

Ms Sarah Clark  
Director Road Safety, Policy and Research  
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Dear Sarah,

SUBMISSION  
SOUTH AUSTRALIA'S ROAD SAFETY STRATEGY TO 2031 ISSUES PAPER

I thank you for the opportunity for the SA Chapter of the Australasian College of Road Safety to provide some input into the development of South Australia's Road Safety Strategy to 2031 through this submission and the planned webinar for November. It is noted that the comprehensive issues paper and consultation survey is designed to reach a very wide audience.

The significance of the road trauma problem is detailed well in the Issues Paper.

The results from the community consultation could be very insightful and DIT is commended for seeking feedback in this way.

A key question regarding the results of the community consultation is how they will be used. One way is that the survey results could be used to drive the direction of the strategy; this potentially could lead to a strategy that does little to change the current situation. Another way that the survey results could be used is to gain insights into community attitudes that need to change for meaningful improvements in road safety to come about. Speed is probably the most obvious area where this choice of approach could make a significant difference. The ACRS SA Chapter strongly encourages using the survey results in the latter fashion.

The SA Chapter of the ACRS would like to see the following key elements strongly stated in the strategy:

- The current 2050 vision for the elimination of fatalities on the road extended to serious injuries
- 2030 targets to reduce fatal and serious injuries by 50% (both raw numbers and as a population rate), backed by related performance and delivery targets
- Publication in easily consumable form for the public of infrastructure safety star ratings for all road users
- Safety investment plans and budgets to achieve targeted improvements in safety star ratings
- Regulatory Impact Statements for lowering the speed limits for both urban roads and rural roads
- Proactive involvement with the Federal Government to keep pace with European vehicle safety regulation that encourages evidence-based driver assistive technologies, especially intelligent speed assist and autonomous emergency braking.

The Chapter considers it is essential that the 2021-2031 Strategy is:

- Strongly led by the Government with adequate organisational capability and good relationships with transport businesses and stakeholders
- Based on significantly improved relationships with local government including nurturing local government capability
- Funded with substantial new money which is secure through to at least 2031
- Backed by further investment in crash investigation, data and research
- Implemented thoroughly during all stages including policy and program development, monitoring, evaluation and reporting.

Jamie Mackenzie  
Chair, ACRS SA Chapter

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