

South Australia's

# ROAD SAFETY

Strategy to 2031

## Consultation Outcomes Report

December 2021



**THINK!**

**ROAD  
SAFETY**



Government of  
South Australia

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# Executive Summary

The Department for Infrastructure and Transport led the development of *South Australia's Road Safety Strategy to 2031*. The development of the new Strategy has been informed by road safety data, local, interstate and national research, modelling by the Centre for Automotive Safety Research, and extensive consultation with road safety stakeholders and the broader community.

Consultation was conducted in a way that enabled people and organisations across the State to be involved in shaping the Strategy's overarching principles, ambitions and priorities, and to respond to the draft Strategy.

Community engagement occurred through interactive online platforms, surveys, social media and the media more broadly. The consultation process commenced in August 2020 and concluded in September 2021.

The first phase of engagement commenced in August 2020 involving key stakeholders in interactive webinars to assist in identifying principles to underpin decision making, as well as road safety ambitions and priorities.

The second phase of engagement shared the outcomes of the webinars with the community and was used to consult via an online survey, submissions and regional workshops. Market research on two key road safety topics; older road users and fatigue, was also undertaken.

A thorough analysis was undertaken of all the contributions received. The Department was assisted by Becky Hurst Consulting and Design Jam to analyse the contributions made through the webinars, the online survey, submissions and the regional workshops. The following key themes were identified:

- Driver education to change behaviour
- Infrastructure improvement, including Safe Systems
- Road maintenance
- Active and/or alternative transport
- Speed
- Safe vehicles
- Heavy vehicles and freight
- Road user behaviour
- Compliance
- Roadside vegetation

The feedback received in phase one and two led to the development of a draft Strategy. The yourSAy online platform was again utilised to undertake community consultation on the draft Strategy. Feedback could be provided through an online survey or a written submission.

Overall, the survey results and submissions indicated general support for the draft Strategy and the targets to reduce deaths and serious injuries on our roads.



Survey responses and submissions were supportive of the principles for decision making, the social model and safe systems approaches, the road safety focus areas and the key strategies to improve road safety. A few submissions sought greater consideration and emphasis on topics including motorcyclists, children, and pedestrian safety.

Some submissions sought greater clarity on actions, implementation, governance and accountability. Implementation of the Strategy will be supported by a robust monitoring and evaluation framework designed by the Centre for Automotive Safety Research to ensure that what we are doing is effective in reducing lives lost and serious injuries.

Further details of the feedback received are provided in this report. The report is intended to capture the key sentiments and issues raised during the consultation process and does not represent every comment made by individuals or organisations. Feedback received has informed the finalisation of the Strategy and the development of the three-year rolling action plan.

# Introduction

Development of a new South Australian Road Safety Strategy to 2031 (Strategy) commenced in early 2020. It has been informed by road safety data about lives lost and serious injuries, local, interstate and national research, modelling by the Centre for Automotive Safety Research about what works to reduce lives lost and serious injuries, and extensive consultation with road safety stakeholders and the broader community.

Consultation was managed in a way that enabled people and organisations across the State to be involved in shaping the Strategy's overarching principles, ambitions, and priorities, and to respond to the draft Strategy.

This report provides details of the consultation process and activities, the responses and submissions received and a summary of the key feedback themes.

## Consultation and engagement process

Consultation was undertaken over a three-stage engagement process. In phase one a series of webinars with road safety stakeholders were delivered to identify priority issues, ambitions and principles.

In phase two the community were engaged through an online survey and regional workshops. Market research was undertaken and stakeholders were involved in a series of subject based workshops and focus sessions to better understand road user behaviour, motivators and barriers in relation to fatigue and older road users.

Phases one and two were undertaken from August 2020 to February 2021 and informed the development of the draft Strategy.

Phase three was consultation on the draft Strategy from July to September 2021. The community and stakeholders were invited to complete an online survey and/or make a written submission to provide their views on the draft Strategy.

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

WHEN	ENGAGEMENT
<b>CONSULTATION TO INFORM THE DEVELOPMENT OF THE STRATEGY</b>	
<b>August 2020</b>	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.
<b>October – November 2020</b>	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.
<b>October 2020 – February 2021</b>	<p>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.</p> <p>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).</p>
<b>January – February 2021</b>	A series of subject based workshops, including road user behaviour, infrastructure and local government.
<b>February 2021</b>	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.
<b>CONSULTATION ON THE DRAFT STRATEGY</b>	
<b>July 2021 – September 2021</b>	Community consultation on yourSAy including a survey that received 352 detailed responses. Sixty one written submissions were received.

# Development of the Strategy

## Phase 1 - Establishment

### Webinars

Consultation to inform the development of the Strategy commenced with a series of 10 webinars held in August 2020 with road safety stakeholders. The purpose of the webinars was to identify overarching principles, ambitions and priorities for the Strategy. The webinars were focused on four contexts:

- **Metropolitan Adelaide and the CBD:** the greater Adelaide area from Roseworthy in the North, Sellicks Beach in the South
- **Regional roads:** roads that connect Greater Adelaide, regional centres, rural towns and remote communities with a speed limit of 90km/h+
- **Regional centres:** population over 10,000 or a population density of more than 300 people per km<sup>2</sup>. Examples: Berri, Mount Gambier, Port Lincoln and Victor Harbor
- **Rural towns and remote communities:** Population less than 10,000 or a population density of less than 300 people per km<sup>2</sup>. Speed limit 80km/h or less. Examples: Ceduna, Kingscote, Naracoorte and Yalata.

Email promotions were distributed to key road safety stakeholders, comprising of organisations with an interest in road safety, Councils, peak advocacy bodies, research organisations and government agencies.

Two hundred and fifty seven people participated across the 10 webinars contributing 1057 individual items of feedback. A full list of the stakeholders that participated in the webinars is provided at Appendix A.

A broad range of stakeholders participated in the webinars including Local Government, Not for Profit organisations, a range of Government Departments and academics. The breakdown of webinar participants by sector is provided in figure 1.

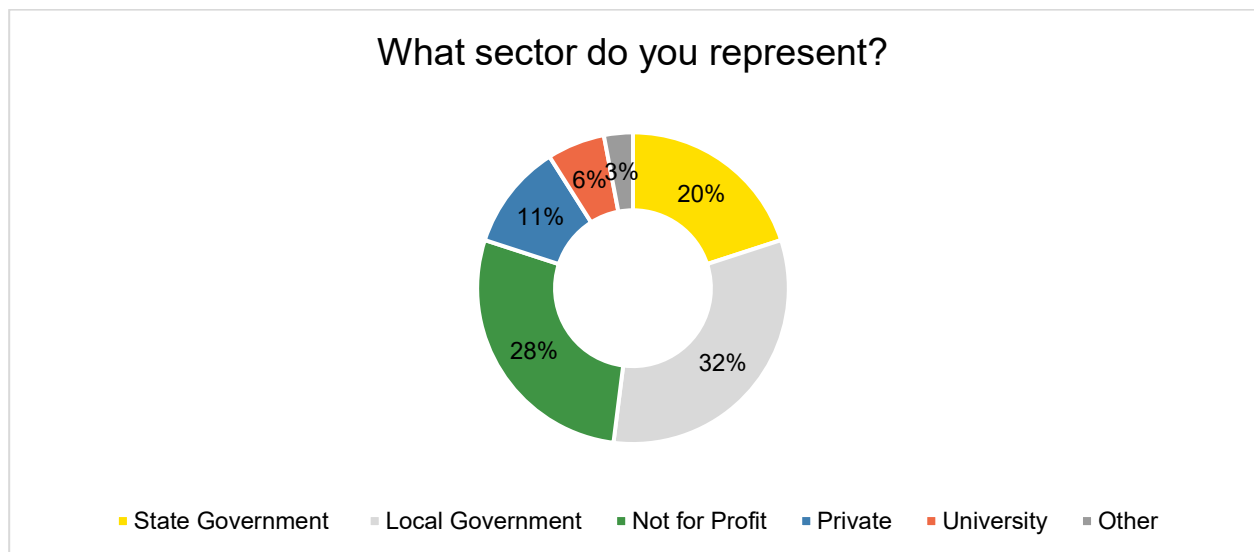


Figure 1: The breakdown of webinar participants by sector

The majority of webinar participants identified that they were from the Adelaide metropolitan and the CBD as demonstrated in figure 2.

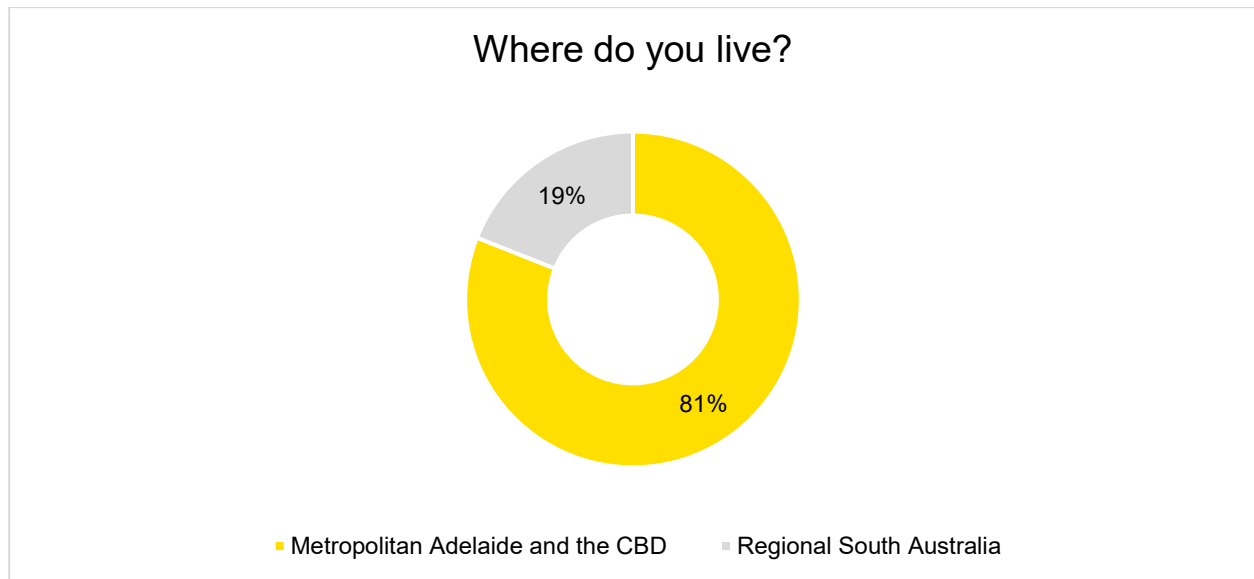


Figure 2 Webinar participants location in South Australia

### What we heard at the webinars

The webinars included presentations to provide context and facts on road safety, interactive polls, question and answer sessions, breakout group discussions and the sharing of responses and views with the option to indicate support for other comments through a 'like' using Jamboard as per the example below.

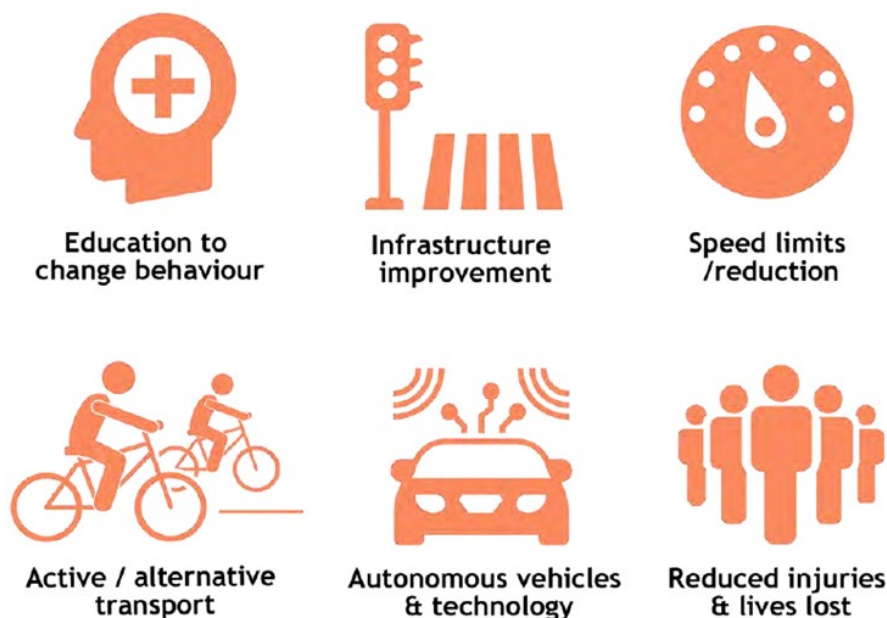


Example of the Jamboard that allowed participants to share responses.



A total of 67 themes were identified and were prioritised based on the total number of comments within each theme group. Key themes were identified within each context by calculating the total number of comments per theme group and adding the number of likes received on the comments by participants.

The most popular key themes, shared repeatedly by participants across all four contexts, are provided below.



## Phase 2 – Consultation to inform the development of the Strategy

### Community consultation – YourSAy

In October 2020 the community and stakeholders were given the opportunity to share their views and experiences to shape the Strategy. Community consultation was hosted on YourSAy, an online engagement platform, which provided the community and stakeholders with the option to complete a survey or make a written submission. Promotion of the consultation was through email, social media, public radio and targeted communications. The RAA and the Local Government Association promoted the survey to further encourage community involvement in the development of the Strategy.

An issues paper was released to support the consultation that provided key road safety information to community and stakeholders. The issues paper included statistics on key road safety topics that had been identified as priority areas of concern through the earlier consultation processes and supported by statistical evidence. There were 467 downloads of the issues paper from the YourSAy website during the consultation period.

The YourSAy road safety strategy consultation page had 7216 views and 1930 page visits to the survey page. Facebook and Twitter social media channels were used to promote the Strategy on YourSAy.

The survey sought feedback from the community on future goals for road safety and what people see as being priority issues to improve road safety.

The survey was completed by 1346 participants (72% metropolitan, 25% regional and 3% remote), as shown in figure 3.

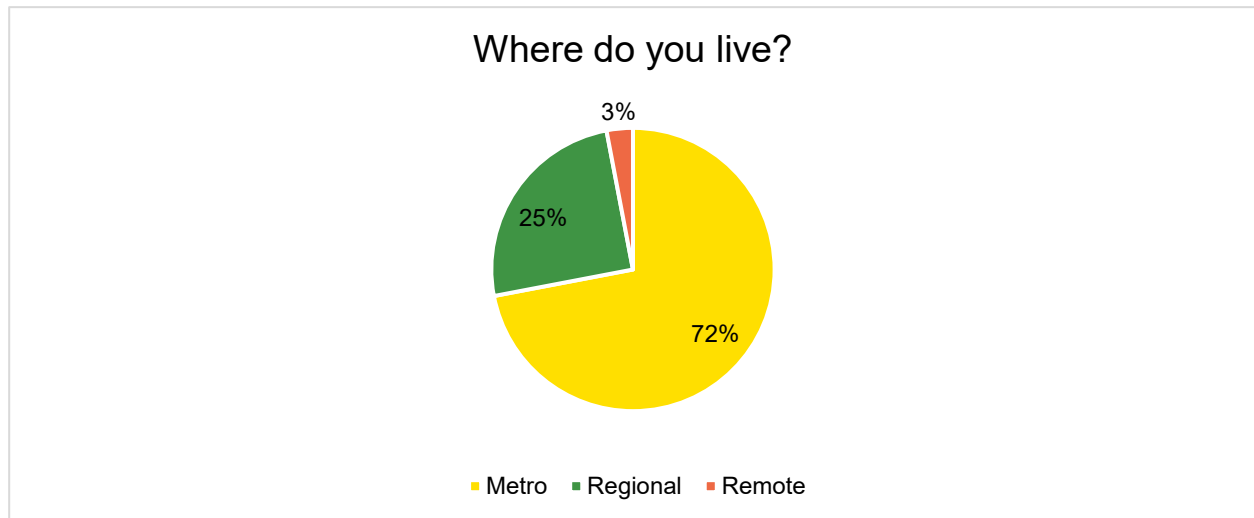


Figure 3 Demographics of survey respondents within South Australia

There was good representation across adult age groups, particularly in people aged between 35 and 64, who made up 65% of respondents. People aged 65 and over accounted for 19% of respondents. People aged 34 and under accounted for 15% of survey responses. The age group of survey respondents is demonstrated in figure 4.

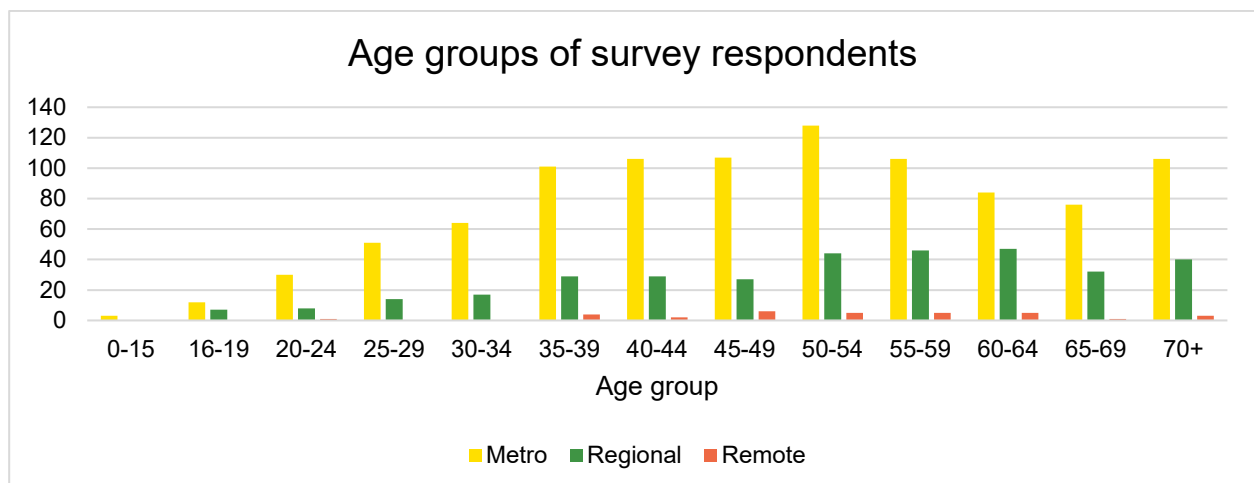


Figure 4: Age groups of survey respondents

Men were overrepresented in the online survey, accounting for 63% of responses received as shown in figure 5.

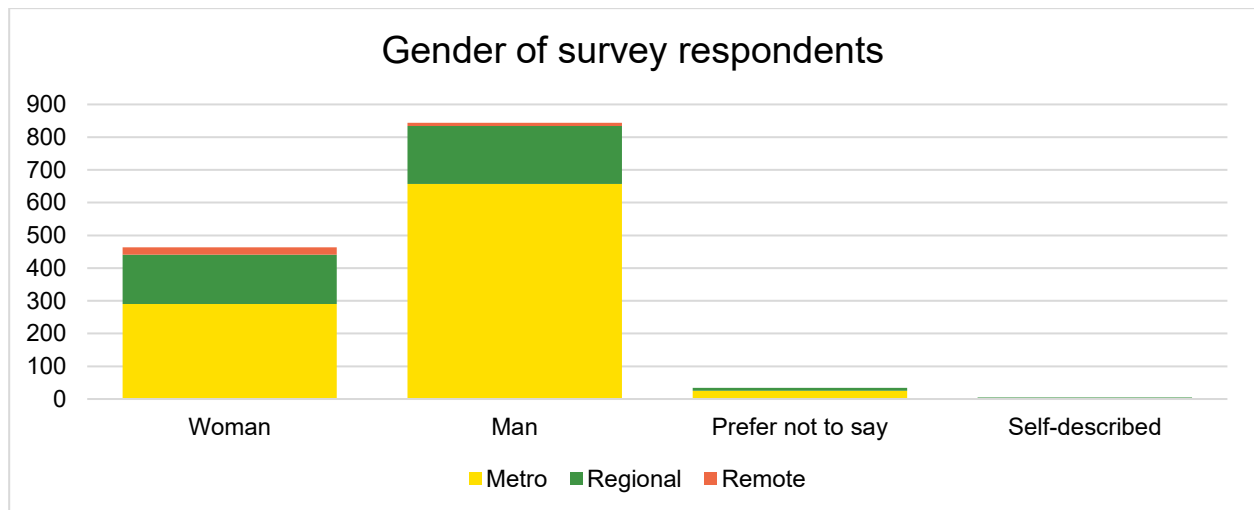


Figure 5: Gender of survey respondents

Survey participants were asked a similar question to the webinar participants: “If you were talking about road safety in South Australia in 10 years’ time, what would you be saying? What are your goals or vision?”

For respondents from metropolitan Adelaide, the vision noted focused on –

- Active transport, including pedestrians, cyclists and public transport
- Driver education and skill
- Infrastructure improvement

For respondents from regional South Australia, the vision noted focused on –

- Infrastructure improvement
- Driver education
- Maintenance

For respondents from remote South Australia, the vision noted focused on –

- Infrastructure improvement
- Maintenance
- Active transport (cyclists)

An average 93% of all survey respondents indicated that they agreed to strongly agreed that the issue of road safety was relevant and of a concern to them. An average 95% of survey respondents agreed to strongly agreed that road safety was important to them.

The survey identified the issues most needed to be addressed to achieve significantly improved road safety over the next 10 years in metropolitan Adelaide were, in order of priority –

- Driver behaviour
- Road infrastructure design
- Active travel (walking and cycling)

- Education
- Road maintenance

The survey identified the issues most needed to be addressed to achieve significantly improved road safety over the next 10 years in regional South Australia were, in order of priority –

- Road maintenance
- Driver behaviour
- Road infrastructure design
- Interaction between heavy vehicles and other road users
- Education

The survey identified the issues most needed to be addressed to achieve significantly improved road safety over the next 10 years in remote South Australia, were, in order of priority –

- Road maintenance
- Driver behaviour (note: this ranked as a lower priority for respondents based in remote SA)
- Road infrastructure design
- Interaction between heavy vehicles and other road users
- Roadside vegetation (note: this ranked as a high priority for respondents based in remote SA)

## Written submissions

The Department received 35 written submissions from stakeholders and individuals (20 organisations and 15 individuals) to inform the development of the Strategy. A list of those organisations that made a submission is provided at Appendix B.

The 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



## Market research

Tailored consultation processes were conducted on the topics of older road users and fatigue. These topics were chosen based on road safety statistics and an identified need for further investigation.

Market research was undertaken, with *BehaviourWorks Australia* from the Monash Sustainable Development Institute of Monash University engaged to develop interview questions for each topic:

- fatigue (while driving)
- travel ease and safety considerations of older road users

Market research was conducted with older road users to explore the key issues for their safe mobility.

In response to questions about ways to improve the ease and safety of travel, the top five solutions were improved road signage, better footpaths, improved line markings, a larger number of overtaking lanes on highways and improved street lighting.



The focus of the market research on fatigue was to explore scenarios associated with driving while fatigued and explore the strategies, concerns, barriers and opportunities for overcoming fatigue and/or undertaking alternative options to avoid driving while fatigued.

A significant percentage of people reported driving while fatigued (driving for more than two hours without a break) including driving to and from a road trip/holiday or driving to and from interstate for work and/or leisure. The survey findings showed that participants appreciate the risks of driving while fatigued, however people drove while fatigued because of a perceived benefit e.g. that they will get to the destination sooner. The survey responses highlighted a need to reinforce to the community what constitutes a safe continuous driving period.

The findings of the research helped to inform the development of the Strategy including specific key strategies to improve road safety for older road users and address issues related to fatigue.

## Regional workshops

In February 2021, three structured regional workshops were held, followed by informal drop-in sessions. The workshops were held in Yorketown, Tintinara and Loxton. These areas were chosen because of their association with high levels of road trauma, determined through road safety statistics and analysis. The workshops enabled local people to provide first-hand perspectives regarding issues affecting road safety.

### YORKETOWN

The key priority themes to emerge from the Yorketown workshop were –

- **Road conditions** (14 priorities) – including the need to repair surfaces, edging, and inconsistent conditions. Participants noted that the roads were not designed for so many, or such heavy trucks.
- In addition to road conditions, participants also noted the specific need for **widening of roads** (4 priorities), **line markings** (3 priorities) and some created a specific theme heading for **road edges** (3 priorities). The condition of the road edges and width of the roads was also noted by one participant with particular reference to **roadside vegetation** (1 priority) needing significant clearing to improve visibility.
- Improved **signage** (7 priorities) was noted as a priority, in relation to roadside signage causing distractions, obstructing vision and some speed signage being inappropriate.
- **Speed** (8 priorities) was identified as a key theme, with participants wanting to see consistency particularly around roadwork speed restrictions. Several participants said that the new 50 signs were not effective, and that 80 signs should be used again.
- **Slip lanes and overtaking lanes** (2 priorities) were noted as priorities by two participants. During the group discussion, this was discussed alongside the need to widen roads. Parking bays and places to pull over (2 priorities) were also discussed as needed
- Other priorities noted by participants included **driver education** (2 priorities), **Drug Driver law reform** (1 participant), **acknowledge who's using the roads** (1 participant) and **transport** options such as Uber being needed to provide alternative options to get home (1 participant).

## TINTINARA

- The key priority themes to emerge from the Tintinara workshop were –
- **Road design** (6 priorities) Duplicate the highways and include more overtaking lanes. One participant said it would be useful to see exactly which stretches of road the accidents occur on and to make improvements based on this.
- **Youth education** (4 priorities) Participants said that young people needed driver education in schools, and there needed to be a way of desensitising rural youth from the way they learn to drive on farms to moving to driving on the road.
- **Maintenance** of the roads, including verges, was a priority for participants. The danger of trees on verges was a concern.
- **Re-education** (1 priority) All drivers should be re-tested on the Australian road rules every five years.
- Other individual suggestions included getting more **freight on the rail** (1 priority), increasing **speed limits** for road trains and reducing them for cars (1 priority), and **removal of pedal cyclists** on main public highways (1 priority). There was a general feeling that the use of national highways by pedal cyclists was dangerous.

## LOXTON

The key priority themes to emerge from the Loxton workshop were –

- **Consequence for Action** (4 priorities) – Ensuring that there were consequences for driver actions that put safety at risk
- **Funding & resources** (3 priorities) – This included police resourcing (to have all police officers able to undertake drug testing) and more funding for local government to be able to maintain the local roads.
- **Education** (14 priorities) – Including a focus on training for both young and older drivers.
- **Safe overtaking lanes** (7 priorities) – More overtaking lanes for vehicles to be able to pass slower vehicles slowly.
- **Engineering/maintenance** (5 priorities) – Road shoulder sealing and general road maintenance was a priority.
- **Drugs & alcohol** (3 priorities) – One participant suggested zero alcohol, others raised the topic of more police resourcing to be able to undertake drug testing.
- **Other priorities** included motorbike licensing (2 priorities), vehicles/truck testing (2 priorities), vegetation on verges (2 priorities), line markings (1 priority) and signage (1 priority).

## Summary of feedback

Analysis was undertaken of all contributions received via each engagement method. Forty four per cent of online respondents said that our approach to road safety and our road safety culture, needs to change a lot over the next ten years in South Australia.

The overall themes informed the nine road safety focus areas in the Strategy. The nine road safety focus areas were shaped by the stakeholder and community feedback, as well as local issues identified through analysis of road crash and other data. The road safety strategic focus areas are:



## Phase three - Consultation on the draft Strategy

Consultation on the draft *South Australia's Road Safety Strategy to 2031* (draft Strategy) was held from 15 July 2021 to 1 September 2021. The community and road safety stakeholders were invited to complete a survey on the yourSAy website or make a written submission outlining their feedback on the draft Strategy.

### Community consultation – YourSAy

Feedback on the draft Strategy was sought from the wider community through an online survey hosted on YourSAy from 15 July 2021 to 1 September 2021. The YourSAy survey was designed to capture demographic information about the individual respondents (age, location, gender) and how much they agreed or disagreed with the effectiveness of the strategies for each of the road safety focus areas.

The South Australia's Road Safety Strategy to 2031 consultation page had 3200 visits and there were 734 downloads of the draft Strategy. 1008 people commenced the survey but did not proceed beyond the demographic questions. In total, 352 surveys were completed.

#### YourSAy survey demographics

Where the survey respondents were from:

- 65% were based in metro Adelaide
- 32% were from regional SA
- 2% lived in remote areas
- 1% interstate

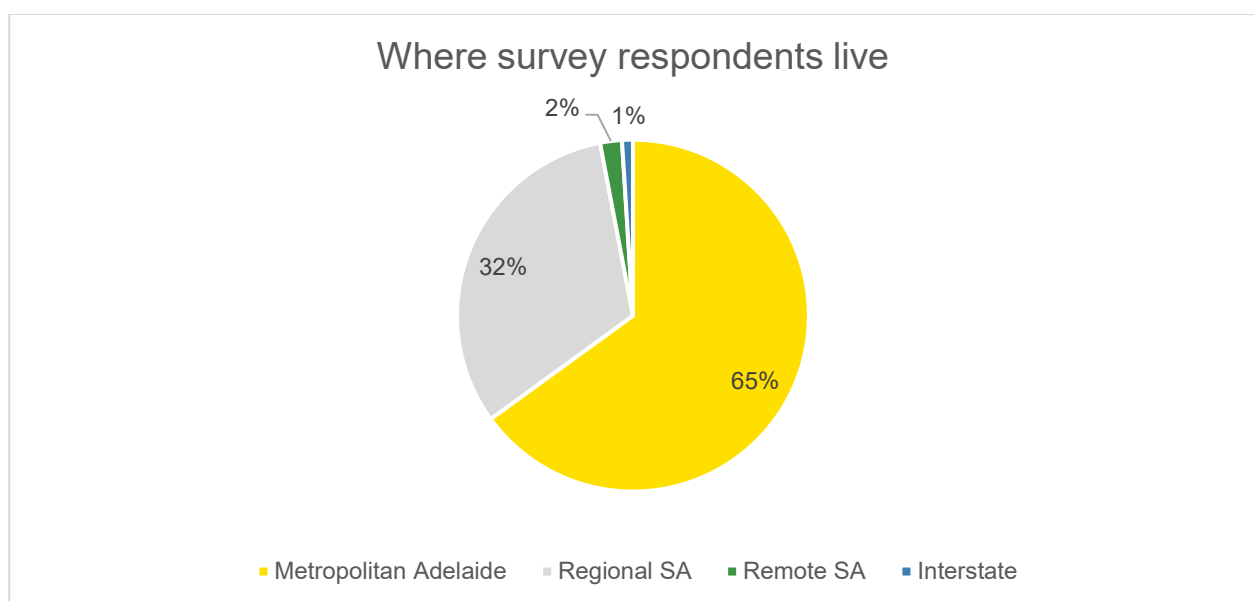


Figure 6: Where survey respondents live



Age and gender demographics for the survey respondents were:

- 61% over 50
- 9% under 30 years old
- 70% male
- 78% born in Australia
- 98% spoke English at home

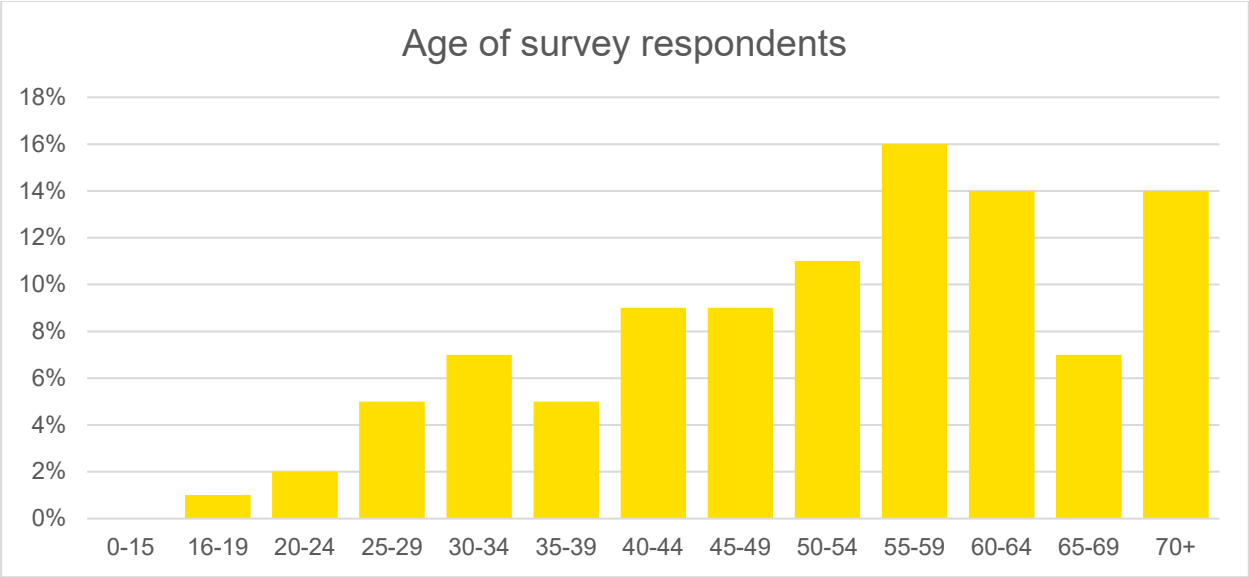


Figure 8 Age of survey respondents

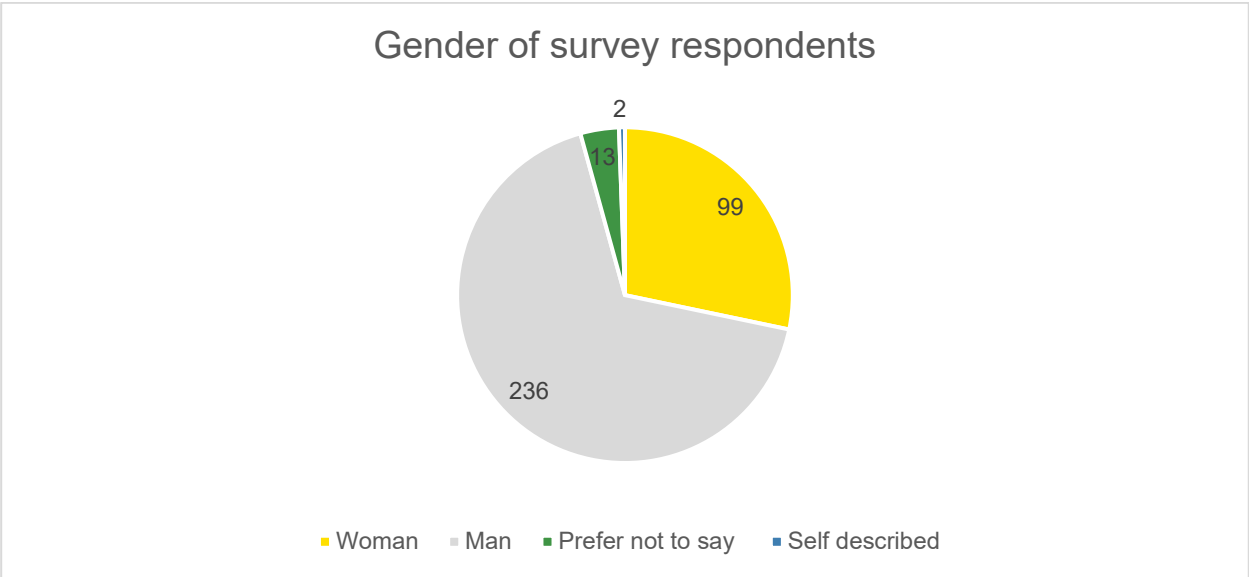


Figure 7 Gender of survey respondents

Each survey question had the option of providing further comments or detail regarding each section of the draft Strategy. Two hundred and seventy eight survey responses provided additional comments or details on various sections of the draft Strategy. Text responses averaged 100 words. All of the text feedback was consolidated, themed and reviewed to identify amendments required to the draft Strategy.

The key themes from the free text responses of the survey were:

- Driver education to change behaviour
- Infrastructure improvements
- Road maintenance [e.g. pot holes and shoulder sealing]
- Active and alternative transport [infrastructure and policy]
- Speed [raise rural/ lower metro]
- Vehicle roadworthy inspections
- Frustration/ impatience [slow drivers rural roads and fail to keep left]
- Safer vehicles: support for / affordability concerns
- Heavy vehicles and freight
- Road user behaviours [distraction/ dangerous driving/ impatience]
- Compliance / enforcement – either not enough or too much
- Penalty severity [want higher for recidivists]
- Incentives for good driving

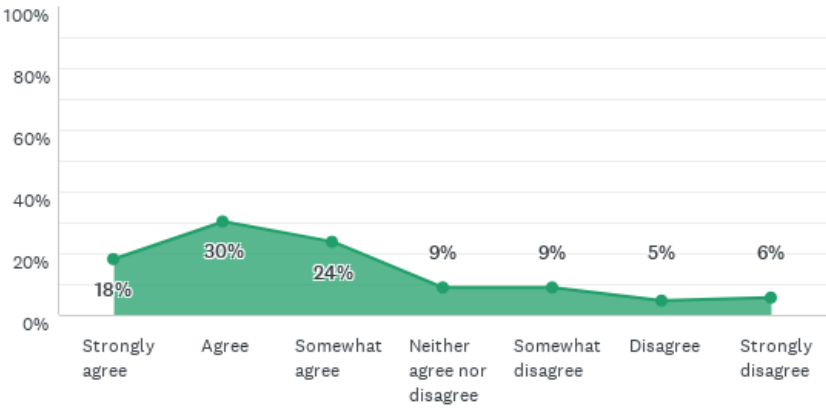
## Feedback on priorities

The survey asked respondents to indicate the extent to which they agreed with the key strategies for each of the road safety focus areas and if they believed they will support achieving the ten-year targets to improve road safety on South Australian roads.

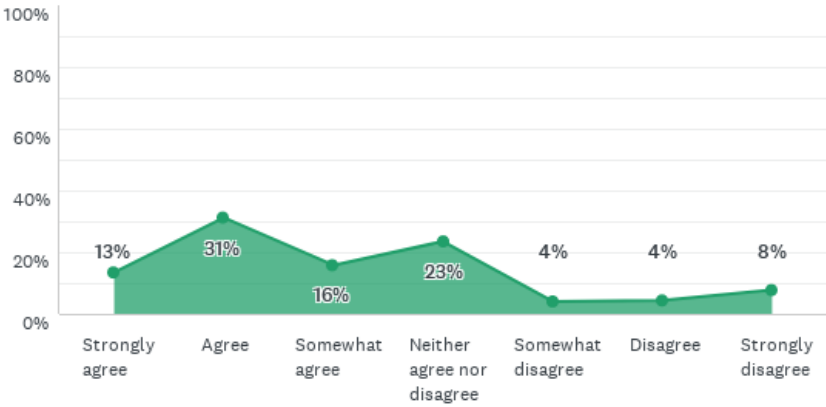
On average, respondents showed clear support for the draft Strategy with an average 65% of respondents answering with a somewhat to strongly agree:

- Somewhat to strongly agree – 65% average [always >60%]
- Neutral responses – 18% average [15 – 25% range]
- Disagree to strongly disagree – 17% average [9 – 30% range]

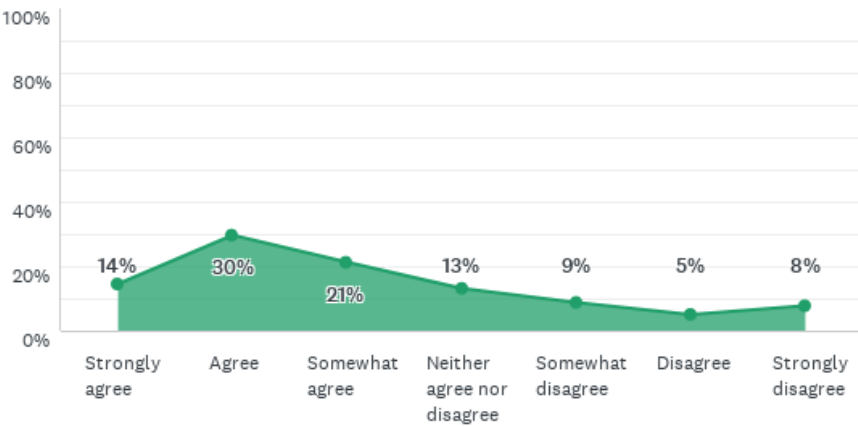
Responses indicated a clear support for each of the focus areas of the draft Strategy as demonstrated in the graphs below.



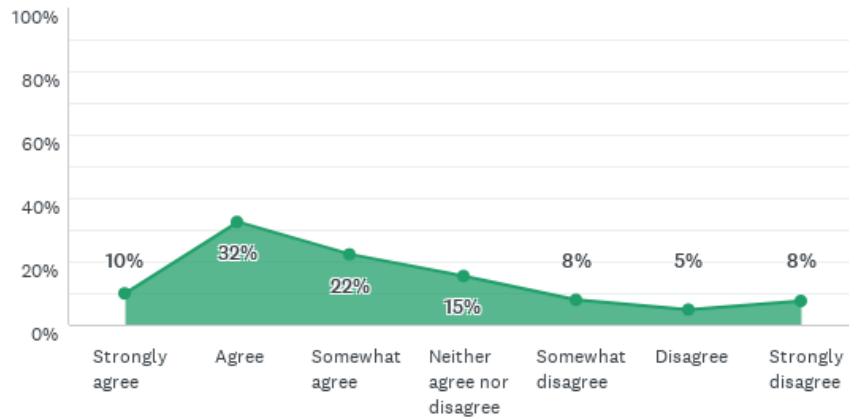
Graph 1: Road user behaviour



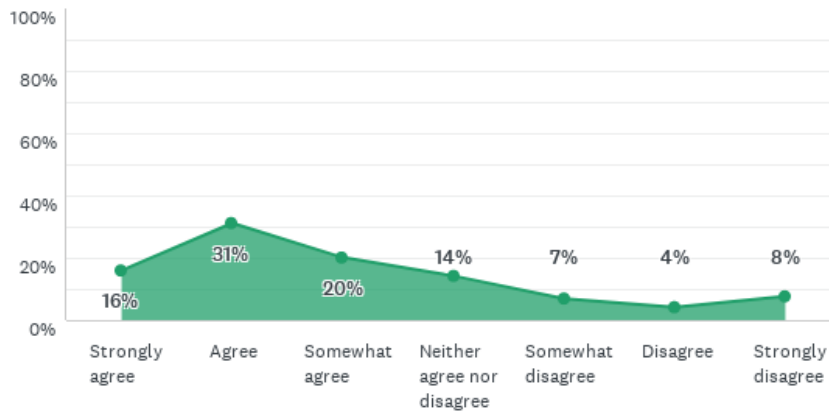
Graph 2: Aboriginal road safety



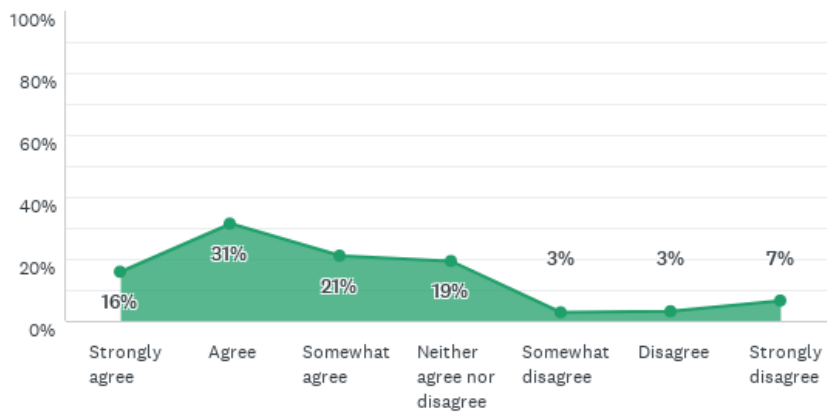
Graph 3: Vehicles



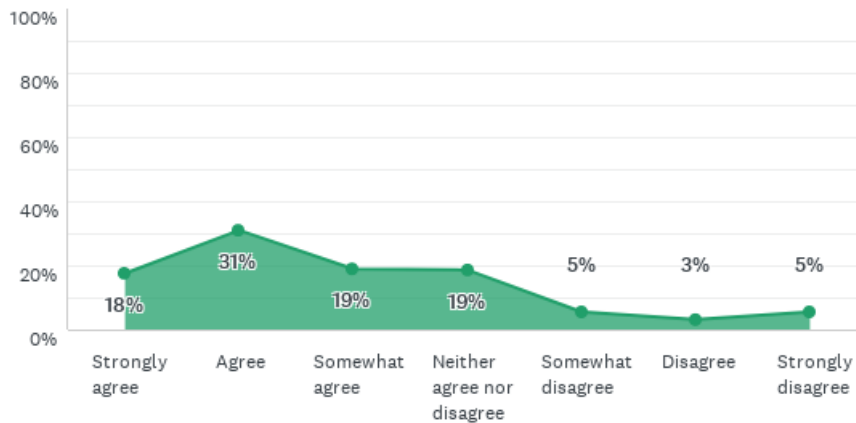
Graph 4: Older road users



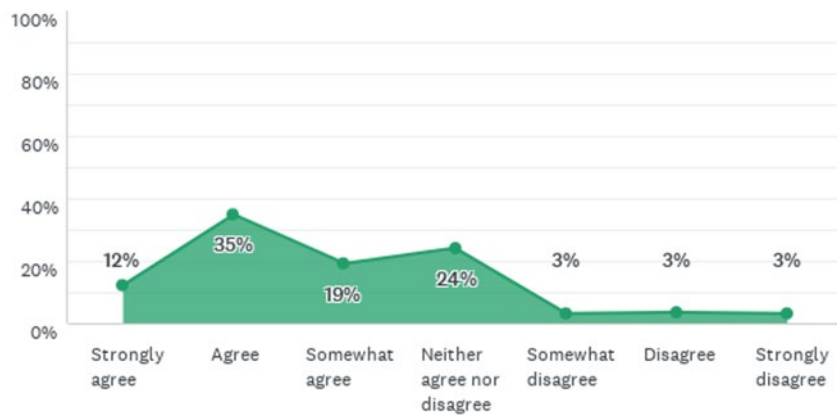
Graph 5: Roads, walking, cycling and public transport



Graph 6: Regional and remote areas



Graph 7: Younger drivers and riders with a focus on those living in regional and remote areas



Graph 8: Workplaces

## Written submissions

Sixty-one submissions were received, 41 from organisations and 20 from individuals. Sixteen stakeholders chose to complete the online survey on yourSAy and identify their organisations rather than make a written submission via email or letter. The list of stakeholders that made a submission on the draft Strategy is provided at Appendix C.



## Summary of feedback

A thorough analysis was undertaken of all the contributions received. The information was sorted into key themes to assist in reviewing the feedback.

### Key feedback themes from the consultation on the draft Strategy:

- Support for targeted programs and more road safety education initiatives to improve Aboriginal road safety.
- Road safety education, best practice road safety education programs, including for early childhood, school children, international and interstate migrants and parents.
- Support for the focus on road user behaviour, with driver distraction a significant issue.
- Continue the focus on drink and drug driving. Suggest lower (e.g. 0.02) blood alcohol limits for all drivers, consider medicinal cannabis and the drug driving laws, crash risks of drivers on prescription drugs.
- Strengthen the emphasis on the correct use of appropriate child restraints with a particular focus on children aged 7 – 12 and capture driveway safety.
- Support for action on people who repeatedly and persistently engage in dangerous driving behaviour.
- Speed limits and the relationship with the movement and place approach. Incorporate the movement and place approach in the principles for decision making. Reduce speed limits in local streets and around schools.
- Road rules refresher testing on either a voluntary or mandatory basis upon licence renewal.
- Improve driver training, including accessibility to training for younger road users and require defensive driver training.
- Focus on education, re-testing and determining fitness to drive for older road users.
- More information sought on the social model approach, the movement and place approach and network safety plans.
- Encourage a mode shift to public transport, and consider regional transport options such as rail services.

- Safety around rail level crossings for all road users.
- More support for active travel sought through improved infrastructure for cyclists and pedestrians including separated cycling paths and arterial road crossings, and the inclusion of personal mobility devices (e-scooters).
- Provide infrastructure that is compatible with new vehicle safety technology, equitable funding arrangements for metropolitan fringe councils, publish road ratings and review of Department standards and guidelines for the design, plan and build of safe roads.
- Include targets for road maintenance, spending commitment or identifying service level standards.
- Establish a light vehicle inspection scheme. Support for incentive schemes for the uptake of safer vehicles, highlighting access to safer vehicles for younger road users where uptake is not feasible and infrastructure and legal frameworks accommodating automated vehicles and vehicle safety technology.
- Increase the focus on motorcyclist safety.
- Review heavy vehicle licensing pathways, alternative freight routes, educate light vehicle drivers on the safe interaction with heavy vehicles.
- Rest areas to provide adequate amenities for all drivers (light and heavy vehicles).
- Data and research including the suggestion for data on roadworthiness factors in crashes, the impact of bull bars on road users in crashes, medicinal cannabis and motorcycle crashes.
- Local Government collaboration to strengthen working relationships and build capacity to support the development of network safety plans and a need for funding.
- Governance and accountability for the delivery of the Strategy and Action Plan. Suggest establishing an independent commissioner. Include the performance indicators in the Strategy.

The consultation feedback showed broad support for the draft Strategy and the key strategies within. Changes were made to the draft Strategy in the following areas:

- Child restraints and driveway safety
- Motorcycles
- Aboriginal road safety
- Additional principles for decision-making
- Heavy vehicle licensing pathways
- Light vehicle inspection schemes
- Pedestrian and cyclist safety when crossing arterial roads
- Rail Level crossings
- Personal mobility devices
- The movement and place approach
- The social model
- Network safety plans

Information and feedback has been considered in the development of the Road Safety Action Plan and distributed within the Department for appropriate consideration.

# Conclusion

This report summarises the engagement methods and feedback received during the three stages of consultation undertaken to inform the development of the Strategy.

In total throughout the engagement process:

- 96 written submissions were received
- 1698 people completed a survey
- 1115 people participated in a webinar, workshop or market research

Overall, the survey results and submissions on the draft Strategy indicated general support for the draft Strategy and the targets to reduce deaths and serious injuries on our roads. Many submissions and comments identified areas in need of focus or matters that could be strengthened in the draft Strategy.

Survey responses and submissions were supportive of the principles for decision making, the social model and safe systems approaches, the road safety focus areas and the key strategies to improve road safety. Some submissions sought greater consideration and emphasis on topics including motorcyclists, the safety of children, and pedestrian safety.

A few submissions sought greater clarity on actions, implementation, governance and accountability. A three-year Road Safety Action Plan is being developed and will sit alongside the Strategy. Road Safety Performance Indicators are being designed by the Centre for Automotive Safety Research and these will help inform the ongoing review of the Action Plan and ensure that the actions within it deliver outcomes that reduce lives lost and serious injuries.

The Department would like to thank the community and the stakeholders that contributed their time, shared their knowledge, and imparted their expertise throughout the engagement process. All contributions received were considered and helped to shape South Australia's Road Safety Strategy to 2031.

# Appendix A – Full Stakeholder list – Webinar participants

- Aboriginal Health Council of South Australia Inc
- ARRB Group Ltd
- Attorney General's Department
- Australian Road Research Board (ARRB)
- Australasian College of Road Safety SA Chapter
- Australian Driver Trainers Association of South Australia Inc
- Australian Institute of Traffic Planning and Management Inc SA Branch
- Australian Medical Association SA
- Australian Red Cross
- Bicycle Institute of SA
- Bicycle SA
- Bus SA
- Centre for Automotive Safety Research, University of Adelaide
- Commissioner for Aboriginal Engagement
- Council on the Ageing (COTA SA)
- CTP Regulator
- Department for Education and Child Development
- Department for Premier and Cabinet
- Fleet SA
- Heart Foundation
- KidSafe SA Inc
- Lifetime Support Authority
- Livestock Transporters Association of SA Inc
- Local Government Association of SA (inc the 68 Councils)
- Members of Parliament (both State and Federal)
- Motorcycle Riders Association of SA
- Motorcycling South Australia Inc
- Motor Trade Association
- National Heavy Vehicle Regulator
- Office for the Ageing
- Office for Recreation and Sport
- Office for Youth SA
- Occupational Therapy Australia
- Owner Drivers Association SA Ltd
- Planning Institute of Australia SA Branch (PIA)
- Primary Producers SA (Livestock SA)
- Professional Driver Trainers Association South Australia

- Royal Automobile Association (RAA)
- Royal Australasian College of Surgeons
- RUSAC
- SA Country Women's Association Inc
- SA Health
- South Australian Disability Sector
- South Australia Police
- South Australian Country Fire Service
- South Australian Metropolitan Fire Service
- South Australian Road Transport Association (SARTA)
- South Australian State Emergency Service
- State Aboriginal Advisory Council
- The Paraplegic and Quadriplegic Association of SA
- Transport Workers Union of Australia SA/NT Branch
- Walking SA
- Youth Affairs Council of South Australia

## **Appendix B – Stakeholder submissions to inform the development of South Australia’s Road Safety Strategy**

- Australian College of Road Safety SA Chapter
- Barker Districts Bicycle Users Group SA
- City of Norwood Payneham & St Peters
- City of Onkaparinga
- City of Tea Tree Gully
- City of Unley
- Commissioner for Children & Young People
- COTA SA
- Heart Foundation
- Lifetime Support Authority
- Livestock SA
- Local Government Association
- Motor Trade Association
- Motorcycle Riders’ Association of South Australia
- Office of the National Rail Safety Regulator
- RAA
- Road Safety Education
- Royal Australasian College of Surgeons
- Transport Australia Society



## Appendix C – Stakeholder submissions received on the draft Strategy

- 30 Please
- Aboriginal Community Education Officer
- Aboriginal Drug and Alcohol Council
- Alcohol and Drug Foundation
- ANCAP
- Australian College of Road Safety
- Australian Driver Trainers Association (SA)
- Australian Medical Association (SA) Road Safety Committee
- BE Engineering
- Child Death and Serious Injury Review Committee
- Child Development Council
- City of Burnside
- City of Charles Sturt
- City of Marion
- City of Onkaparinga (a submission and survey response)
- City of Tea Tree Gully
- City of Victor Harbor
- City of West Torrens
- Coast to Vines BUG (Bicycle User Group)
- Commissioner for Children and Young People
- COTA SA
- Dan Murphy's
- Department for Education
- District Council of Lower Eyre Peninsula
- District Council of Grant
- Drive Change
- Federal Chamber of Automotive Industries
- Get Home Safe Foundation
- Glenelg Driving School
- Kidsafe SA
- Lifetime Support Authority
- Maralinga Tjarutja
- Motor Traders Association
- Motorcycle Riders Association
- Mount Barker District Council
- Mr Instructor Driving School
- National Heart Foundation of Australia

- National Heavy Vehicle Regulator
- Office of the Guardian for Children and Young People
- People for Public Transport
- RAA
- Road Safety Education
- Royal Australasian College of Surgeons
- Safe Streets to School
- School of Psychology, University of Adelaide
- Six Cats Consulting
- South Australia Police
- South Australian Aboriginal Advisory Council
- South Australian Tourism Commission
- Stirling Business Association
- Toyota Australia
- Transport Workers Union
- Walking SA



