

# Speed limits on South Australian Beaches

COMMUNITY ENGAGEMENT OUTCOMES REPORT

April 2023



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Government of South Australia  
Department for Infrastructure  
and Transport

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# Executive Summary

Beaches in South Australia are considered a 'road-related area' under road traffic legislation. This means that where no speed limit is set (or sign posted), the default speed limit applies. As such, many South Australian beaches are subject to the default speed limit of 100 kilometres per hour (km/h) that applies outside built up areas<sup>1</sup>. In built up areas, the default speed limit of 50 km/h applies.

The setting of speed limits is the responsibility of the Minister for Infrastructure and Transport, to whom the relevant traffic legislation is committed to. South Australian Police are responsible for enforcing speed limits on beaches.

The need for a lower default speed limit on South Australian beaches is being considered to improve safety for all beach users, given the impracticality of formal road infrastructure to separate vehicles from pedestrians, and the changing nature of driving conditions on a beach.

Community consultation via yourSAy was undertaken to seek feedback from the South Australian community and stakeholder groups, on potential options to manage vehicle speeds on South Australian beaches.

Four default beach speed limit options were presented within the discussion paper and online survey:

- Option 1: A default beach speed limit of 40 km/h.
- Option 2: A default beach speed limit of 25 km/h.
- Option 3: A default beach speed limit of 40 km/h and 25 km/h when passing or within 100 metres of a pedestrian.
- Option 4: No change to current default speed limits.

Recognising that the impacts of vehicles on the coastal environment and wildlife is an area of concern to many, this was out of scope for the consultation as it is the subject of separate work.

The engagement process was undertaken from 4 February 2023 to 17 March 2023 via the yourSAy platform and promoted via social and local media. The engagement received a high level of participation, with 2651 respondents to the online survey. The Department also received eleven written submissions from a range of stakeholder groups.

The engagement process highlighted clear support (80% of respondents) from the community for a reduction to the default speed limit on South Australian beaches to improve safety for all beach users. A default beach speed limit of 40 km/h and 25 km/h when passing or within 100 metres of a pedestrian, was ranked on average as most preferred from the options presented.

This report provides an overview of the community engagement process undertaken and presents a summary of the feedback received.

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<sup>1</sup> A **built-up area**, in relation to a length of road, is defined within the Australian Road Rules (ARR) as an area in which either of the following is present for a distance of at least 500 metres or, if the length of road is shorter than 500 metres, for the whole road:

- Buildings, not over 100 metres apart, on land next to the road.
- Streetlights not over 100 metres apart.

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The State Government will consider all feedback obtained from the community engagement process, to inform a decision about default speed limit settings on South Australian beaches in the second half of 2023.

## Introduction

Beaches in South Australia are considered a 'road-related area' under road traffic legislation. This means that where no speed limit is set (or sign posted), the default speed limit applies. As such, many South Australian beaches are subject to the default speed limit of 100 km/h that applies outside built up areas. In built up areas, the default speed limit of 50 km/h applies.

However, as per any road or road related area, a lower speed limit can be approved (signed) for a specific location by the Commissioner of Highways or authorised delegate.

Where beaches are within national parks a 40 km/h limit applies (where no speed limit has been fixed by the relevant authority) under separate legislation.

Vehicle crashes on beaches are recorded as part of road safety statistics. Over the five years (2017-2021) there were 29 reported crashes on South Australian beaches resulting in the loss of one life, 15 serious injuries and 13 minor injuries. During this period, speed was identified as a contributing factor in approximately 50% of all reported crashes that occurred on a beach.

Action 8 of *South Australia's Road Safety Action Plan 2023 – 2025* is for the Department for Infrastructure and Transport (Department) to undertake a review of speed limits on beaches to ensure a safe community environment for all beach users. To progress this, the Department undertook a detailed community engagement process in early 2023 to better understand community and stakeholder views.

The Department for Environment and Water (DEW) is progressing work on the broader issue of managing vehicles on South Australian beaches.

## Community Engagement Process

To consider community feedback in relation to lowering the default speed for beaches throughout South Australia, a discussion paper was released, which outlined four options for speed limits on South Australian beaches and detailed those areas of a beach where a new beach speed limit would likely apply.

The options proposed were informed by best practice speed management principles and interstate approaches.

Any new default beach speed limit is intended to apply to all beaches accessible by vehicles across the state, unless otherwise signposted. This recognises that as per any road or road related area, a lower speed limit can be approved for a specific location, by the Commissioner of Highways or authorised delegate.

To inform decisions in relation to speed management on beaches, the Department presented the discussion paper to the community and stakeholders via the yourSAy digital platform.

Four default beach speed limit options were presented:

- Option 1: A default beach speed limit of 40 km/h.
- Option 2: A default beach speed limit of 25 km/h.
- Option 3: A default beach speed limit of 40 km/h and 25 km/h when passing or within 100 metres of a pedestrian.
- Option 4: No change to current default speed limits.

The yourSAy platform incorporated an online survey, where community members had the option to:

- Outline whether they supported changing the default speed limit.
- Provide a preference on the default speed management options presented.
- Indicate if they supported how a beach was defined for the purposes of applying a default beach speed limit.
- Provide further comments on what was being proposed.
- Include other demographic details.

The yourSAy consultation was open from 4 February 2023 to 17 March 2023 and promoted via a media release, social media posts, and advertisements in regional newspapers across South Australia.

Community members could also provide feedback via email, or post it direct to the Department.

Key stakeholder groups and organisations, including local councils, were advised of the consultation via a letter emailed directly to them, welcoming them to participate in the engagement process.

## YourSAy Survey Response

### **Participation**

Participation in the yourSAy online survey was high, with approximately 2651 community members from across the State responding to the survey.

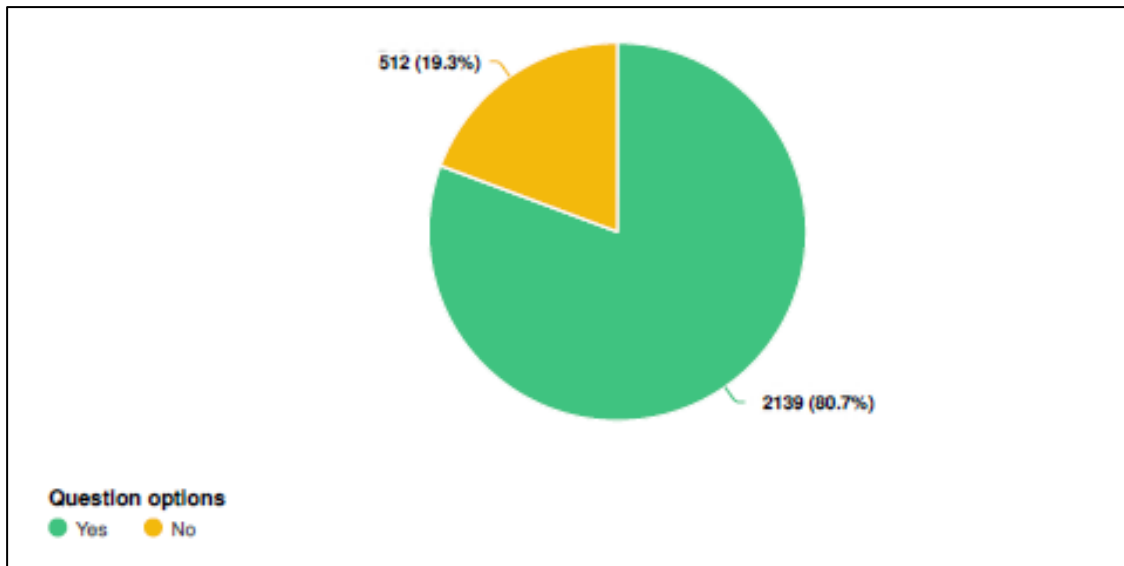
Although not compulsory, many respondents outlined the organisation they represented or affiliated with, if they felt it was relevant. A range of organisations (including members or representatives) provided feedback, ranging from four wheel drive clubs, conservation groups, local councils, not for profit organisations, and many others.

A list of the organisations that provided feedback is provided in Appendix A.

An extensive amount of feedback was received about the broader management of South Australia's coastline. The Department will provide this feedback to the Department for Environment and Water, to be considered further as part of their broader work relating to managing vehicles on South Australian beaches.

### **Support for reduction of default speed limit on beaches**

Over 80% of respondents supported a reduction to the default speed limit on South Australian beaches to improve safety for beach users, as detailed overleaf.



### Default speed limit options preference

Four default beach speed limit options were presented within the discussion paper and online survey:

- Option 1: A default beach speed limit of 40 km/h.
- Option 2: A default beach speed limit of 25 km/h.
- Option 3: A default beach speed limit of 40 km/h and 25 km/h when passing or within 100 metres of a pedestrian.
- Option 4: No change to current default speed limits.

Community participants were requested to outline their preference from 1 to 4, with 1 representing their most preferred, through to 4 being their least preferred.

Based on the 2651 responses, **Option 3: A default beach speed limit of 40 km/h and 25 km/h when passing or within 100 metres of a pedestrian**, was ranked on average as the most preferred.

With average rankings, the lower the number, the more preferred the option. Average ranking for each option, in order of most preferred is outlined below.

OPTIONS	AVE. RANK
Default speed limit of 40 km per hour and 25 km per hour when passing or within 100 metres of a pedestrian	1.94
Default speed limit of 25 km per hour	2.31
Default speed limit of 40 km per hour	2.49
No change to current default speed limit	3.25

*Mandatory Question (2651 response(s))*  
*Question type: Ranking Question*

The option most preferred in terms of actual preference numbers, was **Option 2: A default beach speed limit of 25 km/h** as detailed in the table below. The option least preferred was **Option 4: No change to current default speed limits**.

Option	Most preferred	2nd preferred	3rd preferred	Least preferred
40 km/h	242	955	1355	99
25 km/h	<b>1069</b>	362	546	674
40 km/h & 25 km/h within the vicinity of a pedestrian	810	1235	551	55
No change	530	99	199	<b>1823</b>

Any determination on a new default speed limit will consider the full breadth of feedback received and will not be pre-determined by preference numbers alone.

### Extent of a beach definition

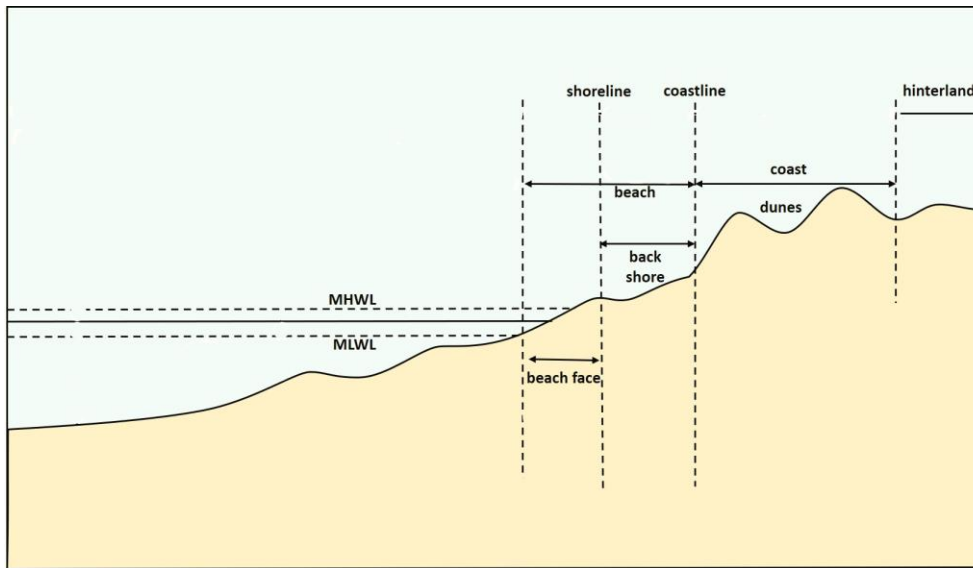
Community feedback was also sought on how a beach should be defined for the purposes of applying the default speed limit, which could include:

- the area of the coast (pebble, sand or mudflats) that falls between the mean high-watermark and the mean low-water mark, commonly referred to as the beach face; <sup>2</sup>
- the backshore; the part of the beach lying between the beach face and the front of the dune; and
- any coastal dune environments (sandy or vegetated) that extend inland to non-coastal land.

A diagram showing the above was also provided, as detailed overleaf:

<sup>2</sup> The beach face is the part of the beach which is wetted due to the varying tide and waves under normal conditions.





Community members were asked whether they supported the above approach. Approximately 77% outlined support for default speed limits applying to the extent of beaches, as defined above.

## Key themes from feedback received through yourSAy survey

Respondents were able to provide further comments to qualify their position or provide additional thoughts about default beach speed limits.

Out of the 2139 respondents who **did support** a change to the default beach speed limit, 1185 provided additional comments. Analysis of these comments identified several themes including:

- Support to address community road safety concerns presented from vehicles accessing South Australian beaches.
- Numerous other default beach speed limits options being suggested, such as restricting default beach speed limits based on seasonal variations, geographical location, conservation areas, particular user group, traffic volume limits, etc.
- Some community preference to have vehicles banned on all beaches throughout South Australia.
- South Australia Police enforcement and monitoring being critical to support compliance with any new default beach speed limit.
- Driver behaviour identified as a contributing factor to unsafe beaches.
- Coastal impacts and environmental degradation from beach vehicle access identified as a concern, with significant interest in conservation of bird life, and high value placed on natural coastal landscapes.

- Some preferences for a lower default beach speed limit than the options presented, i.e. less than 25 km/h, such as a default speed limit of 10 km/h or 15 km/h.
- Whilst still supporting a change to the existing default beach speed limit, a number of respondents sought a higher default (than those presented), i.e. greater than 40 km/h, such as a default speed limit of 60 km/h or 80 km/h.
- Support for lowering speeds when in the vicinity of pedestrians.
- Lowering of speed limits should be expanded to not only include pedestrians, but within in the vicinity of local bird nesting areas, stormwater drains, wildlife, etc.
- The need for education was highlighted, to support increased understanding of beach speed limits and outline user responsibility when accessing coastal environments.
- Increased numbers of interstate vehicles contributing to road safety concerns and increased traffic on South Australian beaches.

Out of the 512 respondents who **did not support** a change to the default beach speed limit, 329 provided additional comments. Analysis of these comments identified several themes relating to:

- A preference for the existing default beach speed limit to remain.
- Support for lower speeds in the vicinity of pedestrians but a higher default speed limit than the options presented.
- Site or location specific beach speed limits being explored further, e.g. case by case beach speed limits.
- Default options presented do not allow sufficient speed to prevent vehicles from getting stuck in soft sand conditions.
- Remote regional beach locations highlighted as having potential for high speed limits.
- Driver behaviour identified as a major contributing factor to community beach safety.
- Common sense being required when accessing beaches where pedestrians are present.

## Key Stakeholders and Community Groups

Key stakeholder groups and organisations were advised of the consultation via a letter, which was emailed directly to each respective organisation. A list of organisations who were emailed directly is outlined in Appendix B.

## Social Media

The yourSAy online engagement platform was promoted with 7 posts via the Department's Facebook, Twitter and Instagram platforms.

There was a high level of community interest in this issue and it attracted a large number of responses and discussion of the topic.

Total impressions (i.e. the number of times the post was shown to a user) reached 184 870 users.

Total engagements (i.e. the number of times people engaged or interacted with the post through reactions, comments, shares, views, and clicks) was 21 122.

A statistics summary of the Department's social media engagement relating to speed limits on beaches consultation is provided below.

Facebook	Impressions	Engagement	Reactions	Comments	Share	Link Clicks
Saturday, 4 February 2023	121,543	16,062	860	622	242	1,376
Wednesday, 1 March, 2023	54,731	4,759	456	283	40	96
Monday, 13 March, 2023	3,692	140	6	1	2	30
Twitter	Impressions	Engagement	Likes	Comments	Retweet	Link Clicks
Saturday, 4 February, 2023	1,979	61	13	2	5	20
Wednesday, 1 March, 2023	502	17	3	1	1	0
Monday, 13 March, 2023	765	22	3	1	0	10
Instagram	Impressions	Engagement	Reactions	Comments	Profile Visits	External link taps (link in bio)
Saturday, 4 February, 2023	1,658	61	6	4	18	8

Common themes identified via comments within the Department's social media posts included:

- Debate about the merits of lower speed limits on beaches.
- A default beach speed of 25km/h would be preferable.
- Some desire to have cars banned from beaches altogether.

- Highlighting the increased risk of becoming bogged when travelling at slower speeds.

The yourSAy team also coordinated their own social media promotions, with the following outcomes:

- A yourSAy Facebook post that received 798 engagements, 100 comments and 28 post shares.
- Distribution of the online engagement sent via email, to 32 839 registered yourSAy users, with over 21 000 yourSAy users opening the email. This translated into 572 people who clicked the yourSAy engagement link.

## Submissions

Written submissions were received from a range of organisations and stakeholder groups. A summary of each written submission is outlined below.

### **Birds SA**

Birds SA welcomes the initiative to address the issue of vehicle speed on SA beaches. This is long overdue.

Birds SA's preferred position on beach driving is that all beaches be totally free of vehicles except for emergency vehicles, council maintenance vehicles and for boat launching and retrieval. However, Birds SA realise that many years of inaction by State and Local governments in appropriately managing our beaches have resulted in the current situation where a proportion of the population believes that it has a right to drive on beaches, often without a basic understanding of the impact this is having on the beach environment and the safety of beach users. Knowing that a ban on vehicles is highly unlikely, their position is to restrict vehicle access either totally or seasonally on those beaches having high environmental value and to allow strictly controlled access on all other beaches. This is very much in line with the recommendations of the 2019 Inquiry into the use of off-road vehicles in SA, the outcomes of which were tabled in State Parliament in June 2020.

For those instances where vehicles are permitted, a maximum speed limit of 25 km/h is their preferred option of the four suggested in the yourSAy survey.

### **Copper Coast Council**

Copper Coast Council strongly believes that each Council should have the ability to determine the default speed limit on each beach within its jurisdiction, after taking into account community views.

The Copper Coast Council considers that the 30 km/h speed limit on North Beach has stood the test of time for many years. Council considered that there should not be a blanket default speed limit for beaches in South Australia.

## **District Council of Grant**

The District Council of Grant conducted their own truncated version of the 'Speed Limits on Beaches' survey to gather feedback from their community and visitors to the district. Their survey was promoted amongst their community and received a variety of feedback.

The feedback received from their survey, was considered at a Council meeting on 20 March 2023, where the following was resolved:

That Council:

1. Receive and note Council report Community Engagement Update – February 2023 as presented on 20 March 2023
2. Submit the contents of report 13.1.1 and supporting attachments (excluding Department for Infrastructure and Transport's own documents), as Council's submission to the Department for Infrastructure and Transport with approval for the CEO to make edits, if required, prior to submitting.
3. Support 25 km/h within 100 metres either side of pedestrians, drain outlets, fishermen, cyclists, dogs, horses, or signed protected areas such as native fauna or shorebird nesting areas.
4. Department for Infrastructure and Transport responsible for the cost of implementing suitable signage.

District Council of Grant have further clarified that despite the range of opinions received from their community, Council did not support any of the default speed limit options presented by the Department, only supporting a change to lower the existing default speed limit to 25 km/h when within 100 metres either side of pedestrians, drain outlets, fishermen, cyclists, dogs, horses, or signed protected areas such as native fauna or shorebird nesting areas. Council did not resolve a position regarding a new upper speed limit on beaches.

## **Green Adelaide**

South Australia's beaches, including those within Green Adelaide and neighbouring regions, are home to a range of wildlife including several species of beach-nesting birds.

Management and restrictions of vehicles on important shorebird and seabird habitat such as beaches, saltmarsh areas and tidal flats should be seen as instrumental to meeting the State's obligations to reduce disturbance to and protect these species.

Green Adelaide recommends that an option be considered for:

A default beach speed limit of 40 km/h and 10 km/h when passing or within 100 metres of a pedestrian (and that restrictions should also be extended to include vehicle speed or access restrictions related to wildlife and also domestic animals).

Options to include specific signage-based restrictions to vehicle access or speed limits, related to beach wildlife, should also be considered.

Green Adelaide recommends that the definition of a beach be confined so as not to include tidal mudflats and saltmarsh or samphire habitats or coastal dune environments (sandy or vegetated) that extend inland. Due to the sensitive nature of these areas, and their importance as habitat

for threatened species, further consideration should be given to restricting vehicle access to these areas entirely, except by exemption or permit.

### **Kingston District Council**

The Kingston foreshore and its beaches are extensive and, in some cases, stretch for many kilometres, all on hard sand, which is accessible by any class of vehicle, i.e. two-wheel drive, four-wheel drive and motorcycle. Many recreational and professional fisherman use the beach between Kingston and Cape Jaffa as a 'road', rather than travel along the highway itself. Taking this as an example, a default beach speed limit of 25 km/h or 40 km/h was not considered practical by Council.

However, closer to Kingston, the beach is heavily used by casual beach goers and overnight campers and a speed limit of 25 km/h in these locations is considered to be essential.

Kingston District Council submitted the following key points for consideration:

- Councils with the approval of the Department to be able to set their own speed limit – the proposed consultation doesn't fit all beaches.
- Regional areas are a very different landscape to metro beaches – e.g. the distance it takes via beach to travel to Cape Jaffa/Coorong – would lead to minimal adherence to the speed limit if it was set to 40 km/h or 25 km/h.
- Council agrees with the point about slowing down 100m in advance of vehicles and pedestrians.

Kingston District Council asked that the role and context of the beach be considered in any changes to default speed limits on beaches, with consideration given to varying landscapes and some flexibility to set beach speed limits to suit local conditions.

### **Lower Eyre Council**

Lower Eyre Council resolved at its 15 March 2023 meeting to provide the following feedback:

1. Speeds lower than 40 km/h may be impractical to abide by due to soft beach conditions.
2. Higher speeds are a safety concern in the vicinity of pedestrians and beach goers and perhaps vehicles should not be allowed on beaches that run parallel to built-up areas unless otherwise designated by a Council through by-laws.
3. The registration of vehicles should also be covered in the discussion paper.
4. All vehicles be under control of a licenced driver for that type of vehicle.
5. The controlling authority be aware that the offence of Driving Without Due Care may override all speed limits.

### **National Parks and Wildlife Service, Department for Environment and Water**

The National Parks and Wildlife Service (NPWS) supports a 40 km/h speed limit on beaches. This aligns with the 40 km/h speed limits in park estate, reduced to 25 km/h when driving past other beach users.

NPWS supports the definition of beach as any coastal dune environments (sandy or vegetated) that extend inland to non-coastal land. This would address speed limits of those people driving in the primary and secondary dunes. The enforcement of speed limits on beaches will be a key challenge in implementing these changes.

## **RAA**

The RAA outlined that the existing default speed limit arrangements are inappropriate for many coastal areas throughout South Australia and expressed concerns that the safety of pedestrians and wildlife may be compromised by drivers travelling on beaches and sections of the coastline at speeds higher than desirable.

RAA considers that adopting a default speed limit of 40 km/h would improve safety and reduce damage to flora and fauna along the coast. The limit would be consistent with National Parks and Wildlife (National Parks) Regulations 2016, with a consistent approach making it easier to communicate the required messaging for all vehicle uses who access the coast.

This limit would also provide balance between a lower and therefore safer default speed limit and the need to maintain sufficient momentum when driving in soft sand conditions to reduce the likelihood of getting bogged.

Irrespective of the applicable speed limit, drivers still have an obligation to drive to the conditions.

It is considered that in conjunction with a lowered default speed limit, further work should be undertaken by local authorities to identify areas where vehicle access should be restricted to native flora and fauna habitats.

## **South Australian Coastal Council's Alliance (SACCA)**

The South Australian Coastal Councils Alliance is a network of the State's 34 coastal Councils, and provide coordination, collaboration and advocacy services for their members.

SACCA provided the following feedback, at an officer level, based on informal discussions with Mayors and CEOs from across the State. SACCA is still establishing its 2023-25 Committee, however SACCA will consider and develop a formal position on this issue in April-May 2023. SACCA looks forward to working with the State Government to address default speed limits on beaches, as well as the raft of other issues associated with access to, and usage of our coastal zones.

- SACCA supports a reduction in the default speed limit for SA beaches.
- SACCA supports a default limit of 40 km/h with a reduction to 25 km/h within a defined distance from pedestrians.
- SACCA supports default speed limit reduction for the whole beach profile.
- SACCA supports a state-wide coordinated approach to implementing default speed limits and requests that the State Government supports this by investing in education and awareness materials/tools and resources. State funding should also be made available to the Local Government sector to support delivery of education and awareness.

- Coastal Councils from across the State are seeking a much greater investment by the State Government to facilitate a strategic and coordinated approach to coastal access and the management arrangements. Heightened visitation in regional SA and the coastal zone over the last few years has exacerbated a number of environmental/social and economic issues for local communities and their Councils. A review of default speed limits on SA beaches is a much welcomed initiative, and SACCA look forward to working with the Department going forward.

### **Sunland Holiday Village**

The Sunland Holiday Village are finding their business and its guests are being increasingly affected by the dangerous and irresponsible behaviour of four-wheel drivers and motorbike riders which are now traversing the beach back and forth between Nora Creina and Beachport, SA. They have completed the yourSAy survey and encouraged affected guests to also complete the survey.

### **Yorke Peninsula Council**

Yorke Peninsula Council supports a reduction to the default speed limit on South Australian beaches to improve safety for beach users. At its meeting on Wednesday 8th March 2023, Council resolved to endorse a default speed limit of 25 km/hour as its preferred default speed limit, to be included in this submission.

Council identifies the beaches that fall within its local government area as the beaches that are relevant when responding to the questions of the survey. Of particular concern are the western beaches at Corny Point, Flaherty's Beach, Hardwicke Bay (township), Parsons Beach, Wauraltee Beach and Cape Elizabeth.

Regarding the application of the speed limit to all areas of the beach, in particular any coastal dune environments, Yorke Peninsula Council wished to raise the following as considerations:

- Council By-Law 2 – 2020 – Local Government Land, prohibits carry out of any activity which may threaten the integrity of sand dunes, coastal slopes and cliffs in the area (this would include the driving of vehicles).
- On Yorke Peninsula, significant sections of sand dunes are privately-owned, however due to no fencing, are accessible to the public from the beach. The application of a speed limit can only be applied to public road-related areas.
- Council is actively rehabilitating unauthorised sand dune tracks on its land, to prevent vehicle access and subsequent threats to the integrity of the sand dunes.

## **Next Steps**

The State Government will consider the feedback received to inform a decision about default speed limit settings on South Australian beaches.



# Appendices

## Appendix A - Respondent organisations

The following list outlines all organisations identified by survey respondents.

Within the feedback received, the role of respondents did vary with relation to the specific organisation they identified with. For example, some were commenting as a club/group member, affiliate, or staff. Others had a direct role presiding over a particular organisation or community group.

- 4WD SA
- 4WD Adventurers Club of SA
- Adelaide Ornithologists Club
- Adopt a Spot Scheme
- Adventure Breaks
- Alexandrina Council
- A Rocha Australia
- Australian Motorcycle Tail Riders Association (SA.) Inc. (AMTRA)
- Beachport Lions Club
- Beachport Sea Urchins (swimming group)
- Beachport Surf Life Saving Club
- Bike Adelaide
- Birdlife Australia
- Birds SA
- Bluff Beach Community Group
- Breakaways 4WD Club
- Carpenter Rocks Progress Association
- Campervan and Motorhome Club of Australia
- CFS
- City of Holdfast Bay
- City of Onkaparinga
- City of Victor Harbor
- District Council of Cleve
- District Council of Elliston
- District Council of Mount Remarkable (CEO)
- District Council of Streaky Bay
- District Council of Yankallila
- Eco-Action Kangaroo Island
- Field Naturalist Society of South Australia
- Friends Of Canunda and Beachport Parks
- Friends of Cape Gantheaume Conservation Parks
- Friends of Gulf St Vincent
- Friends of Hooded Plover
- Friends of Mount Gambier Area Parks
- Friends of Parks Kangaroo Island Western Districts

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- Friends of Port Willunga
- Friends of Shorebirds SE
- Green Adelaide
- Hardwicke Bay Progress Association
- Heart Foundation Group
- High Rangers 4 x 4 Social Group Face Book
- Kangaroo Island Council
- Kangaroo Island Conservation Landowners Association (KICLA)
- Limestone Coast Landscape Board
- Lions Club
- Low Income Action Group
- Louth Bay Coastal Action Group
- Moana Coasters Walking Group
- Moonrise Seaweed Co
- Nature - Based Outdoor Network of South Australia (NBONSA)
- Nature Conservation Society of SA (NCSSA)
- Neighbourhood Watch
- Northern and Yorke Landscape Board
- Parham and District Action Group
- Port Augusta City Council
- Port Pirie Motorcycle Club
- Port Rickaby Progress Association
- RAA
- Range Rover Discovery Club of S.A.
- SAESK8 South Australia Electric Skateboarders
- SAPOL
- SASES
- Scouting Australia
- South Australian Adventure Bike Riders
- Southend Progress Association
- Southern 4 x 4 Club Inc
- Southern Flinders 4x4 Club
- Stillwater Paddleboards
- Subaru 4WD Club of SA Inc.
- Summit Trax 4WD Club
- Sunland Holiday Village
- Surf Life Saving SA
- Toyota Landcruiser Club SA
- Wakefield Regional Council
- Wauraltee Beach Action Group
- Whyalla City Council
- Whyalla Bird Society Inc
- Wiri Miya Aboriginal Corporation
- Wombats SA
- Women's Information Service Haven Goolwa
- Yorke Peninsula Council

Other common user groups who also provided comment included recreational fishers, professional fishers, farmers, shack owners, sailors, recreational four-wheel drivers and adventure motorcyclists.

## Appendix B –Stakeholder List

Key stakeholder groups and organisations were advised of the consultation via a letter, which was emailed directly to each respective organisation, they included:

Special interest groups:

- Australian Motorcycle Trail Riders Association of South Australia
- Birdlife Australia
- Birds SA
- Caravan and Camping Association
- Conservation Council
- Four Wheel Drive South Australia
- Friends of Parks Inc
- Friends of Shorebirds SE
- Goolwa Coastcare Group
- Landcare Association of South Australia
- Motorcycling South Australia Inc.
- Rec Fish SA
- Surfrider Foundation South Australia
- Tourism Industry Council SA
- Walking SA

Local council groups:

- South Australian Coastal Council Alliance
- Limestone Coast Local Government Association
- Local Government Association
- Metropolitan Seaside Council Committee

Local councils:

- Adelaide Plains Council
- Alexandrina Council
- Barunga West Council
- City of Onkaparinga
- City of Port Lincoln
- City of Whyalla
- City of Victor Harbor
- Coorong District Council
- Copper Coast Council
- District Council of Ceduna
- District Council of Cleve
- District Council of Elliston
- District Council of Franklin Harbor
- District Council of Grant
- District Council of Lower Eyre Peninsula
- District Council of Mount Remarkable

- District Council of Robe
- District Council of Streaky Bay
- District Council of Tumby Bay
- District Council of Yankalilla
- Kingston District Council
- Port Augusta City Council
- Port Pirie Regional Council
- Wakefield Regional Council
- Wattle Range Council
- Yorke Peninsula Council

Landscape boards:

- Limestone Coast
- Hills and Fleurieu
- Kangaroo Island
- Northern and Yorke
- Eyre Peninsula

Regional Development Australia (RDA):

- RDA Adelaide Hills, Fleurieu and KI
- RDA Adelaide Metropolitan
- RDA Barossa, Gawler, Light and Adelaide Plains
- RDA Eyre Peninsula
- RDA Limestone Coast
- RDA Murraylands and Riverland
- RDA Yorke and Mid North

State government:

- Attorney-General's Department
- Coast Protection Board
- Department for Environment and Water
- Department for Premier and Cabinet
- Department of Primary Industries and Regions
- Department for Trade and Investment
- Office for Recreation, Sport and Racing
- South Australian Aboriginal Advisory Council (SAAAC)
- South Australian Country Fire Service
- South Australian Fire and Emergency Services Commission (SAFECOM)
- South Australian Police
- South Australian State Emergency Service
- South Australian Tourism Commission

Road safety groups:

- Australasian College of Road Safety SA Chapter

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- Australian Institute of Traffic Planning and Management Inc SA Branch (AITPM)
- Australian Road Research Board (ARRB)
- Centre for Automotive Safety and Research, University of Adelaide (CASR)
- Fleurieu Road Safety Group
- Kangaroo Island Road Safety Group
- Lower Eyre Road Safety Committee
- Port Pirie & Districts Road Safety Group Inc
- Royal Automobile Association (RAA)
- Wattle Range Road Safety Group Inc



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