



A SHORT NOTE ON THE ROAD TOLL

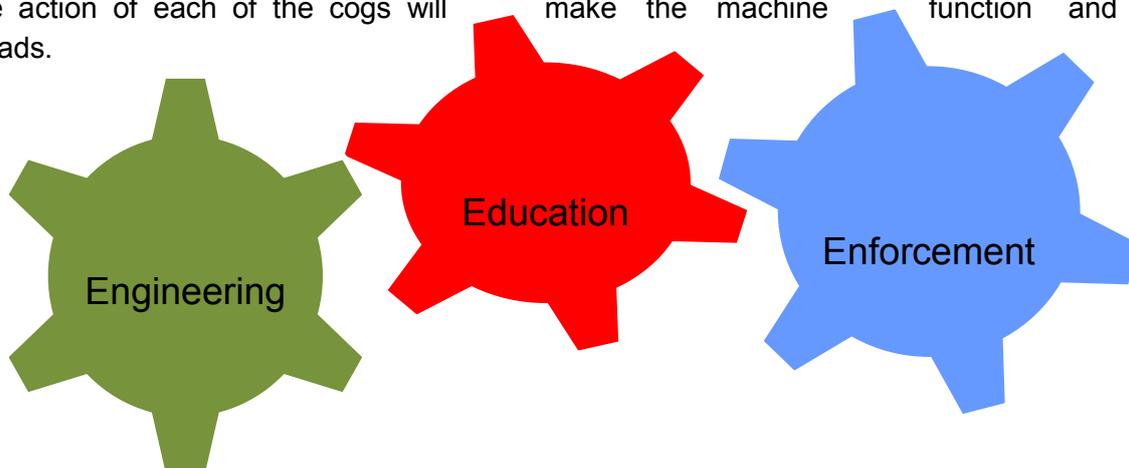
During the 2013 calendar year, 98 people (4 more than 2012 or 4.26% increase) were killed and 804 people (13 more than 2012 or 1.64% increase) were seriously injured on South Australian roads. It is the first time since the 1940's that South Australia has recorded two consecutive years of road deaths under 100 persons. This result has meant that we are going in the right direction to drive down the road toll to zero. We still have 98 deaths that families are grieving and the knowledge that these people died unnecessarily on South Australian roads.

Recently, I was contacted by a father who lost his son in a crash. The father told me that the finality of his son's passing was brought home to him during the first Christmas Day after the crash had occurred. There would be no more family celebrations with his son again and the utter finality of it was rammed home during that day. This is the message of these 98 deaths that is all too real for the families involved. The number of people who are seriously injured in road crashes is of concern as well. This means that there were two people seriously injured every day of the year which equates to a cost to the families of these people, to their workplaces and society in general.

Road Safety is not an inoculation, it is a well-functioning machine

You cannot be inoculated for Road Safety as there is not one panacea that will make our roads safer. It will not be one solution that drives down to zero the fatality rate or serious injury rate on our roads. It will be a combination of a number of different approaches:– Safer Roads, Safer Speeds, Safer Vehicles and Safer People.

Road Safety is like a machine. To keep people safe on the road there are three distinct actions which interconnect like cogs of a machine – Engineering, Education and Enforcement (the 'Big Es'). Each one of the cogs is a part of the machine with teeth interlocking and working together. The combination and the action of each of the cogs will make the machine function and provide safer roads.





Talkin' Road Safety

BUSINESS and COMMUNITY EDITION

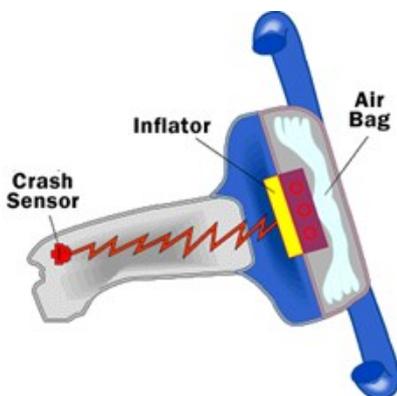
Engineering

This is the building of infrastructure such as roads, bends, bridges and road surface to ensure that the system allows for driver error to some degree. An example of this is the centre of the road barriers to separate oncoming traffic.



Road Barriers on Port Wakefield Road

It is also ensuring that vehicles are engineered to protect passengers with airbags, seat-belts, laminated windscreens, crumple zones and cargo barriers. If the worst happens and the vehicle is involved in a crash, the vehicle will give some protection.



Vehicle Airbag

As time goes on these safety features will improve. Have you driven in a car with rear end and side collision protection; blind spot warnings; or that will park themselves?



Talkin' Road Safety

BUSINESS and COMMUNITY EDITION

Education

Road safety education is a lifelong learning process, linked appropriately to various life stages and contexts. It can include programs and curriculum that are explicitly delivered in sites such as schools and business premises and extends to include learning through family, peers, community and media influences as well as awareness developed as a result of personal experiences.

School based road safety education is widely supported in the community. Evidence shows that road safety education programs that focus on attitudinal change by increasing understanding of risk taking, decision making, and working towards encouraging better choices, are more effective than those that focus on fear arousal or developing driving control skills.



Educational display at Mt Barker Shopping Centre

Enforcement

Education provides empowerment to make informed choices, educated decisions and to foster change, whereas enforcement provides a motive for compliance. Creating a nexus between education and enforcement, provides opportunity to build upon concepts such as personal and social responsibility, managing risks in challenging situations and the use of sanctions, such as an immediate loss of licence, as an opportunity to learn from mistakes. Enforcement also provides the 'sting in the tail', which sends a clear message to road users who wish to flout traffic laws, that driving is a privilege not a right.



Traffic Enforcement



History of Driver's Licences in South Australia

The changes to the Graduated Licensing System in South Australia have placed driver's licences into the spot-light again. The issuing of driver's licences has progressed through a number of changes and it raises the question of when licences were first issued in South Australia?

South Australia was the first state to regulate traffic by introducing the 'Motor Traffic Regulation Act' in 1904. Driver's licences were first introduced from 1 September 1906 (again the first in Australia) where the minimum age was 17 years and there was no testing of any description with the applicant just paying a fee. On 21 December 1906 the age to obtain a motorcycle licence was reduced to 14 years from 17 years. From 7 December 1921 the minimum licence age for driver's licences for most vehicles (except motorcycles which remained at 14 years) was reduced to 16 years from 17 years. The age for motorcycle licences increased to 16 years from 3 December 1936. During this time no testing of any description was required just the payment of a fee. Written licence examinations were introduced from 1 April 1937. The first practical driving tests for 70 year olds commenced in 1945. These practical driving tests for 70 year olds were discontinued in the mid 1970's replaced by a medical examination from a doctor. These medical examinations have been discontinued this year with only persons with recognised illnesses or injury required to have a medical examination.

From 1 July 1961 Licence class A (any motor vehicle or motorcycle) and B (motor vehicles up to 35 cwt (hundredweight) unladen and motorcycles) were introduced together with a requirement to hold a learner's permit and undertake a practical driving test.



SA Traffic Police Courtesy Car in 1960

From 1 April 1973 Classes 1 (cars), 2 (trucks), 3 (articulated), 4 (motorcycles) and 5 (buses) were introduced. In order to convert from classes A and B, clients had to provide evidence of their experience in other than a motor car. If no evidence was produced, the client was automatically given a class 1. Over the years, further regulation has been introduced until we have now our current Graduated Licensing System to ensure that drivers gain the required experience before attaining a full driver's licence. Each of these changes was made to provide a safer more regulated process to obtain a driver's licence.



Talkin' Road Safety

BUSINESS and COMMUNITY EDITION

Rail Electrification

South Australia's public transport system is undergoing a major overhaul with brand new electric trains being built for the newly electrified Seaford (formerly Noarlunga) and Tonsley lines, and on the Gawler line from Adelaide to Dry Creek.

On 17 June 2013, electricity to the railway lines between Seaford and Hallett Cove Beach was switched on.

The overhead wires and their supports and fittings will be electrified within the rail corridor and therefore dangerous if interfered with, carrying 25,000 volts of electricity.

The system is designed, installed and maintained so that ordinary behaviour by the public will not pose a risk of injury.

The key safety information is as follows:

1. The overhead wires and their fittings should be treated as being live and carrying electric current at all times.
2. You must keep clear and keep children clear of all structures within the railway corridor or between fences at all times. The area within the rail corridor should be considered dangerous.
3. Trucks need to ensure they do not exceed height limits when crossing under electrified wires.
4. Only access stations or cross railway lines via designated overpasses and pedestrian walkways.

More information can be accessed by www.infrastructure.sa.gov.au/stayswitchedon

1. Insulators
To separate 'live' equipment from masts.

2. Overhead wiring
To transmit electrical energy to trains.

3. Pantograph
This is the frame on the top of electric trains. It contacts with the overhead wires that are connected to the power supply.

4. Cantilever arms
To support the overhead wiring system.

5. Masts
Made from concrete, masts will be approximately 50 metres apart and 8 metres tall.

6. Other live wires
Return conductor and earth wires are also live.

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Road Safety Section Displays and Voluntary Breath Testing Stations

Here is a list of Events where the Road Safety Section will be providing a Display or Voluntary Breath Testing Station (VBT) in the next two months: -

- ◇ Adelaide Fringe 16/2/14 VBT
- ◇ Caravan & Camping Show at Wayville Show Grounds 19 – 23/2/14 Display
- ◇ Clipsal 27/2/14 – 2/3/14 VBT
- ◇ WOMAD 7/3/14 Plane Tree Drive, Botanic Park VBT
- ◇ Adelaide Cup Morphettville Racecourse 10/03/14 VBT
- ◇ Fringe 14/03/14 VBT
- ◇ South East Field Days 21 & 22/3/14 Display
- ◇ Streetsmart 26 & 27/3/14 Display
- ◇ Adelaide Oval – Football 29/3/14 VBT

Come and see us at the Displays. Have a voluntary breath test at the indicated Events – learn about the ingestion of alcohol within a certain time frame and what your blood alcohol reading is due to this consumption.