

**Tom Koutsantonis MP**  
Minister for Transport and Infrastructure

Tuesday 20 December 2022

## **Shortlist of options to improve safety on the South-Eastern Freeway**

A list of 16 options to address heavy vehicle safety on the down track of the South-Eastern Freeway has been finalised.

This list is a mixture of short, medium and long-term initiatives, some of which could be delivered within months. However, others will require further investigation to determine their feasibility.

This follows last week's third and final South-Eastern Freeway industry roundtable, and forms part of the South Australian Government's comprehensive review of heavy vehicle safety on the down-track's citybound lanes between Crafers and the intersection of Cross Road, Portrush Road and Glen Osmond Road.

The review has explored improving safety through infrastructure improvements such as safety ramps, the use of technology solutions, improving compliance, legislation and education for heavy vehicle drivers, and speed and traffic management.

The heavy vehicle and transport industry, as well as the community, have been consulted about their experiences on the down-track. Hundreds of suggestions have been received which have informed the list of potential solutions.

In the short term, options to be developed for consideration include improving safety signage, relocating the stop line on Cross Road, an education campaign that targets local and interstate heavy vehicle drivers, and working with the National Heavy Vehicle Regulator to review existing processes and legislation.

Medium and longer-term options to be developed into projects include live monitoring and improved detection of heavy vehicles in trouble, building a third safety ramp, and investigating road and traffic management changes that will slow heavy vehicles.

To view the list of safety proposals, please visit [www.dit.sa.gov.au/seffreeway](http://www.dit.sa.gov.au/seffreeway)

The Department for Infrastructure and Transport is also undertaking a study into a Greater Adelaide Freight Bypass that will connect the state from the north and west to the southeast, reducing the need for a proportion of heavy vehicles to go through the metropolitan area.

## **Quotes attributable to Minister for Infrastructure and Transport Tom Koutsantonis**

*The previous two roundtables and engagement with industry representatives, along with feedback from the community, have provided vital insights into possible measures to make the down-track of the South Eastern Freeway safer for everyone.*

*From this engagement, sixteen proposals have been identified as having the potential to reduce the likelihood and consequence of an out-of-control heavy vehicle on the Freeway, preventing a repeat of some of the terrifying incidents we've seen recently.*

*Some of the short-term options could be delivered within months, while others would be longer term options that will require more investigation to ensure they are feasible.*

*The State Government will now consider all of these short, medium and long-term options before deciding which will proceed.*

*This is a complex challenge and there is no single solution that will prevent all incidents from happening on all occasions.*

### **Shortlisted proposals:**

#### *Short term*

- Education and awareness marketing and communications campaign
- Make improvements to South Australian licensing and driver training
- Review Chain of Responsibility requirements for steep descents
- Work with National Heavy Vehicle Regulator (NHVR) to send education material to fleet operators
- Continue to investigate enhanced communication to drivers/vehicles
- Enhanced compliance powers for efficient compliance and incident response
- Revise freeway signage on-road
- Relocate Cross Road stop bar at the Freeway intersection
- Implement a short slower zone prior to the top of the hill (at Crafers) to enable low gear engagement by trucks

#### *Medium term*

- Detection technology for out-of-control heavy vehicles combined with Intelligent Transport System
- Install emergency stopping signals on Cross Road with Variable Message Sign, incorporating detection technology
- Create a heavy vehicle 40km/h slow checking zone below Mount Osmond Interchange

#### *Long term*

- Make improvements to National licensing and driver training
- Build a new (third) safety ramp
- Localised widening of road shoulders for emergency stopping
- Further investigation study for targeted stopping station for heavy vehicle inspection