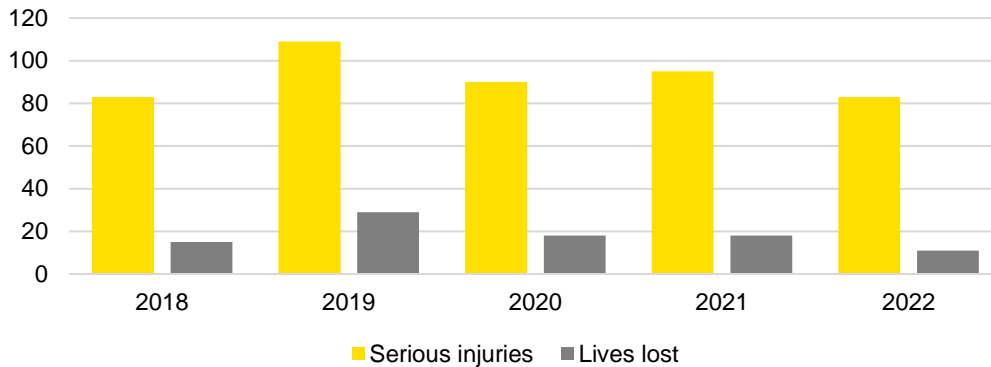
On average over the past five years 18 road users in this age group have lost their life per annum and a further 92 sustained serious injuries. This represents 20% of all lives lost and 13% of serious injuries. This age group represents 14% of the population. Both the number of lives lost and serious injuries in 2022 were at the lowest in the 2018-2022 period. Over the 5-year period the trend in the number of lives lost and serious injuries shows a downward trend, largest in the number of lives lost (Figure 5).

¹⁴Includes heavy vehicle drivers. Heavy vehicles include rigid trucks, semi-trailers and B-doubles.

¹⁵Includes pillion passengers and scooter riders/passengers. A scooter is a motorcycle with step-through architecture and either a platform for the operator's feet or footrests integral with the bodywork.

¹⁶Includes motorised wheelchairs and small wheel vehicles.

Figure 5: Number of older road users (70+) lives lost & serious injuries, South Australia, 2018-22



Drivers make up the majority of serious casualties (54%) in the over 70 age group, in contrast drivers make up 43% of serious casualties generally. There was a drop in the overall number of lives lost and serious injuries in this age group, in the 2021 to 2022 period. The 5-year trend shows a decline in all road user groups apart from pedestrians which saw an increase in trend and motorcyclists which remained steady (Table 11).

Table 11: Older road users (70+) serious casualties by user type, South Australia, 2018-22

Year	Drivers ¹⁷	Passengers	Motorcyclist ¹⁸	Cyclists	Pedestrians ¹⁹	Total
2018	49	21	6	9	13	98
2019	79	24	8	4	23	138
2020	66	16	7	6	13	108
2021	57	18	8	4	26	113
2022	49	16	6	7	16	94
Average trend change (%)	-3.2%	-8.0%	0.0%	-4.9%	5.5%	-2.8%
Proportion	54%	17%	6%	5%	17%	100%

Alcohol and Drugs

Over the past 5 years an average of 12 drivers/riders lost their lives with an illegal alcohol level this equates to 20% of all drivers/riders killed (that were tested). On average 11 people lost their life while driving or riding with an illegal drug in their system, equating to 19% of all driver/riders killed.

Combined this represents 33% of the drivers/riders killed with an illegal alcohol level and or drug whilst driving during the five year period (2018-2022). For 2022 drugs and alcohol combined equated to 38% of drivers/riders killed.

¹⁷ Includes heavy vehicle drivers. Heavy vehicles include rigid trucks, semi-trailers and B-doubles.

¹⁸ Includes pillion passengers and scooter riders/passengers. A scooter is a motorcycle with step-through architecture and either a platform for the operator's feet or footrests integral with the bodywork.

¹⁹ Includes motorised wheelchairs and small wheel vehicles.

Figure 6: Number of drivers/riders lives lost with a BAC above legal limit, South Australia, 2018-2022

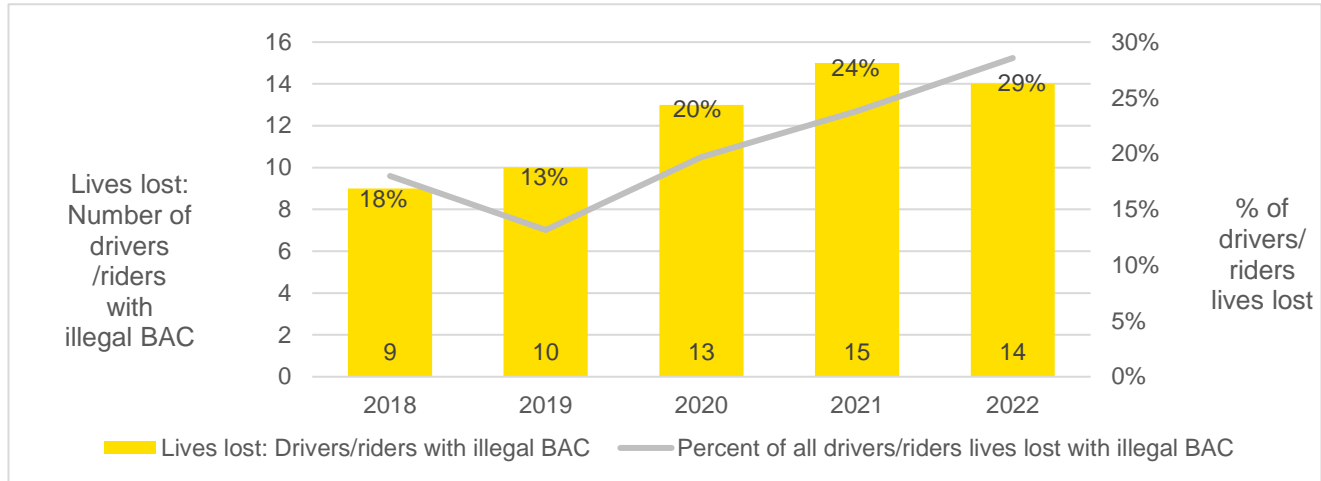
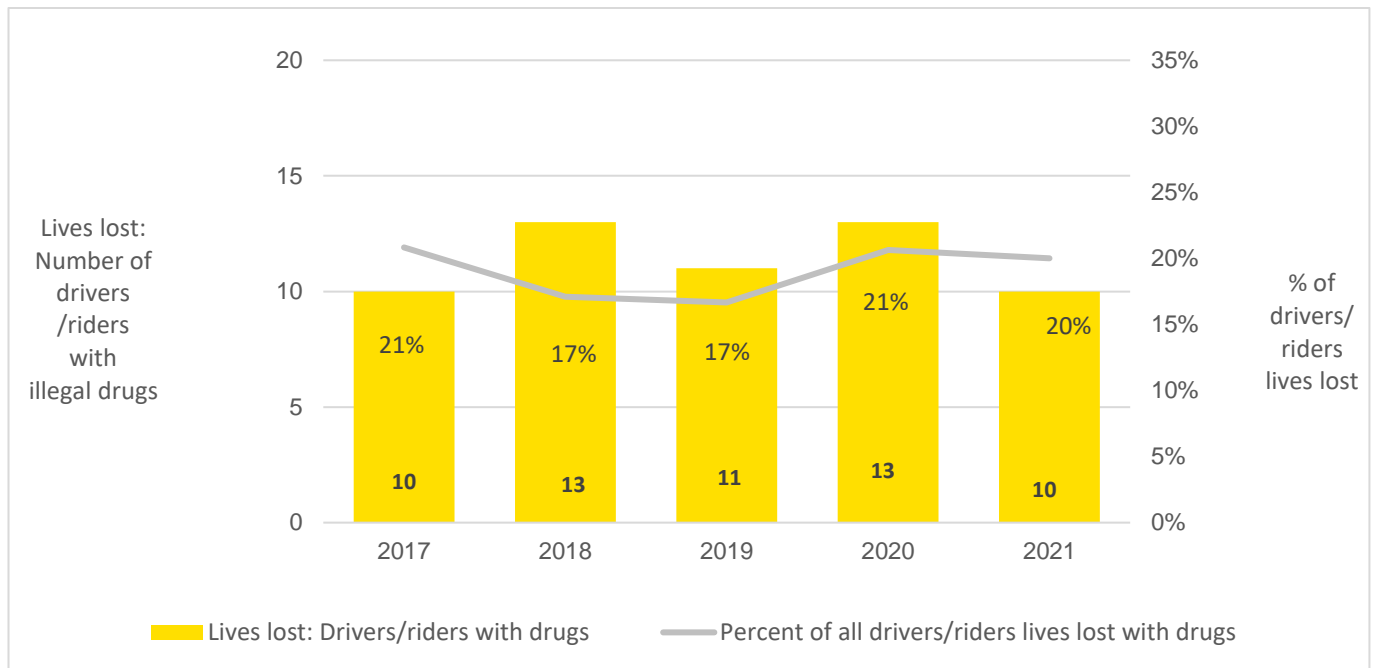


Figure 7: Number of drivers/riders killed that tested positive to drugs, South Australia, 2018-2022



Alcohol and drug offences are detected through Driver Screening Tests (DST). The number of detections per 1,000 drivers tested, per quarter, is reported in Figures 8 and 9. Offences are detected through static testing and mobile testing. Static testing for alcohol or drugs occurs when drivers passing police checkpoints are randomly pulled over to undergo alcohol breath tests or oral fluid drug tests. Mobile testing for alcohol or drugs occurs when drivers are randomly pulled over by police officers in mobile vehicles to undergo alcohol breath tests or oral fluid drug tests. Mobile testing also includes drivers tested because of involvement in a crash.

The rate of positive tests dropped for both alcohol and drugs in 2022 from 2021 yet the total number of people testing positive rose. The total number of screening tests for drugs more than doubled from the previous year, although the number of tests conducted in 2021 was low the number in 2022 saw the

highest number of tests conducted in the last 10 years of testing while the number of screening tests conducted for alcohol increased by 16%.

The rate of expiations/apprehensions has always been much higher for drug offences than BAC. In part, this may be due to the differing enforcement practices between the two, noting that drug testing has become more targeted over time. The total number of drivers/riders testing positive to drugs in 2016 exceeded the number of drivers/riders testing positive for an illegal BAC level for the first time and has continued to exceed those numbers each year until 2021.

Figure 8: Number and rate of expiations, apprehensions for alcohol offences per 1,000 tests, South Australia, 2018-2022²⁰

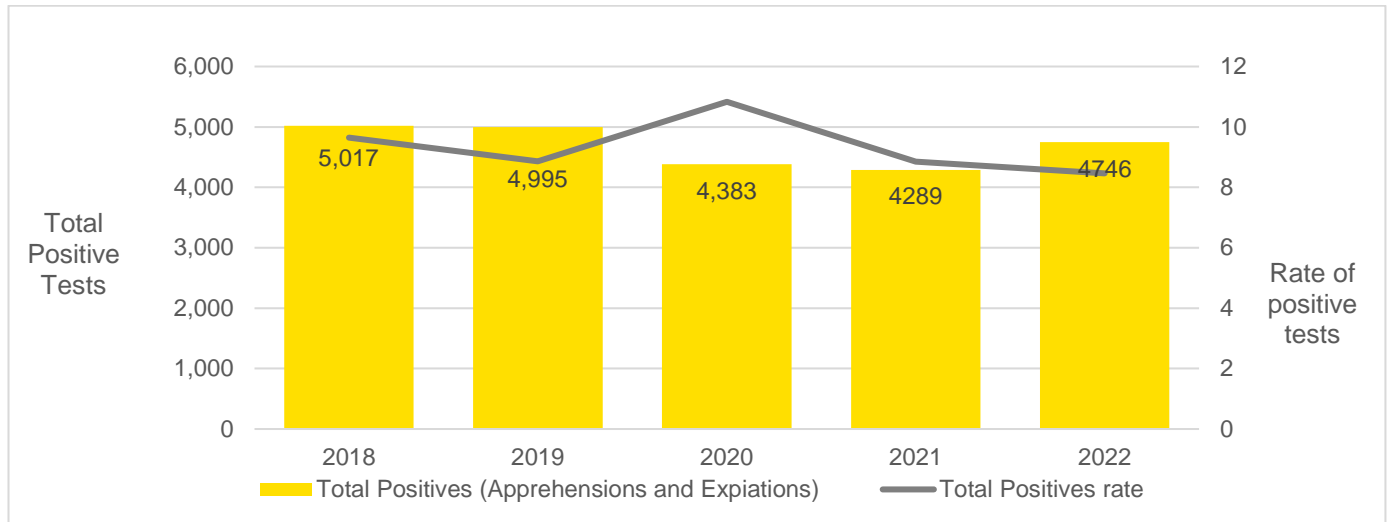
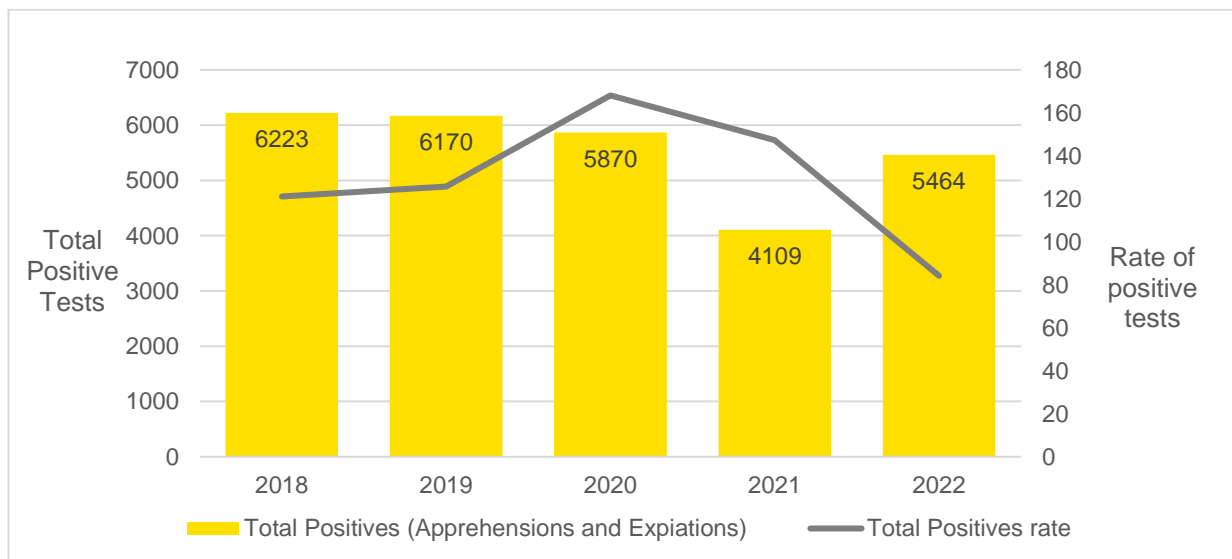


Figure 9: Number and rate of expiations, apprehensions for drug offences per 1,000 tests, South Australia, 2018-2022²⁰



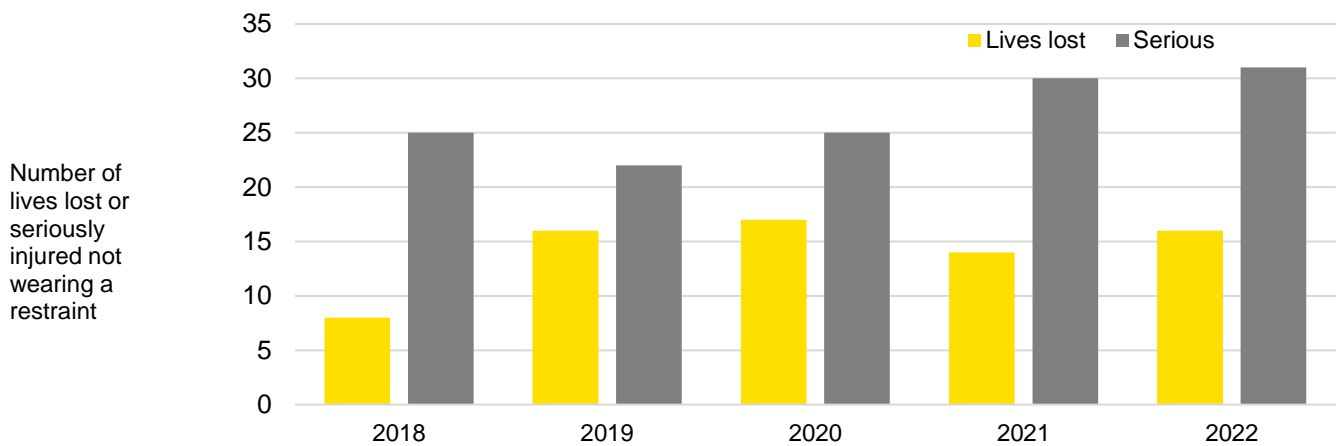
²⁰ SAPOL report, <https://www.police.sa.gov.au>

Restraints

Over the past five-year period (2018-2022) an average of 14 people lose their lives and 27 people are seriously injured in crashes each year are not wearing a seatbelt. These figures equate to 27% of vehicle occupants killed and 8% of those seriously injured not wearing a restraint.

In 2022, 16 people were killed and 31 were seriously injured while not wearing a restraint. This equates to 10% of vehicle occupants seriously injured and 36% of killed not wearing a restraint.

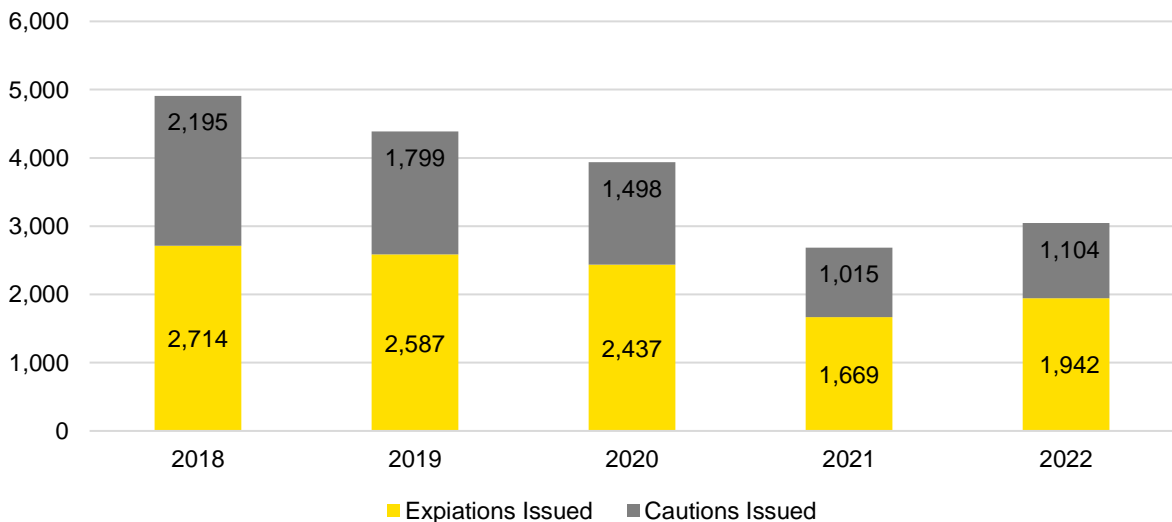
Figure 10: Number of killed/seriously injured people not wearing a restraint, South Australia, 2018-2022²⁰



The trend in expiations issued for seatbelt offences since 2018 has trended down by an average of 10.5% per year and cautions have declined by an average 17.7%.

The proportion of cautions /expiations issued has changed over time. In 2011, 15% of all offences were issued as cautions and 85% were expiations. In 2022, this proportion was 36% cautions and 64% expiations.

Figure 11: Number of expiations / cautions for seatbelt offences, South Australia, 2018-2022



Area

Most crashes resulting in a life lost for the five-year period 2018-2022 occurred on rural roads (58%) however the opposite is true for serious injury crashes with 66% of them occurring on metropolitan roads.

Figure 12: Number of serious casualty crashes by area, South Australia, 2018-2022

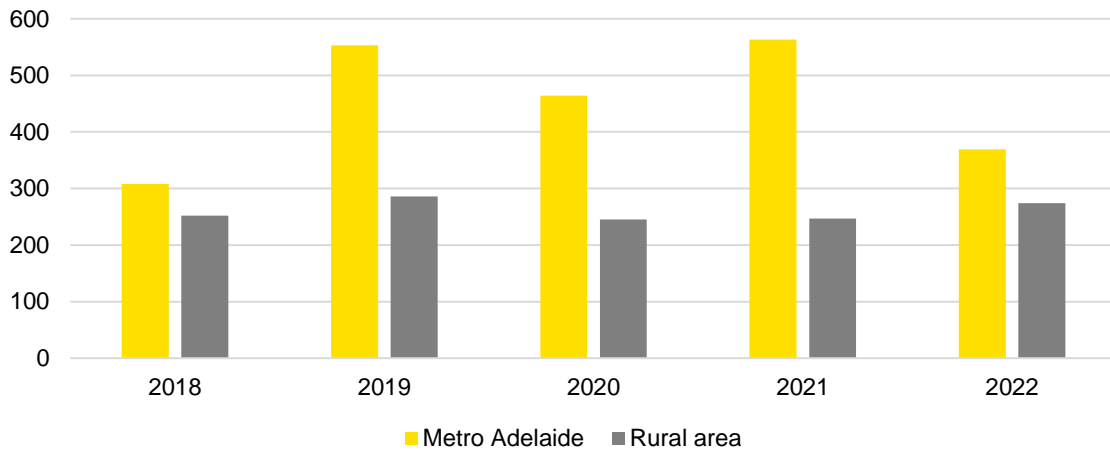


Table 12 is a breakdown of fatal and serious injury crashes by severity and area. In 2019, there was a large increase in the number of serious casualty crashes, then reducing again in 2020, resulting in an increasing 5 year trend.

Table 12: Number of serious casualty crashes by area and severity, South Australia, 2018-2022

Year	Metropolitan Crashes		Rural Crashes		Total
	Serious	Fatal	Serious	Fatal	
2018	284	24	201	51	560
2019	504	49	225	61	839
2020	428	36	196	49	709
2021	523	40	193	54	810
2022	338	31	237	37	643
Average trend change %	3.9%	3.1%	1.8%	-7.4%	2.4%

A large majority of serious casualty crashes in metropolitan Adelaide occur on roads with a 60 km/h speed limit (44%). This is in line with the majority of travel in the Adelaide area being on these roads.

Serious casualty crashes on rural roads are more prominent on high-speed roads. 40% occurred on 100 km/h roads and 28% on 110 km/h roads.

Road Users

Over the last 5 years, an average of 91 people were killed and 721 people were seriously injured each year. Drivers make up the majority of serious casualties (51% of lives lost and 42% of serious injuries) (Table 13 and 14).

Over the last 5 years the average trend change in lives lost decreased by an average of 3.7% per year. The trend change differs between different user groups. The decrease is seen across all user groups apart from cyclists and pedestrians which have seen variable numbers resulting in an upwards trend (Table 13).

Over the last 5 years the average trend change in serious injuries have seen an increase in trend. All road user groups apart from drivers have recorded a rise in trend. Cyclists have seen the largest increase (Table 14).

Table 13: Lives lost by user type, South Australia, 2018-2022

Year	Drivers	Passengers	Motorcyclists	Cyclists	Pedestrians	Total
2018	41	16	10	7	6	80
2019	60	9	17	7	21	114
2020	47	15	21	2	8	93
2021	46	16	18	5	14	99
2022	38	9	13	3	8	71
Average	46	13	16	5	11	91
Average trend change	-4.1%	-5.6%	6.0%	-18.4%	1.7%	-3.7%

Table 14: Serious injuries by user type, South Australia, 2018-2022

Year	Drivers	Passenger	Motorcyclists	Cyclists	Pedestrians	Other	Total
2018	277	87	103	51	58	0	576
2019	349	108	201	94	80	1	833
2020	293	96	194	73	57	2	715
2021	332	119	193	93	84	6	827
2022	268	106	147	53	76	2	652
Average	304	103	168	73	71	2	721
Average trend change	-1.2%	5.0%	6.9%	0.7%	6.1%	N/A	2.4%

Motorcyclists

A large increase in motorcyclist serious injuries was recorded in 2019 continuing in 2020 and 2021, then dropping in 2022 (Figure 13). The average trend in the number of lives lost has slightly increased. Thirteen motorcycle riders lost their life in 2022, lower than the 18 killed in 2021 (Table 15).

Over the past 5 years 16 motorcyclists have lost their life and a further 168 motorcyclists have suffered a serious injury (Table 15).

Figure 13: Number of motorcyclists lives lost or seriously injured, South Australia, 2018-2022

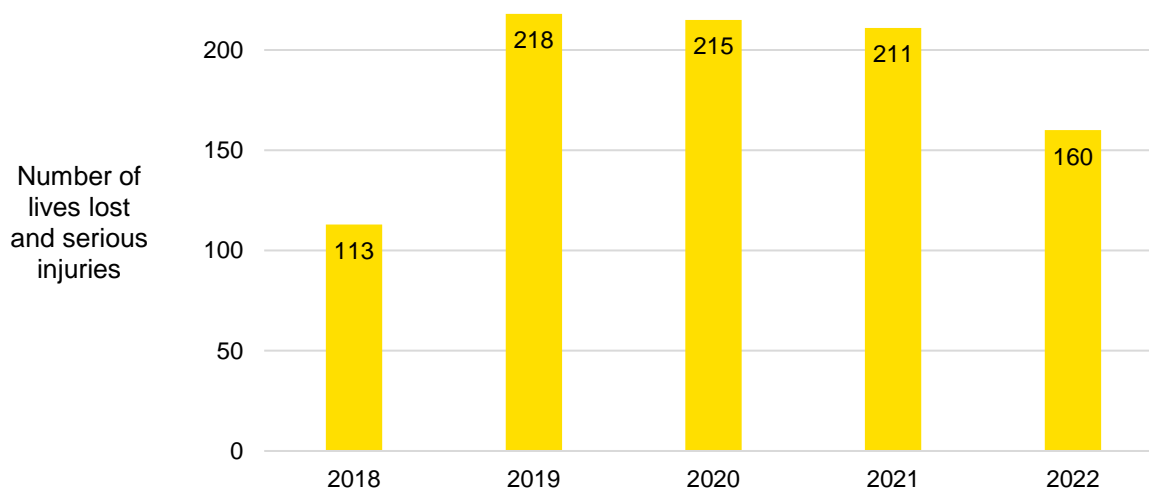


Table 15: Number of motorcyclists killed or seriously injured by severity, South Australia, 2018-2022

Year	Lives lost	Serious injuries	Total
2018	10	103	113
2019	17	201	218
2020	21	194	215
2021	18	193	211
2022	13	147	160
Average trend change	6.0%	6.9%	6.9%
Five-year average	16	168	183

Pedestrians

Serious injury numbers for pedestrians jumped in 2019 and again in 2021 resulting in an average trend change of 6.1%. Life lost numbers have been unstable resulting in a slight average trend increase of 1.7%. The 21 lives lost reported in 2019 was the highest on record for the past decade (Table 16).

Figure 14: Number of pedestrian lives lost or seriously injured, South Australia, 2018-2022

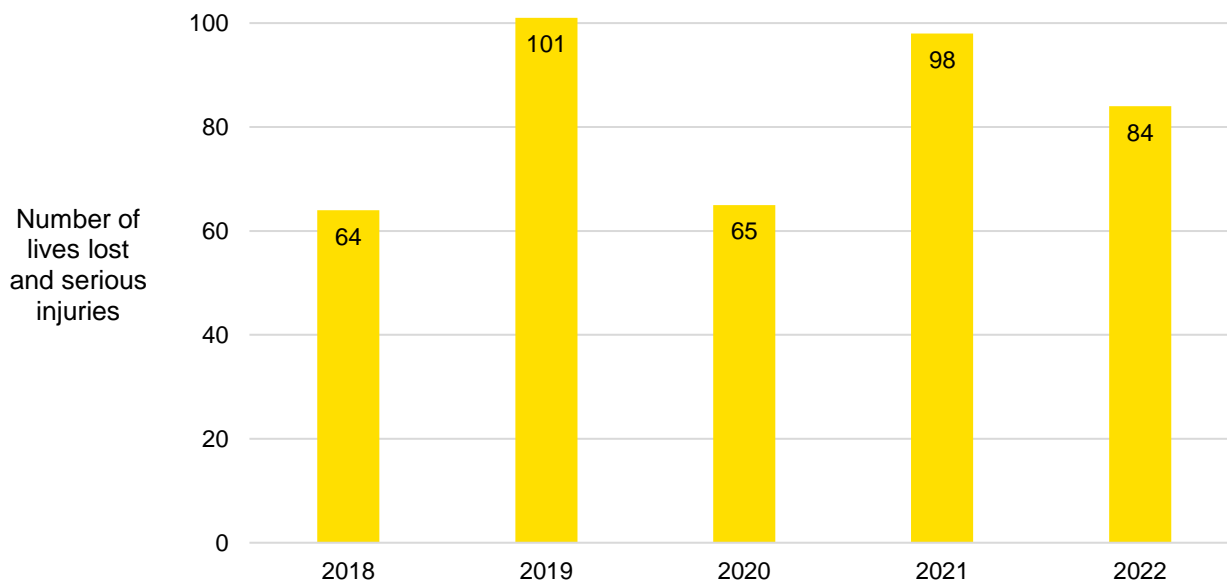


Table 16: Number of pedestrian lives lost or seriously injured by severity, South Australia, 2018-2022

Year	Lives lost	Serious injuries	Total
2018	6	58	64
2019	21	80	101
2020	8	57	65
2021	14	84	98
2022	8	76	84
Average trend change	1.7%	6.1%	5.3%
Average	11	71	82

Cyclists

Table 17 shows that the average trend in cyclists lives lost has increased by 1.6% per year.

Figure 15: Number of cyclists killed or seriously injured, South Australia, 2018-2022

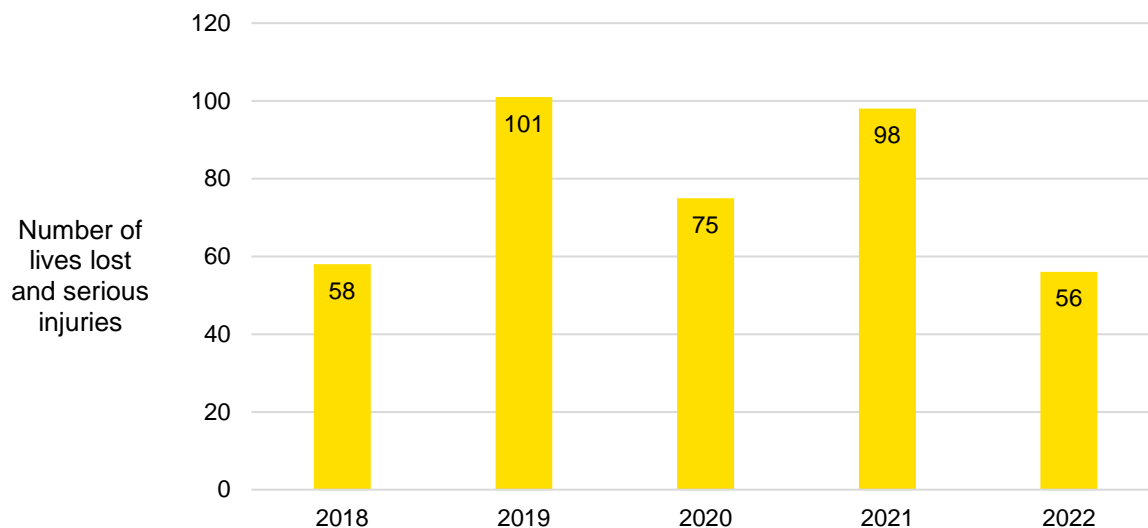


Table 17: Number of cyclists killed or seriously injured by severity, South Australia, 2018-2022

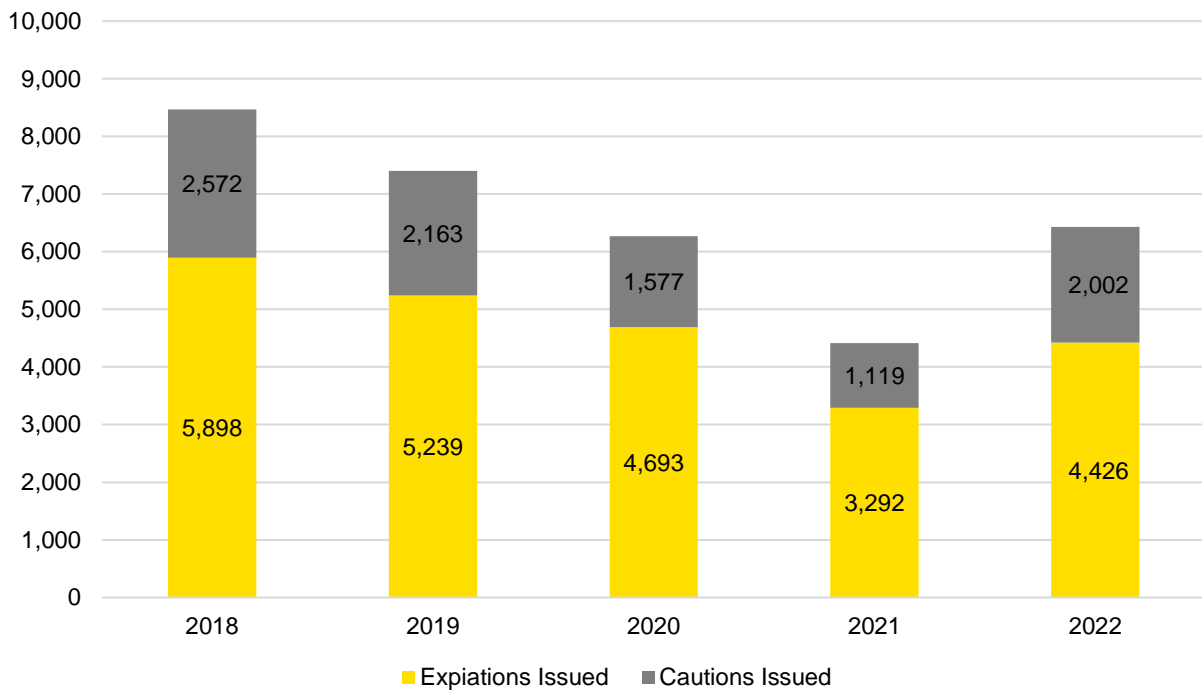
Year	Lives lost	Serious injuries	Total
2018	7	51	58
2019	7	94	101
2020	2	73	75
2021	5	93	98
2022	3	53	56
Average trend change	1.6%	0.7%	-1.0%
Average	5	73	78

Mobile phone offences (SPI measurement)

South Australia does not currently have mobile phone detection cameras to identify the number of drivers and riders detected using a mobile phone while driving. Results for the number of expiations and cautions issued by SAPOL for mobile phone are presented in Figure 16 as an interim measure of this SPI.

After a steady decline in the number of detections for mobile phone use 2022 saw an increase as compared to the previous year. The trend in expiations issued for mobile phone use since 2018 has trended down by an average of 9.9% per year and cautions have declined by an average 11.0%. The proportion of cautions /expiations issued has changed over time. In 2011 9% of all offences were issued as cautions and 91% were expiations. In 2022, this proportion was 31% cautions and 69% expiations.

Figure 16: Number of expiations for mobile phone use offences per quarter, South Australia, 2018-2022



Definitions of police reported casualty types:

Casualty Crash – crash where at least one life 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 Casualty – Any person who lost their life or is seriously injured in a 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 duration of at least 24 hours as a result of a road crash and who does not die as a result of those injuries within 30 days of the crash.

Minor Injury Crash – A crash in which at least one person sustains injury but no person is admitted to hospital or dies within 30 days of the crash.

Minor Injury – A person who sustains injuries requiring medical treatment, either by a doctor or in a hospital, as a result of a road crash and who does not die as a result of those injuries within 30 days of the crash.

Property Damage Only Crash – A crash resulting in property damage in excess of the prescribed amount in which no person is injured or dies within 30 days of the crash.

Enquiries

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