

## RAA's key recommendations for the **South Eastern Freeway**



### 1. To encourage operators to use **Higher Productivity Vehicles (HPVs)** and alternative routes to the South Eastern Freeway:

Undertake road widening, shoulder sealing and intersection upgrades along the existing freight route between Murray Bridge and Truro, to encourage and support the safe and sustainable operations of HPVs.

### 2. If no alternative freight route is developed by the time the North-South Corridor is constructed:

In the interim, undertake improvements to safety and accessibility on Cross Road between the South Eastern Freeway and South Road, that will ensure safe travel for all road users, and sustainable travel for the freight industry. RAA considers this is an interim option only and that an alternative link must be provided to achieve a safe and sustainable connection between these two critical corridors.

### 3. To improve safety on the South Eastern Freeway descent:

**3a.** Invest income generated by the Crafers and Leawood Gardens speed cameras directly into improving safety on the South Eastern Freeway.

**3b.** Upgrade signage as part of an intelligent motorway upgrade between Crafers and Glen Osmond. This includes overhead gantries, with speed limit signs for each lane to better highlight the prevailing speed limit, particularly for vehicles travelling in the centre lane that may be less likely to observe speed limit signs obscured by other vehicles.

**3c.** Consider further intelligent transport systems, such as devices on the descent that can detect and display a vehicle's speed in real time. This isn't for enforcement purposes, but to direct an appropriate warning message to speeding vehicles, and direct heavy vehicles to use a safety ramp where needed. This could incorporate individual signs on a gantry above each lane, or overhead digital variable message signs located on the roadside, like those at the Crafers interchange and prior to entering the Heysen Tunnels. These signs could also be installed on the numerous bridges over the South Eastern Freeway between Crafers and Glen Osmond.

**3d.** Install additional advance warning signage, as well as a deceleration/entry lane for the truck parking area 450m west of the Heysen Tunnels.

**3e.** Install an additional safety ramp below the current lower ramp, that includes a dragnet system to stop runaway vehicles.

### 4. To improve pedestrian safety at the intersection with Portrush Road:

**4a.** Widen pedestrian refuges and set crossings further back from the intersection where possible.

**4b.** Stagger the staged pedestrian crossings to increase the spacing between pedestrians waiting in refuges and turning vehicles.

**4c.** Fully control the slip lane from the South Eastern Freeway into Cross Road along with a review of other turn movements and signal phasing at the intersection to ensure the capacity of the left turn lane is not exceeded. If no alternative freight route is implemented before the completion of the North-South Corridor, this slip lane will need to be converted to dual lanes and reviewed again.

**4d.** Fully control the slip lane from Glen Osmond Road into Portrush Road.

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## RAA's key recommendations for the **South Eastern Freeway** (continued)



### 5. To improve safety and efficiency on other sections of the South Eastern Freeway:

**5a.** Investigate and plan for the construction of a third lane between Stirling and Verdun, so that plans will already be available when this section of the South Eastern Freeway reaches levels of congestion that warrant construction of an extra lane.

**5b.** Install additional safety barriers to protect roadside hazards between Mount Barker and Monteith.

### 6. To improve safety, accessibility and consistency at South Eastern Freeway interchanges:

**6a.** (Mount Osmond) Install give way signs and line marking at the intersection of the westbound off-ramp and Mount Osmond Road.

**6b.** (Stirling) Extend the eastbound Stirling on-ramp by at least 100m to allow safer eastbound access to the South Eastern Freeway from Stirling and address the poor sight distance at this location.

**6c.** (Stirling) Install give way signs and line marking at the intersection with the westbound off-ramp and Mount Barker Road in Stirling.

**6d.** (Bridgewater) Install roundabouts at the Bridgewater interchange in conjunction with a lane reduction on Carey Gully Road, in line with safe system principles. This will improve safety by reducing impact angles and conflict points.

**6e.** (Bridgewater) Extend the westbound on-ramp acceleration lane to allow more time for vehicles to safely enter the South Eastern Freeway when heading towards Adelaide.

**6f.** (Verdun) Upgrade the Verdun interchange to provide full access to and from the South Eastern Freeway in each direction.

**6g.** (Verdun) Extend the westbound acceleration lane to allow more time for vehicles to safely enter the South Eastern Freeway when heading towards Adelaide.

**6h.** (Mount Barker) Explore the feasibility of installing channelised right-turn lanes to access the freeway on-ramps at the Mount Barker interchange.

**6i.** (Mount Barker) Upgrade the southern intersection at the Mount Barker interchange, which may include a roundabout or signalisation.

**6j.** (Mount Barker) Extend the westbound acceleration lane to allow more time for vehicles to safely enter the South Eastern Freeway from Mount Barker towards Adelaide.

**6k.** (Monarto South) Install give way signs and line marking on each of the off-ramp approaches to Ferries McDonald Road.

**6l.** (Murray Bridge) Review the speed limit on Jervois Road with consideration given to applying a 60km/h speed limit between the Swanport Hotel and Irena Court.

### 7. In terms of policy and regulatory improvements, RAA recommends:

**7a.** Clearly publicise that no fee is charged for extracting a heavy vehicle from the safety ramps, and that the cost of towing to a safe place is covered by DPTI.

**7b.** Consider adopting a GCM-based model for the classification of vehicles to which Section 45C of the Road Traffic Act 1961 applies, for vehicles travelling on the prescribed section of the South Eastern Freeway. This will require consultation with key stakeholders including industry groups and government agencies to determine how this model could operate effectively and to ensure no unintended consequences occur as a result of any changes.