



RAA Group

101 Richmond Road,
Mile End SA 5031
Tel 08 8202 4600
Fax 08 8202 4520
raa.com.au

**Royal Automobile Association
of South Australia Inc.**
ABN 90 020 001 807
Travel Lic TTA 157

RAA Insurance Ltd
ABN 14 007 872 602 AFSL 232 525

Dear Sir/Madam

RAA is the State's peak motoring body, representing the views and interests of over 660,000 South Australian motorists. As such, RAA is the principal advocate for road users on a very broad range of mobility-related issues, in particular road infrastructure and road safety.

RAA regularly conducts road assessments across the State, for the Mallee region the last assessment was in 2013 and included the Mallee and Dukes Highways. RAA understands the Mallee Highway is under State jurisdiction and Dukes Highway is a Federal Highway.

Mallee Highway

The last road assessment of the Mallee Highway highlighted the following points, RAA Road Assessment reports are uploaded to the RAA website and details are discussed with staff from the Department of Planning, Transport and Infrastructure.

- A number of locations were identified as needing roadside barriers. Specifically on curves with drops or vegetation on the outside.
- RAA recommends audio tactile line marking, in the absence of barrier protection, prioritisation should be on curves.
- A number of junctions would benefit from warning signs and treatments such as protected turn lanes, in particular junctions subjected to truck movement with poor sight distance due to curves.
- RAA called for a number of overtaking lanes. There were limited overtaking opportunities and through further work such as the speed limit trials, we found these would be beneficial in light of the heavy vehicles and particularly caravans, which use the route.
- Pavement rehabilitation was required in areas.
- An increase in the sealed shoulders is also suggested, again with curves prioritised.

Dukes Highway

RAA's road assessment of the Dukes Highway was undertaken prior to completion of the much supported \$100m investment. It is with this in mind the recommendations from 2013, are on the understanding that a further assessment will be undertaken.

- Provision of audio tactile line marking, while it is understood a fair distance of audio tactile line marking has occurred there is a concern this is not completed for the entire Highway.
- Pavement rehabilitation and shoulder sealing - there has been a lot of shoulder sealing for the barrier work, however, RAA believes the stretch of Highway between Keith and Tailern Bend could benefit with some further treatments.
- RAA called for some junction upgrades including protected turn lanes, the next Dukes Highway road assessment will focus on this element, in light of the overall Highway upgrades.
- Additional treatments and consideration of wire rope barriers is called for.

Installation of roadside barriers on the Dukes Highway has resulted in RAA receiving calls from members and road service contractors on the overall safety in a breakdown situation. The common complaint is that barriers have been installed at the edge of the seal, leaving insufficient room for a tow truck to park clear of the traffic lane. Cars that break down may be clear of traffic, but the

barriers may prevent passengers getting out of the vehicle on the left, so have to get out on the traffic side. Once out the barriers hinder pedestrians from moving safely off the shoulder. The barriers are so long that there's no reasonable way a disabled vehicle can be moved clear of the road barrier in many cases.

RAA understands DPTI are aware of the problem, and are now reviewing barrier design and placement. RAA recommends at a minimum that regular gaps are provided to allow a vehicle and its occupants to safely pull clear off the shoulder if they need to in the event of a breakdown.

Road Safety and Road Crashes

The road boundaries for this Community Cabinet are not as clear as some regions, RAA has for the purpose of analysing and highlighting crash concerns defined the following boundary:

North: Loxton

South: The Dukes Highway intersection to the Victorian border

West: Taillem Bend

East: Victorian Border.

Crashes

Over the last 5 years (2011-15) there were a total of 316 casualty crashes in the Mallee Area. Of these, 186 were minor injury crashes, 112 were serious injury crashes and 18 were fatal crashes. There were a total of 443 casualties from these crashes, of which 24 were fatalities.

Within this area the most prominent crash type was 'Hit Fixed Object'; accounting for 35% of all casualty crashes. For most crashes of this nature, the 'fixed object' in question was a tree. Roll over crashes were also prevalent, accounting for 29% of all casualty crashes in the Mallee area. Inattention is the primary cause, accounting for 55% of all casualty crashes. A total of 22 casualty crashes (7%) occurred due to a road user disobeying a give way sign whilst Driving Under the Influence, (0.05) accounted for a further 22 casualty crashes (7%).

Across the Mallee area, 18% of casualty crashes occurred at intersections. Intersections with the highest number of casualty crashes include:

- Princes Highway & Dukes Highway – 5 Casualty Crashes (3 Minor injury (MI) & 2 Serious injury (SI))
- Dukes Highway & Mallee Highway – 4 Casualty Crashes (2 MI & 2 SI)
- Cannawigara Road & Ramsay Terrace (Bordertown) – 3 Casualty Crashes (2 MI & 1 SI)
- Dukes Highway & Riddoch Highway – 2 Casualty Crashes (2 MI)

Predominantly in the Mallee area, crashes on high speed roads constitute a high proportion of all crashes with 75% of all casualty crashes occurring on high speed roads with a designated speed limit of 100km/h or 110km/h.

Roads where casualty crashes most commonly occurred (within this boundary area) include:

- Dukes Highway – 82 Casualty Crashes
- Mallee Highway – 92 Casualty Crashes
- Karoonda Highway – 25 Casualty Crashes
- Princes Highway – 13 Casualty Crashes
- Browns Well Highway – 12 Casualty Crashes

RAA supports the ongoing commitment to reducing crashes through, road safety campaigns and improved road conditions, however, the crash statistics highlight these stretches of roads require ongoing consideration. It will be with interest to determine the effect of the instillation of point to point safety cameras, in reducing crashes when installed.



RAA Risky Roads Campaign

In RAA's Risky Roads campaign in 2013, the road from the Mallee area that attracted the highest number of nominations was the Karoonda Highway, particularly between Kulde and Sandalwood. This road received 11 nominations, mainly in relation to the unsealed road shoulders, crumbling road edges and narrow lanes. Respondents stated that the road was generally very rough, that the signage was old and that driving along the road poses a problem particularly when faced with a larger vehicle approaching from the opposite direction. Suggestions made at the time of the survey included sealing the shoulders and resealing to improve the ride quality.

The Karoonda Highway has benefitted from Black Spot money in recent times and a program of works, conducted in 2014/15, to reseal the road surface.

RAA appreciates the opportunity to provide information to this Community Cabinet, and the open dialogue with the DPTI. If there are any further questions or points in this letter require clarification please contact Charles Mountain, Senior Manager Road Safety cmountain@raa.com.au at any time.

Yours Sincerely



Charles Mountain
Senior Manager Road Safety

