

## Tom Koutsantonis MP Minister for Transport and Infrastructure

Wednesday, 05 October 2022

### **Modelling confirms no need for speed reduction solution to SE Freeway puzzle**

The State Government will not be progressing a proposal to reduce the speed limit for heavy vehicles on the South-Eastern Freeway down-track, with departmental modelling showing such a measure would create additional safety risks.

At an industry roundtable convened in August to consider ways to bolster safety on the roadway – following a serious incident in July when an errant truck crashed into several vehicles at the Glen Osmond Road/Portrush Road intersection – there was a call from participants to consider reducing speeds for heavy vehicles down to 40kph on the down-track between Crafers and tollgate, with trucks to remain in a dedicated left-hand lane.

The Department of Infrastructure and Transport undertook to model that prospective change, to assess its implications.

That modelling has shown that peak hour queuing under such a measure would block access to the existing lower arrester bed, creating intersection congestion and additional safety risks, with the increased potential for side-swipe and rear-end crashes.

The review to investigate opportunities to further enhance the safety and operation of the South Eastern Freeway down track is progressing, with the Roundtable participants today reconvening for an update.

The review is investigating potential infrastructure improvements, including a third arrester bed, as well as ways to better use existing infrastructure and systems such as safety ramps, signage and safety cameras.

It is assessing how technology can be used to improve safety, including detection technologies, cameras and communication between vehicles and infrastructure, as well as considering options to improve the effectiveness of compliance and legislation, driver and industry training, education and communication with industry.

The roundtable's participants include the RAA, the Australian Trucking Association, the SA Road Transport Association, the SA Freight Council, Livestock and Rural Transporters Association of South Australia, the Transport Workers Union, the Motor Traders Association, Grain Producers SA, Centre for Automotive Safety Research, the Australian Road Research Board, the Civil Contractors Federation, SAPOL and the National Heavy Vehicle Regulator.

Today's roundtable acknowledges feedback received at the first industry roundtable and provides an overview of additional feedback received from the recent SARTA conference, members of the public, and the recent online community survey, which closed this week.

These various ideas have been consolidated into a 'long list' of options, from which a shortlist will be distilled in coming weeks with further feasibility assessment to follow before recommendations are prepared for the Minister's consideration.

Issues to be considered as well as safety impacts include cost estimates, constructability and deliverability, road user and freight disruption and/or congestion, environmental and heritage impacts, productivity implications and broad implementation timeframes.

The shortlist will be presented to the Roundtable participants in December.

### **Quotes attributable to Infrastructure and Transport Minister Tom Koutsantonis**

*The Government has modelled the likely impact of a number of suggestions that were raised at the initial Roundtable in August.*

*The proposal to reduce the speed limit for heavy vehicles on the downtrack to 40kph was found to have unwanted safety implications and as a result the Government does not intend to proceed with it.*

*The modelling was consistent with previous investigations of such a solution, which found that it would cause congestion, potentially blocking entry to a life-saving arrester bed and increasing the risk of side-swipe and rear-end collisions.*

*We will continue to explore a variety of other suggestions, including broader use of safety cameras, revised signage, a third safety ramp, emergency stopping signals, improved road and incident management systems, the use of vehicle technology, and looking at road user behaviour and education.*

*Following today's feedback and the results of our broader community consultation, we will distil a 'shortlist' of preferred options over the next couple of months and undertake feasibility assessments on each of them.*

*It is important that we do not rush to a knee-jerk response, but provide a well-thought-out, industry-led solution to what is ultimately a poorly-designed stretch of road.*