



SOUTH AUSTRALIA'S

# Road Safety Action Plan 2023–2025

**THINK!** ROAD SAFETY



Government of  
South Australia



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### **More information**

Department for Infrastructure and Transport  
[thinkroadsafety.sa.gov.au](http://thinkroadsafety.sa.gov.au)



The South Australian Government acknowledges and respects Aboriginal people as the State's first people and nations, and recognises Aboriginal people as traditional owners and occupants of South Australian land and waters.

We pay our respects to the diversity of cultures, significance of contributions and to Elders past, present and emerging.











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# Ministers' Foreword



The impacts of road trauma are significant for families, friends, workmates, first responders and the community. The Road Safety Action Plan 2023-2025 is integral to the State Government's aim of reducing lives lost and serious injuries on South Australian roads.

The Action Plan is informed by consultation and feedback received during the development of South Australia's Road Safety Strategy to 2031. Through that process, we heard that the South Australian community and road safety stakeholders want an ongoing focus on key areas of concern: drink and drug driving, excessive speeding and driver distraction. Over the next three years, the State Government will continue to address high-risk road user behaviour through education and enforcement.

The Action Plan addresses the need for more targeted programs and initiatives to improve road safety for younger road users, older road users, motorcyclists, people pursuing work-related travel and Aboriginal people. For example, we will consider options to ensure more consistent training and assessment for novice drivers to achieve the required level of competency before obtaining a licence, improve the RiderSafe training program to align with best practice training, and evaluate and expand the On the Right Track program for better licensing outcomes for Aboriginal people. We will also continue to deliver the bicycle education program for primary school children to provide practical skills and knowledge about safe road use.

Stakeholders have highlighted the importance of a Movement and Place approach to ensuring safer community environments. This approach aims to deliver improved road safety outcomes by recognising how local areas and destinations interact with roads when planning road safety treatments and determining how roads operate. Through collaboration with key stakeholders such as local councils and schools, we will prioritise road safety in local places and improve the safety of visitors, local people, and children travelling to and from school, work and businesses.

Engaging the community through the Road Safety Action Plan 2023-2025 is critical to reducing lives lost on South Australian roads. By working together, we can achieve lasting change and create a safer road environment which protects South Australia's road users, including the most vulnerable members of our community.

## **The Hon. Joe Szakacs MP**

Minister for Police, Emergency Services and Correctional Services, with responsibility for Road Safety



South Australia's Road Safety Action Plan adopts the Safe System approach with a focus on action to improve our roads, encourage the uptake of safer vehicles and encourage safe road user behaviour.

The Safe System approach acknowledges that people will make mistakes that lead to crashes, but that this should not result in death or serious injury. How we plan, design and build our road infrastructure is crucial to reducing road trauma. We will use an evidence-based analysis to plan and prioritise proposed investment in the most effective road safety treatments, and will apply Safe System principles to reduce the risk to road users. The Action Plan includes a range of initiatives that will build a foundation to progressively transform the road network, including the development of a network safety plan and identifying improvements that will leverage the benefits of emerging vehicle technology and innovate treatments.

In line with community and stakeholder feedback, the Action Plan makes it a priority to encourage greater use of public transport, which is the safest mode of road travel based on crash exposure risk. We are planning for mass transit corridors to and from the city and key regional centres, to connect people and places and reduce reliance on private vehicles.

The Action Plan also includes safety improvements for some of our most vulnerable road users such as cyclists and pedestrians.

**The Hon. Tom Koutsantonis MP**  
Minister for Infrastructure and Transport



As the Minister for Regional Roads and a member of a regional community, the disproportionate level of trauma on South Australia's regional roads greatly concerns me. Some 22% of South Australia's population resides in regional areas but over half of all crashes (56%) where lives are lost, and 36% of serious injury crashes occur on regional and remote roads. This statistic demonstrates the devastating impact of road trauma to regional communities and the need for action.

The State Government's commitment to improving safety outcomes on regional and remote roads is comprehensively demonstrated through the Road Safety Action Plan 2023-2025. The Action Plan includes 10 actions for regional areas over the next three years, including prioritising road network safety infrastructure improvements where they are most needed on regional roads.

A key action is to develop a Network Safety Plan for South Australia's regional road network. The Network Safety Plan will allow us to plan and prioritise road safety improvements where they will have most impact to reduce the risk to all road users. Improvements will be based on evidence of the most effective treatments to target run off road and head on crashes, the most common regional crash types.

As well as delivering and determining the safety improvements necessary to improve our regional roads other key actions for regional and remote areas include further addressing road user behaviour, including driver fatigue, through education and enforcement, a rest areas strategy and the uptake of safer vehicles.

**The Hon. Geoff Brock MP**  
Minister for Regional Roads



# South Australia's Road Safety Action Plan 2023–2025

*South Australia's Road Safety Action Plan 2023–2025* (Action Plan) has been developed to help us reduce lives lost and serious injuries on South Australian roads.

Over the past decade South Australia has achieved improvements in road safety outcomes:

- In 2021, there were 99 lives lost and 827 serious injuries compared to an annual average of 112 lives lost and 1,125 serious injuries between 2008 and 2010.
- In 2021, 44 people lost their lives or were seriously injured while not wearing a seatbelt, compared to an annual average of 77 people who lost their lives or were seriously injured while not wearing a seatbelt between 2008 and 2010.
- In 2021, 15 drivers and riders lost their lives with a Blood Alcohol Concentration (BAC) above the legal limit, a decline from an annual average of 22 lives lost between 2008 and 2010.

The Action Plan looks to further these reductions by responding to emerging trends in road crash data and developments in research and technology which support new solutions. It builds on and furthers the priorities identified through development of *South Australia's Road Safety Strategy to 2031*, which were shaped by consultation with the community and is in line with the [National Road Safety Action Plan 2023-25](#).

The Action Plan identifies actions that will contribute to our target of at least a 50% reduction in lives lost and a 30% reduction in serious injuries on South Australian roads by 2031. This equates to fewer than 43 lives lost and 474 serious injuries by 2031. It also sets us on the path towards realising our vision of zero lives lost and zero serious injuries on our roads by 2050.

No death or serious injury on our roads is acceptable or inevitable, and we must work together to address the trauma caused by the everyday use of our road network. The Action Plan reflects evidence-based, safe system practices to protect our community, with a focus on actions that will progressively transform our road network and bring about cultural change in road user behaviour.







## Vision

# Zero lives lost and zero serious injuries on our roads by 2050

## Ten-year targets

The ten-year targets to reduce deaths and serious injuries are aligned with targets in the *National Road Safety Strategy 2021–2030*. South Australia's targets are for at least a 50% reduction in lives lost and a 30% reduction in serious injuries by 2031.

## FEWER THAN

**43** LIVES  
LOST

**474** SERIOUS  
INJURIES

**BY 2031**

# Responding to the Road Safety Challenge in South Australia

Road safety data indicates that there are groups of people who are overrepresented in road trauma, including:

- older and younger riders and drivers
- people living in regional and remote areas
- Aboriginal people
- people travelling for work-related purposes.

Vulnerable road users such as children, pedestrians, cyclists, and motorcyclists also need to be prioritised.

We need to build the capacity and capability across all levels of government and other key organisations to improve road safety for the community and across the state and local network.

It is known that some road users engage in dangerous behaviours that put themselves and other road users at risk of losing their lives or being seriously injured. These behaviours are also known as the “fatal five”, which includes drink and drug driving, speeding, distraction, seatbelts and dangerous road users. Targeting these behaviours will require a combination of enforcement approaches, regulatory changes, education and public awareness.

How we plan, design, build and upgrade our road infrastructure is also crucial to reducing and ultimately eliminating road trauma. Evidence-based analysis of relevant data and information will be used to plan and prioritise proposed investments in the most effective road safety treatments, and application of safe systems principles that reduce the risk to road users.

We all benefit from advances in vehicle safety technology as newer, safer vehicles progressively replace older vehicles on our roads. Consumer awareness and education is needed to inform road users of the safety benefits of newer vehicles and the safest used cars, with a focus on older and younger road users. We will also investigate other measures to improve vehicle safety, including whether a light vehicle inspection scheme could improve road safety.

To achieve our goals, reliable and consistent data and information sources will be built to monitor, evaluate and understand the impacts of our actions over the life of *South Australia's Road Safety Strategy to 2031*.

The Action Plan will be delivered by agencies including the Department for Infrastructure and Transport, South Australia Police, Department for Health and Wellbeing and SafeWork SA in collaboration with key road safety stakeholders including the National Heavy Vehicle Regulator, Local Government, the Department for Education, School leadership and emergency service organisations.

The actions outlined below should be read and considered as a package, rather than as isolated actions or priority areas. This is due to a number of the actions throughout the Action Plan contributing to other priority areas.

- Read [South Australia's Road Safety Strategy to 2031](#).
- Development of the strategy has been guided by extensive consultation with stakeholders and the community. Read the [Consultation Outcomes Report](#).

Both documents are available on the [THINK! Road Safety website](#).



# The Safe System Approach

The Safe System approach adopts a holistic view of the road transport system and the interactions between people, vehicles, and the road environment.

It recognises that people will always make mistakes and may have road crashes – but those crashes should not result in death or serious injury.

The Safe System model is regarded as international best practice and is the framework for improving road safety across Australia. “Safe System” is the Australian terminology for a philosophy shared by different practices in many different nations. It is built on several key principles:



1

People make predictable mistakes that can lead to road crashes



2

The human body has a limited physical ability to tolerate crash forces before harm occurs



3

A shared responsibility exists amongst those who plan, design, build, manage and use roads and vehicles to prevent crashes resulting in serious injury or death



4

All parts of the system must be strengthened to multiply their effects; and if one part fails, road users are still protected

There are four overarching pillars under the Safe System approach that influence road safety outcomes. These are safe road infrastructure, safe vehicles, safe speed at which people travel and safe road user behavior.







# Measuring Success

Monitoring and evaluation will assess the effectiveness of interventions and inform the development of new actions, policies and interventions to help reach the long-term target of zero lives lost and zero serious injuries on our roads by 2050.

Road Safety Performance Indicators will measure:

- number of lives lost in road crashes
- number of serious injuries in road crashes
- share of vehicles detected at or below the posted speed limit
- share of lives lost of drink drivers and riders
- share of lives lost of drug drivers and riders
- share of lives lost of unrestrained vehicle occupants
- number of drivers and riders detected using a mobile phone while driving
- number of lives lost and serious injuries of vulnerable road users
- average age of the South Australian vehicle fleet
- number of lives lost and serious injuries per 100 million vehicle kilometres travelled
- number of lives lost and serious injuries of Aboriginal and Torres Strait Islander people
- share of light vehicle fleet that has an ANCAP 5-star rating within a six-year date stamp
- share of heavy vehicles sold or registered with electronic stability control, advanced emergency braking, and lane-keep assist technologies
- share of motorcycles with emergency brake assist systems or rider assist systems
- share of high-pedestrian city-centre and town-centre areas under Movement and Place or equivalent approaches with posted speed limits of less than 40 km/h
- share of roads in urban areas with a posted speed limit of 50 km/h or more with separated cycle ways, and in urban areas outside of Australian Bureau of Statistic's remoteness category 'major cities'
- share of roads with a separated cycle path
- share of travel on all national highways and on the high speed network ( $\geq 80$  km/h) covering 80% of travel recognised as 3-stars (or equivalent risk rating) or better
- share of the regional road network that had an improvement in star rating in the past twelve months
- share of local councils with a fit-for-purpose road safety risk assessment as an investment plan for its infrastructure
- share of lives lost on local government-controlled roads
- number of casualty crashes per million vehicles at intersections
- share of signalised intersections with a speed limit of less than 70km/h
- share of road length on designated motorcycle routes with motorcycle-friendly crash barriers
- share of roads with safety defects
- share of lives lost where travelling for a work-related purpose.

The Action Plan will be internally reviewed annually to ensure that progress remains on track. An annual progress report will be prepared for the Minister responsible for road safety and will be published on the [THINK! Road Safety website](#).

# Road Safety Actions 2023–2025



## Schools and local places

Action No.	Actions 2023–2025	Action Lead
1	Review existing school-based traffic measures and develop guidelines related to best-practice infrastructure treatments and traffic management in South Australian school precincts.	Department for Infrastructure and Transport
2	Trial a collaborative school precinct approach, within a rural local government area, to improve safety around schools in regional SA.	Department for Infrastructure and Transport
3	Continue to deliver bicycle education to provide primary school-aged children with practical skills and knowledge about cycling, traffic and road rules.	Department for Infrastructure and Transport
4	Implement and evaluate smart school zones to identify innovative pedestrian safety solutions.	Department for Infrastructure and Transport
5	Invest in road safety infrastructure treatments and kiss and drop zones to support the movement of children to and from school, with an investment by the South Australian Government of over \$10 million.	Department for Infrastructure and Transport
6	Continue to work with local government and schools to deliver improvements in local streets that facilitate the safe movement of children walking, riding, scooting or skating to and from school with an annual investment by the South Australian Government of \$200,000.	Department for Infrastructure and Transport
7	Invest in safer local roads and community environments, including priority intersection upgrades, pedestrian crossings and improved local traffic management, at five priority locations. Investment by the South Australian Government is over \$7 million.	Department for Infrastructure and Transport
8	Review speed limits on beaches to ensure a safe community environment for all beach users.	Department for Infrastructure and Transport
9	Review the Speed Limit Guideline for South Australia to apply the Movement and Place approach in the speed limit assessment process, to improve guidance for local government.	Department for Infrastructure and Transport



10	Conduct planning studies in the Fleurieu Peninsula and Adelaide Hills with a focus on strategic transport planning and improving road safety.	Department for Infrastructure and Transport
11	Undertake corridor planning studies through a Movement and Place approach to identify opportunities to improve the road corridor for all road users.	Department for Infrastructure and Transport
12	<p>Collaborate and engage with local government to:</p> <ul style="list-style-type: none"> <li>• identify opportunities and pathways for local government to access funding for road safety infrastructure</li> <li>• explore opportunities for proactive knowledge-sharing and capacity-building within local government.</li> </ul>	Department for Infrastructure and Transport



## Public transport, cycling and walking



Action No.	Actions 2023–2025	Action Lead
13	Plan for mass transit corridors to and from the city and key regional centres to connect people and places to facilitate the mode shift to public transport and reduce reliance on private vehicles.	Department for Infrastructure and Transport
14	Improve pedestrian and cyclist safety through changes to intersections, reduced speed zones, separated bike routes and crossing facilities.	Department for Infrastructure and Transport
15	Consult with privately-owned electric mobility device (PMD) users and the broader community, on the desirability of a framework to allow the use of PMDs on our roads and in other public places.	Department for Infrastructure and Transport

## Motorcyclists



Action No.	Actions 2023–2025	Action Lead
16	Continue to assess popular motorcycle routes and implement effective safety treatments to improve rider safety.	Department for Infrastructure and Transport
17	Lead a national review of the learner-approved motorcycle scheme (LAMS) to reduce the risk of casualties for novice motorcyclists and optimise safety outcomes, including examining safety risks associated with electric motorcycles.	Department for Infrastructure and Transport
18	Support the motorcycle protective clothing assessment program (MotoCAP).	Department for Infrastructure and Transport
19	Enhance the RiderSafe training program to better align with best practice training for novice motorcycle riders.	Department for Infrastructure and Transport



# Aboriginal road users



Action No.	Actions 2023–2025	Action Lead
20	In consultation with Aboriginal communities, investigate prevention and diversionary programs to improve road user behaviour and reduce the over-representation of Aboriginal people in the criminal justice system.	Department for Infrastructure and Transport Department for Correctional Services SA Health South Australia Police
21	Evaluate and expand the On the Right Track program to deliver better licensing outcomes for Aboriginal people.	Department for Infrastructure and Transport
22	Continue to provide child-restraint installation and education through the On the Right Track program.	Department for Infrastructure and Transport
23	Improve data collection and analysis, specifically relating to Aboriginal road safety.	Department for Infrastructure and Transport

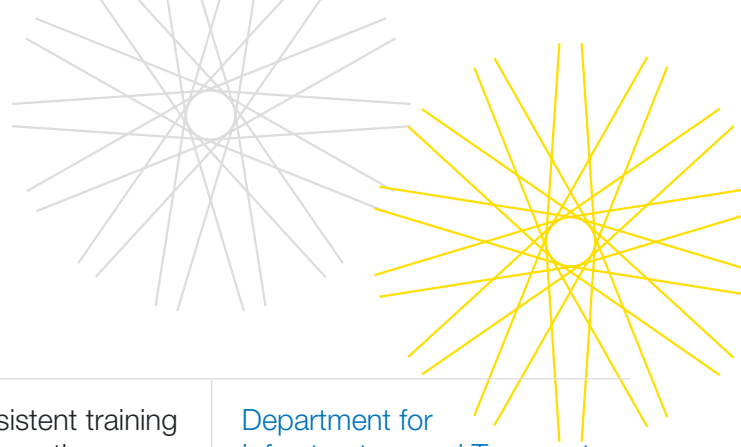


# Road user behaviour



Action No.	Actions 2023–2025	Action Lead
24	Deliver a communications strategy to identify and promote safety messages on interacting with heavy vehicles, correct use of child restraints and choosing a safer vehicle.	Department for Infrastructure and Transport
25	Deliver the THINK! Road Safety partnership program with a focus on regional road users, effective road safety education and building a culture of road safety.	Department for Infrastructure and Transport
26	Update the road rules refresher guide to explain road rules that are often misunderstood and lead to serious crashes.	Department for Infrastructure and Transport
27	Continue to deliver campaigns and education programs about dangerous road user behaviour and safe road use.	South Australia Police
28	Consult on best practice behaviour change measures for people who drink and/or drug drive taking into account South Australia's existing model for dependency assessments, the alcohol interlock scheme and opportunities for referral to treatment services.	Department for Infrastructure and Transport South Australia Police Drug and Alcohol Services South Australia
29	Install mobile phone detection cameras at high-risk metropolitan sites to detect illegal mobile phone use while driving.	Department for Infrastructure and Transport South Australia Police
30	Contribute to the development of legislative, education and enforcement strategies to address driver distraction.	Department for Infrastructure and Transport South Australia Police
31	Increase the perceived risk of detection of dangerous road user behaviour, with a particular focus on regional areas.	South Australia Police
32	Continue to target recidivist drivers with a focus on the 'fatal five' driver behaviours.	South Australia Police
33	Develop initiatives for older road users to support safe mobility, initiate conversations, and enable planning ahead for future road use.	Department for Infrastructure and Transport Office for Ageing Well



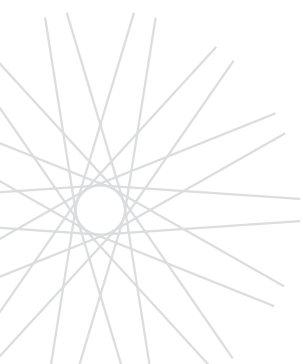


34	Consider the options to ensure more consistent training and assessment for novice drivers to achieve the required level of competency before obtaining a licence.	Department for Infrastructure and Transport
35	Strengthen requirements applying to drivers who use high-powered super sports vehicles on South Australian roads.	Department for Infrastructure and Transport

## Road safety in the workplace



Action No.	Actions 2023–2025	Action Lead
36	Develop a ‘road safety at work’ website as a way of engaging and supporting South Australian workplaces to develop a culture of road safety.	Department for Infrastructure and Transport
37	Increase awareness about road safety work health safety obligations through education and compliance programs for light and heavy vehicles.	SafeWork SA
38	Undertake an audit of road safety policies across South Australian State Government agencies.	Department for Infrastructure and Transport Department of Treasury and Finance SafeWork SA
39	Support implementation of CLOCS-A to provide government and industry with a framework for managing risks associated with heavy vehicles and construction logistics, and/or ISO 39001 Road Traffic Safety Management Systems in line with Manual of Uniform Traffic Control Devices (MUTCD) or equivalent guidelines.	Department for Transport and Infrastructure





## Regional and remote areas



Action No.	Actions 2023–2025	Action Lead
40	Develop a network safety plan to ensure future investment prioritises road safety infrastructure improvements where they will have the most impact on South Australia’s roads, to reduce risk to road users and optimise investments in road safety infrastructure.	Department for Infrastructure and Transport
41	Improve safety outcomes and reduce risk to road users on key roads, commencing with the delivery of a productivity and safety package for the Adelaide Hills, with a joint State/Commonwealth investment of approximately \$150 million.	Department for Infrastructure and Transport
42	Investigate and trial innovative technologies that provide cost-effective solutions to reduce crash risks and improve safety on regional and remote roads.	Department for Infrastructure and Transport
43	Implement rest areas for light and heavy vehicles, including the provision of amenities to encourage drivers to manage fatigue, as funding becomes available.	Department for Infrastructure and Transport
44	Undertake area planning studies that consider road safety improvements for key roads.	Department for Infrastructure and Transport
45	Implement road safety training and education programs to build capability and capacity across government, including safe systems.	Department for Infrastructure and Transport
46	Provide support to road safety engineers to expand and maintain their technical expertise to develop and deliver safe system-based road safety risk assessments, including network safety plans.	Department for Infrastructure and Transport
47	Increase routine and targeted skid testing, and prioritise surfacing treatments to improve safety.	Department for Infrastructure and Transport
48	Support the implementation of the National Service Level Standards (NSLS) Framework for roads to provide transparency about the function and safety performance of our roads, and support decisions regarding road investment and maintenance to improve the economic and social functions of the road network.	Department for Infrastructure and Transport
49	Review road maintenance safety-related intervention levels to ensure they are evidence-based and aligned to road safety warrants, as well as meeting community expectations.	Department for Infrastructure and Transport

# Heavy vehicles



Action No.	Actions 2023–2025	Action Lead
50	Targeted operations to monitor the safety and compliance of heavy vehicles.	South Australia Police National Heavy Vehicle Regulator
51	Contribute to the development and implementation of the National Heavy Vehicle Competency Framework for heavy vehicle driver licensing.	Department for Infrastructure and Transport National Heavy Vehicle Regulator
52	Deliver improvements to safety on the South Eastern Freeway down-track identified as an outcome of a comprehensive heavy vehicle safety review.	Department for Infrastructure and Transport
53	Contribute to the delivery of Heavy Vehicle National Law Reforms.	Department for Infrastructure and Transport



Photo credit: National Heavy Vehicle Regulator

# Vehicles and technology



Action No.	Actions 2023–2025	Action Lead
54	Investigate measures and incentives to improve the safety of the light vehicle fleet in South Australia, including the cost and benefits of introducing a light vehicle inspection scheme.	Department for Infrastructure and Transport
55	Develop an action plan to prepare for the safe deployment of automated vehicles on our roads, including contributing to the development of a national regulatory framework.	Department for Infrastructure and Transport South Australia Police
56	Continue to fund ANCAP and the Used Car Safety Rating program.	Department for Infrastructure and Transport
57	The South Australian Government will use 5 star ANCAP-rated passenger and sport utility vehicles where practicable, with at least three safety assist technologies.	Department for Infrastructure and Transport Department of Treasury and Finance
58	Promote safer vehicle options targeted towards younger and older drivers.	Department for Infrastructure and Transport Office for Ageing Well
59	Develop a website that explains the Used Car Safety Ratings and encourages people to explore safer vehicle options.	Department for Infrastructure and Transport





# Research and data



Action No.	Actions 2023–2025	Action Lead
60	Continue to fund priority road safety research through a coordinated approach, including research about effective infrastructure treatments, road user behaviour and compliance approaches.	Department for Infrastructure and Transport South Australia Police
61	Develop a data portal to improve South Australia's road safety data collection, analysis and dissemination to enable the identification of latent and emerging issues.	Department for Infrastructure and Transport South Australia Police
62	Establish data-sharing agreements with government agencies, research institutions and private enterprise to improve road safety data collection and dissemination.	Department for Infrastructure and Transport
63	Support local governments to improve the data they hold on local road networks, to: <ul style="list-style-type: none"> <li>• better understand the dynamics of their network</li> <li>• report on and invest in their local infrastructure</li> <li>• communicate and engage with their communities on road safety.</li> </ul>	Department for Infrastructure and Transport



Photo credit: Centre for Automotive Safety Research



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