



**RAA Summary of Road Safety
Activities**

for

**Department of Planning, Transport
and Infrastructure**

November 2018

INTRODUCTION

The Royal Automobile Association of South Australia (RAA) is South Australia's leading non-government organisation representing the interests of more than 720,000 Members (approximately 58% of the South Australian population). Servicing both metropolitan and regional customers, the organisation is uniquely placed to understand the needs of South Australians. As such, our members look to RAA to represent their interests on a broad range of motoring and mobility related issues, particularly road safety.

RAA is a member of the Australian Automobile Association (AAA), which represents all Australian state and territory motoring clubs. Collectively, RAA and its sister clubs serve the interests of nearly seven million Australian motorists and, indirectly, all Australian motorists at national and international levels. We are strong advocates for better roads, improved transport and future mobility, road safety and driver education.

An overview of our key activities involving road safety, advocacy and education is provided for information and can provide further details on any of our programs and activities.

Relationships Road Environment

RAA undertakes a range of activities to identify, report on and advocate for improvements to the road network to facilitate safer more effective mobility for all road users and pedestrians. Our priorities are based on information that we derive from surveys our members on issues of concern, research, analysis of open source data and on-site investigations.

As a strong advocate for road safety education, we provide a range of education programmes and services that develop safe driving, riding and pedestrian behaviours. We also assist drivers with information about road rules, changes in legislation and how to transition from driving to other forms of personal mobility.

RAA works with DPTI and other organisations to achieve better road safety outcomes in accordance with the State's Road Safety Strategy and the Road Safety Action Plan. This includes the raising awareness with DPTI (and the relevant councils and private entities where appropriate) of issues with the road network that cause concern with road users and pedestrians across the network.

RAA currently a member of the following groups that are coordinated by DPTI:

Group	RAA Contact	Key DPTI Contact
Black Spot Consultative Committee	Charles Mountain Senior Manager Road Safety	Amit Dua Manager Road Safety Infrastructure
Safe Systems Working Group	Charles Mountain Senior Manager Road Safety	Gabby O'Neill General Manager Road Safety
Motor Cycle Reference Group	Charles Mountain Senior Manager Road Safety	Gabby O'Neill General Manager Road Safety

We also investigate traffic, access and parking issues raised with roads and carparks that are under the care and control of local government and in some cases, those that are privately owned public areas such as shopping centres, commercial and residential developments.

We provide information to DPTI on the state of the road network through information from the RAA programs summarised in the following table. More information about each of these programs is provided in Appendices 1 and 2.

Traffic, Roads and Infrastructure Assessments			
Program	Function	RAA Contact	DPTI Contact
Regional Roads Assessment	Assess and report on roads in the regions of the State including formal road safety audits at specific locations The completed reports are provided to DPTI and local road authorities for information and comment before being made public.	Matthew Vertudaches Traffic Engineer	Gabby O'Neill General Manager Road Safety
Report a Road	This on line RAA service was established in 2015 to assist people with reporting issues with the roads and infrastructure. RAA investigates each nomination and follows up with the responsible road authority	Matthew Vertudaches Traffic Engineer	Traffic Management Centre, Norwood
Risky Roads	This web based survey was initially conducted in 2013 and again in 2017 for members to identify specific issues with any road, or intersection anywhere in the state. The results are available on our website once a copy of the report is provided to DPTI and the relevant councils ahead of the public release (see Appendices 3 &4)	Charles Mountain Senior Manager Road Safety	Gabby O'Neill General Manager Road Safety
Metropolitan Travel Times	We provide an annual report utilising information from DPTI's Blue Tooth data network about travel times on key routes, including peaks in peaks in travel delays and how to reduce delays through modifying departure times. This work is dependent upon the ongoing availability of DPTI data	Richard Butler Systems Analyst	James Cox Traffic Operations
Potholes and Service Pit Covers	We use an in vehicle computer to accurately locate and measure the unevenness of potholes and service pit covers with the surrounding road surface. The information is provided to SA Water and other responsible authorities which has enabled them to take a more strategic approach to maintaining the covers, particularly on key arterial routes.	Matthew Vertudaches Traffic Engineer	Traffic Management Centre, Norwood

Education

RAA conducts a range of community education programs in conjunction with the Motor Accident Commission (MAC) and the SA Metropolitan Fire Service that includes Street Smart Primary, Street Smart High, Road Awareness Program (RAP), Carfit and the Years Ahead Program. Currently we deliver road safety education, including programmes which develop safe driving, riding and pedestrian behaviours as part of a pre-licence education, to over 28,000 school students each year. Furthermore, RAA is South Australia's largest provider of driver education, delivering over 13,000 lessons per year.

In addition RAA provides a fitting service for child safety seats for infants and young children as well as those with special needs. We also assist with driver education through on line access to the suite of 400 DPTI questions on which the Learner' Test is based. We also provide a road rules refresher quiz to give drivers a chance to test and update their knowledge on current road rules.

Function	Description	RAA Contact	DPTI Contact
Bike ED Program	Contract to deliver the Bike ED Program at up to 20 schools per term including checks of bicycles by RAA mechanics	Ben Haythorpe Senior Manager Community Education	Marg Howard Manager Community Education
International Road Users Program	Program aims to understand issues overseas drivers have with understanding our licencing system and driving requirements and recommend changes	Pedro Ezcurra Policy Analyst	Nicolle Middleton Safety and Policy
Learner Driver On- Line Quiz	RAA has access to DPTI's on line learner driver practice quiz and background questions which we have on our website	Pedro Ezcurra Policy Analyst	Peter Bravey Road Safety, Registration and Licensing
Drivers Handbook	RAA has access to this on our website for learner driver and reference	Pedro Ezcurra Policy Analyst	Peter Bravey Road Safety, Registration and Licensing
Driving Instructor programmes	Driver instructor licencing, education and information	Aaron Wilson Manager Driver Education	Heathcote Deputy Registrar Motor Vehicles
Street Smart High	MAC provides 100K per year to stage the event (approximately half of the total cost) and SA Police provide 4 officers for the crash re-enactment	Ben Haythorpe Senior Manager Community Education	No Involvement
Streetsmart Primary	MAC provides 60K per year to this program (one third of this programs budget)	Ben Haythorpe Senior Manager Community Education	No Involvement

Technical and Service

RAA provides expertise in a range of areas including future mobility and passenger vehicle standards. We support the Australian New Car Assessment Program and the Used Car Safety Ratings with the aim of getting people purchasing new vehicles with a five star safety rating or a used vehicle with a four or five star rating.

We also provides certification services for the taxi fleet and more recently riding sharing vehicles.

Function	Description	RAA Contact	DPTI Contact
Taxis and ride sharing vehicles	Inspections and certification	Julie Bates Senior Manager Motoring Services	Emma Kokar Registrar of Motor Vehicles
Passenger Vehicle Standards	Operation and certification of licenced chauffeured vehicles (stretch limousines)	Mark Borlace Senior Manager Future Mobility	Manager Vehicle Standards
AusRAP/ANRAM	RAA supports the AUSRAP program that star rates the state highways and those that form part of the national highway network. A number of road authorities have now released star ratings for the state controlled roads RAA is looking forward to DPTI releasing these results for South Australian roads	Charles Mountain Senior Manager Road Safety	Amit Dua Manager Road Safety Infrastructure

Member Survey

With our broad member database we are uniquely positioned to be able to regularly seek information from our members on a range of current issues. For example we sought feedback on changes to cycling laws, motor cycling lane filtering and actions they consider the broader community would support to reduce the number of road crashes and serious injuries. The results of the survey are shared with DPTI and other key stakeholders to assist with better road safety outcomes.

RAA Federal Election Priorities

For the 2019 Federal Election RAA is working with the peak national motoring body, the Australian Automobile Association organisation regarding the priorities for South Australia. The focus is on projects that will deliver benefit to all sectors of the community and help to ensure the State is well placed to meet future freight and general mobility demands across the network.

RAA considers the nominated projects will deliver benefits across metropolitan and regional South Australia, including safer and more efficient transport for all road users, all while supporting the economic development of the state.

Our election priorities were further informed by:

- Projects identified in RAA's *Towards 2020* road investment report;
- Crash history on the national highway network;
- RAA's 2017 Risky Roads survey; and
- Discussions with infrastructure industry partners, SA Freight Council and the SA Chamber of Minerals and Energy.

North-South Corridor

RAA is seeking funding for the design and construction of the remaining 11.5km section of the North-South Corridor, between Ashwin Parade and Tonsley Boulevard. The current Federal Government has committed \$1.2 billion for the corridor and we need this commitment from the next government to ensure continuity in project delivery (total estimated cost \$2.9 billion).

Augusta Highway

RAA is seeking funding for the staged duplication of the Augusta Highway, between Copper Coast Highway and Port Augusta to improve safety and future productivity of this corridor. This is the principal route to the north of the state for freight, agriculture and tourism. The Federal Government has committed to grade separating the intersection and duplicating the road through Port Wakefield, and this is a logical subsequent investment for this corridor (total estimated cost \$2 billion).

Dukes Highway

RAA is seeking funding for the staged duplication of the Dukes Highway between Taillem Bend and the South Australian / Victorian border to improve safety, productivity, and future proof this corridor for autonomous operation by heavy freight vehicles.

This is the principal freight route between Adelaide and Melbourne, and with Victoria progressively duplicating the connecting Western Highway, the completion of this corridor would provide a dual carriageway between Adelaide and Melbourne.

Duplication would also ensure this route is ready for trials of autonomous heavy vehicles, while also bring about immediate benefits for all traffic using this corridor (total estimated cost: \$2 billion).

Riddoch Highway

RAA is calling for this highway to be part of the National Highway Network to access federal funding to maintain and upgrade the route. Riddoch Highway is the primary route for b-triple and road train operation to the state's south-east, providing access to Victoria via Mount Gambier. Additional overtaking lanes are a high priority between Keith and Naracoorte and a bypass of Naracoorte should be investigated as part of future investment in this corridor (estimated cost \$60 million).

Grade separations of major level crossings

We are calling for the progressive removal of level crossings on the standard gauge line through inner and outer Adelaide. Grade separate the level crossings on the main rail corridor at intersections where arterial roads intersect with rail freight corridors, including Cross Road, Torrens Road, Kings Road, and Waterloo Corner Road.

This would reduce delays on the arterial road network due to regular passage of freight trains up to 1800m long, and would allow future increase in rail freight movements without affecting the performance of the intersecting road network (estimated cost: \$200 million per site).

Autonomous and zero emission vehicles

RAA is calling for the Federal Government to establish a nationally consistent approach that allows the trial and development of autonomous vehicles together with their subsequent introduction and operation on the network. In addition, a federally driven scheme is necessary to ensure that the owners and operators zero emission vehicles contribute effectively to the maintenance and upgrading of the road network on which they will travel. A national road user pricing scheme will ensure the future owners and operators of such vehicles will contribute effectively to the maintenance and upgrading of the road network on which they will travel.

National Road Safety Strategy

The Federal Government must adopt the 12 recommendations contained in the Inquiry into the National Road Safety Strategy, released in September 2018. The recommendations should be implemented at a national level to achieve the best outcomes. The two key priorities from these recommendations including the appointment of a minister with specific multi-agency responsibility to address road trauma and the consequent impact on the health system, and the establishment of a road safety fund to implement key initiatives and ensure road safety becomes part of business as usual across all levels of government.

Conclusion

RAA enjoys an effective working relationship with DPTI at all levels of our respective organisations and looks forward to this continuing through the ongoing sharing of information and ideas as we work towards the common goal of a safer, more efficient road and transport system for all road users and pedestrians.

Regional Road Assessments

- We undertake an assessment and in some locations conduct a formal road safety audit
- To date we have completed the assessment of Kangaroo Island, Riverland Region, Barossa, Clare Valley Region and are currently finalising the report for the Yorke Peninsula Region.
- The assessment includes a survey of members in the respective regions, discussions with regional councils and other key stakeholders in the region to provide information about local road and access issues and to understand about the movement of general freight, agricultural products and people whether they are tourists or residents .
- The reports once completed are distributed to the stakeholders including DPTI and the regional councils for information and comment. The reports are then made public.
- Next regions to be assessed will be the upper and lower south-east region of the state in early 2019 followed by the Adelaide Hills region and Flinders/Mid north region

Risky Roads

- This web based survey was initially conducted in 2013 and again in 2017 and provides members an opportunity to identify specific issues with any road, section of road or intersection across the whole of the state.
- The results are publically available on our website and our practice is to provide the Department with a copy of the findings ahead of the public release and any media commentary regarding the top 10 issues identified. A summary of the top ten priorities and progress is provided in Appendix 1 of this report.
- It is proposed to run the survey again in late 2019 and the result will be used in conjunction with other information on the performance of the road network to inform our road and intersection funding priorities for the 2019/2020 State Budget.

Report A Road

- This on line RAA service was established in 2015 to assist people to report concerns did not know who to report concerns to whether they be DPTI, the local government, and utilities or in some cases a private developer.
- To date we have received over 1500 requests, we investigate the issue recommend a treatment, and follow up with the responsible authority and inform the Member on the status of resolution of the issue.

Service pit cover reporting

The poor condition and ride quality as a result of sunken or displaced service pit covers is one of the most common complaints that we receive from our Members. In response to concerns with sunken/displaced service pit covers we use an in vehicle computer to accurately locate and measure the severity of unevenness with the surrounding road surface. The information has been provided to SA Water and they in turn have provided us with spatial information on the location of their covers. The information has enabled them to take a more strategic approach to maintaining the covers, particularly on key arterial routes.

What is evident is that a better approach to the design and placement of pit covers needs to be considered as part of road upgrade across the network.

Travel Time Reporting

Traditionally RAA undertook annual travel times reporting on a number of routes across the metropolitan area to determine changes in the performance of the network. This was originally undertaken using a pre-programmed GPS device

RAA has supported initiatives to improve the performance of key routes particularly during peak periods through DPTI's Operation Moving Traffic for example. We supported the increase in hour of operation of clearways on arterial roads and promoted DPTI's Addinsight traffic information to provide motorists with access to real time traffic information.

While we have for many years conducted measurements of the road network during peak periods using the "floating car" method, we have over the last few years undertaken to report utilising data available from DPTI's Blue Tooth data network. This has given us the ability to provide a broader analysis of travel times on an increased number of travel routes and also provide information on peaks in travel delays and how to reduce delays through modifying departure times. The continuation of this work is dependent upon the ongoing availability of the data from DPTI and we therefore look forward to the current data sharing arrangement continuing.

2017 Risky Road Nominations		
Road	Issue	Status
Main South Road Noarlunda to Cape Jarvis	Uneven surface Inadequate for traffic volume	Funding in current budget for duplication
Horrocks Highway	Uneven surface Lack of overtaking lanes Uneven /failing shoulders	\$2.5m committed for section to Gawler to Tarlee only
Princes Highway	Uneven or undulating surface Unsealed road shoulders Crumbling road edges	
Owen Road	Uneven or undulating surface Crumbling road edges Pot holes	
Main North Road	Confusing lane configuration in places Uneven or undulating surface	
Copper Coast Highway	Uneven or undulating surface Unsealed road shoulders Crumbling road edges	
Port Wakefield Road	Sections of failing road surface Rutting in wheel paths in some sections	Funding in current budget to repair degraded sections of road surface
Main Road Blackwood and Blackwood Roundabout	Narrow roadway Crumbling road edges Pot holes	Work to commence in 2019 on upgrade of roundabout to improve safety
South Eastern Freeway (Hahndorf to Glen Osmond)	Sections of failing road surface Stirling and Crafers on ramps are too short for safe merging	
Southern Ports Highway	Uneven or undulating surface Crumbling road edges Pot holes	

2017 Risky Roads – Top 10 Intersections		
Intersections	Issues	Status
Diagonal Road & Morphett Road (Oaklands Rail Crossing)	Excessive delays during peak periods particularly with level crossing activation	Grade separation currently under construction
Coromandel Parade & Shepherds Hill Road (Blackwood Roundabout)	Roundabout is dangerous and causes excessive delays in peak periods	Blackwood Roundabout project delayed work to commence in 2019
Aldinga Beach Road & Main South Road, Aldinga	Inadequate crossing/turning opportunities Confusing layout	Intersection to be addressed as part of duplication due to start in 2019
Main South Road & Tatchilla Road, Tatchilla	Inadequate crossing/turning opportunities Confusing layout	Intersection to be addressed as part of duplication due to start in 2019
Dalkeith Road & Main North Road, Blakeview	Inadequate crossing/turning opportunities Confusing layout	Traffic signals to be installed at this intersection
Old Princes Highway & Woodside Road, Nairne	Inadequate crossing/turning opportunities Confusing layout	
Bull Creek Road & Paris Creek Road, Paris Creek	Poor sight distance Inadequate turning opportunities Confusing layout	Vehicle activated lower speed limit signs being trialled at this location
North East Road & South Para Road, Chain of Ponds	Modified intersection linemarking has not reduced driver confusion	
Playford Highway & Tinsmith Road, Kingscote	Sight distance insufficient in relation to speed limit and shoulders at the intersection too narrow	Speed limit has now been reduced from 100km/h to 80km/h but additional shoulder widening and vegetation reduction is still required
Golden Grove Road & Hancock Road, Surrey Downs	Poor sight distance Inadequate turning opportunities Confusing layout	Project scheduled to commence in December 2018