

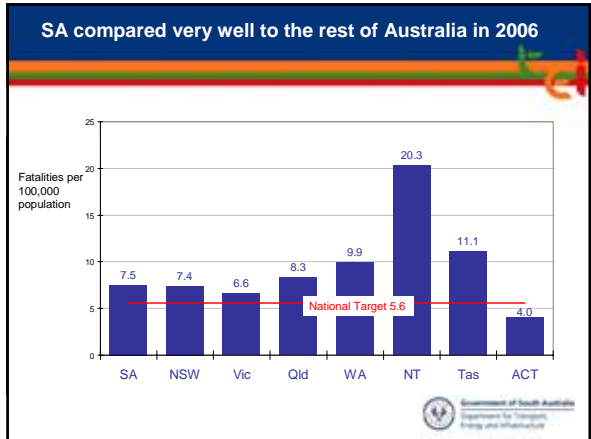
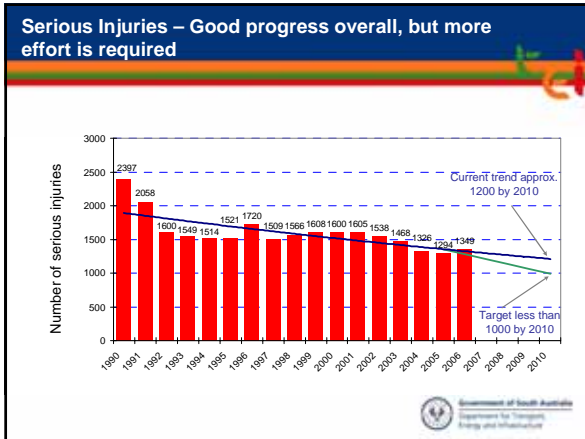
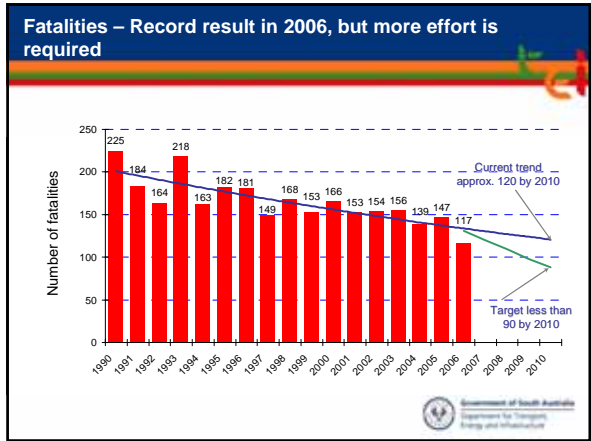


## Development of a South East Road Safety Strategy

Martin Small  
Director, Road Safety  
Department for Transport, Energy and Infrastructure

### Outline

- Context and Challenges in Road Safety
- How we are currently performing in the South East
- Priority rural roads
- What we need to do from here



## Perspectives on Road Safety

- **Ethics** – designing and managing system to accommodate human error
- **Public Health** – controlling the kinetic energy of the system
- **Responsibility** – by those who design/ manage, and those who use, the system
- **Integration** – aligning safety decisions with broader transport/planning decisions

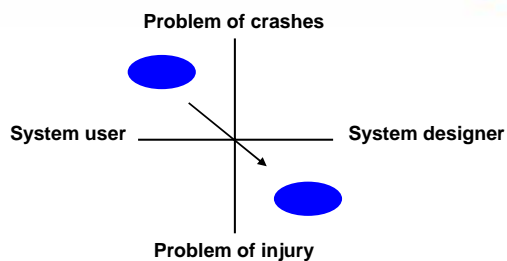


## Safe, healthy and sustainable

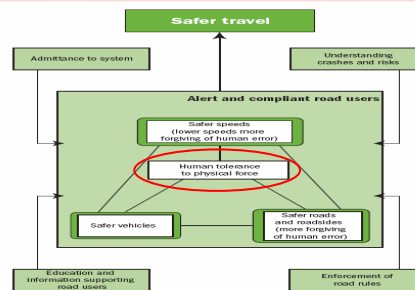
- **We need to build safety in, not add it on**
- **This requires us to broaden our horizons**
  - Road safety is a public health issue
  - People should feel safe choosing active modes
  - There are major synergies with environmental management
  - Mass transit systems are much safer
  - The road is a major workplace
  - There are productivity losses in road crashes



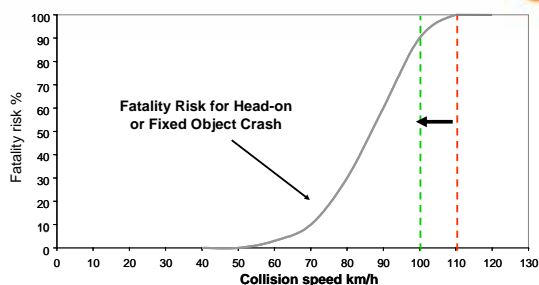
## Moving attention towards injuries, and designers



## Australia's Safe System



## Human Tolerance to Physical Force (Rural)



## Multiple Wins (Rural)

- **Big casualty savings from small changes in travel speed (20% on 1100kms of road)**
- **Lower rural travel speeds reduce in vehicle operating costs, and fuel consumption**
- **Reducing fuel consumption has a direct effect on the volume of greenhouse gas emissions**
- **Estimated ideal speed on undivided rural roads (taking all safety, efficiency and environmental factors into account) is 80 km/h**



### Vehicle Safety Features (2006)

**Electronic Stability Control in new vehicles sold in Australia**

- Standard – 19%
- Optional – 7%
- Not available – 64%

**Front Side Curtain Airbags in new vehicles sold in Australia**

- Standard – 22%
- Optional – 13%
- Not available – 66%

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### Development of South East Road Safety Strategy

- Exchange of letters and agreement in 2006 between South East Local Government Association and Minister for Road Safety
- Steering Committee established March 2007 to lead development of strategy
- 5 evening forums late April to mid May, publicised through direct letters and advertisements in the 5 South East newspapers

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### SOUTH EAST ROAD SAFETY STRATEGY

The Department for Transport, Energy and Infrastructure and the South East Local Government Association are developing a road safety strategy for the South East. This strategy will be the first developed for a regional area with the primary aim of reaching the road safety targets of South Australia's Strategic Plan 2007, directed at reducing fatalities and serious injuries.

An important element of the strategy will be the contribution and knowledge of the region's residents and organisations. You are invited to contribute to the strategy and express your views about road safety either by attending one of five public forums or lodging a submission.

**1. Public Forums**

Five public forums will be held from 6.30pm and 9.30pm, with light refreshments as follows:

- Mount Gambier: **Thursday 26 April 2007** in the Leadlight Room, Institute Building, entry via Canal Gardens off Watson Terrace, Mount Gambier.
- Millicent: **Friday 27 April 2007** at the Millicent Library, Ridge Terrace, Millicent.
- Naracoorte: **Tuesday 3 May 2007** at the Town Hall, Smith Street, Naracoorte.
- Kingston: **Wednesday 2 May 2007** at the Kingston District Hall, 49 Agnes Street, Kingston.
- Bordertown: **Thursday 10 May 2007** at the Tatiara Council Offices, 43 Woodhead Street, Bordertown.

To attend, simply register by phoning Jane Malychuk telephone 1300 789 366, facsimile 08 8204 8835 or email [jane.malychuk@transport.sa.gov.au](mailto:jane.malychuk@transport.sa.gov.au).

**2. Public submissions**

Submissions titled SERIS Submission can be sent by mail, email or facsimile to the Department as follows:

Post to: DTS  
PO Box 1  
WANDERLEIGH SA 5081

Facsimile to: 08 8204 8835

Attention: John Spenser  
Email to: [john.spenser@transport.sa.gov.au](mailto:john.spenser@transport.sa.gov.au)

The closing date for submissions is Friday 10 May 2007

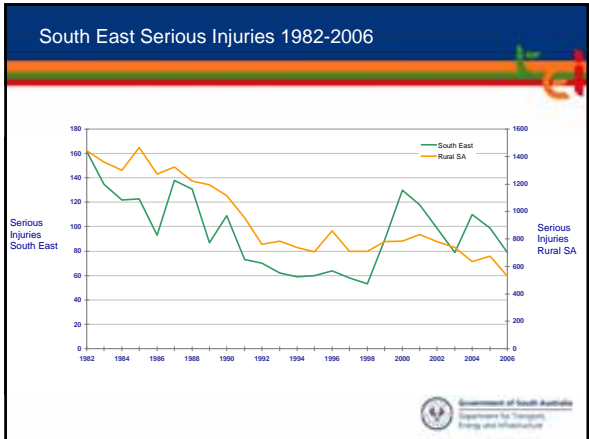
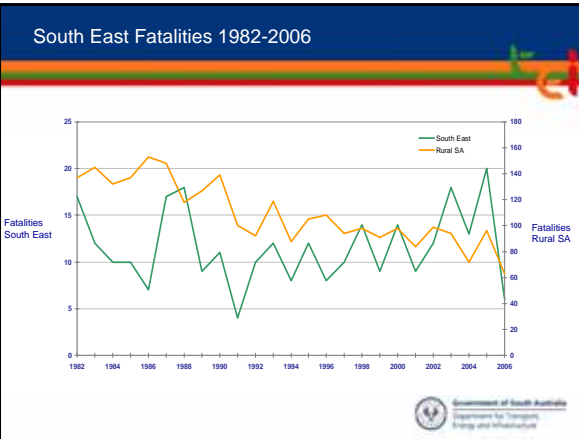
Further information about road safety in the South East is available online at [www.transport.sa.gov.au/submissions.html](http://www.transport.sa.gov.au/submissions.html)

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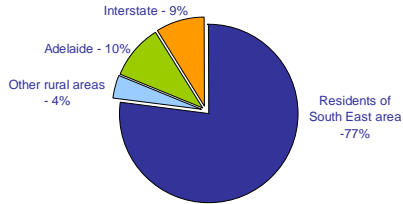
### Development of South East Road Safety Strategy

- 8 written submissions, including: DC Grant, City of Mt Gambier, Limestone Coast Regional Development Board, Naracoorte/Lucindale CRSG, Bordertown SES, Tatiara Meat Company.
- Approximately 50 people attended forums
  - Mount Gambier
  - Millicent
  - Naracoorte
  - Kingston
  - Bordertown
- Facilitated by Mr Eric Howard, road safety consultant. Ideas being addressed by Steering Committee, prior to draft to Minister and SELGA.

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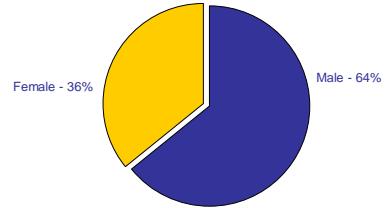


South East - Driver & rider fatalities or serious injuries by place of residence, 2002-2006



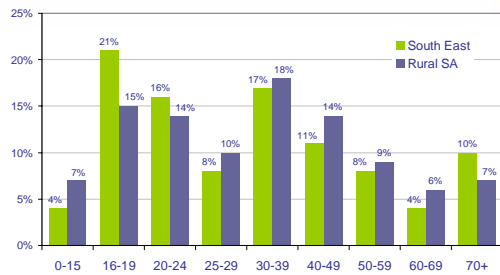
Government of South Australia  
Department for Transport, Energy and Infrastructure

South East - Male and Female fatalities and serious injuries, 2002-2006



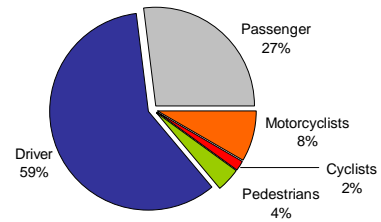
Government of South Australia  
Department for Transport, Energy and Infrastructure

South East - Fatal and serious casualties by age, 2002-2006



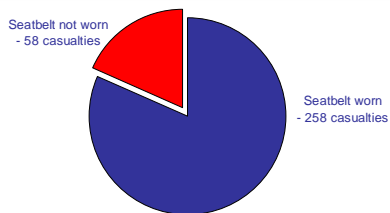
Government of South Australia  
Department for Transport, Energy and Infrastructure

South East - Fatal and serious casualties by Road User Type, 2002-2006



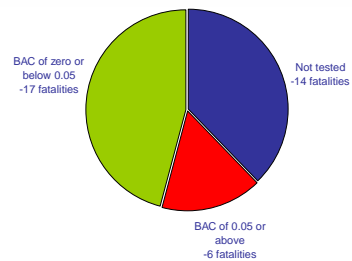
Government of South Australia  
Department for Transport, Energy and Infrastructure

South East - Seatbelt wearing by driver and passenger fatalities and serious injuries, 2002-2006

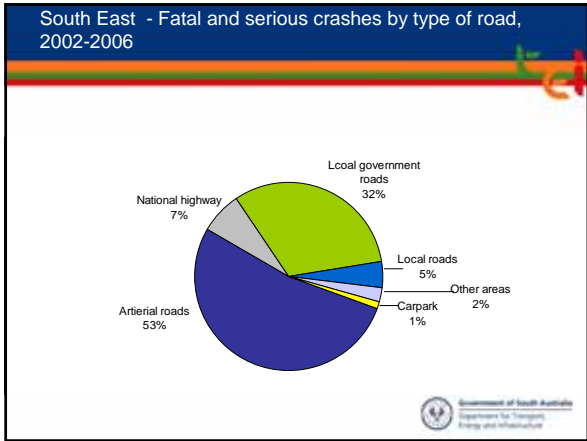
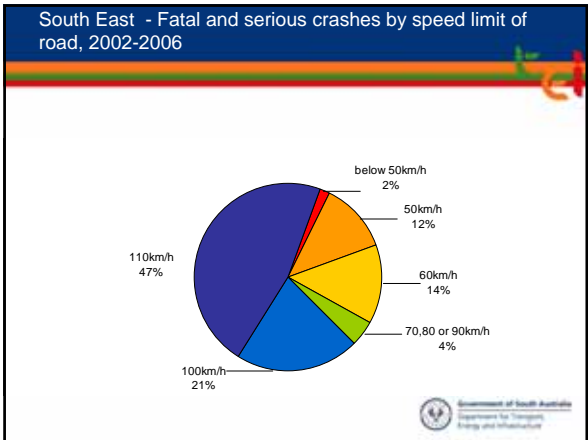
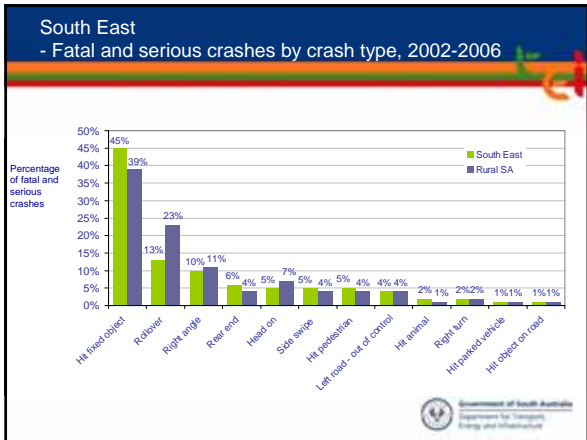


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South East - BAC of driver and rider fatalities, 2003-2006



Government of South Australia  
Department for Transport, Energy and Infrastructure



### Riddoch Highway

Keith to Mount Gambier  
(only crashes that occurred on sections of road with speed limit of 90km/h or above)

Crash type	Number of casualty crashes
Hit fixed object	41
Rollover	19
Rear end	7
Side swipe	7
Hit animal	5
Right angle	4
Head on	4
Left road out of control	4
Other	3
Total	94

Number of crashes for 5 year period 2002-2006	
Fatal crashes	9
Serious crashes	34
Minor crashes	51
Total casualty crashes	94

### Dukes Highway

Tallem Bend to Victorian border  
(only crashes that occurred on sections of road with speed limit of 90km/h or above)

Crash type	Number of casualty crashes
Hit fixed object	42
Head on	24
Rollover	21
Side swipe	7
Right angle	5
Rear end	4
Left road out of control	3
Other	3
Total	109

Number of crashes for 5 year period 2002-2006	
Fatal crashes	17
Serious crashes	41
Minor crashes	51
Total casualty crashes	109

### Princes Highway


Tallem Bend to Victorian border  
(only crashes that occurred on sections of road with speed limit of 90km/h or above)

Crash type	Number of casualty crashes
Rollover	37
Hit fixed object	30
Left road out of control	13
Head on	11
Hit animal	11
Rear end	6
Side Swipe	4
Other	5
Total	117

Number of crashes for 5 year period 2002-2006	
Fatal crashes	7
Serious crashes	46
Minor crashes	64
Total casualty crashes	117

### Rural Road Safety Priorities

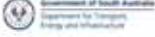
- Priority are road sections with high crash volumes per kilometre of road.
- National Highways, and generally 50, 60 and 80 km/h speed limits in urban areas have been excluded.
- Other factors such as the VKT rate, fatality numbers, and road function road also considered.
- Some lower crash rate sections included for the purpose of a complete road length analysis.




### Priority 1

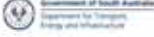
Road sections with the highest rates of casualty crashes, per km, per year

**734 casualty crashes 2002-06**




### Priority 1

Name	RRD
Aldgate - White Hill	4.00 – 56.98
Balhannah - Littlehampton	0.70 – 7.00
Barossa Valley Way	1.64 – 25.36
Echunga - Meadows	0.97 – 9.78
Gawler - Kersbrook	14.23 – 24.80
Gorge	11.12 – 27.30
Lyndoch – Chain of Ponds	0.81 – 27.73
Magill - Lobethal	0.95 – 35.12



### Priority 1


Name	RRD
Mt Barker - Flaxley	0.50 – 8.48
Mt Barker - Strathalbyn	7.74 – 22.69
Murray Bridge - Monteith	3.58 – 7.95
Noarlunga – Cape Jervis	1.52 – 73.27
Noarlunga – Victor Harbor	1.18 – 46.46
Nuriootpa - Angaston	0.90 – 3.70
Old Pt Wakefield, Two Wells	1.50 – 7.74
Olympic Way South	0.00 – 3.78
Tea Tree Gully - Mannum	14.57 – 76.00



### Priority 2

Sections with lower black spot rates meeting the Federal Black Spot eligibility criterion of a rate of 0.2 casualty crashes/km/year

**466 casualty crashes 2002-06**



### Priority 2

Name	RRD
Angaston - Birdwood	1.94 - 40.36
Berri - Loxton	1.00 - 17.74
Birdwood - Verdun	0.73 - 30.48
Blackwood - Goolwa	15.64 - 72.00
Burnside - Balhannah	0.69 - 19.22
Chain of Ponds - Cudlee Creek	0.00 - 2.14
Cudlee Creek - Lobethal	0.00 - 7.80
Echunga - Mt Barker	0.40 - 3.50
Flinders	376.54 - 388.64

### Priority 2

Name	RRD
Greenock - Nuriootpa	0.80 - 4.50
Gumeracha - Lobethal	1.10 - 8.39
Hahndorf - Echunga	0.62 - 7.89
Kadina - Moonta	1.8 - 13.85
Kapunda - Gawler	1.66 - 31.02
Lincoln	0.00 - 37.85
Lower North East	14.07 - 20.00
Main North Rd (Magpie Corner - Clare)	150.75 - 173.39
Mallala - Gawler	21.00 - 26.00

### Priority 2

Name	RRD
Meadows - Macclesfield	0.00 - 6.82
Meadows - Strathalbyn	0.00 - 14.00
Mt Crawford - Mt Pleasant	0.00 - 8.15
Myponga - Hindmarsh Valley	0.00 - 20.86
Pt Lincoln West Access	0.00 - 9.59
Pt Pirie - Georges Corner	0.0 - 4.63
Ridloch	2.00 - 207.00

### Priority 2

Name	RRD
Sandy Creek - Williamstown	1.99 - 9.05
Stirling - Strathalbyn	5.19 - 15.99
Stirling - Strathalbyn	27.35 - 37.34
Tumby Bay West Access	
Two Wells - Gawler	6.25 - 18.60
Williamstown - Birdwood	0.85 - 27.73
Woodside - Nairne	0.86 - 8.00

### Priority 3

Sections with a black spot crash rate generally between 0.1 and 0.2 and are the first sections of key routes radiating out beyond Adelaide

117 casualty crashes 2002-06

### Priority 3

Name	RRD
Barrier (Saddleworth - Main North)	362.70 - 379.82
Callington - Goolwa (Strathalbyn - End)	24.74 - 44.55
Everard Central - Templers (Hamley Bridge - Templers)	69.60 - 84.42
Main North (Clare - Willaston)	179.72 - 264.35
Mallala - Two Wells	0.52 - 16.52
Wallaroo - Pt Wakefield	41.0 - 57.78

Priority 4

Sections with a black spot crash rate generally between 0.1 and 0.2

104 casualty crashes 2002-06



Priority 4

Name	RRD
Bordertown - Naracoorte	2.23 - 5.63
Hawker Stirling North (Quorn - Stirling North)	67.04 - 97.39
Kapunda - Greenock	0.00 - 9.31
Main North (End - Wilmington)	0.00 - 20.60
Main North (Wirrabara - Laura)	72.00 - 89.93
Mount Pleasant - Walker Flat	0.00 - 9.52
Mt Compass - Goolwa	0.00 - 16.32
Mt Gambier - Nelson	3.00 - 30.84



Priority 4

Name	RRD
Murraytown - Orroroo (Murraytown - Booleroo C)	0.0 - 12.0
Naracoorte - Apsley	3.66 - 22.95
Port Wakefield - Yorketown (Start - Ardrossan)	0.0 - 43.35
Princes	305.00 - 347.00
Princes	358.00 - 369.54
Templers - Daveyston	7.55 - 12.9
Yankalilla - Victor Harbor	1.15 - 28.50



In broad terms we need to ...

- Improve community understanding of the factors affecting road trauma
- Enhance the scale of key safety initiatives to do more of what saves most lives, and prevents most serious injuries
- Increase the level of collaboration and shared responsibility for action among all stakeholders



... and more specifically

- Continue speed management efforts
- Improve the road infrastructure, particularly on key corridors
- Strengthen user compliance with higher behaviour expectations
- Accelerate the introduction of safer vehicle technologies

... and we must aim for excellence

Excellence required in

- Relationships
- Analysis
- Strategy
- Delivery
- Promotion