GOVERNMENT OF WESTERN AUSTRALIA

ROAD SAFETY COMMISSION

Western Australian Road Fatalities and Serious Injuries

2024

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Acknowledgement of Country

The Government of Western Australia and the Road Safety Commission acknowledges the traditional custodians throughout Western Australia and their continuing connection to the land, waters and community. We pay our respects to all members of the Aboriginal communities and their cultures; and to Elders both past and present.

The Road Safety Commission is privileged to be situated on Wadjuk Noongar Boodjar. Through our work, the Commission strives to tread gently on Boodjar.

Technical Notes

The information presented here was compiled by the Road Safety Commission using data from the Main Roads WA Integrated Road Information System (IRIS), unless stated otherwise. The data is current as of 9 April 2025.

Numbers may change in the future due to police investigation or coronial inquiry. For this reason, comparisons between this publication and others may result in discrepancies.

To avoid repeating information already presented in the tables and figures, some calculations in this report have been performed using the underlying raw data. As such, these specific calculations may not be directly replicated using only the data displayed in the report's tables and figures.

Definitions of categories and regional boundaries differ from data sourced from WA Police Force systems and should not be used for comparison purposes.

Executive Summary

This report provides data on the number of people killed or seriously injured (KSI) in road crashes on Western Australian roads. It examines road crash data from 2019 to 2024 and compares 2024 performance against the preceding five-year average (5YA).

In 2024, 1,600 people were KSI in 1,381 road crashes, including 188 fatalities and 1,412 serious injuries. TThis marks an 8 percent reduction in overall KSI compared to the 5YA of 1,742. Serious injuries continue to decline however, number of fatalities increased compared to the 5YA but the rate of fatalities has remained stable at around 6 deaths per 100,000 population over the last five years.

61 per cent of fatalities occurred on regional roads compared to the 5YA of 64 per cent. All WA regions showed reductions in KSI compared to the 5YA with the most notable declines seen in the Kimberley (-58%), Goldfields-Esperance (-34%) and Midwest-Gascoyne (-33%) regions. However, KSI by region represent small numbers that can be subjected to significant year-to-year fluctuations and may not reflect long-term trends.

In every age group, males are overrepresented in the KSI figures. Around four times (79%) as many males died in road crashes compared to females and similarly, 60% of seriously injured were males. Younger persons (17-29 years) are overrepresented in KSI compared to other age groups.

64 per cent of serious injuries occurred on roads with speed limits up to 70 km/h while 64 per cent of fatalities occurred on roads 80 km/h or higher. These statistics are consistent with the 5YA: 59% of serious injuries ≤ 70km/h and 65% of fatalities ≥80 km/h.

Unsafe behaviour*

2024 saw some changes in KSI related to unsafe behaviours compared to the 5YA:

- 1.8 per cent decrease in the proportion of speed-related KSI.
- 2.2 per cent decrease in the proportion of fatigue-related KSI.
- 1.4 per cent decrease in the proportion of motor vehicle occupants KSI not using a seatbelt.
- 1.9 per cent decrease in the proportion of motorcyclists KSI not using a helmet.

There were no significant changes in the proportion of KSI related to driver in-attention.

* These statistics are based on subjective crash reports which are sometimes incomplete. Care should be taken interpreting them.

2024 Year in Review

DEMOGRAPHICS

2.1M+ LICENSED DRIVERS IN WA

2.7M+ REGISTERED MOTORISED VEHICLES ON WA ROADS

2.44M+	0.13M+	0.16M+
light vehicles	motorcycles	heavy vehicles

OUTCOMES

1,600 people KSI in 1,381 crashes

188 fatalities FROM 171 CRASHES

1,412 PEOPLE SERIOUSLY INJURED from **1,210** crashes

894 PEOPLE KSI IN MULTI-VEHICLE CRASHES

Males aged 17-19 had the highest KSI rate (per 100,000)

1,032 DRIVERS/RIDERS KSI IN CRASHES; OF THESE **7% UNLICENSED**

34% OF ALL FATALITIES involved colliding with an object

GEOGRAPHY

Regional areas had **61%** of all fatalities

Regional areas saw a **9%** increase in fatalities

Metropolitan areas had a 25% increase in fatalities

METROPOLITAN AREAS HAD 71% OF SERIOUS INJURIES

ROAD USERS

68% OF PEOPLE KSI WERE IN CARS

18% OF KSI WERE MOTORCYCLISTS

Pedestrian[1] KSI were **2% below the 5YA**

INFLUENCING FACTORS

MORE THAN 520,000 TRAFFIC INFRINGEMENTS were issued[2]

SPEED REMAINS THE NUMBER ONE CAUSE OF CAR CRASHES; speeding infringements decreased by 15%[3]

22% OF MOTORCYCLE KSI were attributed to speed

65% OF FATALITIES were motor vehicle occupants

of these 16% were not wearing a seatbelt

100 Of the fatalities in regional **AREAS 68% OCCURRED IN** speedzones≥100km/h

Note: compared with the 5YA

[1]eRideables are classified in subset of pedestrian crash data as of 2022 until September 2024.

[2]Behaviour infringements include speed, fixed, mobile, redlight cameras and on the spot offences.

[3]Compared to the 5YA until September.

Some of these statistics were derived from WA Department of Transport; Driver and Vehicle Services.

1. Introduction

The Road Safety Commission is committed to reducing road trauma across Western Australian (WA) roads, by leading the implementation of the WA Government's Driving Change—Road Safety Strategy 2020–2030. This strategy provides a comprehensive framework to guide efforts toward improved road safety outcomes.

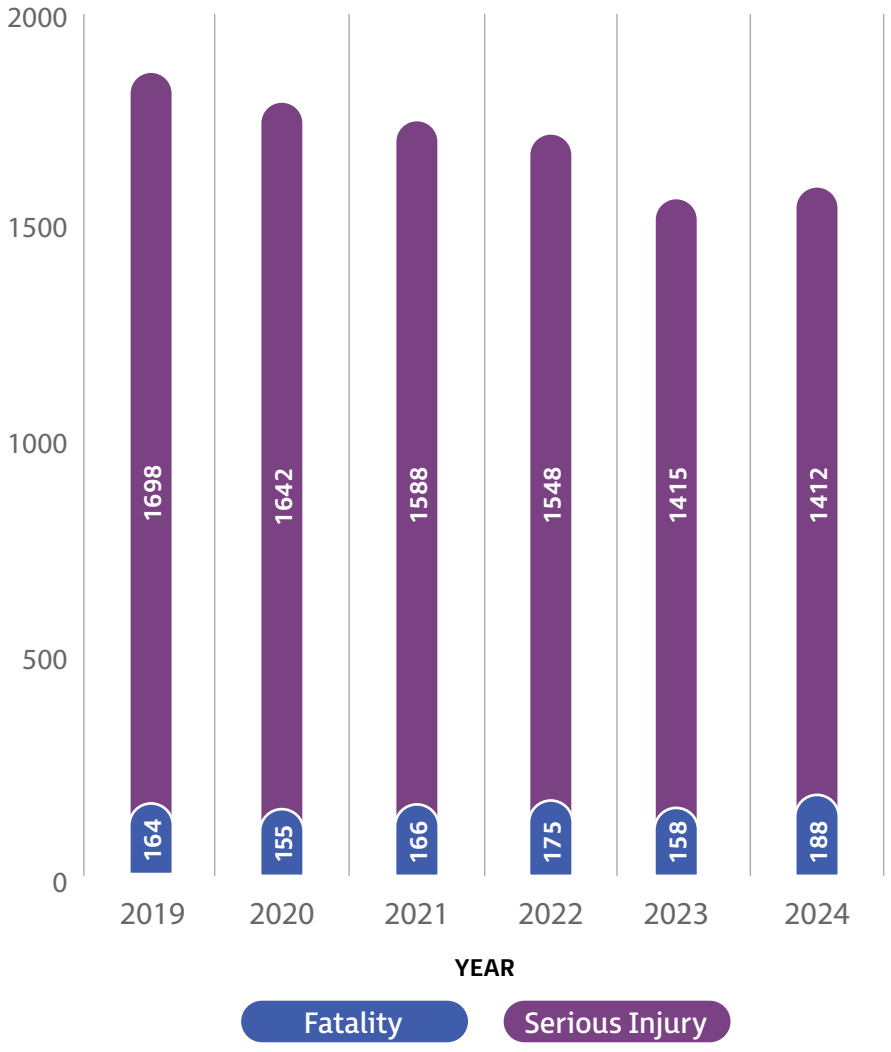
This report focuses on people who were Killed or Seriously Injured (KSI) in reported crashes occurring on WA roads and publicly accessible road-related areas. It excludes KSI incidents resulting from medical episodes or a premeditated intent to cause harm, including suicide.

It should be noted that KSI data and road safety data more broadly have limitations, due to accessibility, quality, and timeliness of information. Efforts are ongoing across the WA Government and in collaboration with other jurisdictions to enhance the accuracy and completeness of these datasets.

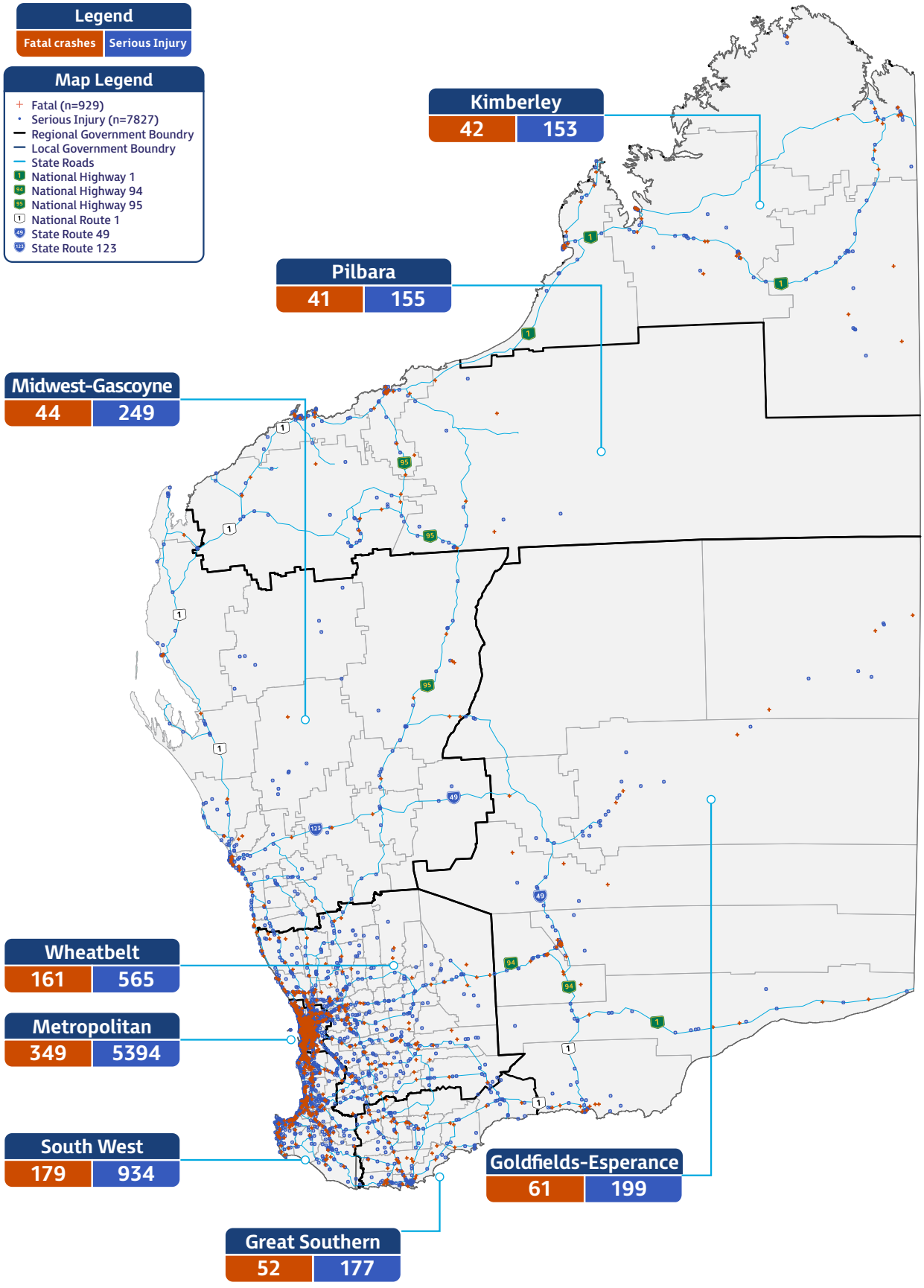
The data presented in this report is primarily sourced from the Main Roads WA Integrated Road Information System (IRIS), with additional information reproduced and analysed with permission from the WA Police Force, the Department of Transport, and the Australian Bureau of Statistics (ABS).

This report uses data over five years (2019-2023; Figure 1), also referred to as the five-year average (5YA), to contextualise 2024 KSI information and to identify insights that may help inform further research and improved road safety outcomes.

Figure 1: Western Australia Killed or Seriously Injured (KSI) for 2019-2024



Map of Fatal and Serious Injury crashes (2019-2024)



** Dots without a connecting line represent crashes on local roads.*

***Crashes without recorded GPS coordinates are not displayed on the map, but they are included in the total counts shown.*

2. People Killed or Seriously Injured (KSI) by speed limit

In 2024, 60% of all KSI incidents occurred on roads with posted speed limits of 70 km/h or below, with a similar distribution observed for serious injuries. However, the pattern was reversed for fatalities, with 64% occurring on roads signposted 80 km/h or above (see Figure 2 and Table 1).

These findings should be considered in the context of the road network, where a larger proportion of roads are allocated speed limits of 50 km/h, 60 km/h, 70 km/h, and 110 km/h.

Figure 2: Killed or Seriously Injured (KSI) by speed limit

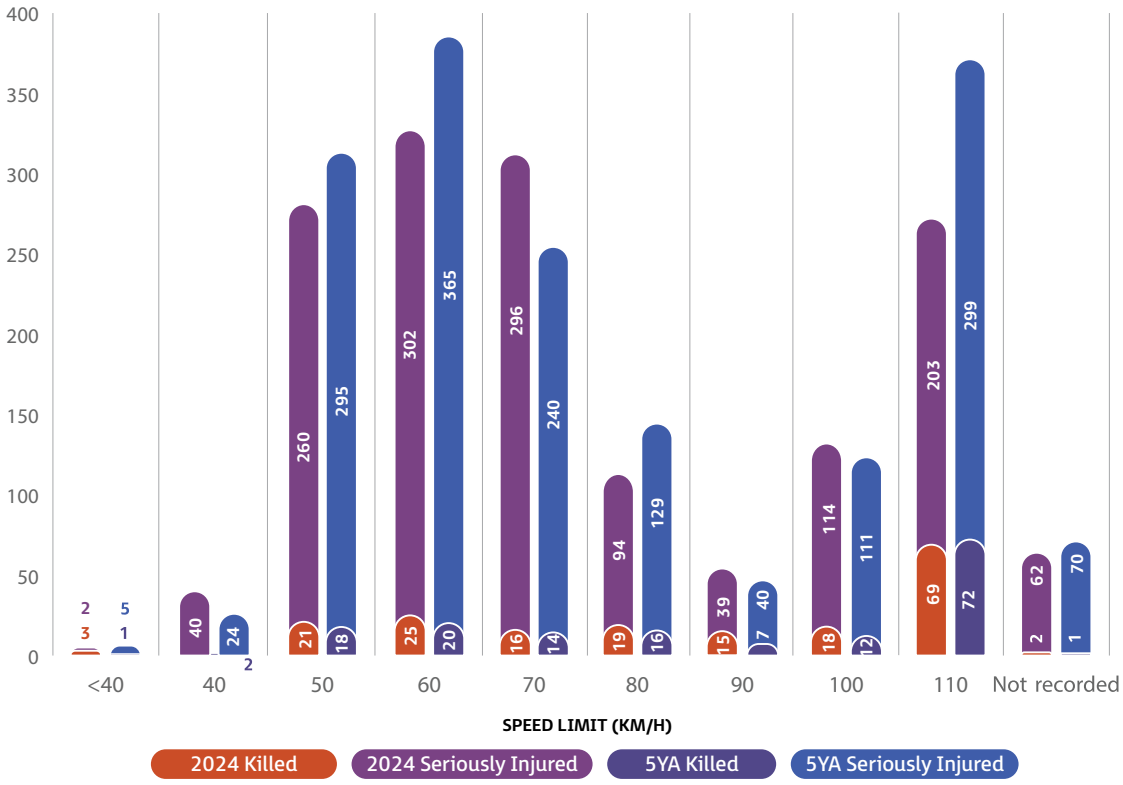


Table 1: Killed or Seriously Injured (KSI) by speed limit

Speed limit (km/h)	5 Year Average (5YA)			2024			% Change (2024 v 5YA)		
	Killed	Seriously Injured	KSI	Killed	Seriously Injured	KSI	Killed	Seriously Injured	KSI
<40	1.0	5.2	6.2	3	2	5	200.0%	-61.5%	-19.4%
40	1.6	24.4	26.0	0	40	40	-100.0%	63.9%	53.8%
50	17.8	295.2	313.0	21	260	281	18.0%	-11.9%	-10.2%
60	20.2	365.2	385.4	25	302	327	23.8%	-17.3%	-15.2%
70	14.4	240.0	254.4	16	296	312	11.1%	23.3%	22.6%
80	15.6	128.8	144.4	19	94	113	21.8%	-27.0%	-21.7%
90	7.2	39.6	46.8	15	39	54	108.3%	-1.5%	15.4%
100	12.2	111.2	123.4	18	114	132	47.5%	2.5%	7.0%
110	72.2	299.0	371.2	69	203	272	-4.4%	-32.1%	-26.7%
Not recorded	1.4	69.6	71.0	2	62	64	42.9%	-10.9%	-9.9%
Total	**163.6**	**1578.2**	**1741.8**	**188**	**1412**	**1600**	14.9%	**-10.5%**	**-8.1%**

[1]*Online: https://portal-mainroads.opendata.arcgis.com/datasets/mainroads::legal-speed-limits/explore, data updated 24 April 2025*

3. People Killed or Seriously Injured (KSI) by road type

Between 2019 and 2024, KSI events on both state and local roads have shown a consistent decline (Figure 3). However, when compared to the 5YA, fatalities on state roads increased by 32% in 2024, while fatalities on local roads decreased by 2% (Table 2). Despite this, overall KSI figures in 2024 reflect an improvement compared to the 5YA for both state and local roads (Table 2).

Figure 3: Killed or Seriously Injured (KSI) by road type (2019-2024)

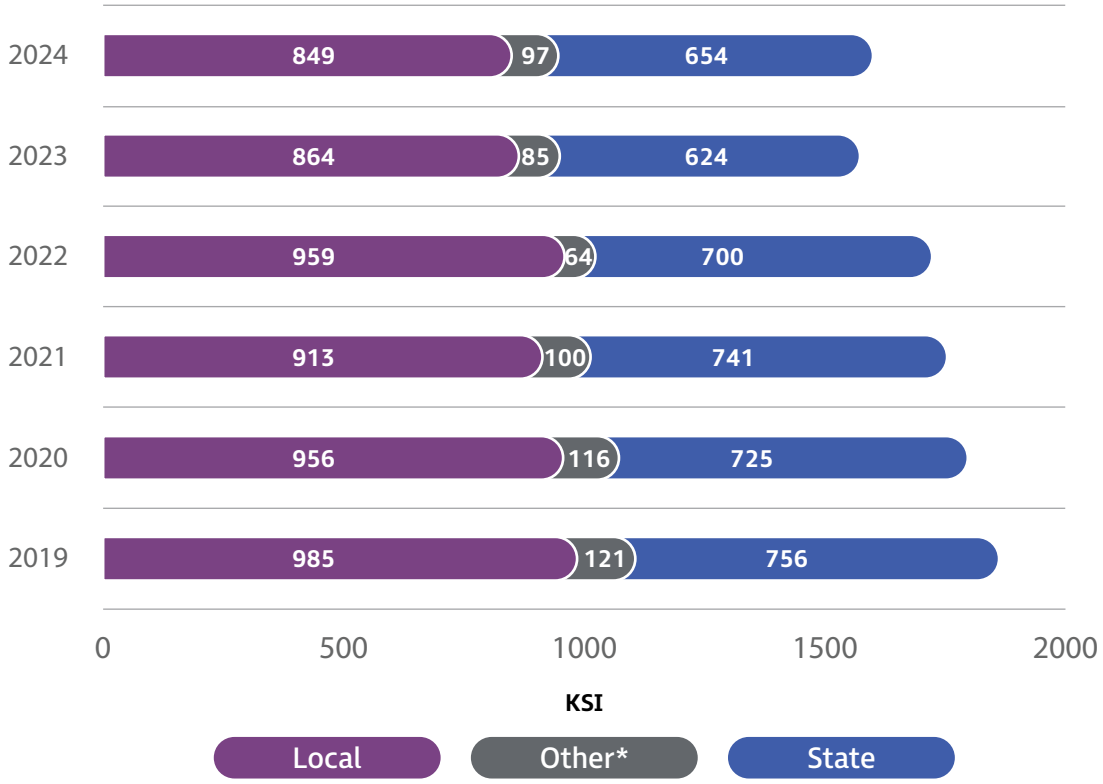


Table 2: Killed or Seriously Injured (KSI) by road type

Road type	5 Year Average (5YA)			2024			% Change (2024 v 5YA)		
	Killed	Seriously Injured	KSI	Killed	Seriously Injured	KSI	Killed	Seriously Injured	KSI
State roads	79.6	629.6	709.2	105	549	654	31.9%	-12.8%	-7.8%
Local roads	77.8	857.6	935.4	76	773	849	-2.3%	-9.9%	-9.2%
Other/ unknown*	6.2	91.0	97.2	7	90	97	12.9%	-1.1%	-0.2%
Total	**163.6**	**1578.2**	**1741.8**	**188**	**1412**	**1600**	**14.9%**	**-10.5%**	**-8.1%**

**Other/unknown includes road-related areas and where location is not recorded. Two examples are national parks open to the public and Principal Shared Paths.*

4. People Killed or Seriously Injured (KSI) by regions

The KSI data presented in this report is sourced from Main Roads WA systems and is based on Main Roads' designated regional boundaries, which may differ from those used by the WA Police Force.

As shown in Table 3, the total number of KSI incidents across regions in 2024 was 21% lower than the 5YA. The most significant reductions were observed in the Kimberley and Goldfields-Esperance regions, with decreases of 58% and 34%, respectively. While serious injuries in regional areas declined compared to the 5YA, fatalities increased by 9%. The Wheatbelt region recorded the most notable rise in fatalities, with a 60% increase relative to the 5YA.

Table 3: Killed or Seriously Injured (KSI) by Main Roads region

Main Roads regions	5 Year Average (5YA)			2024			% Change (2024 v 5YA)		
	Killed	Seriously Injured	KSI	Killed	Seriously Injured	KSI	Killed	Seriously Injured	KSI
Metropolitan	**59.0**	**1027.4**	**1086.4**	**74**	**1003**	**1077**	**25.4%**	**-2.4%**	**-0.9%**
Regional	**104.6**	**550.8**	**655.4**	**114**	**407**	**521**	**9.0%**	**-26.1%**	**-20.5%**
Goldfields-Esperance	11.6	45.6	57.2	10	28	38	-13.8%	-38.6%	-33.6%
Great Southern	9.8	38.8	48.6	5	34	39	-49.0%	-12.4%	-19.8%
Kimberley	7.8	44.6	52.4	5	17	22	-35.9%	-61.9%	-58.0%
Mid-West Gascoyne	8.2	57.2	65.4	10	34	44	22.0%	-40.6%	-32.7%
Pilbara	7.0	39.4	46.4	10	26	36	42.9%	-34.0%	-22.4%
South West	33.4	194.4	227.8	31	162	193	-7.2%	-16.7%	-15.3%
Wheatbelt	26.8	130.8	157.6	43	106	149	60.4%	-19.0%	-5.5%
Not recorded	**0.0**	**0.0**	**0.0**	**0**	**2**	**2**	**0.0%**	**0.0%**	**0.0%**
WA Total	**163.6**	**1578.2**	**1741.8**	**188**	**1412**	**1600**	**14.9%**	**-10.5%**	**-8.1%**

5. People Killed or Seriously Injured (KSI) by time and day

The risk of road crashes and potential for injury varies depending on the time of the day and day of the week. Weekdays typically have a higher traffic volume e.g., business and school commuting while weekends have lighter traffic volume, but a likely increase in risky driving behaviour.

In 2024, most KSI occurred on Friday (16%; Table 4); this remains unchanged over the 5YA. Afternoon hours (Noon - 6pm) had 39% KSI in comparison to any other time of the day, with the proportion of serious road crashes highest between 3pm - 6pm. This remained consistent in both metropolitan and regional areas.

39% OF KSI occurs between Noon – 6pm

16% OF KSI occurs on Friday

19% FATALITIES occurs on Saturday

Table 4: 2024 comparison of time and day for people Killed or Seriously Injured (KSI) in road crashes*

Day of week	Midnight - 2:59am	3:00am - 5:59am	6:00am - 8:59am	9:00am - 11:59am	Noon - 2:59pm	3:00pm - 5:59pm	6:00pm - 8:59pm	9:00pm - 11:59pm	Total	Percentage
Monday	4	9	20	28	30	50	27	27	195	12.3%
Tuesday	4	9	32	38	34	46	27	12	202	12.8%
Wednesday	2	12	31	30	33	66	28	31	233	14.8%
Thursday	8	12	30	40	42	55	28	20	235	14.9%
Friday	19	6	32	24	46	65	44	19	255	16.1%
Saturday	16	14	25	54	36	42	28	33	248	15.7%
Sunday	16	9	18	41	41	30	43	13	211	13.4%
Total	**69**	**71**	**188**	**255**	**262**	**354**	**225**	**155**	**1579**	**100.0%**

** 21 crashes have been excluded as time of day was not recorded.*

Table 5 shows the overall proportion of fatality was highest on Saturdays (19%). When focusing on time of the day, 3pm - 6pm recorded the highest proportion of fatalities (16%). The 2024 numbers were consistent with WA-wide reporting between 2019-2023, where both Saturdays (19%) and Sundays (17%) consistently had the highest proportions of fatalities.

Table 5: 2024 comparison of time and day for people killed in road crashes**

Day of week	Midnight - 2:59am	3:00am - 5:59am	6:00am - 8:59am	9:00am - 11:59am	Noon - 2:59pm	3:00pm - 5:59pm	6:00pm - 8:59pm	9:00pm - 11:59pm	Total	Percentage
Monday	1	1	2	5	2	5	1	7	24	12.8%
Tuesday	0	1	5	2	3	4	4	3	22	11.7%
Wednesday	0	1	3	4	4	4	2	7	25	13.3%
Thursday	2	6	1	7	5	1	3	0	25	13.3%
Friday	5	1	4	1	2	7	3	2	25	13.3%
Saturday	1	5	4	6	3	7	2	7	35	18.6%
Sunday	4	1	3	4	9	2	6	3	32	17.0%
Total	**13**	**16**	**22**	**29**	**28**	**30**	**21**	**29**	**188**	**100.0%**

*** Minimal differences observed between KSI and serious injuries, therefore no table created.*

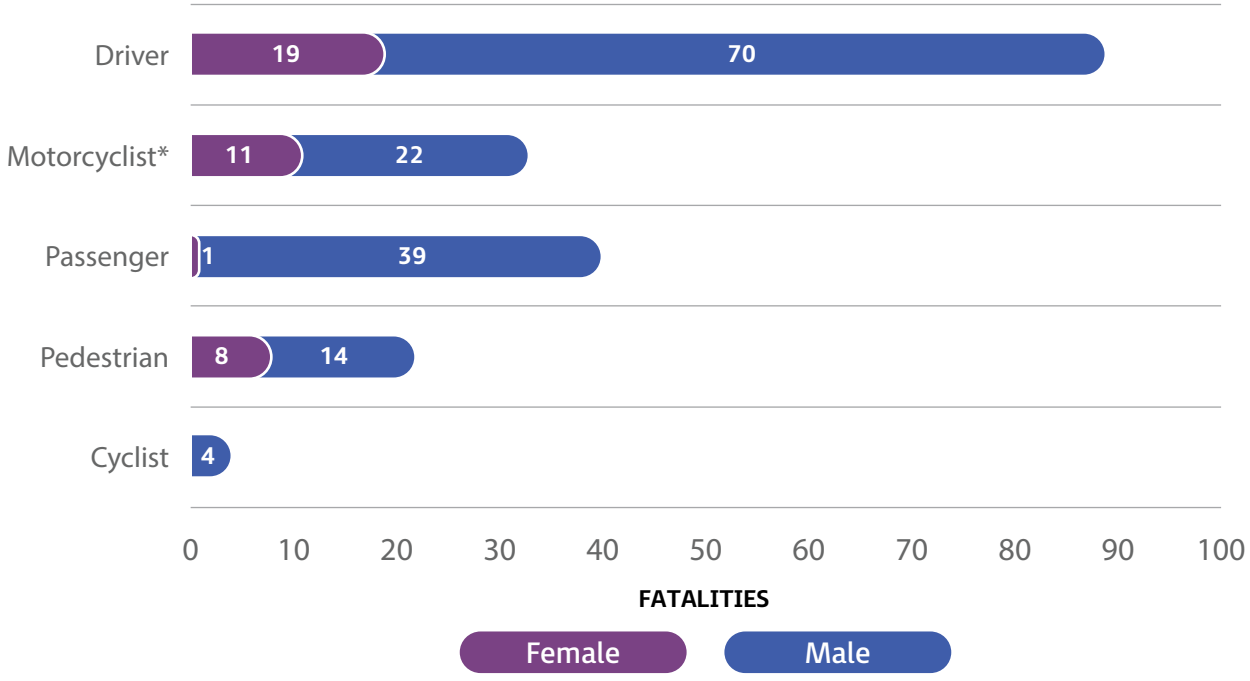
6. People Killed or Seriously Injured (KSI) by road user and sex

In 2024, males accounted for 79% of all fatalities on WA roads, which was approximately four times the number of female fatalities (Table 6 and Figure 4). The number of male drivers and motorcycle riders killed in crashes was about three times higher than that of their female counterparts. Males remained consistently overrepresented as drivers who are seriously injured (54%), with females most likely to be seriously injured as a passenger (55%); Figure 5.

Table 6: Killed or Seriously Injured (KSI) by sex

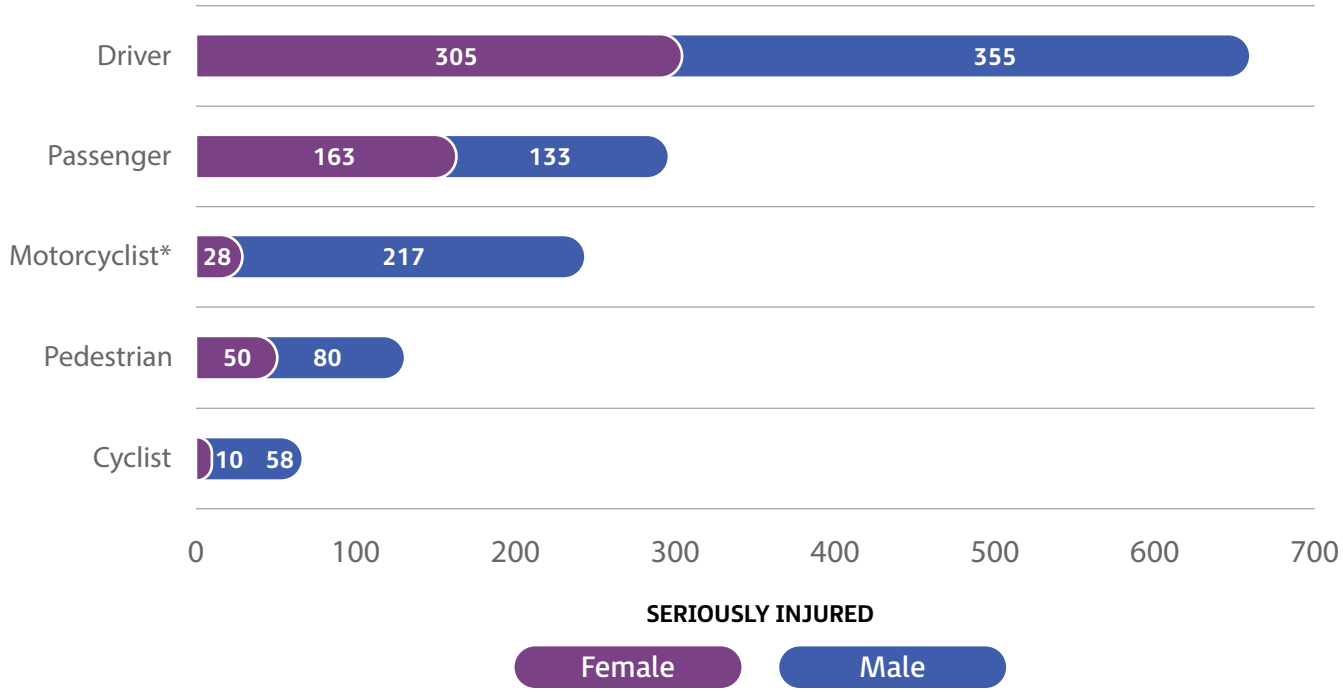
Sex	5 Year Average (5YA)			2024			% Change (2024 v 5YA)		
	Killed	Seriously Injured	KSI	Killed	Seriously Injured	KSI	Killed	Seriously Injured	KSI
Male	124.4	932.6	1057.0	149	843	992	19.8%	-9.6%	-6.1%
Female	38.8	635.2	674.0	39	556	595	0.5%	-12.5%	-11.7%
Not recorded	0.4	10.4	10.8	0	13	13	-100.0%	25.0%	20.4%
Total	**163.6**	**1578.2**	**1741.8**	**188**	**1412**	**1600**	**14.9%**	**-10.5%**	**-8.1%**

Figure 4: 2024 road users fatalities by sex



** Includes one male motorcycle pillion.*

Figure 5: 2024 road users Seriously Injured by sex



** Includes five females and three male motorcycle pillions.*

Table 7 shows the most at-risk age group was 20-29 accounting for 19% of all KSI in 2024. Males aged 20-29 had the highest of all male KSI (20%) and number of fatalities (19%); this remains consistent with the 5YA.

Table 7: Killed or Seriously Injured (KSI) by road user age group and sex

		5 Year Average (5YA)			2024			% Change (2024 v 5YA)		
Age	Sex	Killed	Seriously Injured	KSI	Killed	Seriously Injured	KSI	Killed	Seriously Injured	KSI
0 - 16	Female	2.4	42.2	44.6	4	41	45	66.7%	-2.8%	0.9%
	Male	5.0	63.2	68.2	7	52	59	40.0%	-17.7%	-13.5%
	Not Recorded	0.4	0.4	0.8	0	1	1	-100.0%	150.0%	25.0%
17 - 19	Female	2.2	49.6	51.8	3	34	37	36.4%	-31.5%	-28.6%
	Male	6.8	63.6	70.4	8	64	72	17.6%	0.6%	2.3%
	Not Recorded	0.0	0.0	0.0	0	1	1	0.0%	100.0%	100.0%
20 - 29	Female	8.0	131.6	139.6	6	106	112	-25.0%	-19.5%	-19.8%
	Male	26.4	191.4	217.8	29	165	194	9.8%	-13.8%	-10.9%
	Not Recorded	0.0	1.6	1.6	0	1	1	0.0%	-37.5%	-37.5%
30 - 39	Female	6.6	95.0	101.6	5	88	93	-24.2%	-7.4%	-8.5%
	Male	18.6	163.0	181.6	25	132	157	34.4%	-19.0%	-13.5%
	Not Recorded	0.0	0.4	0.4	0	0	0	0.0%	-100.0%	-100.0%
40 - 49	Female	4.4	73.2	77.6	4	76	80	-9.1%	3.8%	3.1%
	Male	19.0	141.0	160.0	19	112	131	0.0%	-20.6%	-18.1%
	Not Recorded	0.0	0.6	0.6	0	1	1	0.0%	66.7%	66.7%
50 - 59	Female	3.2	78.2	81.4	3	61	64	-6.3%	-22.0%	-21.4%
	Male	20.4	126.6	147.0	19	129	148	-6.9%	1.9%	0.7%
	Not Recorded	0.0	0.2	0.2	0	0	0	0.0%	-100.0%	-100.0%
60 - 69	Female	4.8	64.6	69.4	2	65	67	-58.3%	0.6%	-3.5%
	Male	11.6	87.2	98.8	18	92	110	55.2%	5.5%	11.3%
	Not Recorded	0.0	0.6	0.6	0	1	1	0.0%	66.7%	66.7%
70 - 79	Female	2.4	50.2	52.6	6	49	55	150.0%	-2.4%	4.6%
	Male	8.2	49.2	57.4	18	61	79	119.5%	24.0%	37.6%
	Not Recorded	0.0	0.2	0.2	0	1	1	0.0%	400.0%	400.0%
80+	Female	4.6	39.6	44.2	6	36	42	30.4%	-9.1%	-5.0%
	Male	8.0	32.8	40.8	6	28	34	-25.0%	-14.6%	-16.7%
	Not Recorded	0.0	0.2	0.2	0	0	0	0.0%	-100.0%	-100.0%
Not Recorded	Female	0.2	11.0	11.2	0	0	0	-100.0%	-100.0%	-100.0%
	Male	0.4	14.6	15.0	0	8	8	-100.0%	-45.2%	-46.7%
	Not Recorded	0.0	6.2	6.2	0	7	7	0.0%	12.9%	12.9%
All	**Female**	**38.8**	**635.2**	**674.0**	**39**	**556**	**595**	**0.5%**	**-12.5%**	**-11.7%**
	Male	**124.4**	**932.6**	**1057.0**	**149**	**843**	**992**	**19.8%**	**-9.6%**	**-6.1%**
	Not Recorded	**0.4**	**10.4**	**10.8**	**0**	**13**	**13**	**100.0%**	**25.0%**	**20.4%**
Grand Total		**163.6**	**1578.2**	**1741.8**	**188**	**1412**	**1600**	**14.9%**	**-10.5%**	**-8.1%**

Figure 6 illustrates a general decline in KSI across most age groups over the years. The 20–49 years age group accounted for 51% of all KSI in 2024. While those up to 59 years have shown a downward trend in KSI over time, the 60+ years age group exhibited some fluctuations but overall remained relatively stable in terms of KSI numbers.

Figure 6: Killed or Seriously Injured (KSI) across age groups over years (2019-2024)

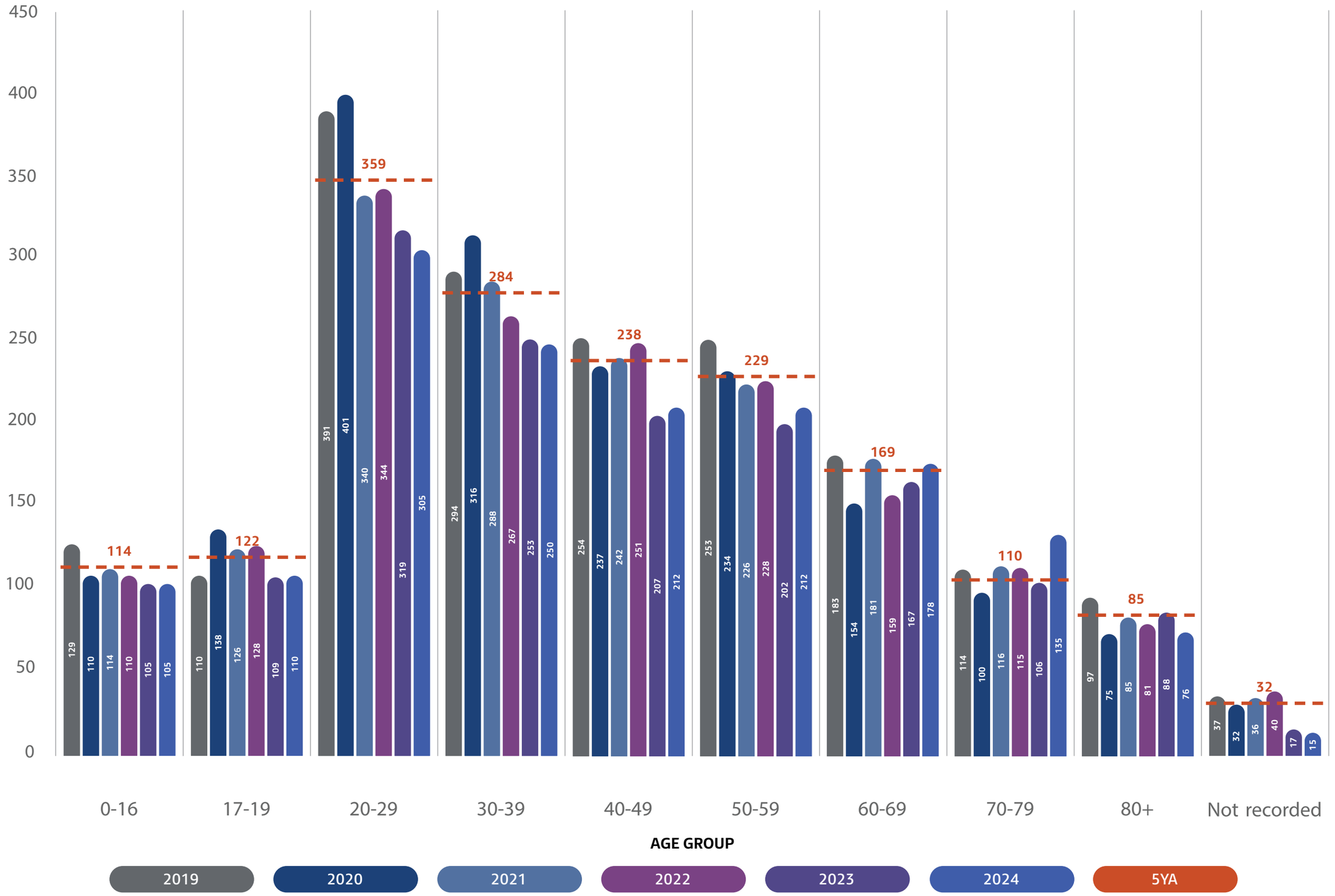


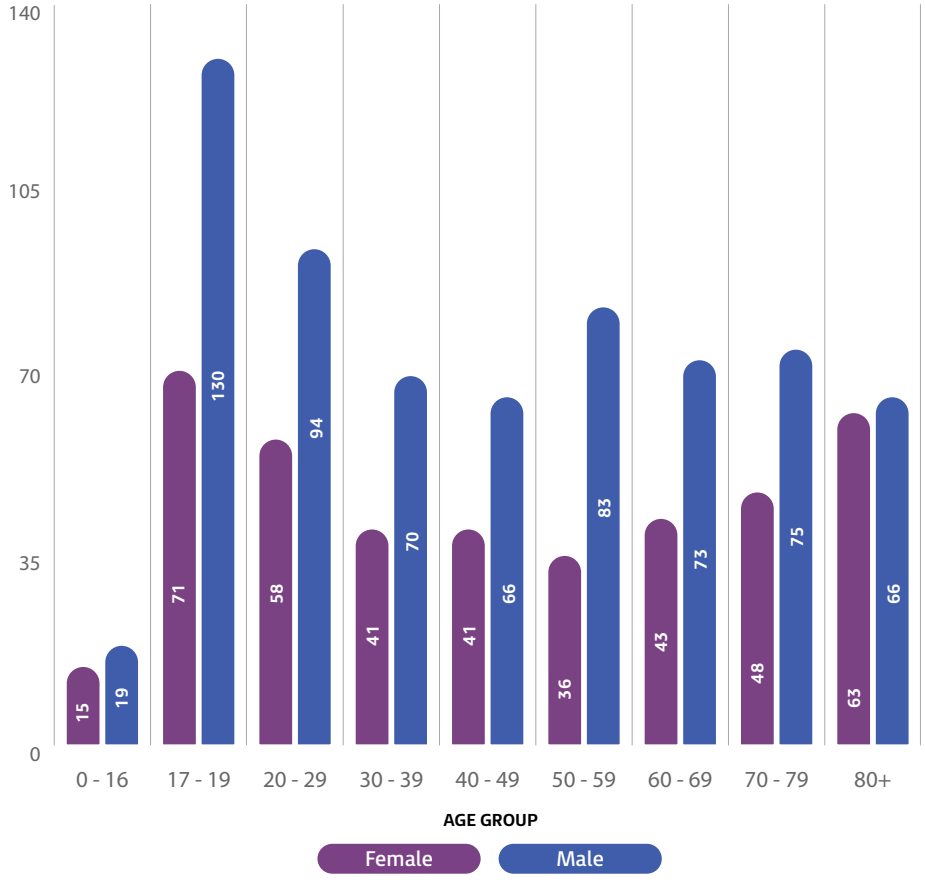
Table 8 shows that in 2024, young people aged 17–19 had the highest KSI rate, with 103 per 100,000 population. However, this was lower than the 5YA (128 per 100,000). Those aged 20-29 had the second highest rate (77 per 100,000 population); this is consistent with the 5YA.

When sex is considered in conjunction with age, the highest number of KSI events occurred among males aged 17–19, followed by females in the same age group (Figure 7).

Table 8: Age-specific rate of Killed or Seriously Injured (KSI) per 100,000 population*

Age	5 Year Average (5YA)			2024			% Change (2024 v 5YA)		
	Killed	Seriously Injured	KSI	Killed	Seriously Injured	KSI	Killed	Seriously Injured	KSI
0-16	1.3	17.8	19.1	1.8	15.2	17.0	38%	-15%	-11%
17-19	9.4	118.6	128.0	10.3	92.3	102.5	10%	-22%	-20%
20-29	9.6	90.2	99.7	8.8	68.3	77.1	-8%	-24%	-23%
30-39	6.1	62.1	68.1	6.7	48.9	55.5	10%	-21%	-19%
40-49	6.4	58.8	65.2	5.9	48.1	54.0	-8%	-18%	-17%
50-59	6.9	59.6	66.5	6.2	53.4	59.6	-10%	-10%	-10%
60-69	5.7	53.3	59.0	6.5	51.5	58.0	14%	-3%	-2%
70-79	5.5	51.4	56.9	11.0	50.7	61.6	100%	-1%	8%
80+	12.2	70.0	82.2	10.2	54.2	64.4	-16%	-23%	-22%
Total	**5.9**	**57.2**	**63.1**	**6.3**	**47.6**	**54.0**	**7%**	**-17%**	**-14%**

Figure 7: Killed or Seriously Injured (KSI) per 100,000 population* by age group and sex in 2024



** Population counts were derived from Australian Bureau of Statistics. (2025). Regional population by age and sex, released March 2025. Retrieved from< https://www.abs.gov.au/statistics/people/population/national-state-and-territory-population/sep-2024#data-downloads-data-cubes >.*

7. People Killed or Seriously Injured (KSI) by road user type and mode of transport

Table 9: Killed or Seriously Injured (KSI) by mode of transport

Vehicle type	5 Year Average (5YA)			2024			% Change (2024 v 5YA)		
	Killed	Seriously Injured	KSI	Killed	Seriously Injured	KSI	Killed	Seriously Injured	KSI
Light vehicle	104.2	1037.8	1142.0	112	930	1042	7.5%	-10.4%	-8.8%
Heavy vehicle*	7.8	28.4	36.2	9	25	34	15.4%	-12.0%	-6.1%
Bus/multi-seater van	0.2	8.0	8.2	1	9	10	400.0%	12.5%	22.0%
Motorcycle	32.4	279.8	312.2	40	246	286	23.5%	-12.1%	-8.4%
Bicycle	3.8	81.8	85.6	4	70	74	5.3%	-14.4%	-13.6%
Pedestrian**	15.0	141.6	156.6	22	131	153	46.7%	-7.5%	-2.3%
Other***	0.2	0.8	1.0	0	1	1	-100.0%	25.0%	0.0%
Total	**163.6**	**1578.2**	**1741.8**	**188**	**1412**	**1600**	**14.9%**	**-10.5%**	**-8.1%**

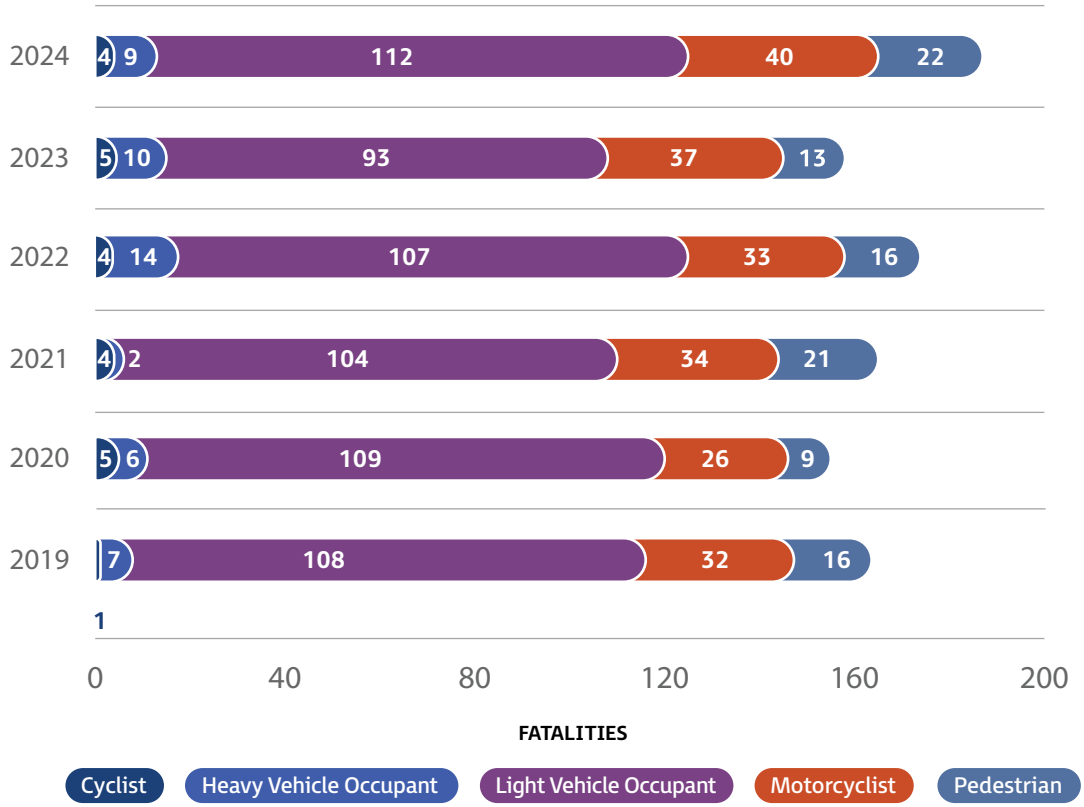
** Heavy vehicle may include a truck, people mover, semi-trailer, truck trailer, road train.*

*** Pedestrians are not limited to people walking and can include those riding an animal, a motorised wheelchair, skateboarder or scooter rider. In 2022 eRideables were classified in the pedestrian sub category.*

**** Other refers to vehicles towing items including but not limited to caravans, camper trailers, horse floats, boats etc.*

While the number of road user fatalities has shown some fluctuations from year to year, the overall trend has remained relatively stable over the past five years, indicating no significant long-term increase or decrease in fatalities during this period (Figure 8).

Figure 8: Fatalities by vehicle type (2019-2024)*

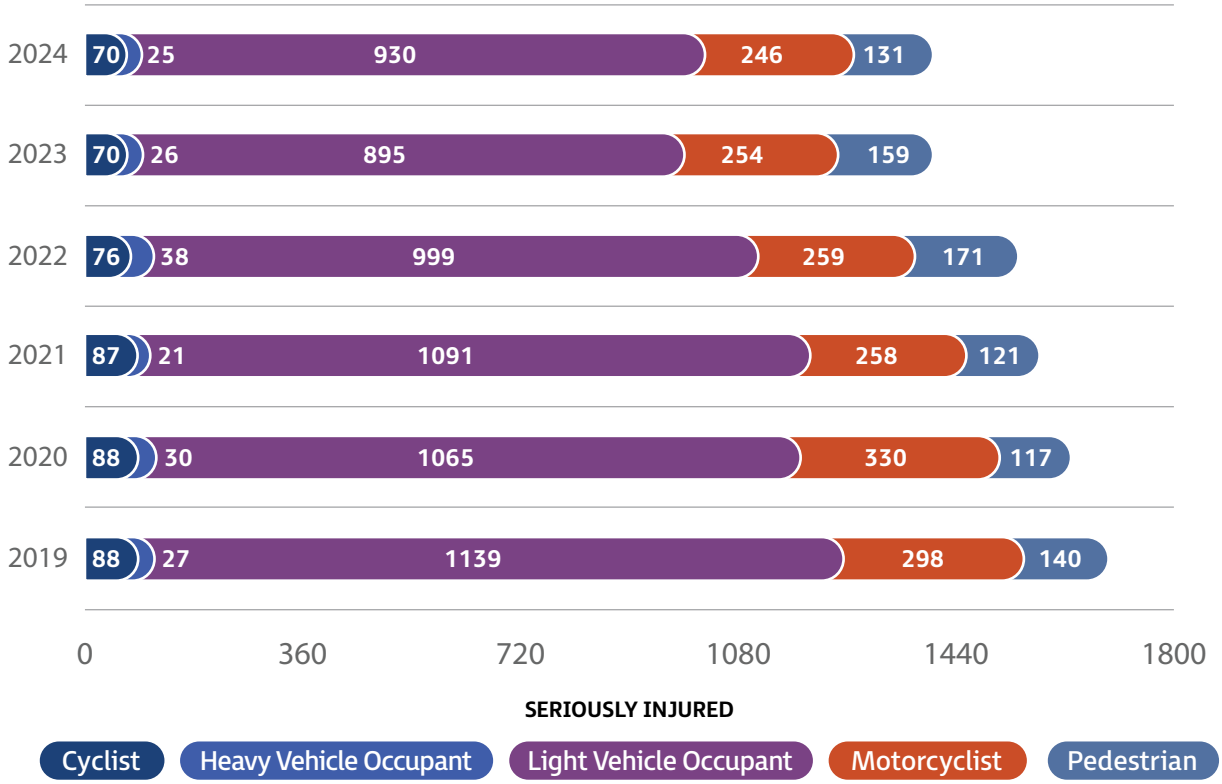


** Bus/multi-seater van and Other/Unknown have not been depicted in graph due to minimal numbers. However, are included in total numbers.*

Over the past five years, pedestrians were the only road user group to show a notable change in KSI trends, with serious injuries increasing in 2022 (Figure 9 and Table 9). Since 2019, serious injuries across most other transport modes—including cyclists, motorcyclists, and light vehicle occupants—have remained relatively stable, with no significant shifts in KSI averages.

It should be noted that eRideables* were first permitted for use on Western Australian public roads and paths in December 2021. From 2022 onward, eRideables have been included in the pedestrian subset of crash data. This classification may also encompass devices that fall outside legislative specifications, such as those exceeding permitted weight or speed limits. As the KSI dataset continues to develop, more detailed insights into eRideable-related incidents are expected.

Figure 9: Seriously Injured by vehicle type (2019-2024)**



** An eRideable is an electric rideable device, such as a scooter or skateboard, that:*

- *has at least one wheel*
- *is designed to be used by only one person*
- *is no more than 125cm long, 70cm wide and 135cm high*
- *is 25kg or less*
- *has a speed limit of 25km/h on level ground.*

There is no restriction on power output for eRideables as long as it complies with the speed, size and weight limits outlined above.

*** Bus/multi-seater van and Other/Unknown have not been depicted in graph due to minimal numbers. However, are included in total numbers.*

8. People Killed or Seriously Injured (KSI) by License Type

In 2024 unlicensed drivers or riders accounted for 7% of KSI, a decrease of 36% in comparison to the unlicensed 5YA (Table 10).

Table 10: Killed or Seriously Injured (KSI) by license type

Licence type	5 Year Average (5YA)	2024*	% Change (2024 v 5YA)
All licence types KSI Learner and Full Licence (incl. Provisional)	792.0	693	-12.5%
Full Licence (excl. Provisional)	727.8	617	-15.2%
Probationary Licence** Only KSI	40.4	37	-8.4%
Learner's Permit Only KSI	23.8	39	63.9%
Unlicensed drivers or riders KSI***	119.4	76	-36.3%

** 263 drivers or riders had no motor vehicle licence recorded.*

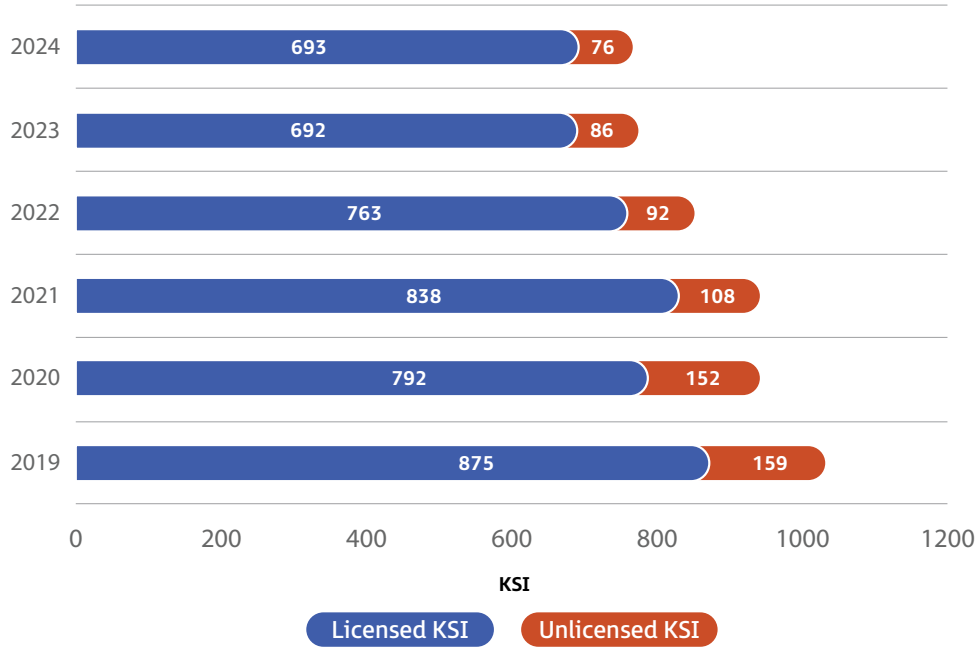
*** Probationary licence holders KSI include both red and green licence type.*
**** A driver or rider who is unlicensed may not have a WA motor vehicle licence, or their licence was either suspended or cancelled at the time of the road crash.*

Table 11 and Figure 9 shows in 2024 there was a decrease in unlicensed KSI across all road user groups compared to the 5YA (light vehicles 50%, motorcycles 24% and heavy vehicles 12%). Unlicensed drivers killed in 2024 declined by 18%, and those seriously injured decreased by 38% in comparison to the 5YA.

Table 11: Drivers or riders Killed or Seriously Injured (KSI) by mode of transport and license status

Mode of Transport	Licensed			Unlicensed		
	5 Year Average (5YA)	2024	% Change (2024 v 5YA)	5 Year Average (5YA)	2024	% Change (2024 v 5YA)
Light vehicle	585.8	506	-14%	58.0	29	-50%
Heavy vehicle	23.4	24	3%	3.4	3	-12%
Motorcycle	181.0	161	-11%	57.6	44	-24%

Figure 10: Killed or Seriously Injured (KSI) of licensed vs unlicensed drivers or riders (2019-2024)



9. People Killed or Seriously Injured (KSI) by nature of the crash

The most common types of crashes resulting in a fatality in 2024 were 34% hit object (such as a tree or powerpole), 16% non collision and 15% head on collision (Figure 11 and Table 12). Hitting an object has been the most fatal type of crash since 2019 (40% of all fatalities across the 5YA).

The most common causes of serious injuries were right-angle crash (23%) and hit object (17%) in 2024. These two forms of crashes have consistently remained the most common for serious injuries compared with all other crash nature over the last five years (Figure 12 and Table 12).

Figure 11: 2024 Fatalities by nature of crash

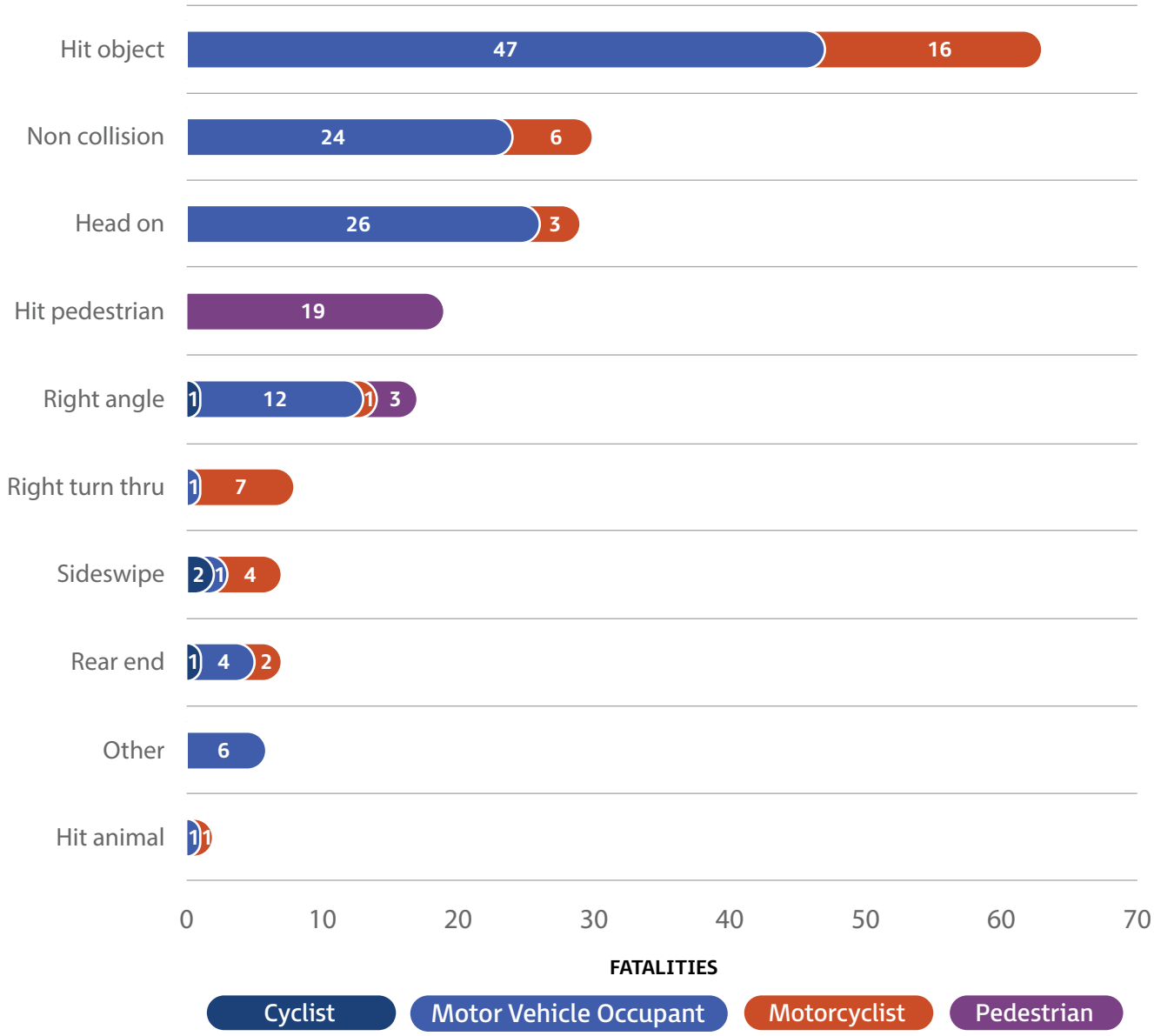


Figure 12: 2024 Serious Injuries by nature of crash

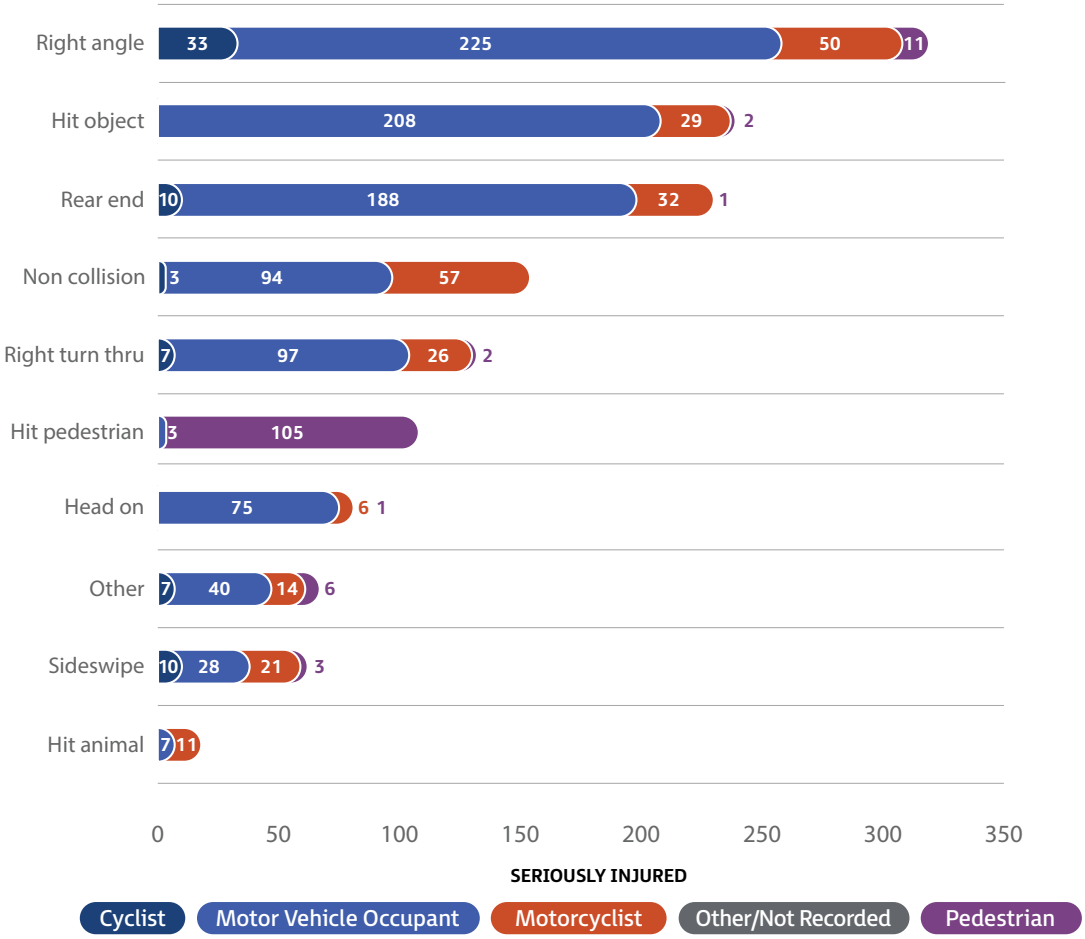


Table 12: Killed or Seriously Injured (KSI) by nature of the crash

Crash nature	5 Year Average (5YA)			2024			% Change (2024 v 5YA)		
	Killed	Seriously Injured	KSI	Killed	Seriously Injured	KSI	Killed	Seriously Injured	KSI
Multi vehicle*	**54.4**	**851.2**	**905.6**	**68**	**826**	**894**	**25.0%**	**-3.0%**	**-1.3%**
Rear end	7.4	218.0	225.4	7	231	238	-5.4%	6.0%	5.6%
Head on	19.0	86.2	105.2	29	82	111	52.6%	-4.9%	5.5%
Sideswipe**	2.8	75.8	78.6	7	62	69	150.0%	-18.2%	-12.2%
Right angle	16.2	305.6	321.8	17	319	336	4.9%	4.4%	4.4%
Right turn thru	9.0	165.6	174.6	8	132	140	-11.1%	-20.3%	-19.8%
Single vehicle	**104.8**	**669.0**	**773.8**	**114**	**519**	**633**	8.8%	**-22.4%**	**-18.2%**
Hit pedestrian	13.2	125.4	138.6	19	108	127	43.9%	-13.9%	-8.4%
Hit animal	1.6	15.2	16.8	2	18	20	25.0%	18.4%	19.0%
Hit object	65.8	321.4	387.2	63	239	302	-4.3%	-25.6%	-22.0%
Non collision	24.2	207.0	231.2	30	154	184	24.0%	-25.6%	-20.4%
Not recorded	**4.4**	**58.0**	**62.4**	**6**	**67**	**73**	**36.4%**	**15.5%**	**17.0%**
Total	**163.6**	**1578.2**	**1741.8**	**188**	**1412**	**1600**	**14.9%**	**-10.5%**	**-8.1%**

** Multi vehicle may include a motor vehicle and a bicycle.*

*** Not including near-head on.*

10. People Killed or Seriously Injured (KSI) by behaviour

Quantifying behavioural factors in road crashes is complex. Data relating to behavioural factors is collated from preliminary crash reports which can sometimes be subjective or in complete. Care should be taken interpreting them.

10.1 Speed, Fatigue and Inattention

In 2024, most of behaviour-related KSI incidents were attributed to speed (Figure 13). As shown in Table 13, all recorded behavioural factors in 2024 were lower compared to the 5YA, with reductions ranging from 18% to 29%. While serious injury data followed a similar downward pattern, fatalities linked to behavioural factors increased—rising by 6% for speed and 37% for fatigue.

Figure 13: Killed or Seriously Injured (KSI) in crashes suspected to involve behavioural factors* (2019-2024)

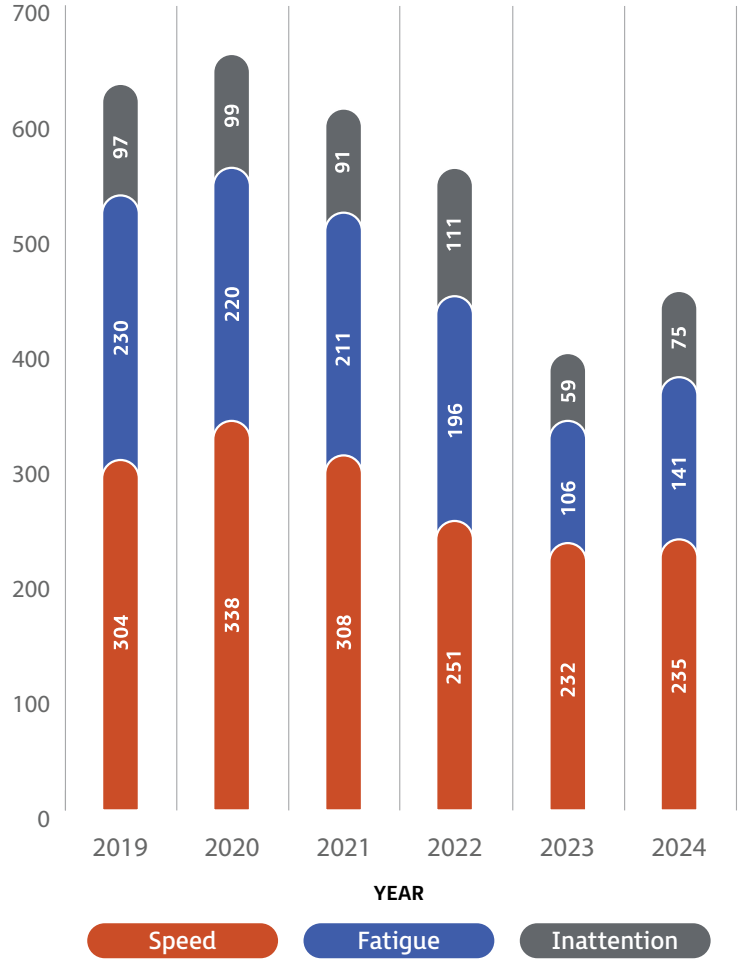


Table 13: Proportion of Killed or Seriously Injured (KSI) in crashes suspected to involve behavioural factors*

Behavioural factor suspected	5 Year Average (5YA)			2024			Proportion Change (2024 v 5YA)		
	Killed	Seriously Injured	KSI	Killed	Seriously Injured	KSI	Killed	Seriously Injured	KSI
Speed-related	36.8%	14.3%	16.5%	34.0%	12.1%	14.7%	-2.8%	-2.2%	-1.8%
Fatigue-related	20.5%	10.1%	11.1%	24.5%	6.7%	8.8%	3.9%	-3.3%	-2.2%
Inattention-related	15.0%	4.2%	5.2%	11.2%	3.8%	4.7%	-3.9%	-0.4%	-0.6%

**These proportions cannot be summed as more than one factor can be attributed to a crash.*

Alcohol involvement is not available due to changes in data sharing arrangements.

10.2 Seatbelts and Helmets

Figure 14 presents the number of KSI incidents concerning seatbelt and motorcycle helmet use over time. Overall, seatbelt use was high (69%) in motor vehicle KSI crashes, consistent with the 5YA (70%). In 2024, 65% of fatalities were motor vehicle occupants (122), and of these, 16% were not using a seatbelt (Table 14). In 2024, six motorcyclists were recorded as not wearing helmets in KSI crashes, 52% lower than the 5YA (12; Table 15).

Figure 14: Killed or Seriously Injured (KSI) across five years of a) seatbelt and b) motorcycle helmet use.

Table 14: Proportion of Killed or Seriously Injured (KSI) not using a seatbelt

Seatbelt usage	5 Year Average (5YA)			2024			Proportion Change (2024 v 5YA)		
	Killed	Seriously Injured	KSI	Killed	Seriously Injured	KSI	Killed	Seriously Injured	KSI
Motor vehicle driver	13.7%	2.5%	3.5%	8.2%	1.8%	2.5%	-5.5%	-0.7%	-1.1%
Motor vehicle passenger	6.8%	2.9%	3.3%	7.4%	2.4%	2.9%	0.6%	-0.5%	-0.3%
Total	**20.5%**	**5.4%**	**6.8%**	**15.6%**	**4.1%**	**5.4%**	**-4.9%**	**-1.2%**	**-1.4%**

Table 15: Proportion Killed or Seriously Injured (KSI) not using a helmet

Helmet usage	5 Year Average (5YA)			2024			Proportion Change (2024 v 5YA)		
	Killed	Seriously Injured	KSI	Killed	Seriously Injured	KSI	Killed	Seriously Injured	KSI
Motorcycle rider	3.1%	3.4%	3.3%	2.5%	1.6%	1.7%	-0.6%	-1.7%	-1.6%
Motorcycle pillion	0.0%	0.7%	0.6%	0.0%	0.4%	0.3%	0.0%	-0.3%	-0.3%
Total	**3.1%**	**4.1%**	**4.0%**	**2.5%**	**2.0%**	**2.1%**	**-0.6%**	**-2.0%**	**-1.9%**