



**ROAD
SAFETY
COMMISSION**



Western Australian Road Fatalities and Serious Injuries 2022

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Western Australian Road Fatalities and Serious Injuries 2022

This publication reports on people who have been Killed or Seriously Injured (KSI) in a reported crash on WA roads or road-related areas that are open to the public. This excludes those KSI as a result of premeditated intent to cause harm (including suicide) or if they were in control of a vehicle and the crash was caused by them suffering a medical episode.

A fatality is defined as person killed immediately, or within 30 days of the crash, as a result of injuries sustained in the crash. A serious injury is defined as person who is admitted to hospital as a result of a reported crash.

Five-year averages are calculated using data from the 2017 to 2021 calendar years. Percentage changes are not applicable (n/a) where the five-year average was 0.

WA annual count of people Killed or Seriously Injured (KSI)

Calendar year	Metropolitan	Regional	WA
2013	1974	885	2859
2014	1374	720	2094
2015	1364	750	2114
2016	1235	691	1926
2017	1183	705	1888
2018	1214	705	1919
2019	1164	698	1862
2020	1130	667	1797
2021	1097	657	1754
2022	1030	692	1722

People KSI by Main Roads region of crash

Main Roads regions	2021	5 Year Average (5YA)	2022	% Change (2022 v 5YA)
Regional	657	686.4	692	1%
Goldfields-Esperance	61	54.4	68	25%
Great Southern	43	52.2	60	15%
Kimberley	66	53.4	49	-8%
Mid West-Gascoyne	67	70.6	60	-15%
Pilbara	58	47.2	57	21%
South West	196	246.8	209	-15%
Wheatbelt	166	161.8	189	17%
Metropolitan	1097	1157.6	1030	-11%
WA	1754	1844.0	1722	-7%

People KSI by crash location

Crash location	2021	5 Year Average	2022	% Change (2022 v 5YA)
Urban	1215	1288.0	1137	-12%
Metro urban	1097	1169.0	1025	-12%
Regional urban	118	119.0	112	-6%
Rural	539	556.0	585	5%
WA	1754	1844.0	1722	-7%

Urban and rural classifications are estimated by mapping the locality of the crash to the Australian Bureau of Statistics' Significant Urban Areas (SUA). 'Metro urban' includes those crash locations in the Perth SUA or where the crash locality is not available but it has been allocated to the metro Main Roads region. All other SUAs are classified as 'Regional urban'. Examples of 'Regional urban' areas include urban areas around Geraldton and Bunbury. Large localities where less than half their area falls within the SUA will not be captured in the SUA. An example of this is Yankeep.

People KSI by sex

Sex	2021	5 Year Average	2022	% Change (2022 v 5YA)
Male	1046	1116.4	1052	-6%
Female	700	714.4	656	-8%
Not recorded	8	13.2	14	6%
Total	1754	1844.0	1722	-7%

People KSI by road user age group

Age	2021	5 Year Average	2022	% Change (2022 v 5YA)
0-16	114	127.4	110	-14%
17-19	126	120.0	128	7%
20-29	340	400.6	343	-14%
30-39	288	299.4	267	-11%
40-49	242	248.4	251	1%
50-59	226	239.4	228	-5%
60-69	181	167.4	159	-5%
70-79	116	108.8	115	6%
80+	85	86.8	81	-7%
Not recorded	36	45.8	40	-13%
Total	1754	1844.0	1722	-7%

Age-specific rate of people KSI per 100,000 population

Age	2021	5 Year Average	2022	% Change (2022 v 5YA)
0-16	19.1	21.9	18.3	-16%
17-19	135.7	128.0	134.1	5%
20-29	96.6	111.0	98.2	-12%
30-39	69.4	74.4	64.0	-14%
40-49	66.6	69.5	68.3	-2%
50-59	65.5	72.0	65.2	-9%
60-69	63.0	61.8	54.3	-12%
70-79	59.6	62.3	56.8	-9%
80+	81.8	91.5	74.3	-19%
Total	63.8	69.1	61.8	-11%

Population counts were derived from Australian Bureau of Statistics. (2022). Regional population by age and sex, August 2022. Retrieved from < <https://www.abs.gov.au/statistics/people/population/regional-population-age-and-sex/latest-release> >.

People KSI by road user type

Road user type	2021	5 Year Average	2022	% Change (2022 v 5YA)
Motor vehicle occupant	1228	1247.4	1164	-7%
Motor vehicle driver	845	857.2	818	-5%
Motor vehicle passenger	383	390.2	346	-11%
Motorcyclist	292	339.6	309	-9%
Motorcycle rider	274	319.0	294	-8%
Motorcycle pillion	18	20.6	15	-27%
Pedestrian*	142	158.6	171	8%
Cyclist	91	98.2	78	-21%
Other/unknown	1	0.2	0	-100%
Total	1754	1844.0	1722	-7%

*Pedestrians are not limited to people walking and can include those riding an animal, a motorised wheelchair, skateboarders or scooter riders.

People KSI by month of crash

Month	2021	5 Year Average	2022	% Change (2022 v 5YA)
January	191	148.6	122	-18%
February	146	139.4	128	-8%
March	173	164.4	158	-4%
April	117	144.4	136	-6%
May	160	156.6	133	-15%
June	119	141.2	143	1%
July	156	152.4	134	-12%
August	152	158.8	146	-8%
September	157	158.0	158	0%
October	130	163.8	148	-10%
November	117	160.8	149	-7%
December	136	155.6	167	7%
Total	1754	1844.0	1722	-7%

People KSI by speed limit

Speed limit (km/h)	2021	5 Year Average	2022	% Change (2022 v 5YA)
<40	6	6.0	5	-17%
40	27	26.2	26	-1%
50	301	334.8	318	-5%
60	392	411.2	381	-7%
70	256	253.4	244	-4%
80	157	149.4	126	-16%
90	38	50.8	60	18%
100	124	122.8	113	-8%
110	378	396.0	410	4%
Not recorded	75	93.4	39	-58%
Total	1754	1844.0	1722	-7%

People KSI by road type

Road type	2021	5 Year Average	2022	% Change (2022 v 5YA)
State roads	749	750.8	700	-7%
Local roads	914	986.4	958	-3%
Other/unknown*	91	106.8	64	-40%
Total	1754	1844.0	1722	-7%

*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.

People KSI in crashes suspected to involve behavioural factors*

Behavioural factor suspected	2021	5 Year Average	2022	% Change (2022 v 5YA)
Speed-related	308	337.8	251	-26%
Fatigue-related	211	215.8	196	-9%
Inattention-related	91	112.2	111	-1%

*These counts 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.
- Speed and fatigue involvement are suspected based on preliminary assessments by attending Police and crash circumstances.
- Inattention is based on preliminary assessment by attending Police.

People KSI not wearing a seatbelt or helmet

Seatbelt and helmet usage	2021	5 Year Average	2022	% Change (2022 v 5YA)
Motor vehicle occupant	85	82.2	77	-6%
Motor vehicle driver	45	40.4	45	11%
Motor vehicle passenger	40	41.8	32	-23%
Motorcyclist	9	13.2	13	-2%
Motorcycle rider	9	11.0	9	-18%
Motorcycle pillion	0	2.2	4	82%
Pedestrian*	0	0.0	2	N/A
Cyclist	4	13.2	8	-39%
Other/unknown	1	0.2	0	-100%
Total	99	108.8	100	-8%

*Pedestrians are not limited to people walking and can include those riding an animal, a motorised wheelchair, skateboarders or scooter riders.

People KSI by nature of the crash

Crash nature	2021	5 Year Average	2022	% Change (2022 v 5YA)
Multi vehicle*	931	959.2	855	-11%
Rear end	240	242.8	221	-9%
Head on	111	116.0	112	-3%
Sideswipe**	67	81.6	71	-13%
Right angle	318	335.8	296	-12%
Right turn thru	195	183.0	155	-15%
Single vehicle	762	818.8	818	0%
Hit pedestrian	131	151.8	158	4%
Hit animal	25	18.2	12	-34%
Hit object	379	400.6	400	0%
Non collision	227	248.2	248	0%
Not recorded	61	66.0	49	-26%
Total	1754	1844.0	1722	-7%

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

**Not including near-head on.

People KSI by their mode of transport

Transport mode	2021	5 Year Average	2022	% Change (2022 v 5YA)
Light vehicle	1195	1206.0	1106	-8%
Heavy vehicle	23	31.2	52	67%
Bus/multi-seater van	10	9.8	4	-59%
Motorcycle	292	339.6	309	-9%
Bicycle	91	98.2	78	-21%
Pedestrian	142	158.6	171	8%
Other	1	0.6	2	233%
Total	1754	1844.0	1722	-7%

Fatalities

WA annual count of road fatalities

Calendar year	Metropolitan	Regional	WA
2013	80	81	161
2014	74	108	182
2015	69	92	161
2016	67	129	196
2017	64	96	160
2018	56	103	159
2019	55	109	164
2020	55	100	155
2021	61	105	166
2022	55	120	175

Fatalities by Main Roads region of crash

Main Roads regions	2021	5 Year Average	2022	% Change (2022 v 5YA)
Regional	105	102.6	120	17%
Goldfields-Esperance	14	9.4	18	91%
Great Southern	11	9.8	9	-8%
Kimberley	4	8.0	11	38%
Mid West-Gascoyne	8	10.2	8	-22%
Pilbara	5	5.2	6	15%
South West	31	32.2	37	15%
Wheatbelt	32	27.8	31	12%
Metropolitan	61	58.2	55	-5%
WA	166	160.8	175	9%

Fatalities by crash location

Crash location	2021	5 Year Average	2022	% Change (2022 v 5YA)
Urban	79	70.8	70	-1%
Metro urban	60	56.8	56	-1%
Regional urban	19	14.0	14	0%
Rural	87	90.0	105	17%
WA	166	160.8	175	9%

Urban and rural classifications are estimated by mapping the locality of the crash to the Australian Bureau of Statistics' Significant Urban Areas (SUA). 'Metro urban' includes those crash locations in the Perth SUA or where the crash locality is not available but it has been allocated to the metro Main Roads region. All other SUAs are classified as 'Regional urban'. Examples of 'Regional urban' areas include urban areas around Geraldton and Bunbury. Large localities where less than half their area falls within the SUA will not be captured in the SUA. An example of this is Yanchep.

Fatalities by sex

Sex	2021	5 Year Average	2022	% Change (2022 v 5YA)
Male	128	123.0	131	7%
Female	38	37.4	44	18%
Not recorded	0	0.4	0	-100%
Total	166	160.8	175	9%

Fatalities by road user age group

Age	2021	5 Year Average	2022	% Change (2022 v 5YA)
0-16	11	9.0	8	-11%
17-19	6	8.6	12	40%
20-29	40	36.2	31	-14%
30-39	22	23.0	34	48%
40-49	17	24.8	26	5%
50-59	23	19.4	26	34%
60-69	19	15.0	18	20%
70-79	13	10.2	7	-31%
80+	13	13.6	13	-4%
Not recorded	2	1.0	0	-100%
Total	166	160.8	175	9%

Age-specific fatality rate per 100,000 population

Age	2021	5 Year Average	2022	% Change (2022 v 5YA)
0-16	1.8	1.6	1.3	-19%
17-19	6.5	9.2	12.6	37%
20-29	11.4	10.0	8.9	-11%
30-39	5.3	5.7	8.1	42%
40-49	4.7	6.9	7.1	3%
50-59	6.7	5.8	7.4	28%
60-69	6.6	5.5	6.1	11%
70-79	6.7	5.8	3.5	-40%
80+	12.5	14.3	11.9	-17%
Total	6.0	6.0	6.3	5%

Population counts were derived from Australian Bureau of Statistics. (2022). Regional population by age and sex, August 2022. Retrieved from < <https://www.abs.gov.au/statistics/people/population/regional-population-age-and-sex/latest-release> >.

Fatalities by road user type

Road user type	2021	5 Year Average	2022	% Change (2022 v 5YA)
Motor vehicle occupant	107	111.0	122	10%
Motor vehicle driver	82	77.8	90	16%
Motor vehicle passenger	25	33.2	32	-4%
Motorcyclist	34	29.2	33	13%
Motorcycle rider	33	28.8	31	8%
Motorcycle pillion	1	0.4	2	400%
Pedestrian*	21	16.2	16	-1%
Cyclist	4	4.4	4	-9%
Total	166	160.8	175	9%

*Pedestrians are not limited to people walking and can include those riding an animal, a motorised wheelchair, skateboarders or scooter riders.

Fatalities by month of crash

Month	2021	5 Year Average	2022	% Change (2022 v 5YA)
January	25	17.0	10	-41%
February	8	10.0	7	-30%
March	11	12.6	15	19%
April	12	15.0	16	7%
May	16	12.8	10	-22%
June	12	13.2	15	14%
July	15	12.2	10	-18%
August	11	13.0	17	31%
September	18	13.4	20	49%
October	10	12.2	14	15%
November	14	14.0	17	21%
December	14	15.4	24	56%
Total	166	160.8	175	9%

Fatalities by speed limit

Speed limit (km/h)	2021	5 Year Average	2022	% Change (2022 v 5YA)
<40	2	1.4	1	-29%
40	2	1.0	1	0%
50	25	20.8	21	1%
60	18	18.2	25	37%
70	13	13.0	16	23%
80	15	14.0	15	7%
90	7	7.4	8	8%
100	15	11.4	10	-12%
110	64	72.2	77	7%
Not recorded	5	1.4	1	-29%
Total	166	160.8	175	9%

Fatalities by road type

Road type	2021	5 Year Average	2022	% Change (2022 v 5YA)
State roads	72	78.2	92	18%
Local roads	86	75.6	80	6%
Other/unknown*	8	7.0	3	-57%
Total	166	160.8	175	9%

*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.

Fatalities in crashes suspected to involve behavioural factors*

Behavioural factor suspected	2021	5 Year Average	2022	% Change (2022 v 5YA)
Speed-related	68	69.8	41	-41%
Fatigue-related	39	33.2	30	-10%
Inattention-related	30	29.2	24	-18%

*These counts 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.
- Speed and fatigue involvement are suspected based on preliminary assessments by attending Police and crash circumstances.
- Inattention is based on preliminary assessment by attending Police.

Fatalities not wearing a seatbelt or helmet

Seatbelt and helmet usage	2021	5 Year Average	2022	% Change (2022 v 5YA)
Motor vehicle occupant	14	21.6	25	16%
Motor vehicle driver	10	13.0	20	54%
Motor vehicle passenger	4	8.6	5	-42%
Motorcyclist	2	1.8	0	-100%
Motorcycle rider	2	1.8	0	-100%
Motorcycle pillion	0	0.0	0	0%
Pedestrian*	0	0.0	1	N/A
Cyclist	0	1.2	0	-100%
Total	16	24.6	26	6%

*Pedestrians are not limited to people walking and can include those riding an animal, a motorised wheelchair, skateboarders or scooter riders.

Fatalities by nature of the crash

Crash nature	2021	5 Year Average	2022	% Change (2022 v 5YA)
Multi vehicle*	47	51.4	63	23%
Rear end	9	7.4	17	130%
Head on	16	18.6	21	13%
Sideswipe**	2	3.8	2	-47%
Right angle	14	15.0	12	-20%
Right turn thru	6	6.6	11	67%
Single vehicle	112	103.0	110	7%
Hit pedestrian	18	14.0	14	0%
Hit animal	1	1.4	3	114%
Hit object	72	64.8	72	11%
Non collision	21	22.8	21	-8%
Not recorded	7	6.4	2	-69%
Total	166	160.8	175	9%

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

**Not including near-head on.

Fatalities by their mode of transport

Transport mode	2021	5 Year Average	2022	% Change (2022 v 5YA)
Light vehicle	104	105.2	107	2%
Heavy vehicle	2	5.2	14	169%
Bus/multi-seater van	1	0.6	0	-100%
Motorcycle	34	29.2	33	13%
Bicycle	4	4.4	4	-9%
Pedestrian	21	16.2	16	-1%
Other	0	0.0	1	N/A
Total	166	160.8	175	9%

Serious Injuries

WA annual count of people seriously injured

Calendar year	Metropolitan	Regional	WA
2013	1894	804	2698
2014	1300	612	1912
2015	1295	658	1953
2016	1168	562	1730
2017	1119	609	1728
2018	1158	602	1760
2019	1109	589	1698
2020	1075	567	1642
2021	1036	552	1588
2022	975	572	1547

People seriously injured by Main Roads region of crash

Main Roads regions	2021	5 Year Average	2022	% Change (2022 v 5YA)
Regional	552	583.8	572	-2%
Goldfields-Esperance	47	45.0	50	11%
Great Southern	32	42.4	51	20%
Kimberley	62	45.4	38	-16%
Mid West-Gascoyne	59	60.4	52	-14%
Pilbara	53	42.0	51	21%
South West	165	214.6	172	-20%
Wheatbelt	134	134.0	158	18%
Metropolitan	1036	1099.4	975	-11%
WA	1588	1683.2	1547	-8%

People seriously injured by crash location

Crash location	2021	5 Year Average	2022	% Change (2022 v 5YA)
Urban	1136	1217.2	1067	-12%
Metro urban	1037	1112.2	969	-13%
Regional urban	99	105.0	98	-7%
Rural	452	466.0	480	3%
WA	1588	1683.2	1547	-8%

Urban and rural classifications are estimated by mapping the locality of the crash to the Australian Bureau of Statistics' Significant Urban Areas (SUA). 'Metro urban' includes those crash locations in the Perth SUA or where the crash locality is not available but it has been allocated to the metro Main Roads region. All other SUAs are classified as 'Regional urban'. Examples of 'Regional urban' areas include urban areas around Geraldton and Bunbury. Large localities where less than half their area falls within the SUA will not be captured in the SUA. An example of this is Yankeep.

People seriously injured by sex

Sex	2021	5 Year Average	2022	% Change (2022 v 5YA)
Male	918	993.4	921	-7%
Female	662	677.0	612	-10%
Not recorded	8	12.8	14	9%
Total	1588	1683.2	1547	-8%

People seriously injured by road user age group

Age	2021	5 Year Average	2022	% Change (2022 v 5YA)
0-16	103	118.4	102	-14%
17-19	120	111.4	116	4%
20-29	300	364.4	312	-14%
30-39	266	276.4	233	-16%
40-49	225	223.6	225	1%
50-59	203	220.0	202	-8%
60-69	162	152.4	141	-7%
70-79	103	98.6	108	10%
80+	72	73.2	68	-7%
Not recorded	34	44.8	40	-11%
Total	1588	1683.2	1547	-8%

Age-specific rate of people seriously injured per 100,000 population

Age	2021	5 Year Average	2022	% Change (2022 v 5YA)
0-16	172.8	203.9	169.6	-17%
17-19	1292.4	1188.0	1215.1	2%
20-29	852.7	1010.0	893.6	-12%
30-39	641.4	686.4	558.3	-19%
40-49	619.0	625.5	612.1	-2%
50-59	588.2	661.6	577.5	-13%
60-69	564.1	562.9	481.1	-15%
70-79	528.9	564.5	533.2	-6%
80+	693.0	771.9	623.7	-19%
Total	577.5	630.9	555.4	-12%

Population counts were derived from Australian Bureau of Statistics. (2022). Regional population by age and sex, August 2022. Retrieved from < <https://www.abs.gov.au/statistics/people/population/regional-population-age-and-sex/latest-release> >.

People seriously injured by road user type

Road user type	2021	5 Year Average	2022	% Change (2022 v 5YA)
Motor vehicle occupant	1121	1136.4	1042	-8%
Motor vehicle driver	763	779.4	728	-7%
Motor vehicle passenger	358	357.0	314	-12%
Motorcyclist	258	310.4	276	-11%
Motorcycle rider	241	290.2	263	-9%
Motorcycle pillion	17	20.2	13	-36%
Pedestrian*	121	142.4	155	9%
Cyclist	87	93.8	74	-21%
Other/unknown	1	0.2	0	-100%
Total	1588	1683.2	1547	-8%

*Pedestrians are not limited to people walking and can include those riding an animal, a motorised wheelchair, skateboarders or scooter riders.

People seriously injured by month of crash

Month	2021	5 Year Average	2022	% Change (2022 v 5YA)
January	166	131.6	112	-15%
February	138	129.4	121	-6%
March	162	151.8	143	-6%
April	105	129.4	120	-7%
May	144	143.8	123	-14%
June	107	128.0	128	0%
July	141	140.2	124	-12%
August	141	145.8	129	-12%
September	139	144.6	138	-5%
October	120	151.6	134	-12%
November	103	146.8	132	-10%
December	122	140.2	143	2%
Total	1588	1683.2	1547	-8%

People seriously injured by speed limit

Speed limit (km/h)	2021	5 Year Average	2022	% Change (2022 v 5YA)
<40	4	4.6	4	-13%
40	25	25.2	25	-1%
50	276	314.0	297	-5%
60	374	393.0	356	-9%
70	243	240.4	228	-5%
80	142	135.4	111	-18%
90	31	43.4	52	20%
100	109	111.4	103	-8%
110	314	323.8	333	3%
Not recorded	70	92.0	38	-59%
Total	1588	1683.2	1547	-8%

People seriously injured by road type

Road type	2021	5 Year Average	2022	% Change (2022 v 5YA)
State roads	677	672.6	608	-10%
Local roads	828	910.8	878	-4%
Other/unknown*	83	99.8	61	-39%
Total	1588	1683.2	1547	-8%

*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.

People seriously injured in crashes suspected to involve behavioural factors*

Behavioural factor suspected	2021	5 Year Average	2022	% Change (2022 v 5YA)
Speed-related	240	268.0	210	-22%
Fatigue-related	172	182.6	166	-9%
Inattention-related	61	83.0	87	5%

*These counts 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.
- Speed and fatigue involvement are suspected based on preliminary assessments by attending Police and crash circumstances.
- Inattention is based on preliminary assessment by attending Police.

People seriously injured not wearing a seatbelt or helmet

Seatbelt and helmet usage	2021	5 Year Average	2022	% Change (2022 v 5YA)
Motor vehicle occupant	71	60.6	52	-14%
Motor vehicle driver	35	27.4	25	-9%
Motor vehicle passenger	36	33.2	27	-19%
Motorcyclist	7	11.4	13	14%
Motorcycle rider	7	9.2	9	-2%
Motorcycle pillion	0	2.2	4	82%
Pedestrian*	0	0.0	1	N/A
Cyclist	4	12.0	8	-33%
Other/unknown	1	0.2	0	-100%
Total	83	84.2	74	-12%

*Pedestrians are not limited to people walking and can include those riding an animal, a motorised wheelchair, skateboarders or scooter riders.

People seriously injured by nature of the crash

Crash nature	2021	5 Year Average	2022	% Change (2022 v 5YA)
Multi vehicle*	884	907.8	792	-13%
Rear end	231	235.4	204	-13%
Head on	95	97.4	91	-7%
Sideswipe**	65	77.8	69	-11%
Right angle	304	320.8	284	-11%
Right turn thru	189	176.4	144	-18%
Single vehicle	650	715.8	708	-1%
Hit pedestrian	113	137.8	144	4%
Hit animal	24	16.8	9	-46%
Hit object	307	335.8	328	-2%
Non collision	206	225.4	227	1%
Not recorded	54	59.6	47	-21%
Total	1588	1683.2	1547	-8%

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

**Not including near-head on.

People seriously injured by their mode of transport

Transport mode	2021	5 Year Average	2022	% Change (2022 v 5YA)
Light vehicle	1091	1100.8	999	-9%
Heavy vehicle	21	26.0	38	46%
Bus/multi-seater van	9	9.2	4	-57%
Motorcycle	258	310.4	276	-11%
Bicycle	87	93.8	74	-21%
Pedestrian	121	142.4	155	9%
Other	1	0.6	1	67%
Total	1588	1683.2	1547	-8%

Unless otherwise identified, the Road Safety Commission prepared the data reported here using data from the Main Roads WA Integrated Road Information System (IRIS). This data is accurate as at 22 May 2023. 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. The definitions of categories and regional boundaries differ from data sourced from WA Police Force systems.