# 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

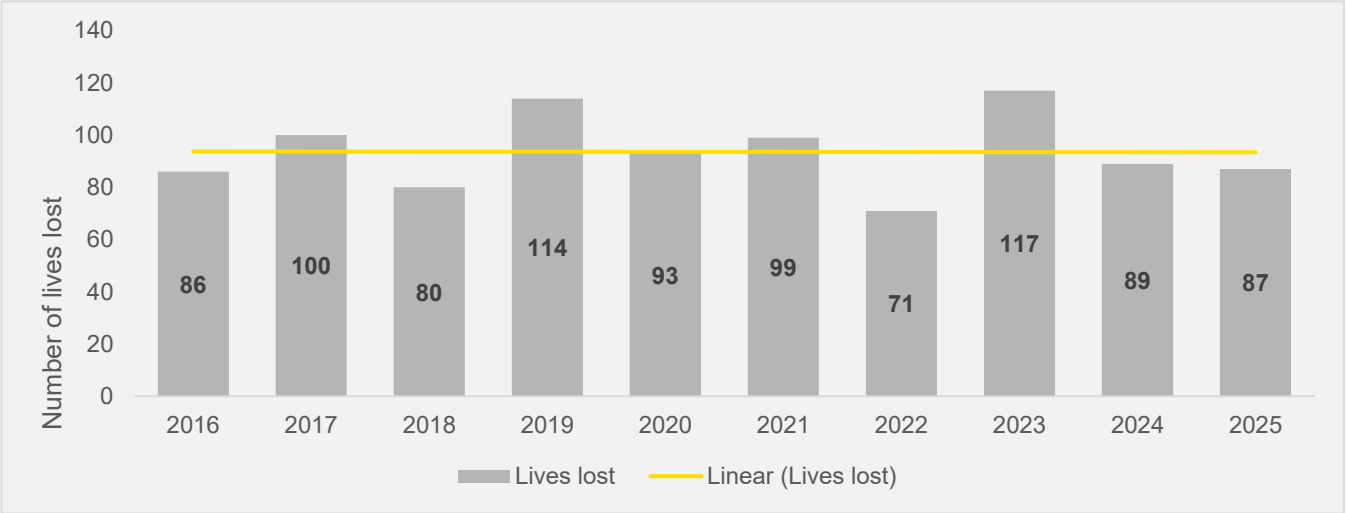



Figure 1: Lives lost, South Australia 2016-2025

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 13 in the previous year and 14 for the five-year average.

| Crash Involvement | 2020-2024 average | 2024 | 2025 |
|---|---|---|---|
| **Heavy vehicle involved** | 14 | 13 | 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.

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