

South East Road Safety Strategy

2008-2010



Safer Roads. Safer Speeds. Safer Road Users. Safer Vehicles.



Government of South Australia
Department for Transport,
Energy and Infrastructure

A message from the Minister for Road Safety

Honourable Carmel Zollo MLC



The Rann Government is committed to achieving South Australia's ambitious, and achievable, road safety targets. Achieving these targets will take significant additional efforts from many different communities and organisations.

I commend the South East Local Government Association for stepping forward and sharing responsibility for improving the safety of the various communities.

And I would like to express my appreciation for the ongoing efforts of the various Community Road Safety Groups throughout the region, and their involvement in the development of this strategy.

I am confident that the Department for Transport, Energy and Infrastructure, South Australia Police, the Motor Accident Commission, and South Australia's Emergency Services will use this strategy as a means of working effectively with communities to help achieve the South East's road safety target of less than 76 serious casualties by the end of 2010. And I hope that the South East region as a whole take this opportunity to demonstrate what can be achieved.

Road safety is everyone's responsibility. I look forward to seeing the results of this strategy over the coming years.

Message from the Chairman of SELGA

Mayor Steve Perryman



The development of this road safety strategy arose directly from the community's concern about the ongoing level of trauma on our roads.

While there is considerable traffic through our region, and prosperous times ahead, three quarters of all serious road casualties in the region are suffered by the people of the South East. This loss represents a brake on the development of our community, and a painful human cost for parents, children, friends, work colleagues and team-mates.

This is the first regional road safety strategy to be developed in South Australia. The South East Local Government Association (SELGA) is proud to step forward on behalf of our region, and demonstrate the leadership necessary to commit to road safety targets and the priority actions set out in this strategy.

The success of this strategy in achieving outcomes relies on the support and active involvement of SELGA's constituent councils, and the communities they represent, including sports clubs, workplaces, licensed premises – everyone who can make a difference to improving the safety of our community.

I commend this road safety strategy to you, and look forward to working with you over the coming years to achieve the target we have set.

South Australia's Road Safety Targets

South Australia's Strategic Plan 2007 includes, within the overall objective of improving wellbeing, two road safety targets.

Target 2.9 Road Safety – fatalities

by 2010 reduce road fatalities to less than 90 persons per year.

Target 2.10 Road Safety – serious injuries

by 2010 reduce serious injuries to less than 1,000 per year.

These targets represent challenging and achievable intermediate steps towards still further safety improvement in future years. Ultimately, no death or serious injury on our roads is acceptable. The targets are relevant to and connected with a number of other wellbeing and sustainability targets in the Strategic Plan, including healthy weight, greater safety at work, and greenhouse gas emission reductions.

The targets are also consistent with the target in the National Road Safety Strategy 2001-2010 which aims to reduce Australia's rate of road fatalities to no more than 5.6 per 100,000 people in 2010.



A Road Safety target for the South East

South Australians are safer on the road than ever before, with a record low number of fatalities in 2006, and a downward trend in serious injury. An outline of this improvement, and how it has occurred can be found in the Appendix overview of South Australian crashes. This strategy has been prepared to help take that improvement a further step forward for the people of the South East. An aspirational goal has been set.

Achieve a fatality free year in the South East by the end of 2010.

A more specific road safety target for the South East has also been developed to provide the community with a goal, and to act as a unifying point for the various individuals and organisations working to reduce road trauma in the region.

Reduce the number of serious casualties (fatalities and serious injuries) in the South East to less than 76 by the end of 2010.

For a regional area such as the South East, the annual number of fatalities is relatively small and highly variable largely because of the random pattern of crash occurrence. For example, since 1990 the number of fatalities has ranged between a low of 4 fatalities in 1991, a high of 20 in 2005, 6 in 2006 and considerable variation between the other years. To reduce this random variation in annual numbers the sum of annual fatalities and serious injuries – referred to as serious casualties – is used as the performance indicator for the South East.



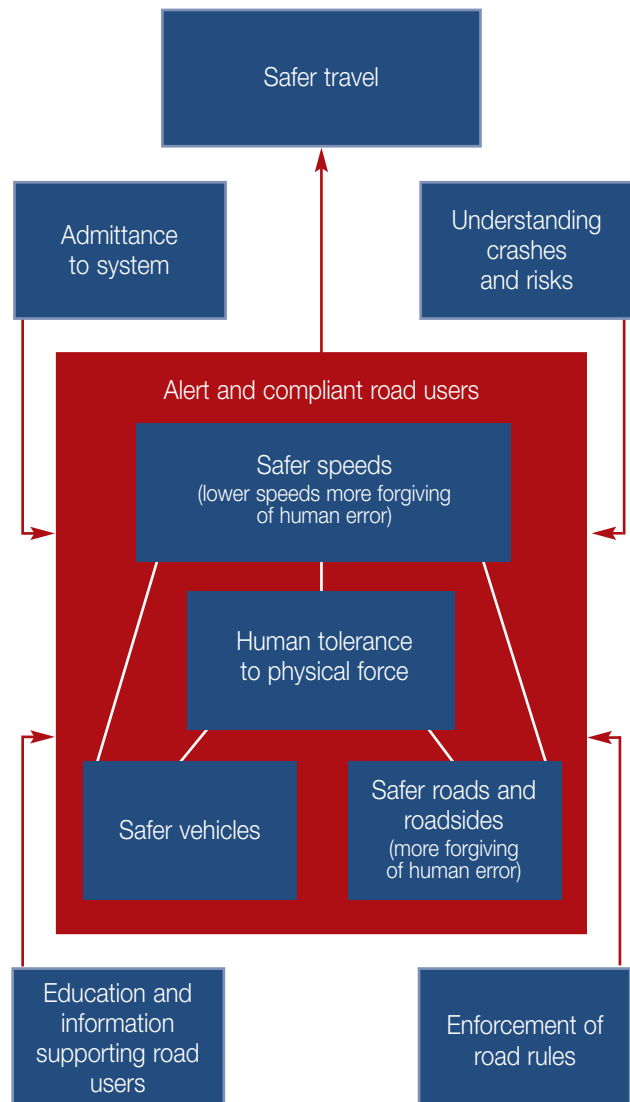


The Safer System approach to Road Safety

Across Australia, the Safer System approach is being used as the framework for improving road safety. The Safer System is based on extensive analysis, research and experience. It recognises that ongoing effort is required to ensure that road users are well informed and educated about responsible use of the road transport system, and action is taken when those responsibilities are not met. It also recognises that no matter how well road users are trained and educated about responsible road use, how much crash risks are understood, or how much enforcement of road rules is undertaken, human error is inevitable.

The Safer System approach therefore requires the road transport system to make allowances for human error, in the design and management of both the road environment and the motor vehicle, and in the setting of speed limits. The centre of this systems approach is the human tolerance to physical force – the amount of force that can be exerted on the human body beyond which fatal or serious injury can be expected to occur.

Using the Safer System principles, this strategy addresses the four key areas for road safety in South Australia and the South East region over the remainder of this decade.



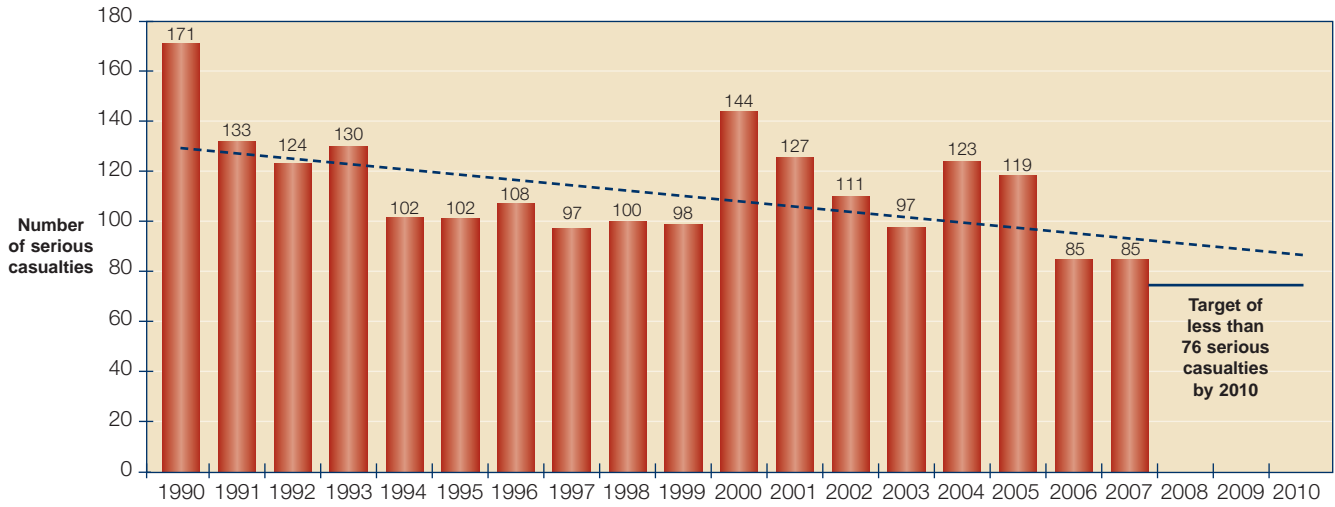
Safer Road Users – informing and educating users about safe use of the road, licensing motor vehicle drivers/riders, and taking action against those who do not comply with the rules.

Safer Roads – designing, constructing and maintaining roads and roadsides to minimise the risk of crashes, and the severity of injury if a crash occurs.

Safer Vehicles – designing and maintaining vehicles to minimise the risk of crashes, and the severity of injury to motor vehicle occupants, pedestrians, and cyclists if a crash occurs.

Safer Speeds – setting speed limits that take into account the level of risk on the road network and the benefits of lower travelling speeds in minimising the incidence and severity of injury in the event of a crash.

Number of serious casualties – South East, 1990-2007 (with trend)



The target figure of less than 76 has been calculated by deriving the serious casualties in the South East over the five year period from 2002 to 2006 as a proportion of the State and applying this proportion (7%) to the State combined target of 1090 for fatalities and serious injuries. As with the South Australian target, this target for the

South East is challenging but achievable. The target is considerably below the totals of 123 in 2004 and 119 in 2005. However, the low figure of 85 serious casualties achieved in 2006 and 2007 provides optimism that a target under 76 can be achieved over the next three calendar years to the end of 2010.

Road trauma in the South East

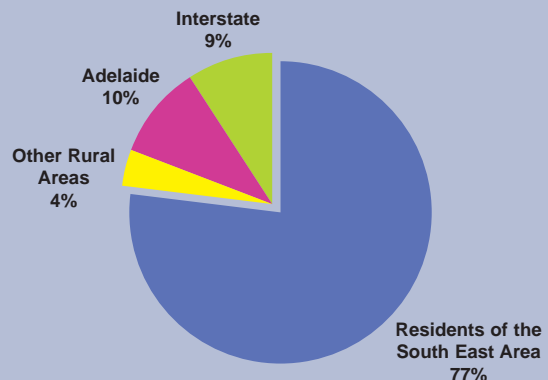
Detailed analysis of crash data for an area such as the South East is important because it leads to the identification of the key characteristics of the majority of crashes – where crashes are concentrated, the groups of people who are over-represented in road crashes and the main causes and factors in crashes.

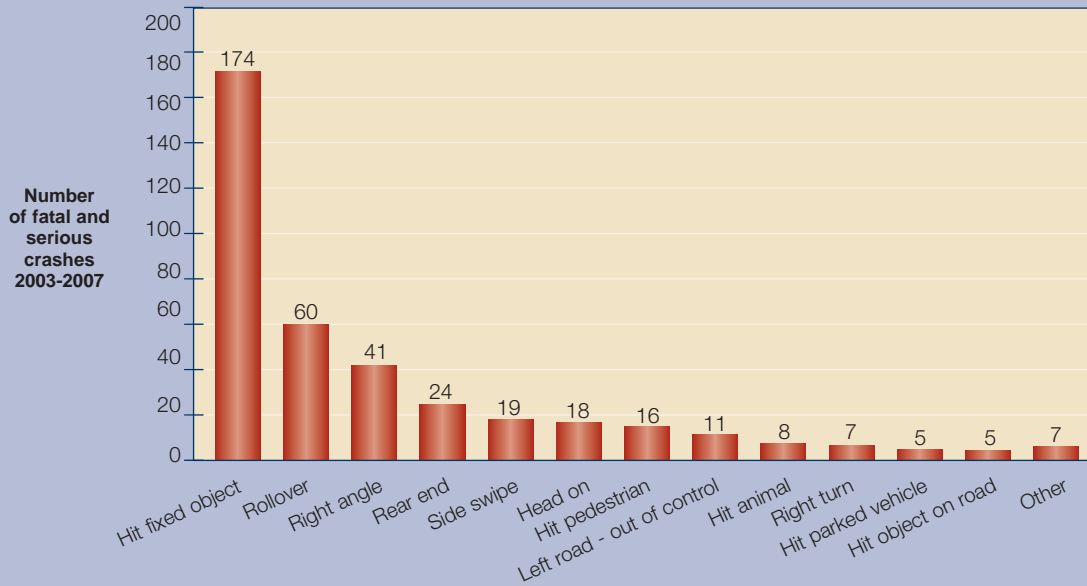
This information is important because it enables funding and other resources to be targeted at the areas of the road toll where the greatest benefit is likely to result.

Safer Road Users

Overwhelmingly, road trauma in the South East is felt by the people of the South East. People in the region need to be encouraged to take greater responsibility for their safety, and the safety of their families, friends, and communities. Stronger coordination mechanisms, allied with targeted education and enforcement activity will be important in this.

Driver and Rider Serious Casualties by Residence





Safer Roads

Hit fixed object is the dominant South East crash type, typically as a combination of excess speed and overcorrection if the left side wheels leave the roadway.

Aside from ongoing blackspot and maintenance programs targeted shoulder sealing and roadside hazard treatments on highly trafficked roads (Dukes, Riddoch and Princes Highways) are necessary.

Where do the crashes occur?

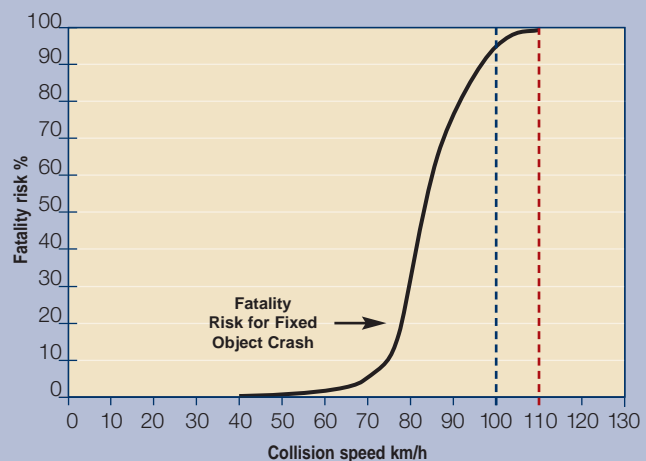
- 70% of all fatal and serious crashes occur on roads with a speed limit of 100 or 110 km/h (22% on 100 km/h roads and 48% on 110 km/h roads),
- 69% of fatal and serious crashes on open rural roads occur on straight sections of road,
- 75% of fatal and serious crashes on open rural roads are single vehicle crashes,
- 21% of fatal and serious crashes in the South East occur on roads with a speed limit of 50 or 60 km/h.

What types of crashes are occurring?

- Overall, the most common type of fatal and serious injury crash in the South East is hit fixed object (44%), rollover (15%) right angle (10%) and rear end (6%).
- On rural roads, the most common type of fatal and serious injury crash is hit fixed object (50%), rollover (18%), head on (5%), side swipe (5%) and right angle (5%),
- In lower speed areas, in towns, the most common type of fatal and serious injury crash is hit fixed object (31%), right angle (22%), rear end (12%), hit pedestrian (11%) and rollover (8%).

Safer Speeds

The risk of fatal injury in a fixed object crash escalates rapidly beyond an 80 km/h impact speed. While the default rural limit is 100 km/h, there are many 110 km/h roads in the South East, very few of which can safely sustain these speeds. A review of these limits is needed. A 2003 reduction in speed limits on 1100 km of rural roads in SA achieved a 20% reduction in casualty crashes, compared with other rural roads.



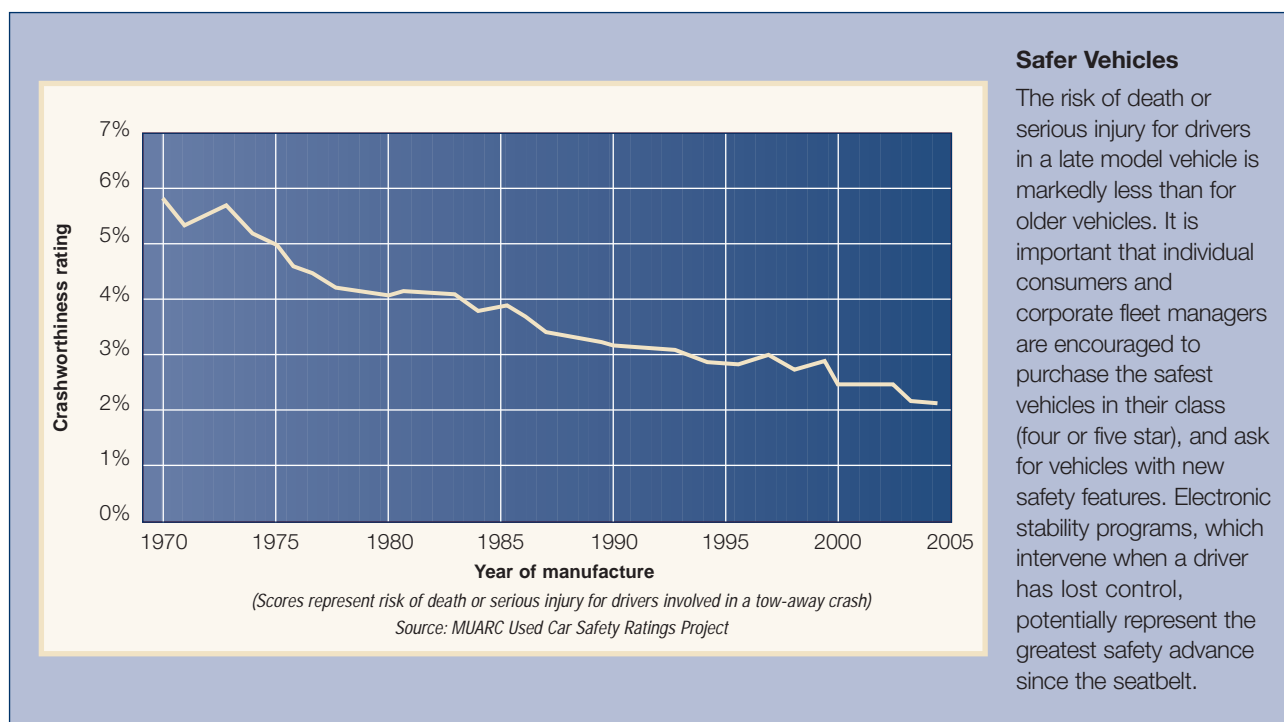
Who is involved?

- 71% of fatalities and 63% of serious injuries are male,
- 37% of both males and females killed or seriously injured are in the age range 16 to 24 years,
- 77% of drivers and riders who are killed or seriously injured in the South East are residents of the area,
- Motor vehicle occupants account for 85% of people killed and seriously injured in the South East (drivers 58% and passengers 27%). Of the remaining road user types, pedestrians account for 4%, cyclists 2% and motorcyclists 9% of the fatalities and serious injuries,
- 15% of fatal and serious crashes in the South East involve heavy vehicles although in the State as a whole

trucks account for only 3% of vehicles registered and 7% of the distance travelled.

What are the main contributors?

- 21% of drivers and riders killed in the South East area from 2003 to 2007 had an illegal BAC of 0.05 or above. Although this is lower than the State average of 34% over the same period it is an alarming indication of the possible number of drivers on the road affected by alcohol,
- In the 5 year period 2003 to 2007, 39% of the fatalities and 13% of those seriously injured were not wearing a seatbelt at the time of the crash. This compares to State-wide figures of 35% of fatalities and 12% for serious injuries.



Key challenges for the South East

Based on road crash statistics and on what is known from research and evaluations, there are a number of key issues for the South East:

- the high proportion of crashes on rural roads – the majority of which occur on straight sections of road and involve a single vehicle, and speed,
- the high proportion of crashes where vehicles run off the road, and the high involvement of roadside hazards in crashes, particularly on rural roads,
- the concentration of road trauma on the Dukes, Riddoch and Princes Highways where 46% of fatal crashes and 30% of serious injury crashes in the South East have occurred in the last five years,
- the widespread application of 110 km/h speed limits on roads with a combination of narrow seals, no shoulder sealing, poor alignment and hazards such as trees close to the edge of the seal,
- the design and safety of intersections with higher numbers of crashes,
- high levels of drink driving and non-wearing of seat belts and significant concern regarding drug driving and speeding,
- the over-involvement of males in crashes, and of drivers under 25 years of age in crashes,
- improvement of road safety education among school children,
- the over-involvement of heavy vehicles in fatal and serious injury crashes,
- further development of the work of community road safety groups particularly with a whole-of-region focus where possible,
- achieving better road safety outcomes from the work of the RSAC, DTEI, SELGA, Government Agencies, CRSGs, business and other organisations.



South East Road Safety Priority Actions

As a means of reaching the road safety targets for the South East, seven priority actions have been identified for implementing this strategy. They are consistent with feedback during a consultation process that included open discussions in Mount Gambier, Kingston, Millicent, Naracoorte and Bordertown.

In general, priority has been given to measures that are:

- **known to be cost effective based on evaluation and research,**
- **aimed at major behavioural problems and contributors to the road toll,**
- **likely to engage the community in efforts to improve road safety,**
- **consistent with national and State-wide programs.**

- 1 Stronger road safety coordination mechanisms will be established between SELGA, local Councils and Community Road Safety Groups, with specific consideration given to a road safety coordinator position, and a relationship with the Road Safety Advisory Council.
- 2 Whole of region projects will be developed, through better coordination, with possible focus on projects such as:
 - A “Lights on” campaign to promote safer driving
 - “Fatality free” boards on regional highways
 - Supervised driving to promote safety for young drivers
 - Encourage safety promotion amongst corporate vehicle fleets
- 3 DTEI will concentrate infrastructure safety investment that is available on key corridors, such as the Dukes, Riddoch and Princes Highways where road trauma is most concentrated, particularly focusing on shoulder sealing and roadside hazard treatments, with audio tactile line-marking also important.
- 4 SAPOL will, in collaboration with communities, toughen policing of restraints and drink & drug driving, and ensure that the new speed enforcement tolerance announced by the Commissioner of Police is rigorously enforced.
- 5 Local Councils will, in consultation with residents and businesses, and with DTEI, consider the speed limits they want to apply through townships
- 6 DTEI will work with local Councils and schools to investigate the extent to which Safe Routes to School can be extended within the region.
- 7 SELGA, in consultation with the partner organisations involved in preparing this strategy will prepare a progress report after a period of one year.

It is also recognised that speed limits need to be monitored as an integral part of safer conditions for road users.

¹Further actions identified during the consultation process are set out in an Appendix.

Appendix: Overview of South Australian crashes

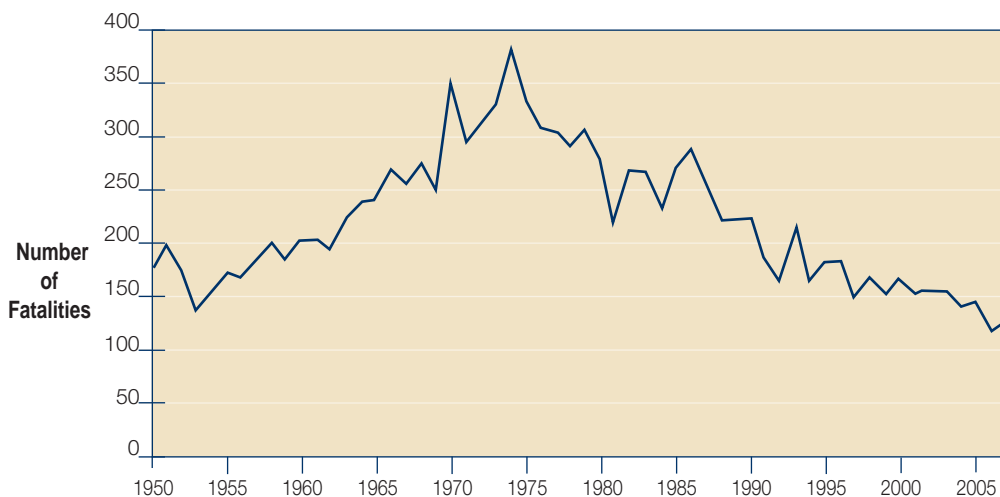
Fatalities

There have been 12,768 lives lost in South Australia from road crashes since 1950 when systematic recording began. In current monetary values, the loss of life has cost the State almost \$25 billion. These are horrific statistics involving immeasurable grief for families and friends of victims and enormous cost and loss of potential for the community and State.

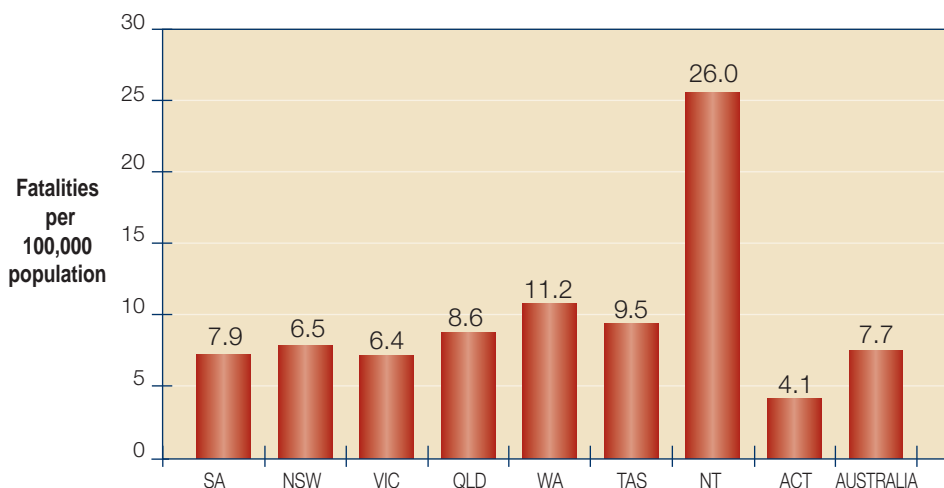
From 1950 to the early 1970s there was a steady increase in fatalities peaking at 382 in 1974. Since then fatalities have trended lower, reaching a figure of 117 in 2006, the lowest annual figure since records began in 1950.



South Australian fatalities, 1950-2007



National comparison of fatality rates per 100,000 population, 2007



Per capita fatality rates (fatalities per 100,000 population) show a similar trend since 1950. Prior to 1990, South Australia had a fatality rate below the Australian average in most years but between 1990 and 2005, the South Australian rate trended higher than the national average. In 2006, South Australia's fatality rate of 7.5 again fell below the national average of 7.8. The fatality rate for South Australia in 2007 was 7.9 fatalities per 100,000 population. The rate of 7.9 was fourth lowest behind the Australian Capital Territory, Victoria and New South Wales and less than half the South Australian figure of 15.8 in 1990.

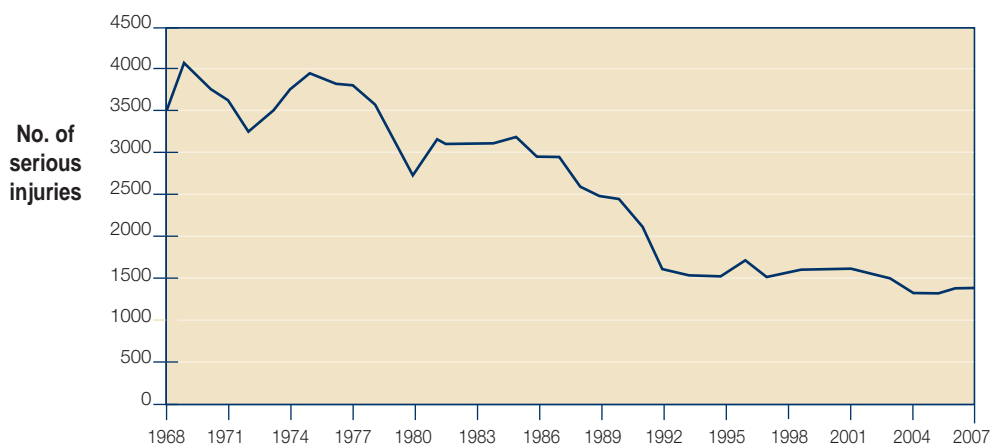


Serious Injuries

Since recording began in 1968, about 101,000 people have sustained serious injuries requiring admission to hospitals creating an enormous burden on the State's health and emergency services. In current monetary values, the serious injuries have cost the State \$42 billion. This cost is higher than the figure of \$25 billion for fatalities and highlights the burden faced by the community from road crash injuries which often involve long-term disabilities, treatment, grief and costs.

After reaching a peak of 4,055 in 1969, serious injuries declined until the early 1990s. During the 1990s serious injuries remained static between 1,500 and 1,600 per year. The downward trend in serious injuries appears to have resumed since 2001, reaching a low of 1,293 in 2005. The 2006 and 2007 figures rose slightly to nearly 1,360 serious injuries.

South Australian serious injuries 1968-2007



Key Characteristics of Serious Crashes in 2007

- 30% of driver and rider fatalities had an illegal blood alcohol concentration (BAC) - many were four times the legal limit of 0.05. This high level of alcohol involvement in crashes had not been recorded since the figure of 45% in 1990.
- a quarter of driver and rider fatalities tested for drugs had levels of cannabis and methamphetamines,
- 24% of driver and passenger fatalities were not wearing a seat belt at the time of the crash,
- among drivers and riders responsible for fatal crashes, three out of every five had at least one driving offence in the previous 5 years - the majority offence types were speeding and driving under the influence,
- 28% of drivers and riders responsible for fatal crashes previously had a licence disqualification on at least one occasion,
- There was a noticeable increase in fatalities in the older age group of 70 years and above. The 2007 total was three times the 2006 total, and double the previous 5 year average.
- Of all fatal and serious injury crashes:
 - 33% involved vehicles running off the road and hitting a fixed object,
 - 15% were rollovers,
 - 14% involved right angle collisions between vehicles,
 - 8% were rear end collisions and
 - 10% involved pedestrians.

What is being done for Road Safety in South Australia?

Roads

- treatment of black spots under the State and Federal Black Spot Programs,
- installation of overtaking lanes on high volume arterial roads with poor crash histories,
- extension of shoulder sealing on arterial roads,
- reduction of roadside hazards by either removal of hazards or the installation of barriers,
- installation and upgrading of bicycle lanes, bicycle routes and associated facilities,
- an improved skid resistance monitoring and treatment program,
- the use of audio-tactile edge line marking on high volume roads with a high incidence of run-off-road crashes.

Road Users

- major public education programs targeting contributors to the road toll including drink driving, speeding, failure to wear seat belts, driver fatigue, inattention and mobile phone use,
- expansion of the network of dual capability red light and speed cameras at high-crash traffic signals in metropolitan and rural locations to target red light running and speeding at intersections and pedestrian crossings,
- contribution to national monitoring aimed at ensuring motor vehicle advertisements do not contain inappropriate road safety messages,
- expansion of random breath testing to include mobile testing,
- introduction of random drug testing,
- introduction of immediate loss of licence for high BAC and excessive speed offences,
- review of the effectiveness of the existing alcohol ignition interlock scheme,
- introduction of a new Graduated Licensing Scheme for those obtaining a licence,
- introduction of hoon driving legislation,
- contribution to national work to introduce tougher requirements for the wearing of restraints particularly in relation to the correct restraint of children,
- introduction of a safety banner network along arterial roads,
- trial of fatality free and casualty free day signs on major roads,
- introduction of road safety curriculum resources to schools,
- introduction of demerit points for mobile phone use while driving.



Vehicles

- provision of financial support for crash testing of new vehicle models under the Australian New Car Assessment Program (ANCAP),
- contribution to national initiatives directed at improving the safety standards and technology of new vehicles,
- lobbying of vehicle manufacturers regarding the inclusion of new safety features in vehicles,
- commencement of the fitting of seat belts to school buses serving Government schools.

Speed

- introduction of a 50 km/h default urban limit,
- introduction of a 50 km/h speed limit on arterial roads with high volumes of local traffic and pedestrian activity in rural cities and towns,
- reduction in speed limit from 100 km/h to 80 km/h on an area of arterial roads with lower alignment standards in the Adelaide Hills,
- reduction in the speed limit from 110 km/h to 100 km/h on 1,100 km of rural arterial roads with higher crash rates and alignment deficiencies.

Other

- establishment of the Road Safety Advisory Council (RSAC) with an independent chairperson,
- fostering the formation of community road safety groups across the State and continued support for the work of the groups.

Appendix: Further Actions

Further actions identified during the development of this strategy are listed here under the following headings – Safer Road Users, Safer Roads, Safer Speeds, Safer Vehicles, and Organisation and Coordination. These actions will be important for achieving the targets set within the strategy and improved road safety within the region over the longer term.

The actions do not attempt to cover every activity of every agency and body that is involved with road safety in some way. Rather, they are the actions that generally relate to the whole region, and are most likely to help bring about a major reduction in crashes and casualties. They are not in priority order.

Safer Road Users

Every person is a road user who is able to bring about an immediate, substantial and lasting reduction in the road toll by changes in on-road behaviour such as driving a little slower and within the speed limit, using seat belts, not driving or riding when impaired by alcohol and drugs, being more alert and attentive, caring about other road users and obeying the road laws.

No.	MEASURES	RESPONSIBILITY
1	Continue to run whole-of-State road safety media and advertising campaigns in the South East.	MAC
2	Investigate a road safety media and advertising campaign designed specifically for the South East. Encourage community ownership of the campaign. Monitor and evaluate the project and promote the results.	SELGA, CRSGs, the community
3	Develop information about young driver crash risks and distribute widely including promotion in the media.	DTEI
4	Make specific use of communications as a road safety tool – for example, focussing local attention on road safety issues by providing information and data to the media and fostering the involvement of the media in helping to improve road safety.	CRSGs, SELGA, DTEI, media
5	Continue high-visibility on-road Police enforcement activities.	SAPOL
6	Increase RBT in the South East.	SAPOL
7	Extend random drug testing to the South East as soon as resources permit.	SAPOL
8	Continue to implement components of the National Heavy Vehicle Safety Strategy aimed at improving road safety for heavy vehicles and reducing their over-involvement in serious crashes.	DTEI, transport companies
9	Expand the delivery of the Safe Routes to Schools Program to all South East primary schools over the next five years.	DTEI, schools, Councils
10	Undertake any necessary safety roadworks in the vicinity of a school identified during the introduction of the Safe Routes to Schools Program.	Councils, DTEI, schools
11	Expand the delivery of the Bike Ed Program to South East schools over the next three years.	DTEI, schools
12	Promote the availability of road safety curriculum packages for secondary, primary and early childhood schools and encourage their use by schools.	DTEI, DECS
13	Promote the availability of the Police Schools Program to South East schools	SAPOL
14	Promote the use of road safety contracts between young drivers, passengers and motor cyclists and their parents or carers.	CRSGs
15	Encourage the take-up of the Goods Sports Program by sporting clubs.	DASSA, Councils, CRSGs,
16	Promote the availability of defensive driving courses especially for younger drivers.	CRSGs
17	Increase the number of road safety banners and other signing at key locations on the arterial road network.	MAC, DTEI
18	Install fatality free signs at key locations on major roads in the South East.	DTEI, Councils
19	Run a voluntary lights-on (daytime running lights) program in the South East using radio and other forms of media.	CRSGs, Councils
20	Encourage community groups and businesses to open additional driver-reviver stops at holiday periods and other times.	CRSGs, SELGA
21	As part of a review of the new Graduated Licensing Scheme examine the need for restrictions such as curfews and passenger restrictions on P plate and supervised drivers.	DTEI
22	Examine the expansion of vehicle confiscation as an effective enforcement tool for a range of serious offences such as driving while disqualified.	DTEI, SAPOL

Safer Roads

Construction, upgrading and maintenance works on roads that reduce the risk of a crash and the severity of injury in a crash play a crucial part in the reduction of the road toll. Expenditures that target higher-volume roads and sections of road with higher crash rates and risks provide the best overall return on investment in regard to safety improvements.

No.	MEASURES	RESPONSIBILITY
1	Continue to seal the shoulders of high priority roads based on traffic volumes, the nature of the road and crash rates.	DTEI
2	Increase the number and improve the standard of rest areas catering for heavy vehicles and the general public	DTEI
3	Continue to maintain the road network and to rehabilitate and reconstruct road sections to achieve satisfactory levels of road safety and transport efficiency.	DTEI, Councils
4	Identify and treat black spots and road sections under the AusLink (Federal) and State Black Spot Programs.	DTEI, Councils
5	Implement intersection works that have the potential to improve traffic control and reduce the crash risk.	DTEI, Councils
6	Monitor the safety of town streets especially in business precincts and other areas of high volumes of pedestrian and cyclist activity and slow moving and turning vehicles. Implement measures to improve the safety of unprotected road users in these areas and reduce the crash risk.	Councils, DTEI
7	Undertake a re-audit of all arterial roads in the Region within three years and develop a prioritised program of safety improvement works.	DTEI
8	Develop prioritised programs to reduce risks from roadside hazards by actions such as removal of hazards and installing barriers	DTEI, Councils
9	Continue to monitor the arterial network for skid resistance and use the information in the development of the annual reseal program.	DTEI
10	Lobby for AusLink status for the Riddoch Highway	DTEI
11	Examine the justification for the installation of passing sections on the Dukes Highway in the Swedish 2+1 lane configuration and lobby for Federal funding of the works.	DTEI
12	Continue to expand the number of overtaking lanes on high priority sections of arterial roads.	DTEI
13	Improve safety at high priority railway crossings.	DTEI
14	Bypass centres of population where feasible and cost effective.	DTEI, Councils
15	Continue to install and upgrade cycling routes and facilities.	DTEI, Councils
16	Continue to implement the Plan for Freight Transport for the South East/Limestone Coast. Seek AusLink and other funding where possible.	DTEI, Councils

Safer Vehicles

Advancements in the structural design of vehicles and their braking systems as well as the fitting of safety devices such as seat belts and airbags have had a major effect in reducing the number of crashes and the number and severity of injuries. Rapid advances in the development and fitting of a wide range of intelligent transport system (ITS) devices such as electronic stability control (ESC), adaptive speed control and crash avoidance technology have the potential over the next 10 years to bring about major reductions in the number of serious crashes.

No.	MEASURES	RESPONSIBILITY
1	Promote the safety advantages of newer cars, cars with higher ANCAP ratings and cars with additional safety features such as front and side airbags, ESC and speed warning devices.	DTEI, SELGA, CRSGs
2	Encourage car fleet operators to purchase new cars that are optioned up with additional safety features.	DTEI, SELGA, CRSGs
3	Develop opportunities with local businesses to periodically run free or low-cost safety checks of vehicles.	CRSGs

Safer Speeds

It is a scientific fact that lower speeds reduce both the severity of a crash and the risk of a crash occurring. The lower severity follows directly from the laws of physics – the lower the speed, the less is the energy that needs to be dissipated in a crash and the less is the damage resulting from dissipation of the energy. Detailed research into actual crashes shows that fewer crashes are associated with lower speeds. Aside from the scientific proof this is intuitively logical because at lower speeds, drivers and riders have more time to react to situations and make decisions and need less distance in which to stop.

No.	MEASURES	RESPONSIBILITY
1	Provide information to the public that explains the scientific relationship between lower speed and lower crash risk and severity.	DTEI, MAC, CRSGs
2	Review all speed limits and adjust where necessary to provide a better level of consistency and alignment with the safety of the infrastructure.	DTEI, Councils
3	Reduce rural speed limits where there are higher crash and injury risks associated with issues such as roadside hazards, narrow seals, lower alignment standards and pavement roughness.	DTEI
4	Identify opportunities to lower the speed limit from 60 km/h to 50 km/h on arterial roads in country towns and cities.	Councils
5	Regularly deploy a speed feedback trailer in urban areas of the South East to enable drivers to check the speedometers of their vehicles.	SAPOL, CRSGs
6	Strengthen the enforcement of speed limits	SAPOL

Organisation and Coordination

The previous four sections of the Action Plan involve measures that are designed to bring the road toll down. To achieve effective implementation of the Action Plan and encourage increasing engagement of the South East community in road safety matters, several organisational issues need to be addressed.

No.	MEASURES	RESPONSIBILITY
1	Form a regional review group to monitor the implementation of the South East Road Safety Strategy and the work of CRSGs and to make recommendations to SELGA and DTEI.	SELGA, DTEI, to initiate the review group
2	Encourage the areas of the District Councils of Robe and Kingston to either form separate CRSGs, or to form a combined group or to join with existing neighbouring groups.	SELGA, DTEI, CRSGs
3	Appoint a community road safety officer in the South East to assist CRSGs, SELGA, and other bodies in the development and delivery of road safety projects.	SELGA
4	Develop stronger working links between the RSAC and CRSGs.	RSAC, CRSGs, DTEI

The following abbreviations have been used in the Action Plan:

DTEI	Department for Transport, Energy and Infrastructure
MAC	Motor Accident Commission
SAPOL	SA Police
DASSA	Drug and Alcohol Services SA
SELGA	South East Local Government Association
CRSGs	Community Road Safety Groups
RSAC	Road Safety Advisory Council



**Government
of South Australia**

Department for Transport,
Energy and Infrastructure

South East Road Safety Strategy 2008 – 2010

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