2025 lives lost in South Australia

During 2025, 87 lives were lost on South Australian roads (Table 1). This is 2% less than the 89 lives lost recorded in 2024 and 7% less than the previous five-year average (2020-2024) of 94 lives lost. However, this is above the 2025 target of 72 lives lost established under South Australia's Road Safety Strategy to 2031. The number of lives lost on our roads each year can be volatile. In 2022, the lowest number of deaths were seen on our roads for decades. However, in 2023 the highest number of lives lost in the last ten years was recorded.

Year	Lives lost
2020	93
2021	99
2022	71
2023	117
2024	89
2025	87

Table 1: Lives lost, South Australia, 2020-2025

South Australia's fatality rate for 2025 is 4.6 lives lost per 100,000 population. This represents a small decrease compared to 4.7 lives lost per 100,000 population in 2024. This is also a decrease when compared to the five-year average (2020-2024) of 5.1 lives lost per 100,000 population (Table 2).

Data from the Bureau of Infrastructure and Transport Research Economics (BITRE)[1] shows Western Australia, Northern Territory and Australian Capital Territory also recorded decreases in the fatality rate in 2025 while the remaining Australian states and territories recorded increases, resulting in an overall national increase of 1.7%. The overall national fatality rate for 2025 is 4.8 lives lost per 100,000 population.

[1] Source: Road deaths Australia – Monthly Bulletins, December 2025 – BITRE

Key points

- **Location** – More lives were lost on regional roads than metropolitan roads in 2025. There was a 21% increase in the number of lives lost in metropolitan Adelaide in 2025 when compared to the previous year. Forty-one people lost their life in 2025 in metropolitan Adelaide compared to 34 in 2024. The number of lives lost on regional roads was 46 in 2025, which is nine less than the previous year and seven less than the five-year average of 53 lives lost.

- **Young road users (16-24 years)** – The number of 16–19-year-olds that lost their life decreased from six in 2024 to three in 2025, while the number of 20–24-year-old deaths increased from five in 2024 to seven in 2025. The 10 lives lost across these two age groups in 2025 is seven less than the five-year average of 17 lives lost.

- **Older road users (70+ years)** –There was a 30% decrease in the number of older road users who lost their lives in 2025 compared to 2024. Nineteen lives were lost in this age group in 2025. This is eight less than the 27 recorded in 2024 and equal to the past five-year average of 19. In 2025, drivers accounted for the highest number of lives lost among people aged 70 and over, followed by passengers, pedestrians and cyclists.

- **Personal mobility device (PMD)** – One PMD user lost their life in 2025. This was the first PMD user to lose their life on South Australia's roads.

- **Road user types** – Mixed results were observed across road user groups in 2025. Heavy vehicle drivers, passengers, pedestrians and PMD users lives lost increased in 2025. In contrast, light vehicle drivers, motorcyclists, e-bike riders and cyclist lives lost declined in 2025 compared to 2024 and the five-year average (Table 2).

Lives lost	2020-2024 average	2024	2025	Change from 2024 to 2025	Change from five-year average to 2025
Total lives lost	94	89	87	-2	-7
Rate of lives lost per 100,000 population	5.1	4.7	4.6	-0.1	-0.5
Road user type					
Light vehicle drivers	42	40	39	-1	-3
Heavy vehicle drivers[2]	3	2	5	3	2
Passengers	13	12	14	2	1
Motorcyclists[3]	19	18	8	-10	-11
Cyclists	4	4	3	-1	-1
E-bikes (power assisted bicycle)	1	2	0	-2	-1
Pedestrians[4]	12	11	17	6	5
Personal Mobility Device (PMD)	0	0	1	1	1
Location					
Metropolitan Adelaide	41	34	41	7	0
Regional SA	53	55	46	-9	-7
Age group					
Young road users (16-24 years)	17	11	10	-1	-7
Older road users (70+ years)	19	27	19	-8	0
Behavioural factors					
Driver and passenger lives lost not wearing a seatbelt	25%	14%	24%	10%	-1%
Speed a contributing factor in fatal crash	39%	30%	34%	4%	-5%
Drivers/riders killed with illegal BAC	21%	17%	22%	5%	1%
Drivers/riders killed tested positive to drugs	20%	13%	12%	-1%	-8%

Table 2: Lives lost, South Australia, 2020-2025

[2] Heavy vehicle includes the following vehicle types: Rigid truck, Semi-Trailer, Bus, B Double & Other defined motor vehicle.

[3] Motorcyclists include scooter operators and pillion passengers

[4] Pedestrians include gopher & wheelchair users

Long-term trend

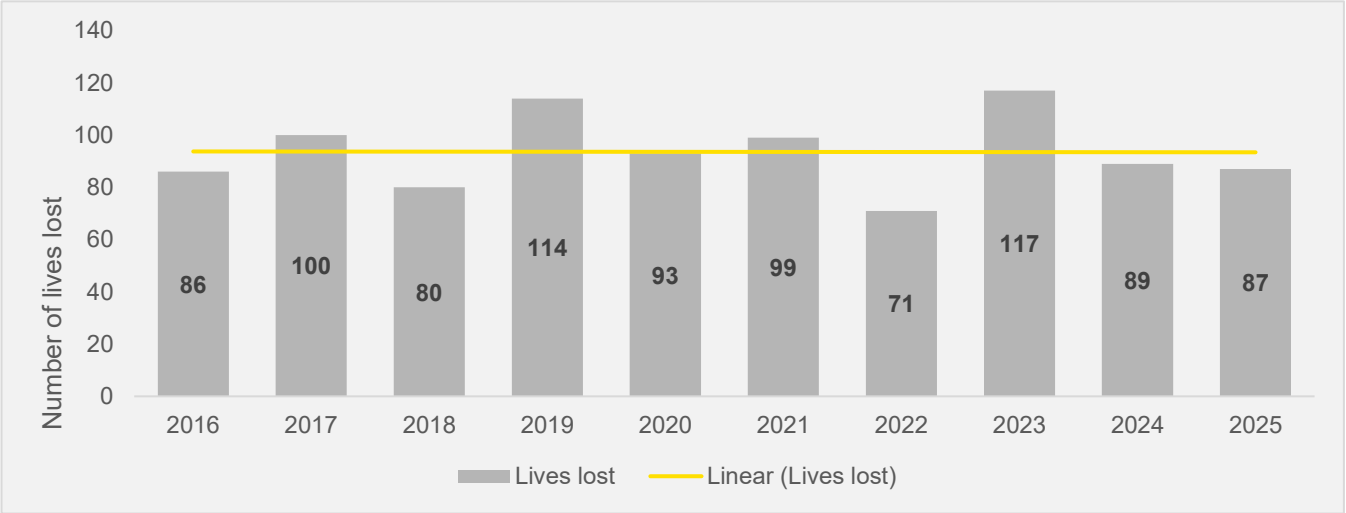


Figure 1: Lives lost, South Australia 2016-2025

Figure 1 shows the number of lives lost in South Australia over the ten-year period from 2016 to 2025. Despite fluctuations from year to year, the long-term trend in lives lost has changed little over the past decade, decreasing by an average of 0.1% per year. The five-year average of 93 lives lost for 2021-2025 sits two lower compared to the 2016-2020 average of 95 lives lost. The highest number of lives lost seen on South Australian roads in the last ten years was 117, recorded in 2023.

Road user types

An increase in the number of lives lost was recorded in 2025 for heavy vehicle drivers, passengers, pedestrians and PMD users. In contrast, the number of light vehicle drivers, cyclists and motorcyclists lives lost decreased in 2025 compared to 2024 and the five-year average (2020-2024) (Table 2).

- **Light vehicle drivers** – The number of light vehicle drivers who lost their lives decreased from 40 in 2024 to 39 in 2025. It is also lower than the five-year average of 42 lives lost per year.
- **Heavy vehicle drivers** – Five heavy vehicle drivers lost their lives in 2025, this is higher than the two lives lost in 2024 and the five-year average of three.
- **Passengers** – In 2025, 14 passengers lost their lives, which is higher than the previous year of 12, and also higher than the five-year average of 13 lives lost each year.
- **Motorcyclists** – Eight motorcyclists lost their lives in 2025, this is less than in 2024 when 18 were killed, and also less than the previous five-year average of 19 lives lost per year.
- **Pedestrians** – 17 pedestrians lost their lives in 2025, this is higher than the 11 lives lost in 2024, and also higher than the five-year average of 12 lives lost per year.
- **Cyclists** – Three cyclists lost their lives in 2025 compared to four in 2024 and the five year average of four lives lost each year.
- **PMDs** – One PMD user lost their life in 2025 compared to zero in 2024 and the past five years.
- **E-bikes** – Zero e-bike riders lost their lives in 2025 compared to two in 2024 and the five year average of one life lost each year.

Sex[5]

61 males lost their lives in 2025, representing 70% of all lives lost. This is a decrease from the 63 males killed in 2024.

26 females lost their life in 2025, which is the same as the 26 killed in the previous year.

Sex	2020-2024 average	2024	2025
Male	69	63	61
Female	25	26	26
Total	**94**	**89**	**87**

Table 3: Lives lost by sex, 2020-2025

Age

Table 4 presents the breakdown of lives lost by age group. Although the numbers fluctuate, a decline can be seen in the younger cohorts (16-29) when compared to the past five-year average.

Age group	2020-2024 average	2024	2025
0-15	2	3	4
16-19	8	6	3
20-24	9	5	7
25-29	8	4	5
30-39	12	7	15
40-49	11	11	6
50-59	13	12	16
60-69	12	14	12
70-79	10	17	11
80-89	8	6	7
90+	2	4	1
Total	**94**	**89**	**87**

Table 4: Lives lost by age group, 2020-2025

[5] Sex as captured by SAPOL officer or as recorded in the Department's Registration and Licensing system. Gender data is not currently collected.

Location

There were 38 crashes where lives were lost in the metropolitan area in 2025. This is four more than the previous year (Table 6). In 2025, 26% of crashes where lives were lost occurred at intersections within the metropolitan area. This is lower than the 35% recorded in 2024.

In 2025, there were 44 crashes where lives were lost in regional areas. This is three less as compared to 2024 (Table 6). In 2025, 75% of crashes where lives were lost in the regional area were single vehicle crashes such as vehicle rollovers or hitting objects such as trees. This is 26% higher than in 2024.

Location	2020-2024 average	2024	2025
Metropolitan Adelaide	41	34	41
Regional SA	53	55	46
Total	**94**	**89**	**87**

Table 5: Lives lost by location, 2020-2025

Location	2020-2024 average	2024	2025
Metropolitan Adelaide	40	34	38
Regional SA	47	47	44
Total	**87**	**81**	**82**

Table 6: Fatal crashes by location, 2020-2025

Young road users

There were 10 lives lost in 2025 within the 16–24-year-old age group, representing the lowest number of lives lost recorded in this age group in the last five years.

Three 16–19-year-olds were killed in 2025, compared to six in 2024. There were seven lives lost within the 20-24-year-old age group in 2025, an increase of two compared to the previous year (Table 7).

In 2025, 16–24-year-old lives lost include:

- four drivers
- four passengers
- one motorcyclist
- one pedestrian.

For this age group, 60% of lives were lost were in regional South Australia and 80% of road users were male.

In 2025, young people aged 16-24 represented 11% of all lives lost. This age group makes up 12% of licensed drivers and 11% of the total population in South Australia.

Age group	2020-2024 average	2024	2025
16-19	8	6	3
20-24	9	5	7
Total	**17**	**11**	**10**

Table 7: Young road user lives lost, 2020-2025

Older road users

In 2025 there were 19 people aged 70 and over that lost their life, eight less than in 2024 (Table 8).

In 2025, lives lost in this age group include:

- 11 drivers
- four passengers
- three pedestrians
- one cyclist.

For this age group, 63% of lives lost were in regional South Australia and 53% of road users were female.

In 2025 road users aged 70 and over accounted for 22% of all lives lost in South Australia. This age group makes up 16% of licensed drivers and 15% of the total population in South Australia.

Age group	2020-2024 average	2024	2025
70-79	10	17	11
80-89	8	6	7
90+	2	4	1
Total	**19**	**27**	**19**

Table 8: Older road user lives lost, 2020-2025

Motorcyclists

Eight motorcycle riders lost their lives in 2025. This is considerably lower than the 18 killed in the previous year and the 19 lives lost per year over the previous five-years (Table 9).

Of the eight motorcyclists killed in 2025:

- seven were male
- all were wearing a helmet at the time of the crash.

In 2025, 88% of motorcyclist lives were lost in the metropolitan Adelaide.

User group	2020-2024 average	2024	2025
Motorcyclists	19	18	8

Table 9: Motorcyclists lives lost, 2020-2025

Age group	Lives lost	Age group	Lives lost
0-15	0	40-49	0
16-19	1	50-59	4
20-24	0	60-69	1
25-29	0	70+	0
30-39	2	**Total**	**8**

Table 10: Age of motorcyclists who lost their lives, 2025

Pedestrians[6] and cyclists

- 17 pedestrians lost their lives in 2025 compared to 11 in 2024.
- Three cyclists lost their lives in 2025 compared to four in 2024.
- In 2025, 94% of the pedestrian lives lost occurred in metropolitan Adelaide.

User group	2020-2024 average	2024	2025
Pedestrians	12	11	17
Cyclists	4	4	3
Total	**16**	**15**	**20**

Table 11: Pedestrians and cyclists lives lost, 2020-2025

User group	Metropolitan	Regional
Pedestrians	16	1
Cyclists	2	1
Total	**18**	**2**

Table 12: Location where pedestrians and cyclists lost their life, 2025

[6] Pedestrians include gopher & wheelchair users

Personal mobility devices and e-bikes

PMDs were legalised for use on public roads and paths in South Australia from Sunday, 13 July 2025. Prior to this date privately owned e-scooters and other PMDs were not allowed on public roads or infrastructure in South Australia. Commercially operated e-scooters have been available in selected local council areas under trial arrangements since March 2019. More information about the PMD rules in South Australia can be found at the My Licence website.

Examples of devices that are PMDs and captured on the Department's road crash database includes:

- e-scooter
- e-skateboard
- e-hoverboard/segway
- e-solowheel
- e-roller skates.

One PMD user lost their life in 2025. This was the first PMD user to lose their life on South Australia's roads (Table 13).

E-bikes (also known as power assisted bicycles) that meet regulatory requirements have been permitted in South Australia since 2014. They are regulated under the same rules that apply to bicycles. An e-bike is a pedal cycle with an electric motor attached to assist the rider. The attached electric motor may aid the rider, but the bike must be powered mainly by pedalling. More information on e-bikes can be found on the SA Government website.

Zero e-bike riders lost their lives in 2025 compared to two in 2024 and the five-year average of one life lost each year (Table 13).

User group	2020-2024 average	2024	2025
E-bikes (power assisted bicycle)	1	2	0
Personal Mobility Device (PMD)	0	0	1
Total	**1**	**2**	**1**

Table 13: E-bikes and PMDs lives lost, 2020-2025

Heavy vehicle crashes

In general, heavy vehicles represent around 9% of all vehicle kilometres travelled across South Australia. In 2025, heavy vehicles were involved in 17% of all crashes where a life was lost.

14 lives lost in 2025 were in crashes involving a heavy vehicle compared to 18 in the previous year and 16 for the five-year average.

Crash Involvement	2020-2024 average	2024	2025
Heavy vehicle involved	16	18	14

Table 14: Lives lost in crashes that involved heavy vehicles, 2020-2025

Speed limit

In 2025, 45% of crashes where lives were lost occurred on roads with a speed limit of 100 or 110 km/h compared to 52% in 2024.

In 2025, 18% of crashes where lives were lost occurred on roads with a speed limit of 60 km/h, compared to 17% in 2024.

Speed limit	2020-2024 average	2024	2025
40 km/h or below	3	3	1
50 km/h	10	10	12
60 km/h	17	14	16
70-90 km/h	17	12	15
100 km/h	22	26	21
110 km/h	18	16	17
Total	**87**	**81**	**82**

Table 15: Lives lost crashes by speed limit, 2020-2025

Behavioural factors

When people engage in dangerous behaviour on the roads, they put themselves and other road users at risk. This continued to be an issue in 2025 with:

- Speed identified as a contributing factor in 27 crashes involving a motor vehicle where a life was lost.
- Twelve vehicle occupants that lost their lives were not wearing a seatbelt.
- Seven drivers/riders involved in a crash where a life was lost were unlicensed and two were disqualified.
- Six drivers/riders who lost their lives in road crashes tested positive for drugs.
- 11 drivers/riders who lost their lives in road crashes had an illegal BAC.

Speed as a contributing factor

- The identification of speeding as a contributing factor in road crashes cannot always be directly determined and is often underreported in the data. However, analysis suggests that speeding was considered a contributing factor in 34% of crashes where a life was lost in 2025. This was above the 30% identified in 2024 and below the 39% identified over the last five-year average.

Non-restraint use

- Of the drivers and passengers killed in 2025, 24% were not wearing a seatbelt at the time of the crash compared to 14% in 2024 and 25% over the past five-years (Table 2).
- Of the 12 vehicle occupants killed not wearing a seatbelt in 2025, all of them were drivers.

Age of passenger vehicles involved in crashes

In 2025, 84% of passenger vehicles involved in crashes where lives were lost were 10 or more years old, which is higher than the previous year when it was 66% (Table 16).

Vehicle age	2020-2024 average	2024	2025
< 5 years	14	16	8
5-9 years	14	12	6
10+ years	59	55	71
Total	**86**	**83**	**85**

Table 16: Age of passenger vehicles involved in crashes, 2020-2025

Historical comparison data

Year	Lives lost[1]	Lives lost per 100,000 population[2]	Licences[2]	Vehicle Registrations[2]	BAC above legal limit^	Tested positive to drugs^	No Seatbelt[4]	Regional[5]	Metro[5]
1974 - highest lives lost	382	30.77	636,604	577,600	n/a	n/a	n/a	207	175
1980s[3]	252	20.56	757,974	708,600	46 (56%)[3]	n/a	n/a	135	117
1990s	179	15.78	923,309	883,500	30 (35%)	n/a	26 (36%)[4]	104	75
2000s	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	15 (24%)	13 (21%)	14 (27%)	59	40
2022	71	3.9	1,327,113	1,588,048	14 (29%)	10 (20%)	15 (35%)	39	32
2023	117	6.3	1,349,764	1,628,074	13 (17%)	22 (29%)	12 (21%)	56	61
2024	89	4.7	1,372,725	1,664,464	10 (17%)	8 (13%)	7 (14%)	55	34
2025	87	4.6	1,391,287	1,696,467	11 (22%)	6 (12%)	12 (24%)	46	41

Table 17: Results from previous years

[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 drivers and passengers 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 regional regions. Data by region prior to 2010 cannot be directly related as it uses the previous metropolitan/regional boundaries. For the same reason, data by region presented in previous reports cannot be compared to data in this report.
^Drivers and riders
n/a= Data not available.

Year	Lives lost	Year	Lives lost
1940	126	**1983**	265
1941	112	**1984**	232
1942	127	**1985**	269
1943	106	**1986**	288
1944	71	**1987**	256
1945	61	**1988**	223
1946	97	**1989**	222
1947	101	**1990**	225
1948	128	**1991**	184
1949	119	**1992**	164
1950	170	**1993**	218
1951	197	**1994**	163
1952	172	**1995**	182
1953	136	**1996**	181
1954	153	**1997**	149
1955	173	**1998**	168
1956	167	**1999**	153
1957	185	**2000**	166
1958	200	**2001**	154
1959	185	**2002**	154
1960	234	**2003**	156
1961	203	**2004**	139
1962	194	**2005**	147
1963	223	**2006**	117
1964	238	**2007**	125
1965	243	**2008**	99
1966	270	**2009**	119
1967	253	**2010**	118
1968	275	**2011**	103
1969	251	**2012**	94
1970	349	**2013**	97
1971	292	**2014**	108
1972	312	**2015**	102
1973	329	**2016**	86
1974	382	**2017**	100
1975	339	**2018**	80
1976	307	**2019**	114
1977	306	**2020**	93
1978	291	**2021**	99
1979	309	**2022**	71
1980	271	**2023**	117
1981	222	**2024**	89
1982	270	**2025**	87

Table 18: Fatalities, South Australia, 1940-2025

Definitions of police reported casualty types:

Casualty Crash – crash where a life is lost, serious injury or minor injury occurs.

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

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

Life Lost – A person who dies within 30 days of a crash as a result of injuries sustained in that crash.

Serious Injury Crash – A non-fatal crash in which at least one person is seriously injured.

Serious Injury – A person who sustains injuries and is admitted to hospital for a minimum period of an overnight stay as a result of a road crash and who does not die as a result of those injuries within 30 days of the crash.

Data sources

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

Note- Percentage totals may not add to 100% due to rounding.

Enquiries

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