





FROM THE MINISTER



In South Australia, over the past few decades, road deaths have reduced by 43 percent and serious injuries have reduced by 57 percent. This is despite a 43 percent increase in licensed drivers and riders and a 34 percent increase in the number of registered vehicles.

Tragically, road deaths increased from a record low of 86 in 2016 to 101 people killed on South Australian roads in 2017. An unacceptably high increase in motorcycle rider fatalities saw 24 riders unnecessarily killed on our roads in 2017, the highest number seen for this group since 1993.

A further 569 people were seriously injured in 2017. While this is the lowest number of serious injuries recorded in South Australia in any year, it remains too high.

I believe we can further reduce road deaths and injuries, towards our ultimate goal of zero. To achieve this, all South Australians need to share this goal and responsibility and support the efforts needed to prevent road trauma continuing in our community.

Infrastructure safety improvements that reduce crash severity, greater take up of safer vehicles, reducing vehicle speeds and speeding and reforming certain licensing laws offer promising potential to achieve greater reductions in fatalities and serious injuries. A continuing focus on behaviour change is also required as we continue to see many people dying on our roads as a consequence of drink or drug driving, driving tired, unfit, distracted, or not wearing a seatbelt. These are choices which can risk the life of that person and other innocent road users.

This action plan was developed collaboratively by the Department of Planning, Transport and Infrastructure, South Australia Police, Motor Accident Commission, Local Government Association of South Australia, the Royal Automobile Association and the University of Adelaide Centre for Automotive Safety Research.

The plan will focus efforts on measures that can save lives and injuries on our roads. It has been guided by recent reviews of South Australia's road safety strategy, the *National Road Safety Strategy 2011-2020* and the latest research and evidence available on developing safer road transport systems.

The plan includes priority actions to be delivered by the end of 2019. Many other initiatives, not specifically outlined here, will also continue.

Towards Zero Together – South Australia's Road Safety Strategy 2020 has taken us in the right direction. But we must strengthen our efforts, and align our approach with evidence-based, safe system practices in order to transform our system and reduce serious harm to road users in our community.

I encourage you to continue working with us to reduce trauma on our roads.

Hon Chris Picton MP
Minister for Road Safety

TOWARDS ZERO TOGETHER

Towards Zero Together – South Australia's Road Safety Strategy 2020 was launched in 2011 to set a new approach to road safety in our State.

The strategy was developed on the back of extensive community engagement, and input from experts and stakeholders both within and outside government. It presents the view that road deaths and injuries are not acceptable or inevitable and we all have a responsibility to prevent them.

The Safe System model is regarded as international best practice in road safety and entails a harm reduction approach to safety. That is, planning, road design and traffic management needs to consider how to reduce the severity of crashes when they occur. We have a responsibility to not only mitigate for predictable errors, but also protect those innocently caught up in crashes by ensuring that the road network is forgiving of error and does not allow people to inadvertently cause harm.¹

Many initiatives have been introduced as part of the strategy and will continue to deliver benefits for years to come. This action plan introduces further initiatives that will build on these efforts to further reduce road trauma.

Successive action plans have documented the shared commitment needed by all levels of Government, organisations and individuals to work together to deliver on the strategy, which must continue.

As part of this shared action, the South Australian Government is committed to the Motor Accident Commission (MAC) having an ongoing role in road safety – ensuring that behaviour change continues as a key component of the State's road safety strategy. MAC's ongoing role in road safety will also include evaluating the State's safety camera network and providing transparent reporting to the community on the findings.

This Action Plan 2018-2019 continues the focus established under *Towards Zero Together* and previous action plans. It responds to emerging trends from a review of road crash data, and developments in knowledge and technology that supports new solutions. It also recognises the directions set nationally through the National Road Safety Strategy and its supporting action plans.

A review from 2011 to 2015 of *Towards Zero Together – South Australia's Road Safety Strategy 2020* was undertaken by the University of Adelaide's Centre for Automotive Safety Research (CASR) in 2016.

Towards Zero Together established a number of key performance indicators through which the underlying level of safety could be monitored. The review highlighted improved performance in all but one of the key performance indicators:

- ▶ Reduced intersection and single vehicle run-off-road serious casualty crashes
- ▶ Increased sales of new cars with a 5 star safety rating
- ▶ Reduced casualties aged 16-24
- ▶ Reduced drink driving fatalities
- ▶ Reduced positive driver tests for alcohol
- ▶ Reduced fatalities and injuries not wearing a restraint, and
- ▶ Drivers testing positive to drugs has increased, but this can also be partly accounted for by a marked increase in roadside drug testing.

It was also found that:

- ▶ Cyclists and pedestrians were the only road user groups to have experienced increased fatalities since 2008-10
- ▶ Motorcyclists represent nearly one fifth of all serious injury cases. In recent years motorcyclist fatalities were declining, however in 2017 a sharp increase has been seen well above average for this user group
- ▶ Alcohol is still a concern on our roads with many fatalities and serious injuries associated with a blood alcohol concentration (BAC) over 0.05, the majority of such cases associated with a very high BAC (0.15+)
- ▶ Fatal crashes involving drivers affected by drugs are not decreasing
- ▶ An almost two-thirds majority of the State's fatalities occur on rural roads, with many in 100 km/h and 110 km/h speed zones, and many involving single vehicle type crashes
- ▶ High proportions of fatal and serious injury crashes in metropolitan Adelaide occur at intersections.

¹ Towards Safe System Infrastructure – A compendium of Current Knowledge, Austroads 2017



Countermeasure areas identified in CASR’s review which require further investigation include reducing speed limits and speeding, raising the licensing age, certain infrastructure treatments that reduce crash severity and reducing the age of South Australia’s vehicle fleet.

Fatality numbers in South Australia have remained above the target of no more than 80 fatalities per year, while serious injuries reached the target of no more than 800 per year in 2012 and has consistently remained under this target, although some of the change in serious injuries may be attributed to improvements in reporting.

There were 101 fatalities² recorded on South Australian roads in 2017. This is 15 more deaths than the 86 fatalities recorded the previous year and there were notable increases in fatalities of motorcyclists and pedestrians, who are particularly vulnerable on our roads. 2016 saw the lowest number of people killed on our roads since 1945. Despite the spike that occurred in 2017, road deaths and serious injuries have trended down over the life of the strategy. The average number of deaths for 2008 to 2010 was 112 and the number of serious injuries was 1125. Serious injury numbers for the 12 month period to September 2017 were under 600, the lowest on record.

Despite the overall decline in fatalities and serious injuries, there is still additional effort required to ensure the 2020 fatality reduction target is reached.

² 2017 data is preliminary

This Action Plan identifies new actions to address these trends. These actions are presented within the framework of *Towards Zero Together*.

Safer Roads

Safer Speeds

Safer Vehicles

Safer People

This plan also highlights a number of emerging areas of attention. Actions aimed at improving: Aboriginal road safety, the safety of older road users, pedestrians, cyclists and motorcyclists will help protect those most vulnerable on our roads.

ABBREVIATIONS

ATLM	Audio Tactile Line Marking
DPTI	Department of Planning, Transport and Infrastructure
CASR	The University of Adelaide Centre for Automotive Safety Research
SAPOL	South Australia Police
MAC	Motor Accident Commission
LG	Local Government
LGA	Local Government Association of South Australia

Priority actions for vulnerable road users



Motorcyclists

Motorcycles make up 3.6 percent of registered vehicles, yet accounted for 13 percent of fatalities and 18 percent of serious injuries³ in the five years to 2017. In 2017, motorcycle fatalities tripled from the previous year from eight in 2016 to 24 in 2017.

The most common types of motorcycle serious casualty crashes are single vehicle, run-off-road crashes (especially on curves) and multi-vehicle crashes involving right of way violations by other road users.

Key actions to improve safety for motorcyclists:

- ▶ \$1.6 million four year investment for improved infrastructure on popular motorcycle routes
- ▶ upgrading to road pavement and improved skid resistance
- ▶ upgrading intersections and controlling conflicts such as right turns
- ▶ a review of licensing reforms to ensure all new riders are better equipped to manage risks on the road
- ▶ a star rating scheme on clothing so that motorcyclists have the best information on the protection available
- ▶ education and communication campaigns and enforcement operations targeted to motorcyclists to improve their safety, and
- ▶ continued consultation with the Motorcycle Reference Group to work with stakeholders on initiatives to improve safety and education for motorcyclists.

Aboriginal road users

Aboriginal people make up two percent of the State's population, yet on average account for four percent of South Australian residents in road crashes, indicating an estimated fatality rate twice that of non-Aboriginal people. Significant numbers of Aboriginal road casualties are vehicle passengers, and factors for this include: failure to wear seatbelts, travelling in the rear of utilities or trucks and overcrowding of vehicles.

Key actions to improve safety for Aboriginal people and communities:

- ▶ continuation and expansion of the *On the Right Track* driver's licence program within Aboriginal communities
- ▶ targeted promotion of safer vehicle choices and education on the use of restraints
- ▶ rural infrastructure improvements.

³ 2017 data is preliminary and serious injury data is up to end of September 2017

Vulnerable road users

The challenges to improve safety for pedestrians, cyclists and older road users are growing with an ageing population and increasing demand for walking and cycling to promote health outcomes in a sustainable environment.

Risks to safety are heightened due to a lack of protection available as a pedestrian in the event of a crash. Those most vulnerable are children and older people. Pedestrians are the most exposed in busy areas, representing almost one in six serious casualties on metropolitan roads.

Research shows that although older drivers are involved in a small number of crashes, these crashes are of higher severity, probably because of the frailty of these older road users. Persons aged 70 or more make up 12 percent of the population yet account for 23 percent of fatalities.

For pedestrians and cyclists, the most effective measures involve their separation from motorised traffic, or a lower speed environment when separation is not possible. For older road users, improved vehicle protection and encouraging safe alternatives to maintain mobility are important.

Key actions to improve safety for vulnerable road users:

- ▶ improving facilities for cyclists on arterial roads
- ▶ improved intersection design
- ▶ infrastructure developments that encourage safe cycling and walking
- ▶ introduction of variable speed limits and the review of speed limits in areas of greatest need for pedestrians and cyclists
- ▶ continue to expand the engagement of schools and local councils with the Department for Planning, Transport and Infrastructure's (DPTI's) Way2Go program which encourages safer walking and cycling to schools
- ▶ education, communication and engagement campaigns directed towards vulnerable road users, particularly pedestrians, as well as the promotion of safer vehicles and encouraging the safe use of mobility devices
- ▶ investigating options to reduce casualty crashes caused by a medical condition.

Workplaces

Employers and fleet managers have a pivotal role in the composition of the vehicle fleet and influence the safety of very high volumes of trips each day, therefore playing an important role in the safety of the road system as a whole.

Motor vehicle crashes represent by far the greatest cause of traumatic injury in the workplace and South Australia is working with agencies in other states and territories to provide improved guidance for organisations in this important aspect of their workplace health and safety obligations.

Key actions to improve the safety of employees on the road:

- ▶ partnering with private, state and local government to implement best practice road safety policies such as using the safest vehicle available, removing distractions and adopting a zero tolerance for alcohol, drug and speeding behaviour
- ▶ reduce employee exposure to driving risks
- ▶ encourage the purchase of the safest vehicles to accelerate the introduction of advanced vehicle safety features into the South Australian fleet.



Safer Roads

Treating roads to make them safer tends to have high community support and there are a number of treatments that are known to be highly effective. Generally, treating high volume roads with effective treatments over long distances provides the biggest overall benefits.

Single vehicle run-off-road, and intersection crashes remain key issues on our roads.

Casualties in metropolitan Adelaide commonly occur at intersections on main roads, as a result of right turn and right angle crashes. Casualties in rural areas are declining at a slower rate compared to metro roads and are most often the result of a run-off-road crash on a higher speed road.

Shoulder sealing offers a reduction of up to 40 percent in single vehicle run-off road crashes and head-on crashes.

Wide centreline treatment with audio tactile line markings (ATLMs), centreline and roadside barriers and ATLM on median and edgelines can also contribute considerably to injury reductions in rural areas.

One of the most difficult tasks undertaken by drivers, is to judge gaps in the opposing traffic when turning right, or entering a major road from a local road. Reducing points of conflict at intersections such as controlling right turns and greater use of roundabouts will be effective when applied more broadly across the network. Many of these measures also benefit motorcyclists, cyclists and pedestrians.

Further specific treatments are required to protect vulnerable road users such as targeted speed control measures, guardrail and segregating bicycle traffic from vehicles.

Protected corridors using continuous lengths of flexible barrier have been proven to dramatically reduce injury; in many locations centre barrier has virtually eliminated death from head-on collisions and lane departures to the right.



PRIORITY ACTIONS 2018-2019

Continue to invest in improving the infrastructure of South Australia's road network:

- ▶ Embed the Safe System Evaluation Framework to focus alignment of road infrastructure upgrades with safe system principles. (DPTI, CASR)
- ▶ Develop network safety plans for mass action treatments across the network including an aspirational plan for transforming major traffic and freight routes with primary safe system treatments such as shoulder sealing, hazard protection and removal, roundabouts, median and roadside barriers. (DPTI, CASR)
- ▶ Develop metrics to monitor infrastructure improvements that align with safe system principles. (DPTI, CASR)
- ▶ Implement the Australian National Risk Assessment Model (ANRAM) to assess infrastructure-related road safety risk across the network. (DPTI)

Reduce run-off-road type crashes on rural roads and intersection crashes in urban areas:

- ▶ Expand the implementation of shoulder sealing, audio tactile line marking, delineation and barriers along high risk roads, such as major traffic and freight routes. (DPTI, LG)
- ▶ Controlling right turns at high risk intersections. (DPTI, LG)
- ▶ Upgrade intersections including new traffic signals at the intersections of Bridge Road / Maxwell Road, Para Hills, and Main North Road / Dalkeith Road / Smith Road, Evanston South and a roundabout at the intersection of Yorktown Road and Blair Park Drive, Craigmore.
- ▶ Continue investment in targeted Black Spot locations from the National Black Spot Programme and complete the four-year State Government commitment to spend \$36.6 million by 2017-18. (DPTI, LG)

Improve safety for pedestrians and cyclists:

- ▶ Ensure major road and public transport upgrades, such as Flinders Link, Northern Connector and Torrens Junction, include walking and cycling infrastructure designed to best practice standards (including Disability Discrimination Act provisions). (DPTI)
- ▶ Increase separation for cyclists on arterial roads, including Gawler Greenway and Hart Street, Ethelton. (DPTI)

Improve safety for motorcyclists along popular motorcycling routes with \$1.6 million over four years for barrier installation and improved signage and line marking. (DPTI)

Implement South Australia's Railway Crossing Safety Strategy to improve safety at level crossings, through the upgrades of signage, installation of boom gates and lights, and speed reductions at key locations. (DPTI)

ACTIONS COMPLETED 2013-2017

- ▶ \$100 million was allocated from MAC to improve road safety infrastructure across the State, including \$4 million for local government road improvements. This included upgrading Britannia Roundabout, Victor Harbor Road, Main South Road, Port Wakefield to Port Augusta Road, improvements to the South Eastern Freeway, shoulder sealing and audio tactile line marking on the Stuart Highway and from Port Pirie to Port Broughton.
- ▶ Rural road upgrades included shoulder sealing on Stuart Highway between Northern Territory border and Marla, shoulder sealing on 11km section of Port Pirie to Port Broughton Road, audio tactile line marking on 765 km of the Stuart Highway, wide centre line treatment on Victor Harbor Road, and hazard protection and removal on Augusta Highway.
- ▶ Rural Intersection improvements were completed at Karoonda Highway/Boundary Road, Tea Tree Gully Mannum Road and Chain of Ponds- Cudlee Creek Road and Willamstown- Birdwood and Springton Road. Roundabouts were also installed at Waterport/ Welch intersection with Victor Harbor Road and the intersection of Elizabeth-Williamstown Road and Gawler-Kersbrook Road.
- ▶ Metro Intersection improvements were undertaken at North East Road and Sudholz Road, at Magill Road/Glynburn Road and Golden Grove Road/ Grenfell Road intersections. Thirteen other intersections were upgraded in the metropolitan Adelaide area.
- ▶ The Britannia roundabout project was completed and was recognised by the Institute of Public Works Engineering Australasia (IPWEA) in their annual Excellence Awards.
- ▶ Bicycle lanes and bike boxes were installed, and greenways and bike boulevards are being established.
- ▶ Pedestrian safety works, including the installation of Pedestrian Actuated Crossings, were installed at Port Elliot and Mount Gambier.
- ▶ Motorcycle safety improvements were installed on Gorge Road, Cudlee Creek Road, Tea Tree Gully to Mannum Road and Burnside to Balhannah Road.
- ▶ Construction commenced on safety upgrades to Main South Road (from Port Road to Malpas Road), Aldinga including median wire-rope safety barrier and a roundabout on the intersection of Port Road.

Safer Speeds

Reducing speed and speeding on a substantial proportion of the network has the greatest potential for large reductions in fatalities and serious injuries. Evidence shows that a reduction of 5 km/h in average travel speed would reduce rural casualty crashes by about 30 percent and urban casualty crashes by about 25 percent.

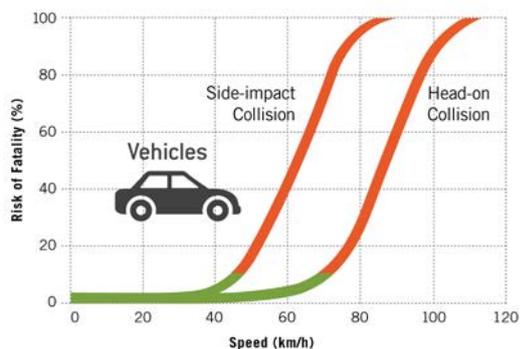
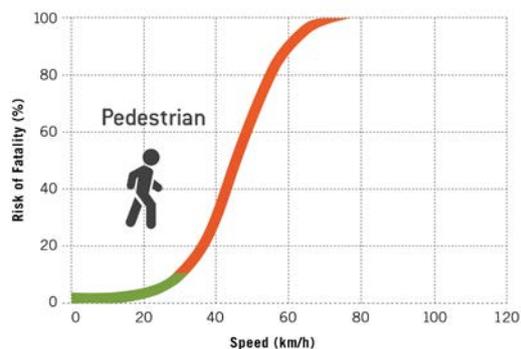
While the percentage of vehicles exceeding the speed limit has decreased over time, average metro and rural traffic speeds have remained relatively constant.

Some members of the community hold strong views about speed management. While support for lower speeds in busy pedestrian areas and tougher penalties for high level speeding is strong, other measures receive less consistent support.

Future measures must therefore be developed following consultation with the community that go hand in hand with work to increase understanding of options that can improve safety on the State's roads.

Whatever the speed limit, improved compliance with, and enforcement of, the limit plays a vital role in improving the safety of all road users. New technologies have the potential to increase the range and effectiveness of enforcement. Safety cameras are known to be effective including point to point average speed cameras that measure the speeds of all vehicles between relatively distant points on the road.

Speed is at the heart of a Safe System and aspirational design speeds to reduce harm include: 30km/h (car vs pedestrian/cyclist), 50km/h (car vs car side impact at 90 degrees) and 70km/h (car vs car head-on).



PRIORITY ACTIONS 2018-2019

Expand the safety camera program:

- ▶ Install ten new safety cameras at high risk intersections and pedestrian crossings on main arterial roads near schools. (DPTI)
- ▶ Investigate new safety camera technologies to increase speed enforcement. (DPTI, SAPOL)
- ▶ Consider opportunities to expand the point to point average speed camera network to improve safety on rural roads. (DPTI)

Educate the community about the benefits of safety cameras:

- ▶ Evaluate the SA safety camera network and provide transparent reporting to the community on the findings. (DPTI, MAC, CASR, SAPOL)
- ▶ Undertake research on best practice camera management to improve road safety. (DPTI, CASR, SAPOL, MAC)

Review speed limits to reduce crash risk on rural and urban roads including:

- ▶ Expanding the use of variable speed limits on arterial roads in pedestrian/cycling precincts based on criteria to identify the areas of greatest potential benefit. (DPTI, LG)

Undertake road safety research, mass media campaigns and engage with stakeholders to continue to build community understanding of the benefits of managing the consequences of speed and understanding of the speed the human body can withstand in a crash, leading to behaviour change. (DPTI, MAC, CASR, SAPOL)

Communication and engagement campaigns with a continued strong focus on the dangers of speed and safer road user behaviour. (MAC, SAPOL)

ACTIONS COMPLETED 2013-2017

- ▶ A 40 km/h speed limit was introduced on the main street of Hahndorf between two raised safety platforms (wombat crossings).
- ▶ Electronic variable speed limits were introduced at Adelaide Entertainment Centre precinct to improve pedestrian safety through lower speed limits.
- ▶ A 30 km/h speed limit was installed in Hindley Street.
- ▶ Operation Safe Speed targeted speeding motorists.
- ▶ Point to point average speed cameras were implemented on Port Wakefield Road, Dukes Highway, Victor Harbor Road, Sturt Highway, Northern Expressway and the South Eastern Freeway.
- ▶ 64 sets of variable speed limit and message signs were implemented across South Australian roads including the South Eastern Freeway.
- ▶ 100 km/h speed limit was introduced on eight rural roads (not major strategic/freight routes) with a high number of casualty crashes.
- ▶ Communication campaigns across television, radio, digital and print mediums plus engagement via partnerships and community activations.



Safer Vehicles

Newer vehicles provide more protection for occupants and pedestrians than older vehicles due to improvement in design and the incorporation of new safety systems. The latest technologies offered in vehicles have the potential to significantly reduce road casualties.

A major aim of the *Towards Zero Together* strategy is to accelerate the take-up of proven safety technologies into the vehicle fleet. South Australia is leading this through our support for automated and driverless vehicle trials which have the potential, in the longer term, to fundamentally alter the way we manage mobility and safety on the road.

The percentage of new vehicles sold in South Australia has doubled over the past decade but the majority (61%) of passenger vehicles involved in serious injury crashes are 10 years of age or older.

Educating people about vehicle safety features as part of the broader educative approach will help change attitudes, behaviours and practices which affect people's safety on the road. The benefits of buying safer vehicles as part of workplace safety obligations and encouraging take up to protect the most vulnerable and inexperienced drivers will also be encouraged.

Anti-lock Braking System (ABS) has been shown to reduce braking distance and motorcycles with ABS technology have been shown to be involved in fewer crashes on the road.



PRIORITY ACTIONS 2018-2019

Provide \$10 million through the Future Mobility Lab Fund over three years, and support testing, research and development of connected and autonomous vehicle technologies in South Australia. (DPTI)

Promote the benefits of newer vehicles and the uptake of new vehicle technologies with high safety potential, particularly to motorists over-represented in road casualties – Aboriginal people, young drivers, older drivers and motorcyclists. (DPTI, RAA).

Encourage the adoption of vehicle safety purchasing policies to accelerate the introduction of advanced safety features into the South Australian fleet. (DPTI, LG, SafeWork SA).

Introduce an independent vehicle inspection scheme for heavy vehicles registered in South Australia. (DPTI)

Support the establishment of a star rating scheme to inform consumers of the effectiveness of motorcycle protective clothing in the event of a crash. (DPTI, MAC, RAA)

ACTIONS COMPLETED 2013-2017

- ▶ The Motor Vehicles (Trials of Automotive Technologies) Amendment Bill 2016 was introduced to facilitate on-road trials, testing and development of driverless vehicles and other advanced automotive technology on South Australian roads.
- ▶ Adelaide hosted the first international driverless car conference held in the Southern Hemisphere.
- ▶ In partnership with Volvo, Australia's first on-road demonstration of automated vehicle technology was undertaken on Adelaide's Southern Expressway.
- ▶ Supporting the development of Used Car Safety Ratings and the Australasian New Car Assessment Program (ANCAP).
- ▶ Promotion of a 'My First Car Safety Checklist' and a 'Nearly New Safer Vehicles Price Comparison List' to inform vehicle buyers.



Safer People

Understanding and influencing road user behaviour is critical if we are to prevent further death and serious injury on our roads.

Everyone has a role to play in the safe use of the road network. Motorists need to ensure they are fit to drive as well as all road users needing to uphold the standards and laws that have been designed to provide protection for all who use the road system. Providing regular and comprehensive information that leaves no doubt as to the level of compliance required, is usually all that's needed for most road users.

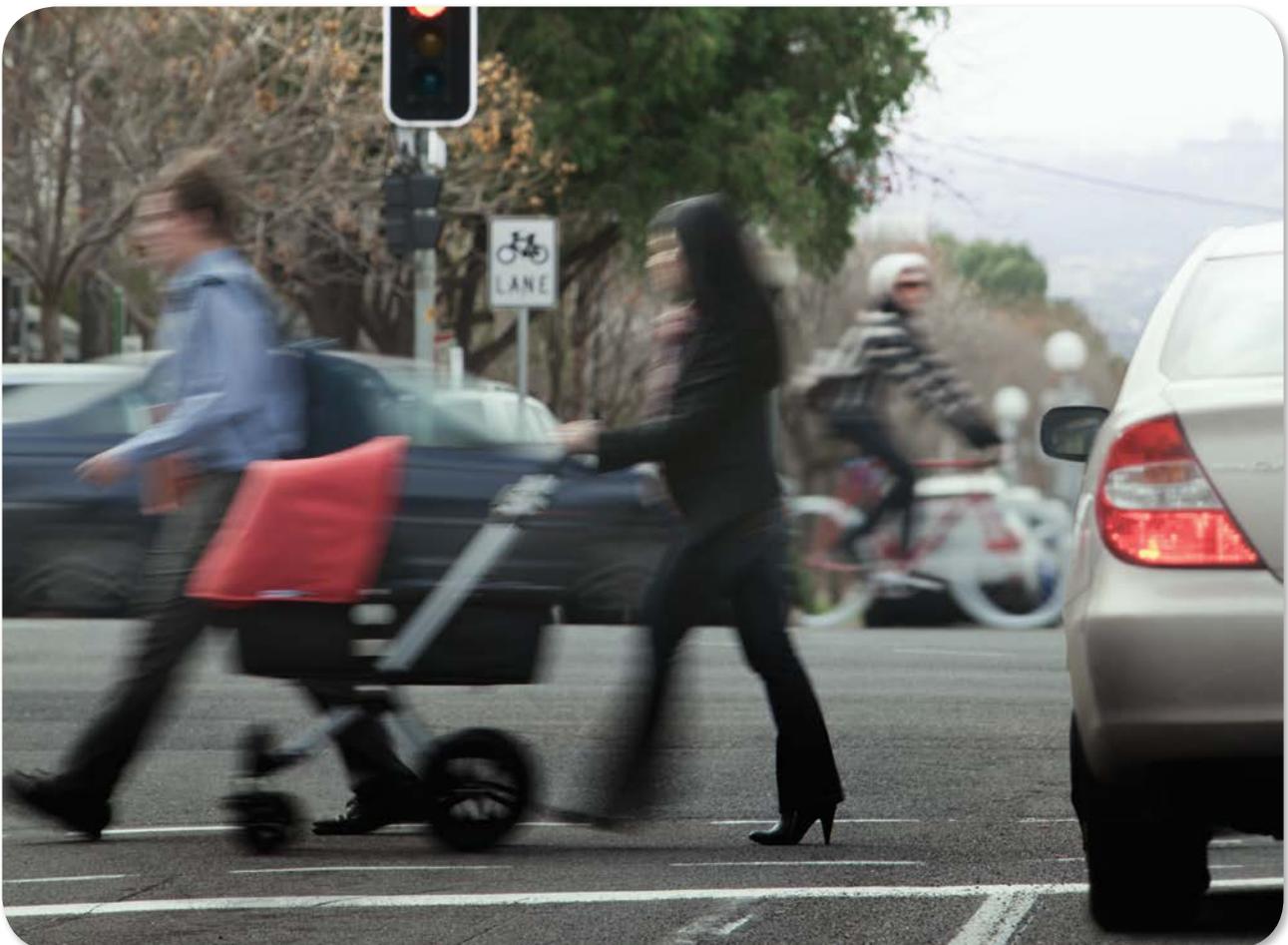
MAC will take a much stronger approach to road safety messaging, emphasising the need for individual responsibility as we collectively work towards the ultimate goal of eliminating road deaths and injuries.

SAPOL will continue to expand its roadside alcohol and drug testing to deter and catch those who continue to do the wrong thing and put innocent lives at risk.

Drug driving is an increasing problem and increased roadside drug testing is catching more drug drivers than ever before. In 2017 the Government passed the Statutes Amendment (Drink and Drug Driving) Bill 2017 which increases penalties for drink/drug driving, including a three month licence disqualification for a first time drug driving offence, increased licence disqualification for repeat drug driving and a new offence of drug/drink driving (0.08 BAC and above) with a child in the car.

The number of people killed not wearing a seatbelt remains a concern, considering such a simple act can save a life.

Too many people engage in behaviour which we know contributes to serious road crashes. Exceeding speed limits, drink and drug driving, non-use of restraints, in vehicle distractions and driving whilst fatigued are all dangerous. Driving whilst unlicensed or disqualified is often associated with other risky driving behaviour. Not all crashes result from these types of behaviours, however we need to continue to address behaviour that unnecessarily puts road users at risk.



PRIORITY ACTIONS 2018-2019

Continue to improve targeted road safety enforcement operations. (SAPOL)

Influence road user behaviour through targeted education and communication campaigns, aligned with enforcement operations as appropriate. (MAC, SAPOL)

Develop options to expand and improve the alcohol interlock scheme to reduce drink driving. (DPTI)

Monitor research and trials of new technology to reduce drug driving. (SAPOL)

Introduce a voluntary road rules refresher test so that drivers can update their road rules knowledge when they renew their driver's licence. (DPTI)

Initiate and trial a Safe Communities and Neighbourhoods project to increase safe active travel and greater use of public transport in travel to school. (DPTI)

Undertake research and review options to reduce casualty crashes caused by a medical condition. (DPTI, SAPOL, CASR)

Deliver targeted education and communications programs for vulnerable road users to encourage behaviour change. (MAC, SAPOL)

Educate users of mobility devices on road rules and safety. (DPTI, RAA)

Review best practice graduated licensing reforms to protect motorcycle, moped and scooter riders. (DPTI, CASR)

Continue to improve road safety for Aboriginal people in communities through the expansion of On the Right Track Remote program. (DPTI)

Encourage private sector participation in road safety partnership programs to facilitate road safety improvements in the workplace, including the implementation of best practice road safety policies and the reduction of exposure. (MAC, SafeWork SA, RAA, DPTI)

Introduce tougher penalties for truck drivers who do not use low gear or observe the speed limit on the South Eastern Freeway. (DPTI)

Commence engagement with stakeholders and communities in the development of the future national and SA road safety strategies. (DPTI, CASR)

ACTIONS COMPLETED 2013-2017

- ▶ Passed the Statutes Amendment (Drink and Drug Driving) Bill 2017 which increases penalties for drink/drug driving, including a three month licence disqualification for a first time drug driving offence, increased licence disqualification for repeat drug driving and a new offence of drug/drink driving (0.08 BAC and above) with a child in the car.
- ▶ Improvements were introduced to the Graduated Licensing Scheme including introducing night time and passenger restrictions for young drivers.
- ▶ The 'Share the Road' campaign was launched by MAC to improve driver interactions with pedestrians, cyclists, motorcyclists and trucks.
- ▶ Operation Stop Drink / Drug Driving was conducted frequently with targeted roadside testing during long weekends, public holidays and special events. Activity was expanded around schools focusing primarily on drug driving. This is a relatively new concept that has detected many drivers driving children to or from school with drugs in their system.
- ▶ Police Operations also targeted rail commuters, cyclists, motorcyclists, distraction and heavy vehicles.
- ▶ Expansion of SAPOL roadside alcohol and drug testing.
- ▶ Targeted education and communication campaigns that were aligned with enforcement operations.
- ▶ The returning rider course was introduced as a voluntary course offering returning motorcyclists an opportunity to refresh their knowledge and riding skills.
- ▶ The Heavy Vehicle Driver's Handbook was produced outlining laws and safe driving behaviours such as on the South Eastern Freeway descent into Adelaide.
- ▶ CASR reviewed motorcycle Graduated Licensing Systems (GLS) to identify a set of GLS elements that are likely to lead to reductions in crash involvement among novice motorcycle riders.
- ▶ The Elmo Stays Safe partnership between Kidsafe SA, DPTI, MAC, RAA and Holden provided a set of resources to every early childhood centre in South Australia.
- ▶ 'Moving Right Along – obligations and opportunities for older drivers' has delivered workshops to 4,200 participants, over 290 sessions since June 2014.

SOUTH AUSTRALIA'S ROAD SAFETY
ACTION PLAN 2018 - 2019
www.towardszerotogether.sa.gov.au



**Government of
South Australia**