2022 Lives Lost in South Australia

71 lives were 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 (2017-21) of 97 lives lost.

This is lowest number of lives lost in a single year since the mid 1940's.

Table 1 – Lives lost, South Australia, 2017-2022

Year	Lives lost
2017	100
2018	80
2019	114
2020	93
2021	99
2022	71[1]

South Australia's preliminary fatality rate for 2022 is 3.9 lives lost per 100,000 population and is below the 5.4 recorded at the end of 2021. This brings South Australia more in line with the eastern states that have traditionally out-performed SA.

For the 12 months till end of November 2022, South Australia and Queensland were the only states that recorded a decline in lives lost as compared to the previous year. Nationally the fatality rate as at end November 2022 was 4.6 lives lost per 100,000 population.

Key Points

> **Location** – The drop in lives lost is seen in both metropolitan areas as well as rural roads. 32 lives were lost on metro roads a 20% decline from the previous year. Lives lost on rural roads saw a more dramatic drop (34% decline) from 59 lives lost in 2021 to 39 lives lost in 2022.

> **Young road users –** The number of 16-19 year olds killed remained the same with nine lives lost in 2021 and 2022. The number of deaths in the 20–24 year old range fell, seven lives were lost in 2022 compared to 10 in 2021. The 16 lives lost in these two age groups is a 20% decline on the pervious five-year average of 20 deaths.

[1] 2022 fatalities are preliminary as of midnight 31 December 2022

> **Older road users** – The number of lives lost of people aged 70 has declined by 39% in 2022 as compared to 2021. Eleven lives were lost in this age group in 2022, from 18 in 2021.

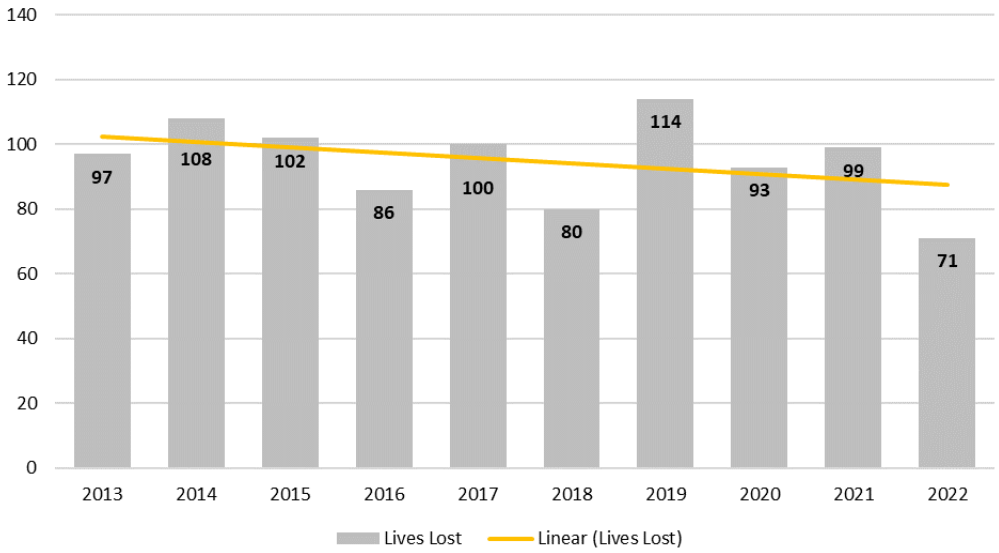
> **Road Users** - The decline in the number of lives lost in 2022 (from 2021) was seen across all road user groups apart from heavy vehicle drivers.

Table 2 –Lives lost, South Australia, 2017-2022

Lives lost	2022	2021	2017-21 Average	Change from 2021 to 2022
Total lives lost	71	99	97	-28
Rate of lives lost per 100,000 population	3.9	5.4	5.5	-1.5
Drivers	34	42	44	-8
Heavy vehicle drivers	4	4	4	0
Passengers	9	16	13	-7
Motorcyclists	13	18	18	-5
Cyclists	3	5	5	-2
Pedestrians (includes gopher & wheelchair users)	8	14	13	-6
Older road users (70+)	11	18	21	-7
Young road users (16-24)	16	19	20	-3
Lives lost in metropolitan areas	32	40	41	-8
Lives lost in rural areas	39	59	56	-20
Driver and passenger fatalities not wearing a seatbelt	36%	27%	25%	9%
Speed a contributing factor in fatal crash	44%	44%	29%	1%
Drivers/riders killed with an illegal BAC [2]	31%	24%	19%	-4%
Drivers/riders killed tested positive to drugs [2]	20%	21%	23%	-1%

[2] Data is incomplete. Results are currently known for 50 of 51 drivers /riders

Lives lost, South Australia 2013 – 2022



A large decline in the number of lives lost in 2022 has resulted in a reversal of trend over the past 10 years, prior to this the trend was steadier. The five-year average for 2018-2022 now sits at 91 as compared to the 2013-2017 average which was 99 lives lost. 71 lives lost is the lowest number of fatalities seen on South Australian roads since 1945 when 61 lives were lost.

Road User Types

Table 4 – Lives lost by road user type, 2017-2022

Road user type	Lives lost		
	Average 2017-21	2021	2022
Drivers	44	42	34
Heavy vehicle drivers	4	4	4
Passengers	13	16	9
Motorcyclists[3]	18	18	13
Cyclists	5	5	3
Pedestrians[4]	13	14	8
Other	0	**0**	0
Total	**97**	**99**	**71**

> **Road Users** - The decline in the number of lives lost in 2022 (from 2021) was seen across all road user groups.

- **Drivers** – The number of drivers (including heavy vehicle driver) who lost their life decreased 19% from 46 in 2021 to 38 in 2022.

[3] Motorcyclists include scooter operators and pillion passengers
[4] Pedestrians include gopher & wheelchair users

- **Passengers** –Passenger deaths declined by almost half from 16 lives lost in 2021 to nine in 2022.
- **Motorcyclists** – 13 motorcyclists lost their life in 2022, this is lower than the 18 that were killed in 2021.
- **Pedestrians** – Eight pedestrians lost their life in 2022, compared to 14 lives lost in 2021.
- **Cyclists –** Three cyclists lost their lives in 2022 compared to five in 2021.

Gender

Table 5 – Lives lost by gender, 2017-2022

Gender	Lives lost		
	Average 2017-21	2021	2022
Male	74	76	53
Female	23	23	18
Total	**97**	**99**	**71**

> 53 males lost their lives in 2022 representing 75% of all lives lost. This is a 30% decline from the 76 killed in 2021.

> 18 females were killed a 22% decrease from the 23 killed in the previous year.

Age

Table 6 – Lives lost by age, 2017-2022

Age	Lives lost		
	Average 2017-21	2020	2022
0-15	3	3	1
16-19	8	9	9
20-24	11	10	7
25-29	7	4	7
30-39	13	13	9
40-49	13	6	12
50-59	9	17	6
60-69	8	19	9
70-79	10	7	5
80-89	9	7	6
90+	3	4	0
Total	**95**	**99**	**71**

> All age groups saw a decline in 2022 from the previous year apart from the 25-29 cohort and the 40-49 year olds, both recording increases. The 16-19 year old age group remained unchanged.

Location

Table 7 – Lives lost by location, 2017-2022

Location	Lives lost		
	Average 2017-21	2021	2022
Metropolitan Areas	41	40	32
Rural Areas	56	59	39
Total	**97**	**99**	**71**

Table 8 – Lives lost crashes by location, 2017-2022

Location	Crashes where lives were lost		
	Average 2017-21	2021	2022
Metropolitan Areas	41	40	31
Rural Areas	51	54	37
Total	**91**	**94**	**68**

> There were 31 crashes where lives were lost in the metropolitan areas in 2022. This is nine less crashes than the previous year.

> Within metropolitan areas in 2022, 26% of crashes where lives were lost were at intersections, slightly more than 23% in 2021.

> Crashes where lives were lost in rural areas also declined from the previous year from 54 in 2021 to 37 in 2022.

> 65% of crashes in 2022 where lives were lost in rural areas were single vehicle crashes such as the vehicle rolling over or hitting objects such as trees, a decline from 72% in 2021.

Speed Limit

Table 9 – Lives lost crashes by speed limit, 2017-2022

Speed limit	Crashes where lives were lost		
	Average 2017-21	2021	2022
40 km/h or below	4	2	0
50 km/h	10	8	7
60 km/h	17	18	15
70-90 km/h	16	20	16
100 km/h	21	22	17
110 km/h	24	24	13
Total	**91**	**94**	**68**

> In 2022, 44% of crashes where lives were lost were on roads with a speed limit of 100 or 110 km/h compared to also 49% in 2021.

> In 2022, 22% of crashes where lives were lost occurred on roads with a speed limit of 60km/h compared to 19% in 2021.

Young Road Users

> There were 16 lives lost in 2022 within the 16 -24 year age group. The 16-19 year old age remained the same, nine lives lost in 2022. Seven 20-24 year olds were killed in 2022, this is four less than the number killed in 2021.

Table 10 – Young road users lives lost, 2017-2022

Age	Lives lost						
	2017	2018	2019	2020	2021	Average 2017-21	2022
16-19	8	10	9	11	9	9	9
20-24	12	7	12	13	10	11	7
Total	**20**	**17**	**21**	**24**	**19**	**20**	**16**

> The 16 lives lost in 2022 is the lowest recorded in the last five years however young people aged 16 – 24 represented 23% of all lives lost. This age group make up 13% of licensed drivers and 11% of the total population in South Australia.

> 16 – 24 year old fatalities for 2022 include:

- 8 drivers
- 4 passengers
- 3 motorcycle riders
- 1 pedestrian
- 13 were male

> Of the 16-24 year old driver lives lost:

- 4 were P1 licence holders
- 2 were P2 licence holders
- 1 held a Learner permit
- 1 was from interstate

> Of the 16-24 year old riders

- 1 held a Full R licence
- 2 held RD Learner permits

Older Road Users

> 11 people aged 70 and over were killed in 2022 seven lower than the 18 killed in 2021.

> Fatalities in this age group include:
- 8 drivers
- 3 pedestrians
- 64% were male
- 55% occurred in Metropolitan Adelaide

Table 11– Older road users lives lost, 2017-2022

Age	Lives lost						
	2017	2018	2019	2020	2021	Average 2017-21	2022
70-79	9	10	15	7	7	10	5
80-89	12	4	10	10	7	9	6
90+	4	1	4	1	4	3	0
Total	**25**	**15**	**29**	**18**	**18**	**21**	**11**

> In 2022 older road users aged 70+ represented 15% of all lives lost. This age group make up 14% of licensed drivers and 13% of the total population in South Australia.

Motorcyclists

> Thirteen motorcycle riders lost their life in 2022, lower than the 18 killed in the previous year.

Table 12– Motorcyclists lives lost, 2017-2022

	Lives lost						
	2017	2018	2019	2020	2021	Average 2017-21	2022
Motorcyclist	24	10	17	19	17	17	13
Scooter operator	0	0	0	0	0	0	0
Pillion passenger	0	0	0	2	1	1	0
Total	**24**	**10**	**17**	**21**	**18**	**18**	**13**

> Of the 13 motorcyclists killed:
- All were male
- All were wearing a helmet at the time of the crash.

Age of motorcyclists killed in 2022:

Age group	Lives lost	Age group	Lives lost
0-15	0	40-49	2
16-19	1	50-59	2
20-24	2	60-69	2
25-29	2	70+	0
30-39	2	**Total**	**13**

Pedestrians and Cyclists

> Eleven pedestrians lost their life in 2022 compared to 19 in the previous year.

> Three cyclists lost their life in 2022 compared to five in 2021.

Table 13– Pedestrians and Cyclists lives lost, 2017-2022

	Lives lost						
	2017	2018	2019	2020	2021	Average 2017-21	2022
Pedestrian	16	6	21	8	14	13	7
Gopher/Wheelchair	1	0	0	0	0	0	1
Cyclist	2	7	7	2	5	5	3
Total	**19**	**13**	**28**	**10**	**19**	**18**	**11**

Location where pedestrians and cyclists lost their life in 2022

	Lives Lost	
	Metro	Rural
Pedestrian	4	3
Gopher/Wheelchair	1	0
Cyclist	3	0
Total	**8**	**3**

Age of pedestrians and cyclists who lost their lives in 2022:

Age group	Lives lost
0-15	0
16-19	0
20-24	1
25-29	0
30-39	1
40-49	2
50-59	2
60-69	2
70-79	2
80+	1
Total	**11**

Speed

> The identification of speeding as a contributing factor in road traffic crashes cannot always be directly determined and is often underreported in road crash data. However, analysis suggests that in 38% of crashes where a life was lost in 2022 speeding was considered a contributing factor. This is above the five previous year figure of 37% of fatal crashes being considered as speed related.

Non restraint use

> Of the drivers and passengers killed in 2022, 36% were not wearing a seatbelt at the time of the crash. In 2021, 27% were not restrained.
> Of the 16 vehicles occupants killed not wearing a seatbelt, 13 were drivers and three were passengers.

Age of passenger vehicles involved in crashes

> In 2022, of the passenger vehicles involved in crashes where lives were lost, 75% were 10 years old or older, similar to the previous year when it was 73%.

Age	Passenger vehicles involved in crashes where a life was lost						
	2017	2018	2019	2020	2021	Average 2017-21	2022
Less than 5 years	21	12	14	16	10	15	10
5- 9 years	15	16	19	12	13	15	5
10 years or more	62	52	62	61	63	60	44
Total	**98**	**80**	**95**	**89**	**86**	**90**	**59**

Star safety rating for light vehicles involved in fatal crashes

> Of the light vehicles involved in crashes where lives were lost in 2022, 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's [1]	**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
2021	**99**	**5.6**	1,305,364	1,545,535	12(29%)	8(20%)	14(27%)	59	40
2022	**71**	**3.9**	1,327,113	1,588,048	25%	19%	16(36%)	32	39

[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, South Australia, 1940 – 2022

Year	Lives lost	Year	Lives lost
1940	126	**1981**	222
1941	112	**1982**	270
1942	127	**1983**	265
1943	106	**1984**	232
1944	71	**1985**	269
1945	61	**1986**	288
1946	97	**1987**	256
1947	101	**1988**	223
1948	128	**1989**	222
1949	119	**1990**	225
1950	170	**1991**	184
1951	197	**1992**	164
1952	172	**1993**	218
1953	136	**1994**	163
1954	153	**1995**	182
1955	173	**1996**	181
1956	167	**1997**	149
1957	185	**1998**	168
1958	200	**1999**	153
1959	185	**2000**	166
1960	234	**2001**	154
1961	203	**2002**	154
1962	194	**2003**	156
1963	223	**2004**	139
1964	238	**2005**	147
1965	243	**2006**	117
1966	270	**2007**	125
1967	253	**2008**	99
1968	275	**2009**	119
1969	251	**2010**	118
1970	349	**2011**	103
1971	292	**2012**	94
1972	312	**2013**	97
1973	329	**2014**	108
1974	382	**2015**	102
1975	339	**2016**	86
1976	307	**2017**	100
1977	306	**2018**	80
1978	291	**2019**	114
1979	309	**2020**	93
1980	271	**2021**	99
		2022	71

Definitions of police reported casualty types:

Casualty Crash – crash where at least one live 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.

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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

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