

Feedback Summary

This document summarises the consultation undertaken to date in developing the draft Strategy and summarises the feedback received.

Developing the Draft Strategy

Development of the Strategy has been guided by extensive consultation with stakeholders and the community and we listened to them. This includes:

WHEN	ENGAGEMENT
August 2020	A series of 10 webinars with road safety stakeholders across four contexts: metropolitan Adelaide and the CBD; regional roads; regional centres; and rural towns and remote communities which identified priority issues, ambitions and principles.
October – November 2020	A state-wide survey on yourSAy, the South Australian Government's community engagement platform, with over 1340 survey responses received. 36 written submissions were also received.
October 2020 – February 2021	Market research to better understand road user behaviour, motivators and barriers in relation to fatigue and older road users plus a focus session with stakeholders to further explore the issues and possible solutions. These topics were chosen based on road safety statistics and the need for further investigation (For example, extensive work has been undertaken either in South Australia or nationally on some key issues such as vehicles as a workplace, motorcyclists and driver distraction).
January – February 2021	A series of subject based workshops, including road user behaviour, infrastructure and local government.
February 2021	Three regional community workshops in areas associated with high levels of road trauma: Yorke Peninsula, Coorong and Loxton Waikerie Council areas at Yorketown, Tintinara and Loxton respectively.

Key themes that emerged from the broad community consultation included the need for:

Driver education to change behaviour, such as the need to improve driver training and assessment, road user education and broader public messaging campaigns regarding road rules.

Infrastructure improvements for metropolitan Adelaide, such as infrastructure for active travel and better major intersection design to improve traffic flow and reduce the risk of collision.

Greater investment in road infrastructure, such as more dual carriageways and overtaking lanes, more sealed roads, better signage, and more rest stops on regional and remote roads.

Higher standards of road maintenance, including resurfacing stretches of road rather than patch fixes, maintenance of road shoulders and the width of the roads being suitable for all vehicles using it.

Active and/or alternative transport, such as safer separated cycling and pedestrian options, and the role of passenger transport for safe and active travel.

Speed, including speed limits, speeding and human impacts of speed.

Safe vehicles and fleet, including the role of safety technologies, newer vehicles and autonomous vehicles in improving road safety outcomes.

Heavy vehicles and freight, including the interaction between heavy vehicles and other road users, better education for light vehicle drivers on how to share the road with heavy vehicles, and the need for fit-for-purpose road infrastructure to accommodate heavy vehicles (such as overtaking lanes).

Road user behaviour, with a focus on drink and drug driving, distraction (particularly around the use of mobile phones), fatigue, seatbelts and speeding.

Road user compliance and enforcement, including a greater police presence in regional and remote areas.

Removal of and/or higher standards of treatment for roadside vegetation, to address concerns about visibility, the dangers of animals being too close to the road, and survivability of a crash where objects, such as trees are too close to the roadside.