

SOUTH AUSTRALIA'S

# Road Safety Action Plan 2023-2025

# Annual Report 2024



**THINK!**

**ROAD SAFETY**



Government of  
South Australia





**We acknowledge the Traditional Custodians of the Country throughout South Australia and recognise their continuing connection to 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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# A message from our Ministers



**In 2024, 89 lives were tragically lost on South Australia's roads.**

This is a stark reminder of the importance of the new and updated actions in *South Australia's Road Safety Action Plan 2025-2027*. The Road Safety Action Plan Annual Report 2024 provides a snapshot of the past year, reflecting on achievements towards the fulfilment of actions and providing a focus for future change.

The Malinauskas Government is delivering decisively on the commitments in the 2025-2027 Action Plan and the former 2023-2025 Action Plan.

A large number of actions from the 2023-2025 Action Plan are complete or progressing, with the refreshed Action Plan including new actions and initiatives to deliver improved road safety outcomes for all South Australians.

We are progressing with initiatives such as the introduction of time-based speed limits of 40km/h to protect some of the state's most vulnerable road users, and have delivered mobile phone detection cameras to help address the dangerous road user behaviour of driver inattention.

The release of the Workplace Road Safety Guide in 2024 is another important initiative, aimed at reducing the number of workers killed or injured on our roads.

I look forward to further achievements over the coming year as we work together to reduce injuries and lives lost on South Australia's roads.

**The Hon. Stephen Mullighan MP**

Minister for Police, with responsibility for Road Safety



**The Road Safety Action Plan Annual Report 2024 highlights the initiatives and programs that are helping to make the roads safer for all South Australians now and into the future.**

The State Government is clearly committed to reducing injuries and deaths on our roads and delivered an additional \$80.1 million for road safety initiatives in the 2024-2025 State Budget.

This funding will help deliver enhanced law enforcement, road safety maintenance, heavy vehicle rest areas and the implementation of 40km/h near schools at priority locations.

Additional funding is allocated for a range of road, transport, infrastructure and public transport projects in addition to the \$168 million National Road Safety Program jointly funded by the Australian and South Australian governments.

A new U class licence to drive ultra high-powered vehicles has been introduced, including an online training course, along with enhanced training for novice motorcycle riders with an increased focus on safety awareness.

We are continuing to progress reforms around personal mobility devices and introduced changes to the heavy vehicle licensing system.

The work of road safety is ongoing and I welcome a document such as this that reflects on the past year and informs future evidence-based decisions.

**The Hon. Tom Koutsantonis MP**

Minister for Infrastructure and Transport





# Progress overview

The Road Safety Action Plan Annual Report 2024 (the Annual Report) provides an overview of key achievements and a snapshot of projects and initiatives delivered in 2024 for each of the Action Plan’s priority areas.

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.

The Action Plan reflects evidence-based safe system practices to protect our community, with a focus on actions that will progressively improve our road network and bring about cultural change in road user behaviour.

The Annual Report reflects actions by key state agencies and departments, including the Department for Infrastructure and Transport, South Australia Police (SA Police), Office for Ageing Well, SafeWork SA, South Australian Finance Authority, Drug and Alcohol Services South Australia, and

the Department for Education, along with key road safety stakeholders including the National Heavy Vehicle Regulator (NHVR) and local government, to deliver on the actions within the Action Plan.

The Safety Performance Indicators (SPIs) improve understanding of road safety across the State and support achieving outcomes highlighted in the Action Plan. The SPIs are highlighted at the end of the Annual Report.

2024 saw a reduction in the overall number of lives lost on our network. Even though we did not reach the target set for 2024, there was a significant reduction. There was also an increased investment in improving star-rating of regional roads by the Department for Infrastructure and Transport, with 2.6 times more kilometres improved than in 2023. This shows the ongoing commitment to improving the regional road network.

Baseline 2018-2020	2024 reduction target	2024 actual
96 LIVES LOST	76 LIVES LOST	89 LIVES LOST
708 SERIOUS INJURIES	623 SERIOUS INJURIES	809 SERIOUS INJURIES

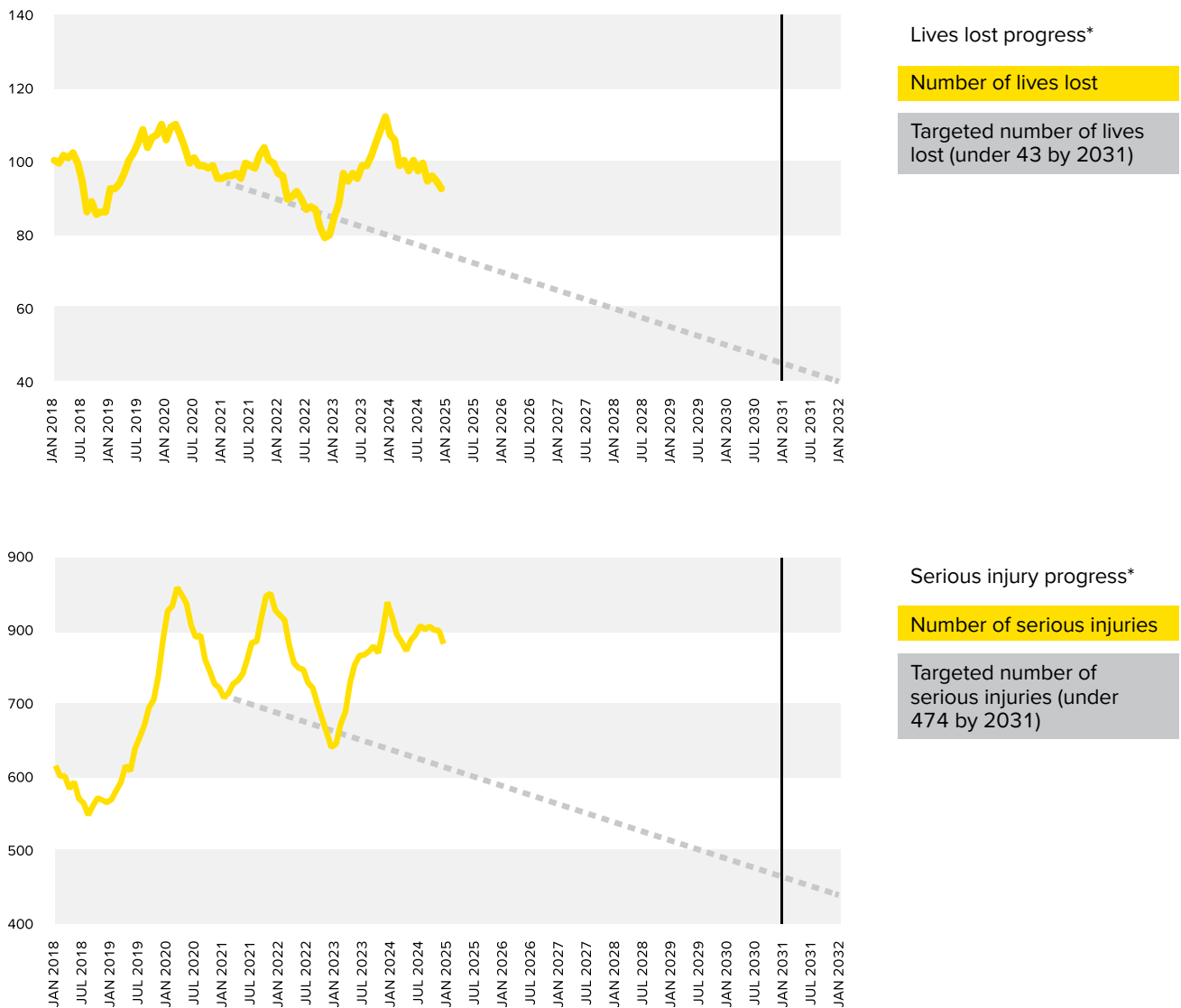
## PROGRESS AGAINST TARGET REDUCTIONS:

During 2024, 89 lives were lost on South Australian roads. This is 24% less than the 117 recorded in 2023 and 10% less than the previous five-year average (2019-2023) of 99 lives lost.

However, this is above our 2024 target of 76 lives lost. The number of lives lost on our roads each year can be volatile, 2022 saw the lowest number of deaths on our roads for decades, yet only one year later, 2023 recorded the highest number of lives lost in the last ten years. These crashes have a devastating effect on families, friends, communities and first responders.

Additionally, 809 people were also seriously injured in road crashes across the State in 2024. This is also above the 2024 target of 623 serious injuries.

**The target reductions for 2025 are 72 lives lost and 602 serious injuries.**



\*All road crash statistics are correct as at time of publication.

# 2024 SNAPSHOT:

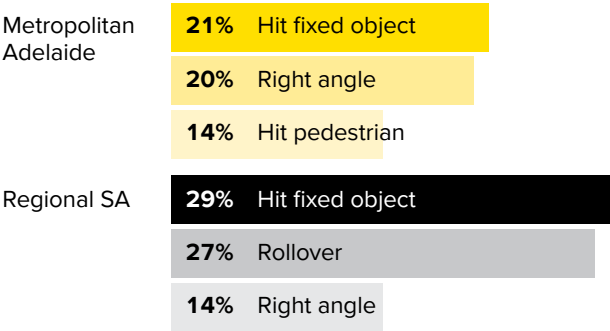
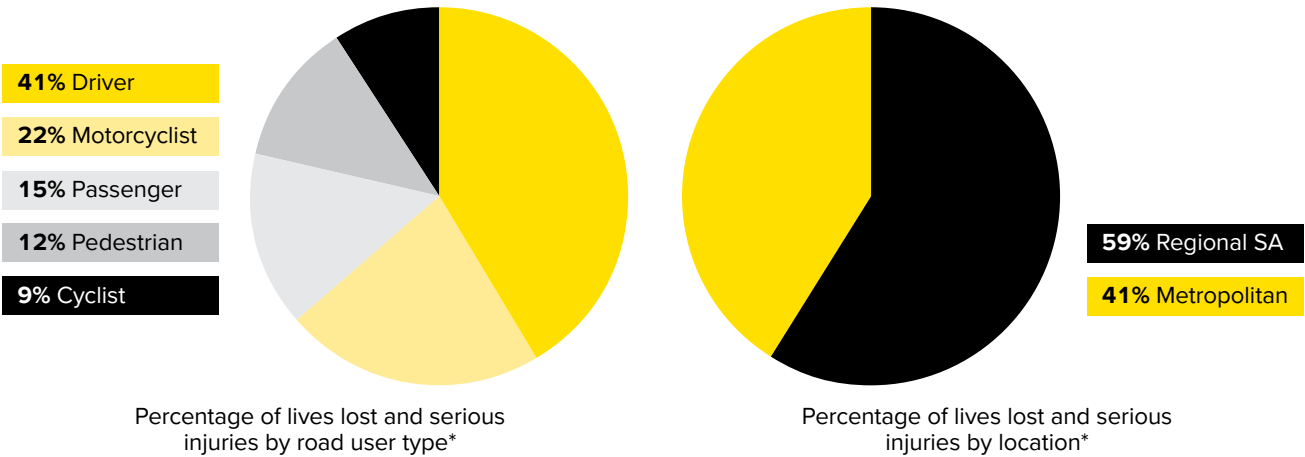
Each year a snapshot of road crash data from the previous year is published.

The 2024 data includes road users who lost their life or were seriously injured on South Australian roads, by road user type, age groups and the three most frequent crash types by location.

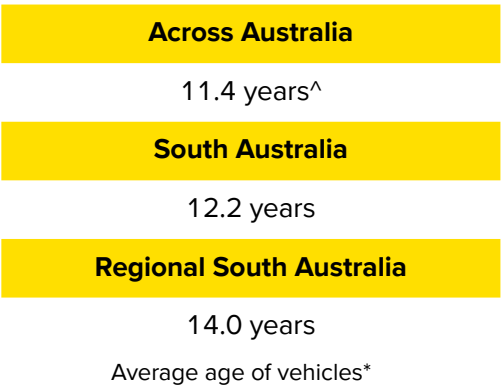
In 2024, the average age of registered vehicles in South Australia is older than the national average. Vehicles in regional areas are even older. In 2024, 64% of vehicles involved in crashes where a life was lost were more than 10 years old.

Age group	Lives lost	Serious injuries	Population
0-15	3%	4%	18%
16-24	12%	19%	11%
25-49	25%	39%	33%
50-69	29%	24%	24%
70+	30%	14%	15%

Percentage of lives lost and serious injuries by age group\*



Three most frequent lives lost and serious injury crash types by location\*



Average age of vehicles\*

\*All road crash statistics are correct as at time of publication. Percentage totals may not add up to 100% due to rounding.

^Bureau of Infrastructure and Transport Research Economics (BITRE, 2024)





## Speed limits near some schools are dropping to 40 km/h



Government of South Australia  
Department for Infrastructure and Transport

### IMPLEMENTATION SNAPSHOT:

# Schools and local places

## 40km/h speed limit at priority sites near schools

The Department for Infrastructure and Transport will introduce time-based 40km/h zones at priority sites near schools to protect some of the state's most vulnerable road users. This initiative is part funded by the \$168 million National Road Safety Program in partnership with the Australian Government (50:50) and the \$2.6 million budgeted for road safety as part of the 2024-2025 State Budget. The limit will apply on weekdays during the mornings and afternoons when children are being dropped off and picked up. The new limit will not replace or remove existing 25km/h school zones on local streets.

By giving drivers more time to respond and slow down, the reduced speed limit will decrease the likelihood and severity of crashes at peak times when school children are arriving at and leaving school. A reduction in travelling speed decreases the reaction and braking distances required to stop and has a large effect on injury outcomes in the case of a crash.

## Safety around schools and the Way2Go program

Way2Go is a State Government funded program that promotes safer, greener, and more active travel for primary school students and their communities.

The Department for Infrastructure and Transport works closely with schools and local councils to:

- create safer school precincts, including safe crossings around schools
- encourage children and families to walk, cycle, scoot or skate safely to school.

In 2024, road safety and access improvements were completed through the Department for Infrastructure and Transport's Way2Go program in partnership with local councils and 17 schools. This included:

- Projects such as the installation of school crossings, kerb extensions/ramps as well as local traffic management measures to improve access and safety for school children and their families in Waikerie, Clare, Kingscote, Lucindale, Streaky Bay, Whyalla, Port Lincoln, Modbury Heights, Scott Creek, Heathfield, Payneham, Port Noarlunga and Felixstow.
- Installation of a new pedestrian actuated crossing on Lyndoch Road to replace the existing koala (flashing light) crossing at Immanuel Lutheran School.
- Completion of improved pedestrian facilities associated with Plympton International College, including raised intersection platform, a new koala crossing, footpath upgrades in surrounding local streets and reserves and local traffic management improvements.
- Provision of a raised entry platform and pedestrian refuge island to improve pedestrian safety adjacent to Belair Primary School.
- Progression of a Prospect schools precinct traffic study for the area around Prospect Primary and Rosary School, due for completion in Term 2, 2025.

End of trip facilities for bikes and scooters were improved at five schools to encourage active travel.

Way2Go educational signage was installed at 22 schools, and 105 schools received school crossing equipment.

Way2Go Bike Ed is an important practical bike education program for primary school students. During 2024 the program was delivered to 4,847 students in 61 schools across South Australia.

RAA and Bike SA undertook bike checks on privately owned bikes for students across the 61 schools that participated in the Way2Go Bike Ed program in 2024.

The Department for Infrastructure and Transport also delivered other road safety improvements around schools, including:

- Installed advanced warning signs at signalised crossings at schools to highlight to road users that a crossing is present and that children are in the area. Locations included:
  - ◆ Torrens Road, Woodville North at Woodville High School
  - ◆ Penfold Road, Rosslyn Park at Magill Primary School
  - ◆ Goodwood Road, Goodwood at Goodwood Primary School.
- Improved a pedestrian refuge on Brighton Road, north of the Brighton Secondary School crossing.
- Implemented safety upgrades for pedestrians and cyclists at Moonta Area School and Coromandel Valley Primary School.

# SLOW DOWN FOR A BREAKDOWN



## 25KM/H SPEED LIMIT CAMPAIGN

**In April 2024, the State Government introduced legislation to extend the current 25km/h speed limit that applies when passing an emergency services vehicle to also include breakdown service and recovery vehicles when their amber flashing lights are operating.**

The new law will require drivers to slow down to 25km/h when they see the amber flashing lights of breakdown services vehicles stopped at the roadside. Breakdown services vehicles are tow trucks and other vehicles with flashing amber lights providing breakdown assistance.

The 25km/h speed zone applies on an area of road:

- in the immediate vicinity of a breakdown services vehicle that has stopped at the roadside and is displaying amber flashing lights
- that is alongside road bollards or cones that have been placed by a breakdown services worker.

This new law enhances the safety of breakdown services workers as well as motorists and passengers waiting at the roadside. The speed limit does not apply if the stationary breakdown services vehicle is on the opposite side of the road you are travelling.

This legislation is an extension of the existing 25km/h speed limit in place when passing emergency services vehicles and school buses.

It is anticipated that the new law will come into operation in the first half 2025. The Department for Infrastructure and Transport will implement a public education campaign, before the new law comes into effect.

## Speed limit guidelines

The Department for Infrastructure and Transport is progressing the development of an updated Speed Limit Guideline for South Australia to consider Movement and Place in speed limit settings.

Movement and Place takes into account the strategic significance of a road to move people and goods, and the community value of the road as a place. This approach aims to ensure that speed limits align with the desired street character and place qualities.



# South Australia's Transport Strategy

South Australians were invited to help shape the first Transport Strategy, which sets a clear 30-year vision for the State's transport system.

Engagement with the community and stakeholders concluded in December 2024. The final strategy was released by the Department for Infrastructure and Transport in March 2025. The Transport Strategy focuses on enhancing statewide connectivity, improving access to essential services and creating a more liveable South Australia.

The Transport Strategy will support better planned transport projects across the State that align with community needs and expectations.

The five key strategic outcomes of what we want our transport system to be:

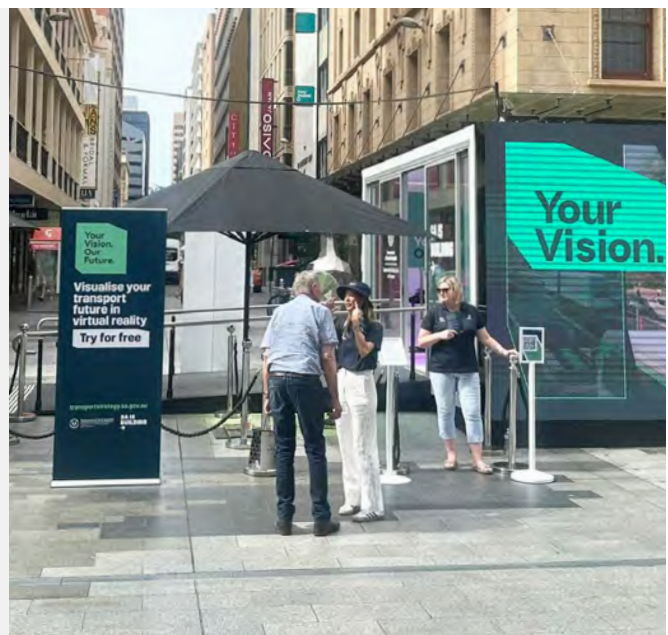
- connected and accessible – a transport system that is accessible and connects people and goods to where they need to go
- safe – we feel safe, confident and secure when we travel
- prosperous – supports economic growth, productivity and prosperity
- livable – supports wellbeing, inclusivity and quality of life
- sustainable and resilient – environmentally and financially sustainable as well as resilient.



## Read the strategy

To get an overview of the strategy, download the [Transport Strategy Snapshot](#).

Read the full version of [South Australia's Transport Strategy](#).





## IMPLEMENTATION SNAPSHOT:

# Public transport, cycling and walking

## Personal mobility devices

From mid-2025, privately owned e-scooters and other personal mobility devices will be able to be legally ridden on roads and in other public areas in South Australia.

The Statutes Amendment (Personal Mobility Devices) Bill 2024 passed Parliament in November 2024, and regulations determining the framework for the safe use of these devices are under development.

The Department for Infrastructure and Transport engaged with industry experts including representatives from the Centre for Automotive Safety Research (CASR) to provide input on the regulations, including device dimensions, areas of access to the road environment, speed limits, minimum age for riders and the road rules users must follow.

In December 2024, a stakeholder roundtable engagement session was convened with industry experts, including representatives from CASR, to seek feedback on key questions to assist in forming the detail for the regulations.

The State Government is committed to implementing a regulatory framework that will ensure there is a fit for purpose, safe and enforceable framework to regulate the use of these devices.

There will be an education and implementation period before the new laws begin to apply.

The State Government has committed to undertaking a review 12 months from the operation of the legislation to consider statistics involving personal mobility devices.



## Public transport

Based on crash exposure risk, using public transport is safer than any other form of travel.

South Australian Seniors Card holders are continuing to benefit from free public transport services. Since free all-day travel was introduced in 2022, Seniors Card holders have saved more than \$23 million. There has been an average of 669,713 trips by seniors travelling for free each month across metropolitan Adelaide. In the 2024 calendar year 8,036,558 trips were taken by seniors, up 653,442 trips since the same period of 2023.

In February 2024, the new Adelaide Metro Buy & Go app launched for customers without a metroCARD to make it easier to buy a ticket.

The free app, allows customers to:

- choose from a range of ticket types
- validate up to five tickets at once on the same phone using the same payment option
- store tickets in the digital wallet for up to 12 months.

Tickets purchased through the app cost the same as metroCARD fares (Regular, Concession and Student), making them an easy, affordable option.

The State Government continues to invest in public transport infrastructure with:

- the opening of a new 500 space multi-storey car park at the Tea Tree Plaza Park 'n' Ride
- the expansion of the Crafers Park 'n' Ride to accommodate an extra 120 spaces, to make transport more accessible for Adelaide Hills commuters.

Adelaide Hills commuters have also benefited from the introduction of additional bus services, across the week. Commuters now enjoy almost 600 more services each week – a 42% increase in the number of services between the city and the hills. The service improvements not only provide additional capacity at peak times, including around school times, but also run more often both early in the morning and late at night, seven days a week.



For the first time in over 40 years, trains are now running into Port Adelaide, with the new Port Dock spur line and station. The project saw the re-establishment of the one kilometre line and train station which was previously decommissioned in 1981. The line provides rail services for those who already call the area home and the many more set to live, work and visit Port Adelaide into the future.





## Cycling

The Department for Infrastructure and Transport continues to undertake targeted upgrades of strategic cycling routes through the Greenways and Cycle Paths Program. This includes undertaking design and planning for projects on the Gawler Greenway and upgrading the Outer Harbor Greenway in Port Adelaide, in conjunction with the new Port Dock Railway Line.

The annual \$2 million funding through the State Bicycle Fund allows local councils to continue improving cycling infrastructure across local roads, to connect schools, shops and local activity centres. A total of 27 projects across 20 councils received funding in 2024. The projects included:

- \$200,000 for the Copper Coast Council towards the construction of 760 metres of shared use path on Coast Road between Moonta Bay and Port Hughes
- \$35,000 for the Alexandrina Council to design and install new wayfinding signage along the Encounter Bikeway
- \$20,000 for the City of Port Adelaide Enfield to design improved cyclist crossing facilities.

Through the Greenways and Cycle Paths Program, the State Government has also partnered with the City of Mitcham to improve active travel links through local streets between St Marys and Clarence Gardens as part of the Flinders to City Bikeway.

Jointly funded by the State Government via the Planning and Development Fund and the City of Charles Sturt, the first stage of Coast Park 1.3 kilometre shared use path is complete, providing greater community access to the coastline between Semaphore Park and West Lakes Shore. The path is approximately three metres wide, allowing walkers, joggers, cyclists and families to enjoy a more picturesque coastline and access new shelters, benches and picnic areas. Stage two of the project will see the upgrade of the shared use path between Grange and Tennyson.

The North-South Bikeway has been completed as part of the \$12 million jointly funded project between the State Government and the City of Adelaide. The new bikeway creates a continuous separated north-south cycling route through the city for people of all ages and abilities to use. This cycling route connects Unley with Prospect through the city, providing a comfortable route to encourage people to ride to key city destinations and create a more liveable city.



## ACTIVE TRAVEL DESIGN GUIDE

In September 2024, the Department for Infrastructure and Transport released South Australia's Active Travel Design Guide. It provides technical design guidance for walking, cycling and street greening infrastructure to inform the design of future projects on local and arterial roads. Application of the Safe System approach is embedded in the design guidance, which will improve road safety outcomes, particularly for people walking and cycling.

## Safety upgrades for pedestrians and cyclists

Safety upgrades are being implemented for pedestrians and cyclists as part of the National Road Safety Program that has allocated \$37 million for footpaths, cycleways and new and upgraded bicycle and pedestrian actuated crossings, including in school zones.



Projects completed in 2024 through the Footpaths and Cycleways allocation under the Road Safety Program included:

- new pedestrian actuated crossings in Lyndoch Road, Gawler (outside Immanuel Lutheran School), Grange Road, Allenby Gardens (near Allenby Gardens Primary School)
- new pedestrian refuges in Rostrevor and Littlehampton.

More 'give way to pedestrian and cyclists' signs have also been installed at left turn slip lanes across the network to prompt motorists to give way.

The Department for Infrastructure and Transport has also:

- installed audio-tactile push buttons
- upgraded a number of pedestrian facilities at several traffic signal locations with pedestrian ramps
- improved access for users with mobility issues by repositioning or relocating the push buttons.

These improvements can be seen at the following locations:

- Main North Road, Woodford and Midway Roads at Elizabeth North
- Hackney Road, Bundeys Road, Park Terrace at North Adelaide
- Morphett Road at Morphettville.





## IMPLEMENTATION SNAPSHOT:

# Motorcyclists

## Rider Safe

The Department for Infrastructure and Transport delivered enhancements to the Rider Safe training program, which were introduced on 9 December 2024. The program is the practical training component of the Motorbike Graduate Licensing Scheme. Riders applying for a motorcycle learner's permit or R-Date licence class are now required to undertake more extensive training to gain the skills and experience they need to use our roads safely.

The restructured program includes the introduction of the new myRiderSafe course consisting of a Rider Knowledge Test, motorcycle specific Hazard Awareness Test, as well as the new Motor Bike Learners Course (on-road assessments which complements the existing training). The curriculum has also been expanded to have an increased focus on safety awareness, judgement and decision making.

Under the reforms, novice riders are required to attend and successfully pass double the training that was previously in place, raising the bar for competency and expertise. Training occurs at six locations across the State including St Agnes, Murray Bridge, Millicent, Barmera, Port Pirie and Whyalla.

In 2024, the Rider Safety Handbook was revised, incorporating new contents including a section on survival space, what to do in case of a crash and details on the enhanced Rider Safe training program.

## MotoCAP

South Australia continues to support and promote MotoCAP, (the Motorcycle Clothing Assessment Program) including the provision of funding for the program. MotoCAP provides independent safety advice on protective clothing for motorcyclists. The Department for Infrastructure and Transport promotes MotoCAP on the THINK! Road Safety and My Licence websites.





## IMPLEMENTATION SNAPSHOT:

# Aboriginal road users

The Department for Infrastructure and Transport's On the Right Track program provides assistance and support to Aboriginal and Torres Strait Islander people to obtain their driver's licence.

The program offers a service to people who live in the Anangu Pitjantjatjara Yankunytjatjara (APY) and Maralinga Tjarutja (MT) Lands, with the expansion to Ceduna, Coober Pedy, Oodnadatta and Marree/Flinders Ranges (Nepabunna/Leigh Creek).

On the Right Track provides:

- road safety education
- child restraint installation and education
- assistance with managing fines, proof of age and identity and other Service SA transactions.

Since On the Right Track began in 2015 the service has:

- assisted 3,363 customers
- provided 3,069 driving lessons.

On the Right Track continues to conduct learner theory tests at Tauondi Aboriginal College located in Port Adelaide in conjunction with Workabout, with over 200 young people having achieved their learner permit since 2015.

Assisted over

# 3,363

customers since 2015

In June 2024, the On the Right Track program was recognised with the Indigenous Programs Award at the annual Australian Road Safety Awards, achieving the National Road Safety Award in the Indigenous Program category.

Aboriginal staff from the Department for Infrastructure and Transport participated in the First Nations Road Safety Summit, to discuss how to reduce road trauma for First Nations people. This network, along with research projects and data collection will help influence policy reform and drive road safety initiatives.



## IMPLEMENTATION SNAPSHOT:

# Road user behaviour

## Mobile phone detection cameras

Mobile phone detection cameras are now operating in South Australia on key metropolitan corridors to reduce road trauma caused by driver distraction. The mobile phone detection camera initiative is being delivered by SA Police who are leading and managing the implementation, in partnership with the Department for Infrastructure and Transport supporting procurement and site selection.

Driver distraction and inattention is a significant road safety risk, with research showing that using a mobile phone while driving increases the risk of having a crash where someone is injured up to four-fold. Texting increases the risk even further.

Following a successful trial of the camera technology in 2023, mobile phone detection cameras were installed at priority locations. A three-month grace and education period ended on 18 September 2024, with vehicle owners now receiving an expiation notice and three demerit points for unlawful use of a mobile phone while driving. This is similar to other camera-detected offences.

Cameras have been installed at five locations:

- Southern Expressway, Darlington
- South Road, Torrensville
- North South Motorway, Regency Park
- Port Road, Hindmarsh
- Port Wakefield Road, Gepps Cross

Further locations within the Adelaide metropolitan area are being investigated for installation to deliver a further two camera sites.



## Enforcement

Operation Safe Roads, led by SA Police, is a state-wide corporate operation that focuses on repeat traffic offenders, vulnerable road users and the fatal five offences (drink and drug driving, dangerous driving, speeding, distraction and seatbelts).

During 2024 there were 38 separate operations targeting:

- fatal five offences over an extended period, including holiday periods such as Easter and Christmas, long weekends, the AFL Gather Round and the VAILO Supercars event
- drink and drug driving
- seatbelt compliance
- dangerous road users
- mobile phone use
- high visibility road safety policing around schools
- road safety behaviour that places vulnerable people such as cyclists and pedestrians at harm, as well as monitoring road safety behaviour towards and by cyclists around the Tour Down Under event
- speed detection
- speeding and motorcyclist behaviour within the Adelaide Hills.

SA Police is progressing regulation changes that will see the introduction of testing for cocaine as part of the roadside driver drug testing capability. Changes are expected to be implemented in 2025.

SA Police, through its Traffic Services Branch, is also working closely with local service areas to target dangerous road user behaviour, particularly within regional areas. Repeat offenders are targeted daily, both overtly and covertly to deter dangerous road users, with enforcement action taken where necessary.

Drug and Alcohol Services South Australia is continuing to investigate legislative options that would allow medical professionals in regional locations to undertake dependency assessments for those who drink and/or drug drive.

Along with the introduction of mobile phone detection cameras, a further 73 new mobile radars are now in use across the State by SA Police. Additional road safety cameras, including red light and speed cameras at intersection and pedestrian crossings, along with point-to-point cameras will be delivered in the future at high-risk locations across the State.

## Ultra high-powered vehicles

**A new U class licence to drive ultra high-powered vehicles (UHPV) became compulsory from 1 December 2024.**

An online training course, launched in July 2024, was designed to better educate drivers on the additional risks posed by these vehicles, including understanding features that differ from normal vehicles and the specific laws related to UHPV. It highlights the dangers of risk-taking behaviour in these powerful vehicles and the penalties for disabling driver assistance systems.

As at 20 February 2025, over 3,300 people have successfully completed the U class licence course. Over 75% of participants have rated the course as 4 or 5 stars, which demonstrates its quality and relevance to its key audience.





### Road Safety Campaign

The Stop Flirting with Death showcases the idea that every mobile phone interaction while driving might as well be an interaction with the Grim Reaper.



## Campaigns

SA Police continues to implement targeted road safety campaigns that focus on the fatal five causes of road trauma, as well as repeat traffic offenders and vulnerable road users. Campaigns are developed with meaningful and measurable behaviour change objectives and are driven by data analysis and behavioural research insights to help contribute to a reduction in lives lost and serious injuries.

In 2024, five new campaigns were produced and launched:

- **Seatbelts:** *Wouldn't Hurt to Wear a Seatbelt* delivers a blunt message to the small percentage of the population that continue to ignore seatbelt laws while becoming a large percentage of the population of lives lost each year.
- **Drug Drive:** *Reality Hits Hard When You Drive on Drugs* delivers a realistic representation of drug driver behaviour to people who choose to use amphetamine and tetrahydrocannabinol (THC) and drive. The campaign provides a strong reminder to drug drivers of the harsh reality they will face and promotes both the crash risk and enforcement outcomes of driving after drug use. An additional execution is in development to coincide with the introduction of cocaine testing of drivers.
- **Distraction:** *Stop Flirting with Death* showcases the idea that every mobile phone interaction while driving might as well be an interaction with the Grim Reaper. Distractions extend beyond texting and answering calls, and includes streaming music and podcasts, using navigation apps and social media. Additional executions were implemented that inform the community of the introduction of mobile phone detection cameras.
- **Drink Driving:** *Drink Drivers Are Full of It* aims to confront the selfish choices that fuel drink driving offences. The innovative campaign features a drink driver's vehicle filling with beer or wine to send a clear message that if you think it's okay to drink and drive, you are full of it.
- **Operation Safe Roads:** *Stop Before We Stop You* was launched to support the SA Police's road safety enforcement operations to address the fatal five causes of road trauma. Six executions were implemented to fulfill research findings that showed that education and enforcement are more effective when conducted in unison.

In addition, the current Back Off motorcycle campaign was returned to market to continue its effectiveness in targeting the risk seeking behaviour of leisure motorcyclists.



## ROAD SAFETY EDUCATION

The Department for Education has been exploring ways to enhance and communicate how to make schools, parents and the community more aware of state-based road safety information and programs and how to access them. In collaboration with the Department for Infrastructure and Transport, options are being explored on how to make road safety more explicit in the curriculum.

The new SA Police Road Safety Centre is a leader in road safety education and is now open in its new location at West Beach, within the West Beach Parks Precinct. The centre features a mock roadway where young pedestrians and cyclists can learn about road safety in a safe and fun environment.

In 2024, the centre delivered over 1,100 road safety sessions, displays and events to over 93,000 people. SA Police's Road Safety Section enhances the awareness, knowledge and skills of all road users, from four years

of age and up, through lifelong learning. They engage with those living with disability, culturally and linguistically diverse people and Indigenous people.

SA Police continues to develop and deliver road safety sessions to schools, businesses and community groups throughout the State, with sessions regularly reviewed and updated. SA Police is currently sourcing a driving simulator and motorcycle simulator to help enhance road safety education efforts.

## THINK! Road Safety partnerships

Road safety education has been strengthened through a range of activation opportunities throughout the year as part of the THINK! Road Safety Partnerships program.

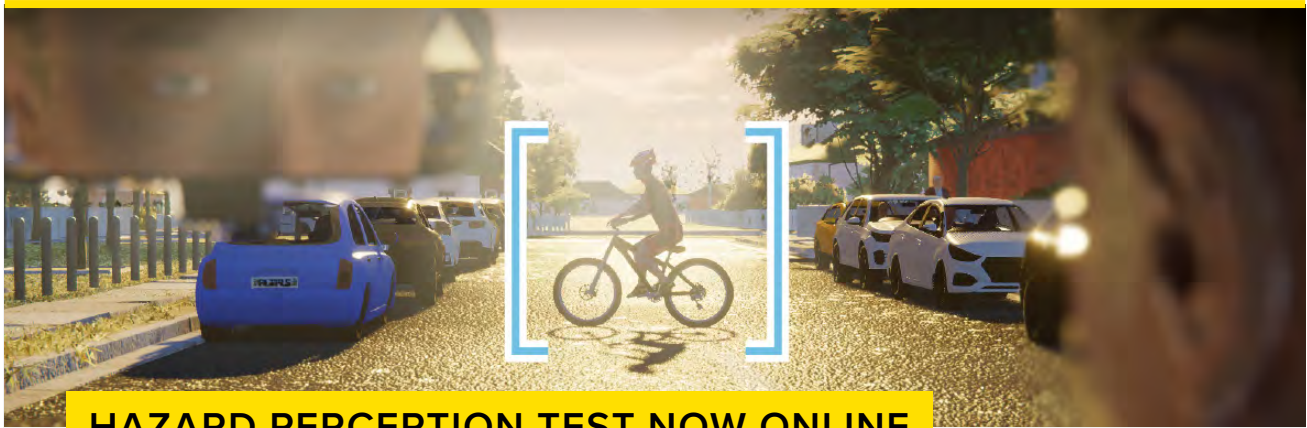
SA Police's Road Safety Section supports the Department for Infrastructure and Transport's THINK! Road Safety Partnerships program at events throughout the year. These partnerships delivered:

- 10 activation opportunities to promote road safety messages at sporting clubs and community events and through key partnerships.
- 10 road safety campaigns aimed at helping drivers, cyclists and pedestrians think about their behaviours and actions when on the road. Campaigns help to remind all South Australians that crashes can be avoided when everyone thinks about road safety.

## Key engagement opportunities included:

- The Metropolitan Fire Service's Road Awareness Program is a program delivered by trained firefighters to young drivers. The program was expanded in 2024 to deliver presentations to more than 150 schools and community clubs across metropolitan Adelaide and regional South Australia.
- Central Adelaide Local Health Network's Prevent Alcohol and Risk Related Trauma in Youth (P.A.R.T.Y) program was expanded to deliver 24 sessions to schools across regional South Australia.
- RAA's Street Smart High was expanded to a three-day event in 2024 with approximately 12,000 students in attendance. The event aims to develop positive road safety knowledge, skills and attitudes amongst the next generation of South Australian drivers.
- RAA's Street Smart Primary provided dedicated road safety education lessons to primary school age students, who are between the ages of five and 12. The program specifically targets vulnerable road users and influences road safety knowledge, skills and behaviour from a young age. In 2024, 109 schools with approximately 8,600 students participated in the program.
- The Santos Tour Down Under is an annual event run by the South Australian Tourism Commission. In 2024 the event had 770,600 attendees and 65% were local South Australians. The South Australian Tourism Commission used their channels to promote cycling specific road safety messaging to the local community and the Department for Infrastructure and Transport were present at the Official Tour Village and numerous race stages across metropolitan and regional South Australia.
- Power Community is the not-for-profit charity arm of the Port Adelaide Football Club which delivers a series of programs targeting Aboriginal, youth and multicultural communities. A key focus is addressing key social issues including community leadership in the context of road safety. The partnership works with Power Community to support three key events throughout the year: South Australian Aboriginal Secondary Training Academy (SAASTA) Connect Cup, Santos Aboriginal Power Cup (SAPC), and Multicultural Cup.
  - ◆ The SAASTA Connect Cup engaged 400 Aboriginal and Torres Strait Islander students in years 7-9 across 29 schools.
  - ◆ The SAPC uses football to engage over 500 Aboriginal secondary school students in years 10-12 across 58 schools. Includes students from the APY Lands and Northern Territory.
  - ◆ The Multicultural Cup engaged over 400 students from 52 culturally and linguistically diverse backgrounds. The program targeted students in years 10-12 across 14 schools.
- As a part of the SAPC and Multicultural Cup, students completed a group road safety task and produced a video on a road safety topic they felt was relevant to their peers, family or community. The Department for Infrastructure and Transport supported the students with a professional production of their videos as part of a competition, with the winning videos played at a Port Adelaide Football Club AFL game. The SAPC program targets secondary students and is offered as an integrated learning subject with the South Australian Certificate of Education (SACE). To raise awareness of road safety, students research a road safety issue and prepare a 15 second video message targeted at their peers. The SAASTA Connect Cup targets students in years 7, 8 and 9 and provides a pathway to the SANTOS Aboriginal Power Cup.





## HAZARD PERCEPTION TEST NOW ONLINE

From October 2024, South Australian learner drivers now have the option to take the Hazard Perception Test online, improving convenience and streamlining the process for those wanting to obtain their provisional licence in their own time.

The online version, which has had over 13,000 enrolments, provides novice drivers with the flexibility to complete the test anytime, anywhere. The test assesses a driver's ability to recognise and identify potential hazards on the road and react appropriately, including with other road users such as drivers, riders, pedestrians and cyclists.

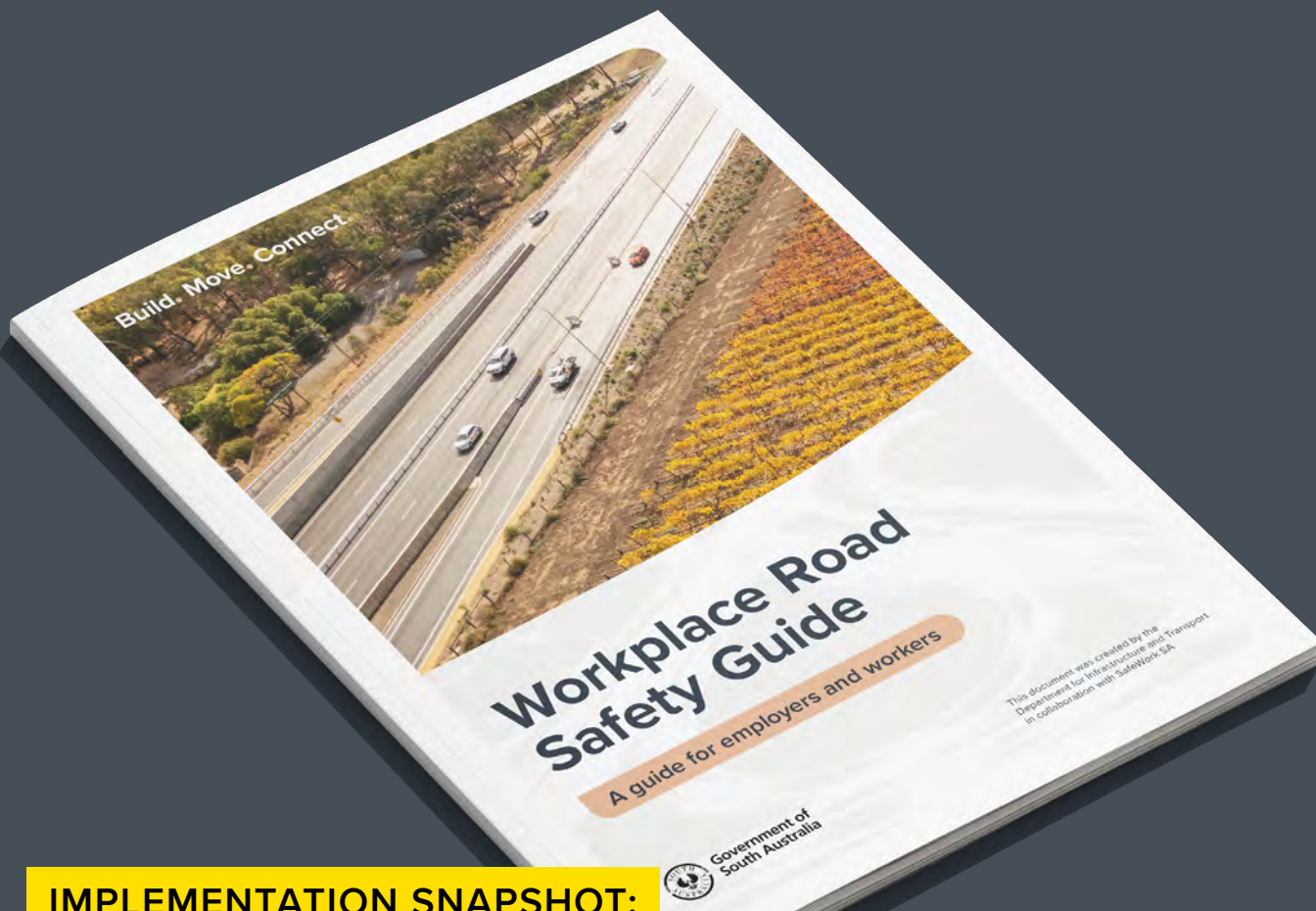
Learner drivers overwhelmingly embraced the online version, with regulations updated from 9 December 2024 removing the 100 kilometre exemption for learner drivers across the State to undertake the test. Learner drivers must pass the hazard perception test before they can obtain their P1 Provisional Licence. Unlike the test at Service SA centres, the online version has a 12-month subscription period that allows customers to re-take the test multiple times until they successfully pass for a once-off fee.

## Driver training reforms

Major reforms to the driver training industry in South Australia progressed one step closer with amendments to the *Motor Vehicles Act 1959* passed by State Parliament.

The reforms, once implemented, will see driver training continue to be delivered by private operators who will be required to comply with new, higher industry standards, while practical driving tests for Class C licences will be undertaken by government examiners. The reforms are in response to a review undertaken by the Department for Infrastructure and Transport into the industry that highlighted the need to strengthen standards, improve the skills of motorists, reduce costs for learners and address inappropriate and criminal behaviour.

To support implementation of the reforms, a consultative forum comprised of industry stakeholders including the Australian Driver Trainers Association of South Australia, the Professional Driver Trainers Association, the Get Home Safe Foundation and the RAA has been established. The consultative forum will provide input into the development of the Regulations, Code of Conduct and Standards as implementation of the reforms progress.



## IMPLEMENTATION SNAPSHOT:

# Road safety in the workplace

## New Workplace Road Safety Guide

**Vehicle use is the number one contributor to serious injuries and deaths at work.** The Department for Infrastructure and Transport, collaborated with SafeWork SA, to develop the new Workplace Road Safety Guide – A guide for employers and workers (the Guide).

The Guide, launched in November 2024, outlines steps employers and workers can take to implement safe driving behaviours while at work. It provides tools and resources to support workplaces to ensure road safety is a priority at work and reduce the number of workers being killed or injured while driving during their workday.

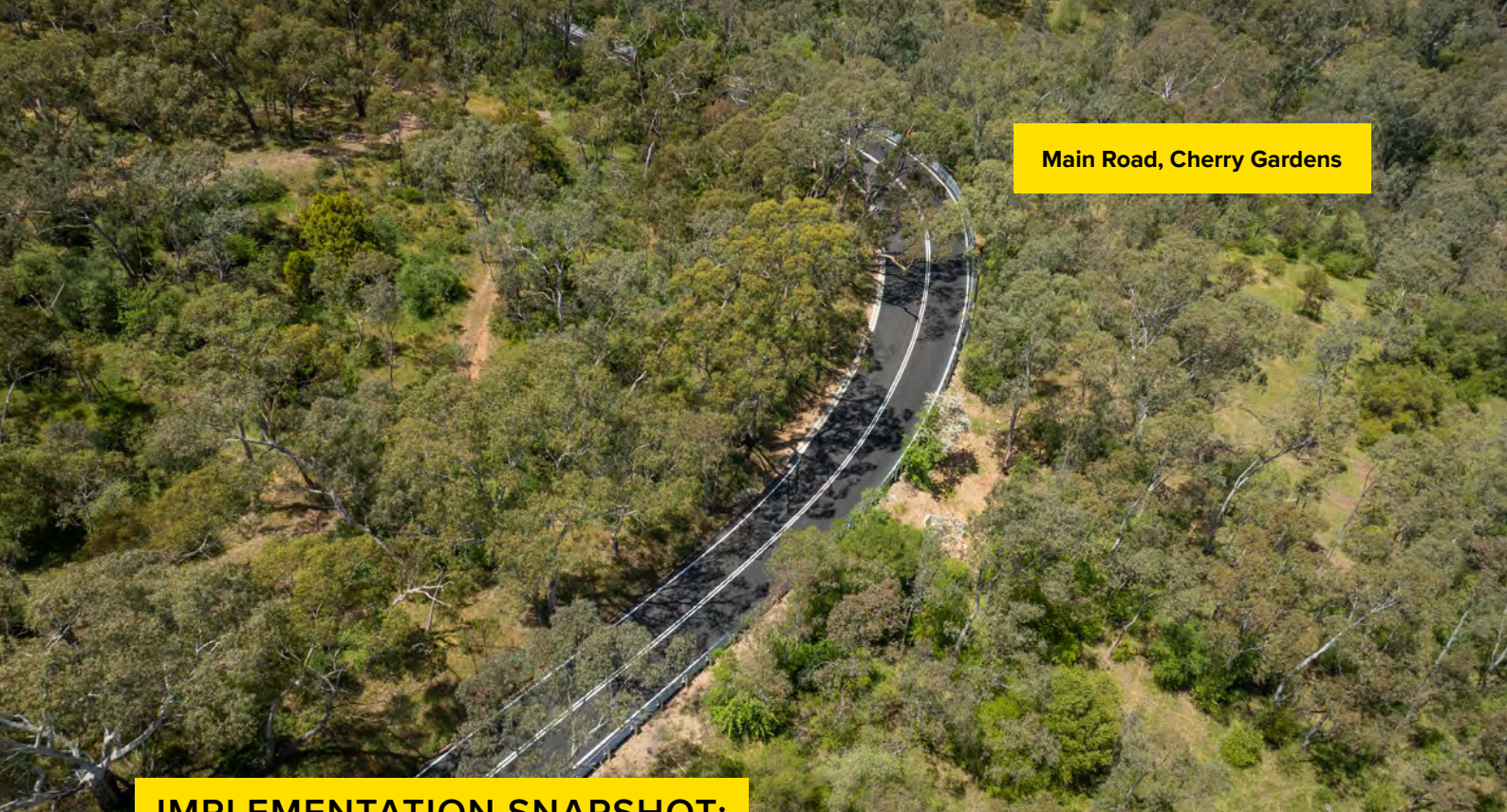
A pre-driving checklist and workplace road safety policy template are published with the Guide to map clear reporting measures and responsibilities across organisations, from the top down.

Recommended policies include:

- |   |  |
|---|--|
| ■ zero tolerance for failing to wear a seatbelt | ■ eliminating mobile phone use to avoid driver distraction |
| ■ making speeding a disciplinary issue          | ■ promoting good driver behaviour.                         |
| ■ a no alcohol policy during work hours         |  |

SafeWork SA continues to provide education on traffic management in loading, as well as safety around tailgate lifters and work around traffic management in workplaces.





Main Road, Cherry Gardens

## IMPLEMENTATION SNAPSHOT:

# Regional and remote areas

## Adelaide Hills Productivity and Road Safety Package

The Department for Infrastructure and Transport is delivering the Adelaide Hills Productivity and Road Safety Package. This \$150 million initiative, jointly funded with the Australian Government and split over five years, aims to upgrade some of the Adelaide Hills' key strategic arterial roads. The safety and accessibility upgrades along Main Road, Cherry Gardens, including safety barrier and targeted road widening, were completed in 2024.

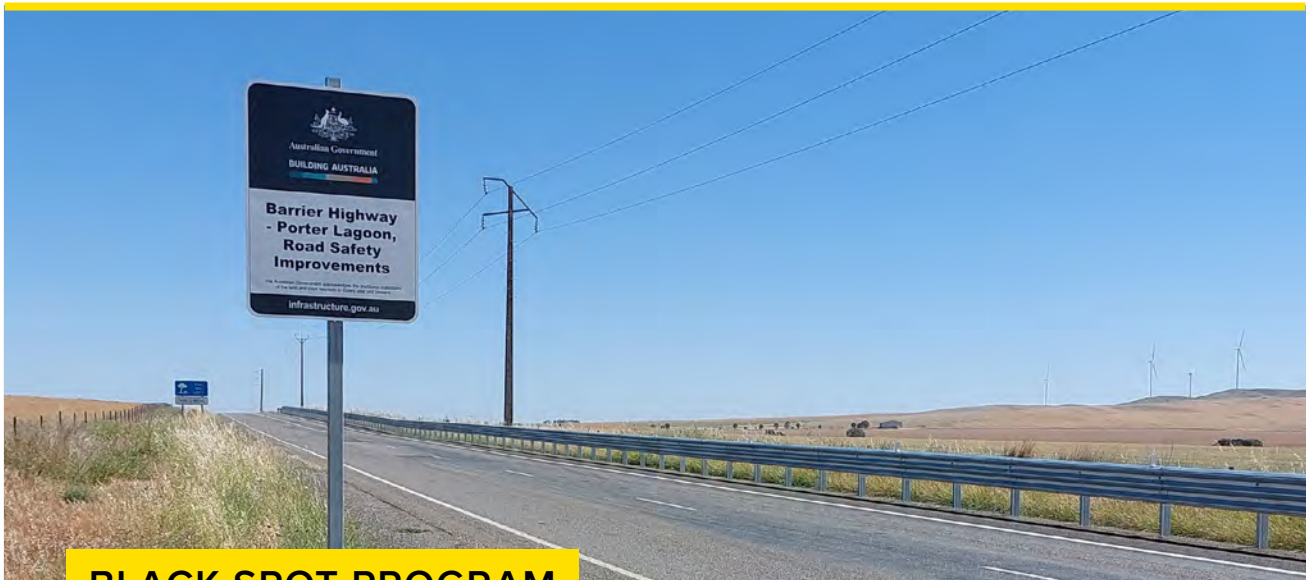
## McLaren Vale road upgrades

In 2024, the Department for Infrastructure and Transport, in collaboration with the City of Onkaparinga, completed safety improvements at 21 intersections across the McLaren Vale region.

The \$4.2 million road safety package included the implementation of innovative solutions to reduce the potential for crashes.

- |   |   |
|---|---|
| ■ Overshoot Packages – enhanced line marking and warning signage at 14 intersections.                     | ■ Installation of 'teardrop' islands on McMurtie and Johnston Roads as traffic calming treatments at the intersection with Main Road. |
| ■ A compact roundabout – installed at the intersection of Chalk Hill Road, Olivers Road and Field Street. | ■ Installation of Rural Junction Active Warning Signage (RJAWS) systems at five intersections.  |





## BLACK SPOT PROGRAM

The Australian Government committed \$8.9 million in 2024-2025 to the Black Spot Program to deliver critical safety improvements at 13 crash sites on South Australian roads.

The Black Spot Program funds safety improvements at locations where a number of serious crashes are known to have occurred or are at risk of occurring, with the aim to reduce serious injuries and deaths on our roads. Safety improvements that were funded include a new roundabout, safety barriers, improved line-marking and a scramble pedestrian crossing.

## Road Safety Program

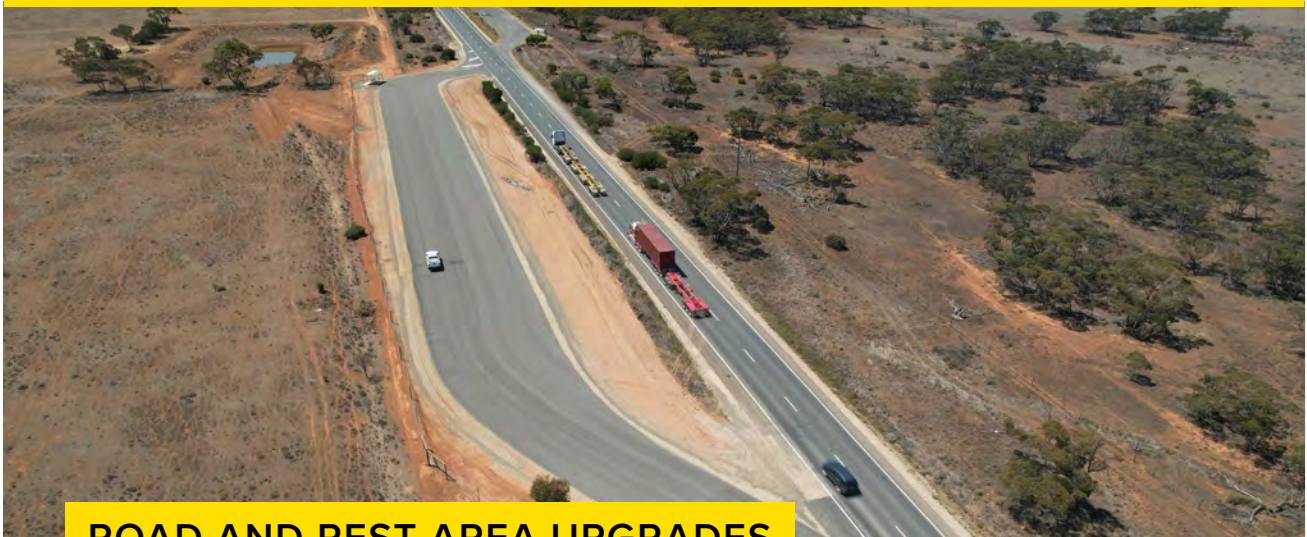
The \$168 million investment under the National Road Safety Program is equally funded by the Australian and South Australian governments to deliver crucial road safety upgrades and improvements on remote, regional, urban roads, footpaths and cycleways around the State.

Under the program \$131 million is being spent on regional road upgrades. Works have commenced to improve safety, support regional economic growth and reduce the risk of crashes causing death or serious injuries.

Regions covered include Yorke Peninsula, Murraylands, Mid North, Eyre Peninsula, and Fleurieu Peninsula.

Work completed during 2024:

- |  |   |
|--|---|
| ■ Barrier Highway, Burra to Riverton               | ■ Mannum Road, Mannum to Murray Bridge  |
| ■ Lincoln Highway, Whyalla to Tumby Bay            | ■ RM Williams Way, Jamestown to Spalding (installation of safety barrier at one site remaining) |
| ■ Main South Road, Sellicks Beach to Second Valley | ■ Thiele Highway, Kapunda to Eudunda.   |
| ■ Mallee Highway, Peake to Geranium                |   |



## ROAD AND REST AREA UPGRADES

During 2024, four roundabout upgrades were completed in Mount Gambier to improve safety and traffic efficiency for local residents and businesses, as well as heavy vehicle drivers. These upgrades formed part of the Princes Highway Upgrade Program, jointly funded by the Australian and South Australian governments.

Motorists can now enjoy a safer and easier drive along the Sturt Highway following the addition of a new overtaking lane, new rest areas and road repairs. These upgrades form part of the jointly funded project by the Australian and South Australian governments for the Sturt Highway Corridor Upgrade.

The State Government has allocated \$2.5 million per annum for an ongoing program to undertake regional road safety infrastructure upgrades including shoulder sealing, audio tactile line marking, safety barriers and RJAWS.

Eyre Peninsula road upgrades included intersection upgrades along the Lincoln Highway, as well as pavement renewal works along the main road of Port Lincoln to improve road safety and amenity in the town centre.

The Australian and South Australian governments are investing in the Heavy Vehicle Rest Areas Program.

The delivery of a rest area at Iron Knob was completed on the Eyre Highway and opened in April 2024 as part of the Eyre Highway Corridor Upgrades.

The Heavy Vehicle Rest Area Program includes:

- rest areas at Wirraminna and Baker Well on the Stuart Highway between Port Augusta and Glendambo (to be constructed by early 2025)
- a new rest area on the Princes Highway at Salt Creek (to be completed mid-2025) delivering additional parking bays for heavy vehicles, along with a unisex toilet block, metal shade structure and picnic tables
- new rest areas on the Barrier Highway at Winnininnie and Bindarra (design underway).

## Skid Management

In 2024, a \$1 million skid management program was approved for 2024-2025 with skid management works to be undertaken in 2025 on the following roads:

- 
- |                                     |   |
|-------------------------------------|---|
| ■ Grand Junction Road               | ■ Main North Road/ O'Connell Street/ King |
| ■ Lower North East Road/ Gorge Road | William Road/ King William Street.        |
- 

## Network Safety Plan

The Department for Infrastructure and Transport has commenced work on the development of the Metropolitan Network Safety Plan to establish future investment priorities and optimise road safety infrastructure improvements across metropolitan Adelaide.

The Plan will:

- 
- examine network design to determine risk based on road stereotypes
  - use crash history and these stereotypes to propose treatments.
- 

A broad array of treatments has been considered as we plan towards achieving zero harm by 2050. Road stereotypes will provide guidance to enable road managers, planners and designers to achieve improved safety outcomes, with the application of consistent standards along a road corridor. This work is continuing throughout 2025.

In 2025, the Department for Infrastructure and Transport will update the Regional Network Safety Plan using updated Australian National Risk Assessment Model (ANRAM) data.

The Department for Infrastructure and Transport is currently in the process of updating AusRAP safety star ratings of South Australia's road network based on 2023 data. The roads assessed are predominantly peri-urban and rural freeways and highways. The assessment will provide a guide on the safety risk on the road network and highlight those road sections where improvements in road features can lead to improved road safety outcomes.





## IMPLEMENTATION SNAPSHOT:

# Heavy vehicles

South Australia continues to be an active participant in the Heavy Vehicle National Law reform being led by the National Transport Commission.

The Department for Infrastructure and Transport is supporting the National Heavy Vehicle Regulator (NHVR) to educate road users about how to share the road safely with heavy vehicles by promoting the 'We All Need Space' campaign. The campaign:

- highlights how to safely share metropolitan and regional roads with trucks and buses
- identifies a truck's four blind spots
- details how to safely overtake a truck
- shows what to do when coming across an oversize load.

## Heavy vehicle licensing reforms

On 20 February 2025, the Department for Infrastructure and Transport introduced significant changes to South Australia's heavy vehicle licensing system. There are two state-based initiatives aimed at improving heavy vehicle driver competency.

The Department for Infrastructure and Transport launched the Multi-Combination (MC) Licence Program that enables drivers to participate in a structured learning program with the support of their employer, instead of having to hold a Heavy Rigid (HR) or Heavy Combination (HC) licence for a minimum period of 12 months, to progress to a MC licence.

Candidate drivers are required to complete a MC competency-based training course through a South Australian approved Registered Training Organisation before undertaking a minimum number of logged driving hours and learning components with a qualified supervising driver under MC learner permit conditions. The qualified supervising driver is provided by the employer. To obtain a MC licence, the candidate driver must complete a final driving assessment in a MC vehicle with an Authorised Examiner. The Program provides an effective alternative training and competency development process that maintains road safety and driver training outcomes.

Changes have also been introduced for overseas heavy vehicle licence holders. South Australia no longer recognises overseas heavy vehicle driving experience for drivers wanting to obtain a MC licence. The change applies to all countries except New Zealand because the training and driving conditions in New Zealand are similar to those in Australia. Drivers from other countries are required to hold a South Australian HR or HC licence for a minimum period of 12 months or complete the newly established MC Licence Program before progressing to a MC licence.

## Compliance

SA Police and the NHVR continue to undertake targeted operations to monitor the safety and compliance of heavy vehicles across the State, undertaking checks on heavy vehicles focusing on load restraint, vehicle safety deficiencies and fatigue management.

SA Police is actively conducting checks to ensure that heavy vehicles are also operating on designated routes. These checks are crucial for maintaining road safety and infrastructure integrity. By verifying that heavy vehicles adhere to approved routes, this can minimise road wear and tear, reduce traffic congestion, and enhance overall safety for all road users.

SA Police conducts follow ups with vehicle owners to improve their standards and procedures ensuring they are complying with their safety requirements under Heavy Vehicle National Law.

## South Eastern Freeway

The State Government is delivering improvements to the South Eastern Freeway, with the Australian Government investing an extra \$200 million through the 2024-2025 Budget, bringing the total budget to \$350 million.

- 
- \$150 million (80:20) to deliver the Heysen Tunnels refit and safety upgrade
  - \$200 million (50:50) to deliver a managed motorway between Crafers and Glen Osmond.
- 

These upgrades will improve network intelligence, lane management, traveller information and incident response to improve travel time reliability on the South Eastern Freeway between Crafers and Glen Osmond.

The Managed Motorway (Crafers to Glen Osmond) works include extending and upgrading the Intelligent Transport System (ITS) equipment, such as thermal incident detection systems, new and replacement Closed Circuit Television (CCTV), Lane Use Management Signs (LUMS) and Variable Message Signage (VMS).

The Department for Infrastructure and Transport will also be installing new moveable centre barrier gates in the road median between Crafers and Glen Osmond. This will provide the ability to contraflow traffic on the other carriageway in the

event of a major crash or carriageway closure. These works will deliver an extension to the existing Managed Motorway (Stirling to Crafers), which was completed in February 2021.

These upgrades will cater for growth in the Adelaide Hills region.

Planning and design has been undertaken on traffic management options to improve heavy vehicle safety along the freeway descent between Crafers and the Glen Osmond/Portrush/Cross Road intersection.

## National Heavy Vehicle Regulator (NHVR)

The NHVR administers and enforces the Heavy Vehicle National Law (HVNL) for heavy vehicles over 4.5 tonnes, enabling safe and efficient heavy vehicle movements for the benefit of all road users. In 2024, the NHVR conducted 11 local and four state centric heavy vehicle safety operations in South Australia to improve road safety, ensuring heavy vehicle drivers and operators understand their HVNL obligations. These operations focused on key safety risks including fatigue, load restraint, mass and dimension, accreditation, permits, and mechanical defects.

In May 2024, the NHVR launched Operation Cascade which ran from the Western Australian border to Port Augusta in South Australia, alongside authorised officers from Main Roads WA. The five-day operation saw an increased presence of NHVR Safety and Compliance Officers (SCOs) and other authorised officers at the border, with the aim of enhancing road safety and compliance with vehicle standards, as well as preventing fatigue-related breaches in the area.

Officers conducted more than 150 intercepts, inspecting more than 480 individual vehicle units and finding a fatigue non-compliance rate of 32.7%. Education was provided on compliance and safety to 82 drivers, ensuring they understood HVNL requirements and equipping them with the knowledge and resources necessary to maintain the highest safety standards.





The NHVR led several national safety operations last year, many of them joint operations conducted alongside state-based police agencies. Through these collaborative efforts, the NHVR harmonises its regulatory approach and on-road resources to obtain shareable and actionable data and intelligence.

Operation Omega was launched early December 2024, which is designed to provide a coordinated, multi-jurisdictional response to known fatigue risks within the heavy vehicle industry in the lead up to Christmas. Over the course of two-weeks over 4,500 inspections were undertaken across Australia resulting in 182 fatigue-related compliance actions.

In July 2024, the NHVR launched the National Roadworthiness Survey (NRS) to improve the mechanical condition of Australia's heavy vehicle fleet. SCOs, police and other authorised officers conducted 845 visual and mechanical inspections in South Australia, to identify existing

and emerging risk trends. Results of the NRS shows the most common non-conformity across metropolitan and regional Australia continues to be brakes, followed by lights and reflectors.

The NHVR continues to expand the mobile Automatic Number Plate Recognition (ANPR) camera program, with many of the devices deployed in South Australia. These cameras help obtain information on Australia's heavy vehicle fleet and aid in identifying unsafe driving practices on heavy vehicle routes and freight networks.

In May 2024, NHVR SCOs utilised mobile ANPR cameras to assist in identifying avoidance routes during Operation Unified, a national operation undertaken in collaboration with policing agencies. Operation Unified was designed to provide a multi-jurisdictional compliance response to assess levels of heavy vehicle non-compliance in areas known for crashes and avoidance, with 72 occurring in South Australia.

# Thinking of buying a car?

Find the safest car for you



## IMPLEMENTATION SNAPSHOT:

# Vehicles and technology

## Safer Vehicles campaign

Driving a safe vehicle has been identified as a key contributor towards reducing lives lost and serious injuries on our roads. In November 2024, the Department for Infrastructure and Transport launched the Safer Vehicles campaign to:

- raise awareness of the importance of driving a safe vehicle
- encourage the target audience to consider a car's safety rating and safety features as a priority when choosing a car.

The campaign raises awareness of the availability of important resources including the Australasian New Car Assessment Program (ANCAP) website and the used car safety rating (UCSR) brochure to check the safety rating of both new and used cars. The campaign targeted older people, younger drivers and their parents, and drivers in regional and remote areas, highlighting that safety should be your top priority when buying a car.

Campaign messages were promoted via:

- digital advertising on websites that audiences visit to research and purchase vehicles
- social media, including Facebook Marketplace
- RAA SA Move publication
- regional newspapers
- regional radio
- a partnership with an influencer who produced a short video to reach and engage our key younger audience on TikTok and Instagram.

The campaign was amplified through web banners and content on the Department for Infrastructure and Transport's website and social media channels. Resources are available on the THINK! Road Safety website [thinkroadsafety.sa.gov.au/safecars](https://thinkroadsafety.sa.gov.au/safecars).

## ANCAP

The State Government continues to fund and promote ANCAP.

ANCAP provides independent information on how well cars protect occupants and other road users in serious front and side crashes, as well as how well cars can avoid or minimise the severity of a crash.

## Used Car Safety Ratings

The Used Car Safety Ratings (UCSR) are crash safety ratings that shows how well a used vehicle protects its driver and other road users in a crash, compared to other used vehicles. They help buyers prioritise safety when purchasing a second hand vehicle to suit their budget.

These ratings are developed by Monash University Research Centre by analysing road crashes across Australia and New Zealand. The 2024 UCSR was released in October 2024 and can be found on [mylicence.sa.gov.au](https://mylicence.sa.gov.au).



### GOVERNMENT FLEET

During 2024, the South Australian Government Financing Authority (SAFA) commissioned 2,527 vehicles into the government fleet, of which 94% were 5-star ANCAP rated. The remaining 6%, generally commercial vehicles, are fit for purpose and were selected with optimal safety features.

During 2024, SAFA sold 2,267 lease vehicles into the second-hand vehicle market of which 95% were 5-star ANCAP rated.

A policy and supporting procedures that assists Aboriginal Community-Controlled Organisations (ACCO) to access former SAFA lease vehicles is progressing and is expected to be launched in the second quarter of 2025.

Throughout 2024, SAFA have proactively supported ACCO's to access former lease vehicles prior to the government auction. To date six 5-star ANCAP rated vehicles have been purchased by ACCO's.





# Research and data

## Research

The State Government continues to fund the University of Adelaide's CASR program to undertake road safety research, as well as provides independent advice and research on road safety initiatives.

Recently published reports include:

- network access, substitution, effects and design issues surrounding e-scooter use
- speed in intersection crashes using Event Data Recorder (EDR) data
- vehicle speeds in South Australia 2022
- collection and analysis of EDR data from crash-involved vehicles, 2022 summary report
- collection and analysis of EDR data from crash-involved vehicles, 2023 summary report.

## Road Safety Data System

The development of the Department for Infrastructure and Transport's new Road Safety Data System is progressing to improve reporting, analysis and sharing of crash data and related information.

## Data.SA

Data.SA is the State Government's open data portal where you can access details of reported road crashes and casualties in South Australia, as well as sites of road crashes in South Australia.

Location SA is the State Government's geographic information system (GIS) data portal where you can access spatial data related to road crashes and casualties in South Australia. This information is available at [thinkroadsafety.sa.gov.au/road-safety-data](https://thinkroadsafety.sa.gov.au/road-safety-data).



Mallee Highway, Peake (upgrade to a 3-star road)

## RISK RATING OUR NETWORK

In 2023 and 2024, road and roadside information was collected to carry out a proactive risk assessment of almost 12,000 kilometres of the Department for Infrastructure and Transport's managed roads.

The assessment was conducted using the Australian Road Assessment Program (AusRAP) and the Australian National Risk Assessment Model (ANRAM) protocols for both vehicle occupants and motorcyclists. The results provide a guide on the safety risk on the road network and highlight those road sections where improvements in road features can lead to improved road safety outcomes. The Regional Network Safety Plan will be updated using the updated ANRAM data in 2025.

In 2024, Austroads members, including the Department for Infrastructure and Transport, agreed to commence publishing updated AusRAP star ratings, with a commitment to publish star ratings for all major arterial roads by 2025. South Australia recognises the role of AusRAP in explaining and communicating the benefits of safer road infrastructure and safer speeds to the community by demonstrating how some roads are safer than others, and where interventions should be prioritised across the network to deliver highest community benefits statewide.

## National Road Safety Data

The Australian Government launched the National Road Safety Data Hub (the Hub) in November 2024 to improve data sharing amongst the states to allow for greater data collection to increase road safety. The Hub provides nationally consistent, timely and consumable data and information. The aim is to support the prevention of fatal and serious injuries on Australian roads. The Australian and state and territory governments worked together to establish the national road safety catalogue.

## Data sharing

The State Government supports road safety research, planning and activities through the provision of data and statistics to a wide number of road safety stakeholders. This includes contributing to the National Road Safety Research and Reporting database, supporting local governments and research organisations such as Austroads, CASR and Monash University Accident Research Centre.

# Safety Performance Indicators

SPIs improve our understanding of the road safety landscape in South Australia and support achieving our targets.

SPI	Proxy / development	Target	Baseline	2024
Number of lives lost in road crashes		76	96	89
Number of serious injuries in road crashes		623	708	809
Share of vehicles detected at or below speed limit	Vehicle surveys are underway at various sites across the road network to collect the data required for this indicator. The Department for Infrastructure and Transport are also investigating alternative methods for measuring this indicator.		81%	N/A
Share of lives lost of drink drivers/ riders			17%	17% <sup>1</sup>
Share of lives lost of drug drivers/ riders			18%	29% <sup>1</sup>
Share of lives lost of unrestrained vehicle occupants			25%	14%
Number of drivers/ riders detected using mobile phone while driving	Mobile phone detection cameras commenced operation in September 2024. Reporting on this indicator will be included in the 2025 Annual Report.		N/A	N/A
Number of lives lost and serious injuries of vulnerable road users (pedestrian, cyclists and motorcyclists)			338	391
Average age of the SA vehicle fleet (years)			11.2	12.2
Number of lives lost and serious injuries per 100 million vehicle kilometres travelled			4.75	5.30
Number of lives lost and serious injuries of Aboriginal and Torres Strait Islander people	Number of lives lost and serious injuries of Aboriginal and Torres Strait Islander drivers/ riders (proxy)		19	24

1. 2023 results. 2024 toxicology results unavailable at time of publication



SPI	Proxy / development	Target	Baseline	2024
Share of new heavy vehicles sold/ registered with Electronic Stability Control (ESC), Advanced Emergency Braking (AEB) and lane-keep assist technologies	Average age of heavy vehicles (proxy)		15.1	14.9
Share of light vehicle fleet that has a 5 star ANCAP rating within a 6-year date stamp	Share of new vehicle sales with 5 star ANCAP rating (proxy) <sup>2</sup>		82% <sup>3</sup>	69%
Share of motorcycles with emergency brake assist systems/ rider assistance systems	Average age of motorcycles (proxy)		12.3	14.2
Share of high pedestrian CBD/ town centre areas under movement and place or equivalent approaches with posted speed limits ≤ 40km/h			3.66% <sup>4</sup>	3.66%
Share of roads in urban areas with a posted speed limit ≥ 50km with separated cycle ways <sup>5</sup> , and in urban areas outside of Australian Bureau of Statistics (ABS) remoteness category 'major cities'			N/A	34%
Share of roads with a separated cycle path <sup>5</sup>			N/A	2.9%
Share of travel on all national highways and on the high speed network (≥ 80km/h) covering 80% of travel recognised as 3-stars (or equivalent risk rating) or better			39%	48%

2. Source: ANCAP Safety

3. Baseline 2020

4. Baseline 2023

5. A separated cycle way/path has been defined as any on or off-road path that provides cyclists with a dedicated lane or path on or adjacent to state maintained roads/motorways

SPI	Proxy / development	Target	Baseline	2024
Share of the regional road network that had an improvement in star rating in the past twelve months			1% <sup>6</sup> (130 km)	2.64% (344.3 km)
Share of local councils with a fit-for-purpose road safety risk assessment as an investment plan for its infrastructure	The Australian Government Office of Road Safety has commenced a project to develop a local government network road safety risk assessment support framework to assist local councils to implement investment plans for their infrastructure. This will assist in developing data collection for this indicator in the future.		N/A	N/A
Share of lives lost on local government controlled roads			26%	35%
Share of roads with safety defects	Proportion of the road network with reported safety related defects (proxy)		N/A	27%
Number of casualty crashes per million vehicles at intersections	Number of lives lost and serious injuries at intersections (proxy)		260	318
Share of signalised intersections with a speed limit less than 70km/h <sup>7</sup>			N/A	89.6%
Share of road length on designated motorcycle routes with motorcycle friendly crash barriers	Total length of motorcycle friendly crash barriers installed (proxy)		4.14 km <sup>8</sup>	0 km
Share of lives lost where travelling for work related purpose	South Australia is currently working in conjunction with other state and national agencies to investigate appropriate data sources to better understand work related fatalities on our roads.		N/A	N/A

6. Baseline 2023

7. Source: BITRE. Note: Methodology for reporting on this indicator changed in 2024

8. Baseline 2023



## Disclaimer

While every reasonable effort has been made to ensure that this document is correct at the time of publication, the Minister for Police and Minister for Infrastructure and Transport, their agencies, instrumentalities, employees and contractors disclaim any and all liability to any person in respect to anything or the consequence of anything done or omitted to be done in reliance upon the whole or any part of this document.

## More Information

Department for Infrastructure and Transport

[dit.sa.gov.au](https://dit.sa.gov.au)

[thinkroadsafety.sa.gov.au](https://thinkroadsafety.sa.gov.au)

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