



MOUNT BARKER
DISTRICT COUNCIL

Road Safety Action Plan

Endorsed by Council 8th October 2024



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Introduction

The road network provides a vital role in how we live, work and play. It is fundamental to the success of the Mount Barker District Council's aspirations for a safer, healthier, more connected, sustainable and economically prosperous community.

However, the number of people killed or injured on our roads is unacceptable, and Council and the community must continue to work on ways of reducing this human cost.

Road safety is everyone's responsibility, it is not simply a transport issue and not solely a government problem. It cuts across health and social services sectors, law enforcement, education and justice, planning and industry, and through everyday activities.

Reducing the number of people injured or killed on our roads will require targeted improvement in the safety of the road network. However, there will also need to be a shift in road user behaviours and community attitudes around how we use the road network.

Council has endorsed the **Transport Lead Strategy** which establishes the overarching principles for transport planning and traffic management throughout the Mount Barker District in the coming years.

Six core themes are outlined in the Lead Strategy namely:

- Road Network Management
- Active Transport
- **Road Safety**
- Parking
- Public Transport and
- Technology and Innovation

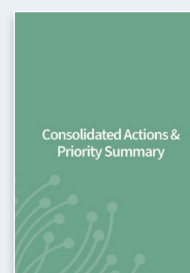
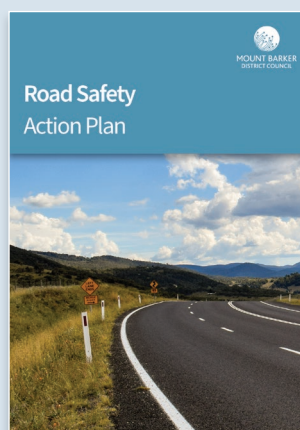
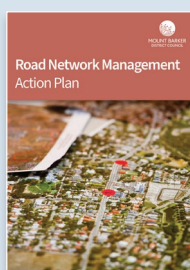
The combined suite of these six themes, together with the Lead Strategy and a consolidated action plan, make up the complete Integrated Transport Plan.



Transport Lead Strategy

Endorsed by Council
5 September 2022

This document details Council's commitment to Road Safety.



Summary Actions & Implementation Plan

Timings
Estimated costs
Criticality/priority

To be determined
following community
engagement

Introduction

Continued

This theme covers the road safety initiatives that Council will undertake in support of State and Federal road safety strategies aimed at reducing the number of people killed or injured on our roads.

Key focus areas include:

- Safer Roads
- Safer Vehicles
- Safer Community

As a community, we expect to get to and from our destination safely. Sadly, the risk of serious injury or death on our roads continues to be a challenge to this Council and our community.

Road safety is a shared responsibility between all levels of Government and road users. Working together with the State Government we can move toward a national vision of zero lives lost by 2050.

What We've Heard

Development of the Lead Strategy and each of the six themes has involved various stages of community and stakeholder consultation. Key issues regarding road safety include:

- Road safety awareness for new drivers to Mount Barker district promoting unique road conditions (unsealed roads, vegetation, animals, rain/fog)
- Speeds around schools
- Motorcycle safety
- Use of cycle lanes / shared paths
- Lower speeds in residential streets and pedestrian areas.



Current Situation

Road Trauma in Mount Barker District Council

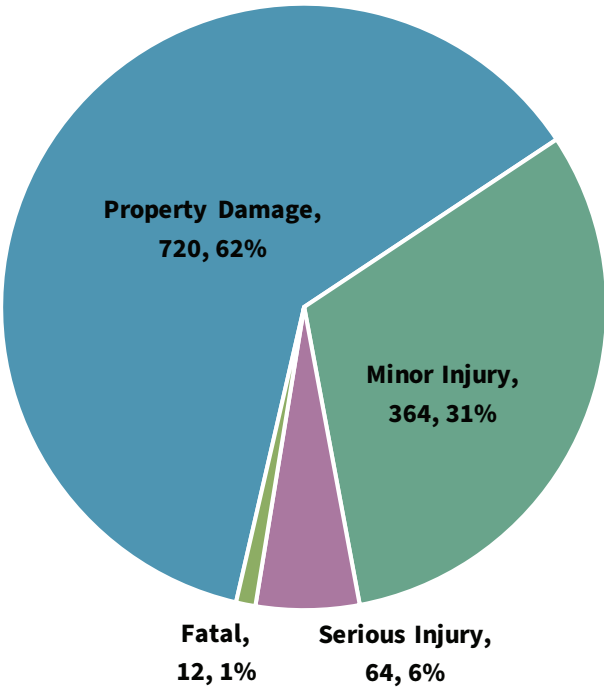
In the five years 2018-2022 (the latest full five years of data) there were 1163 motor vehicle crashes reported throughout Mount Barker District Council.

Of these crashes, there were 77 serious injury or fatal crashes resulting in 78 people being admitted to hospital and 12 fatalities.

Of the 77 serious injury or fatal crashes, the most common types of collisions were:

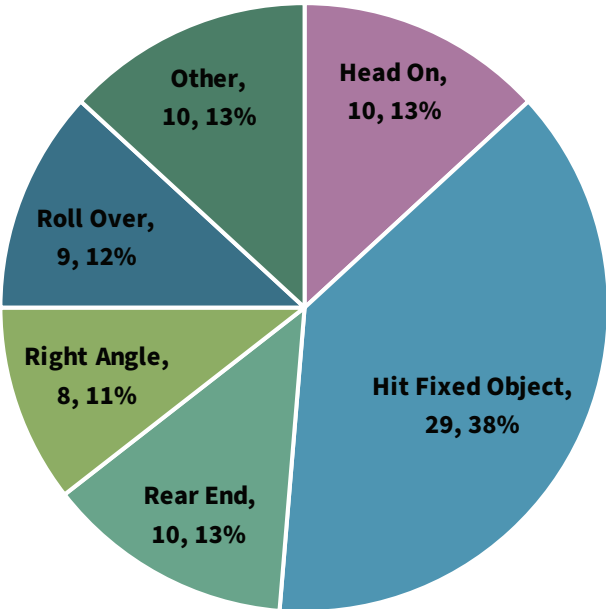
Crash Severity

Total Reported Crashes 2018-22



Common Crash Types

Fatal & Serious Injury Crashes 2018-22



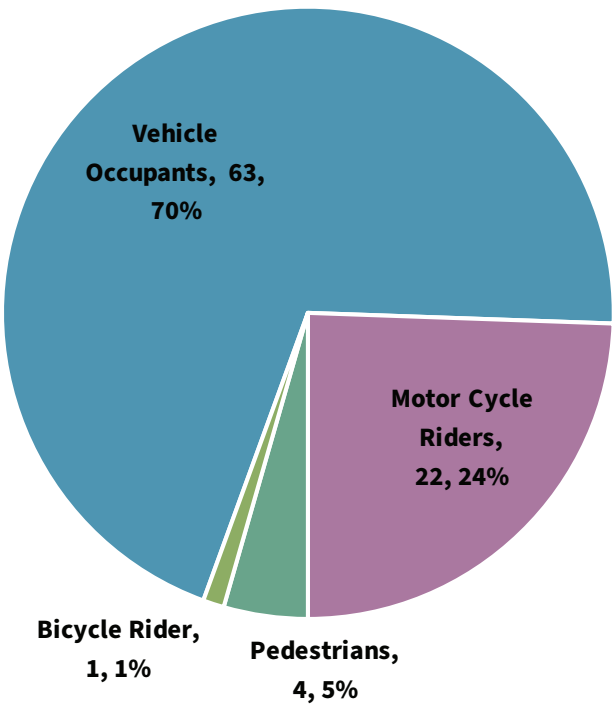
Current Situation

Continued

Of the 90 people killed or seriously injured (12 fatalities and 78 people admitted to hospital):

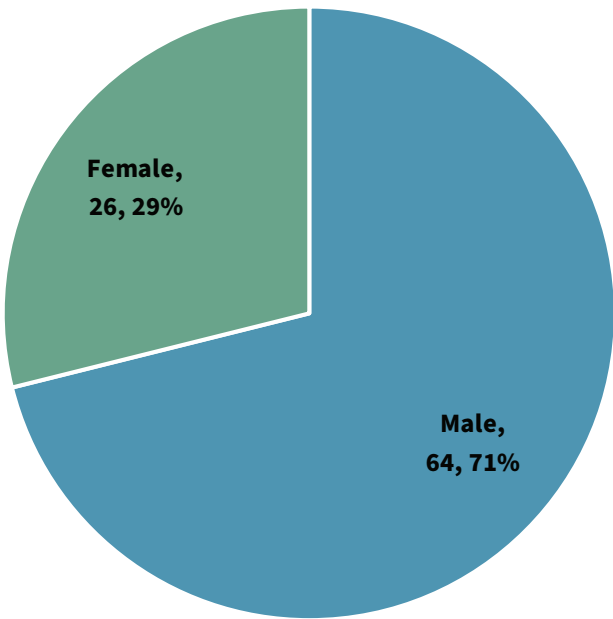
User Groups

Fatal & Serious Injury Crashes 2018-22



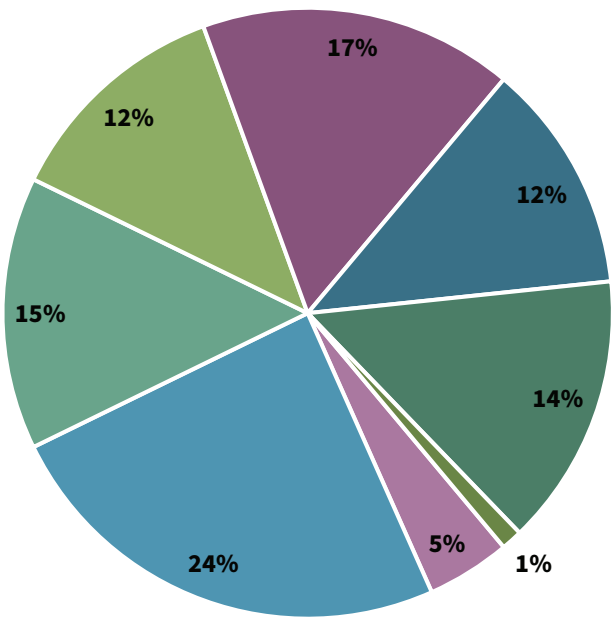
Gender

Fatal and Serious Injury Crashes 2018-2022



Ages

Fatal and Serious Injury Crashes 2018-22

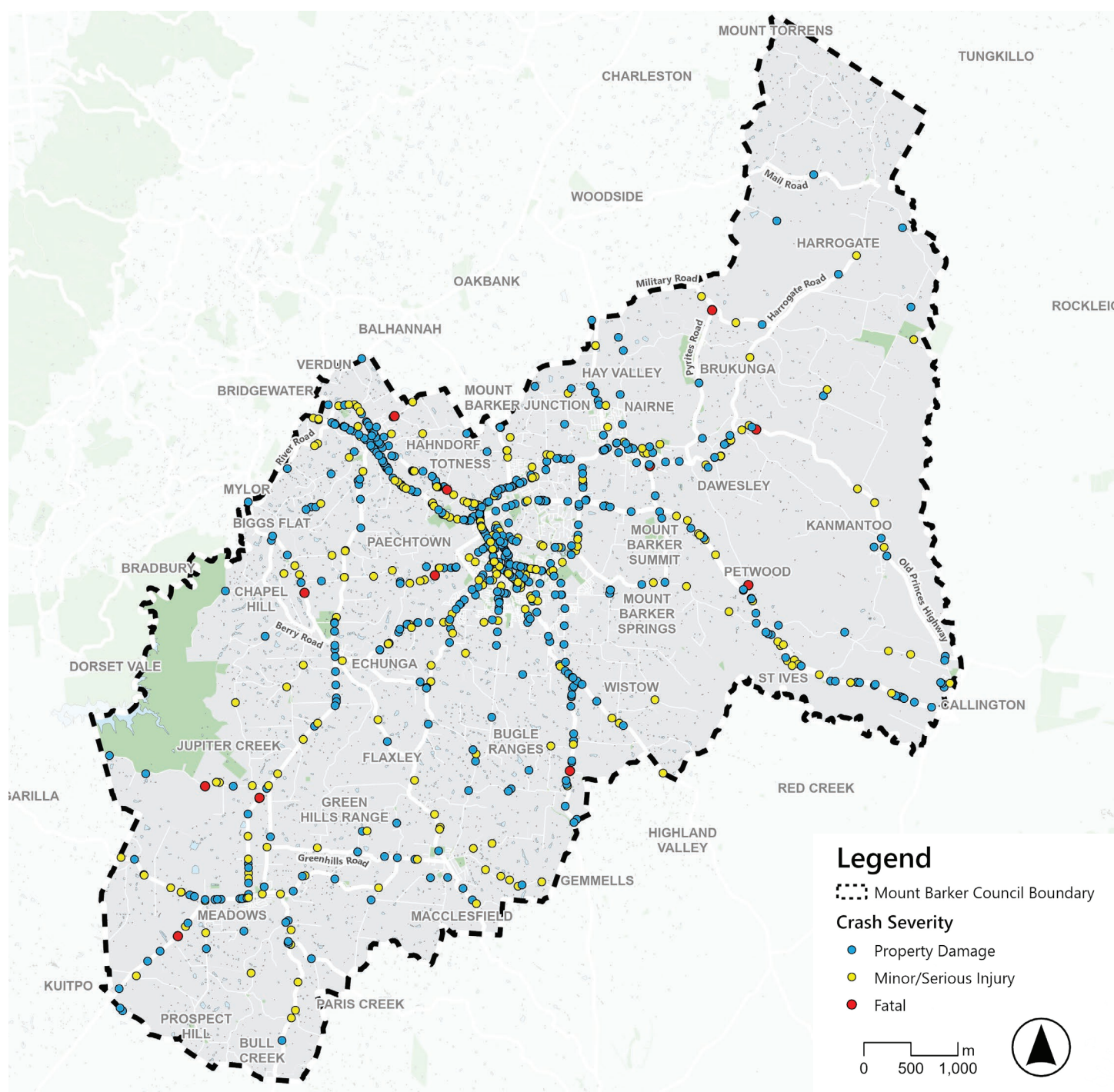


- Under the age of 16 years
- 16-29 years
- 30-39 years
- 40-49 years
- 50-59 years
- 60-69 years
- 70 and over
- Unknown

Current Situation Continued

Crashes are spread throughout the District with an obvious concentration on main roads and in townships, notably Mount Barker and Hahndorf/Totness.

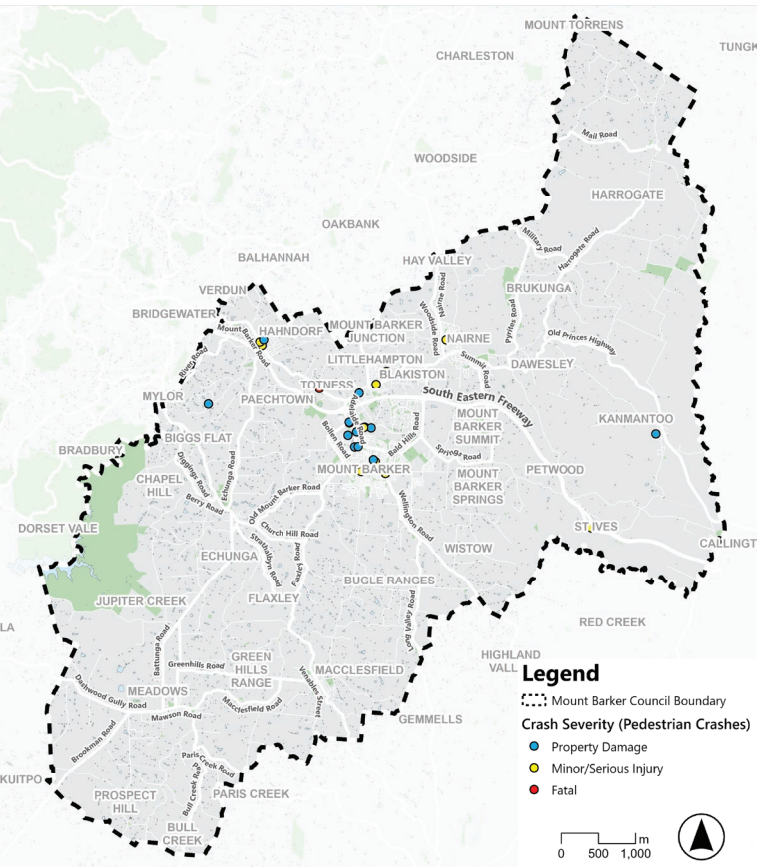
While just under 50% of Council's roads are unsealed, just over 90% of serious and fatal crashes occurred on sealed roads and less than 10% occurred on unsealed roads.



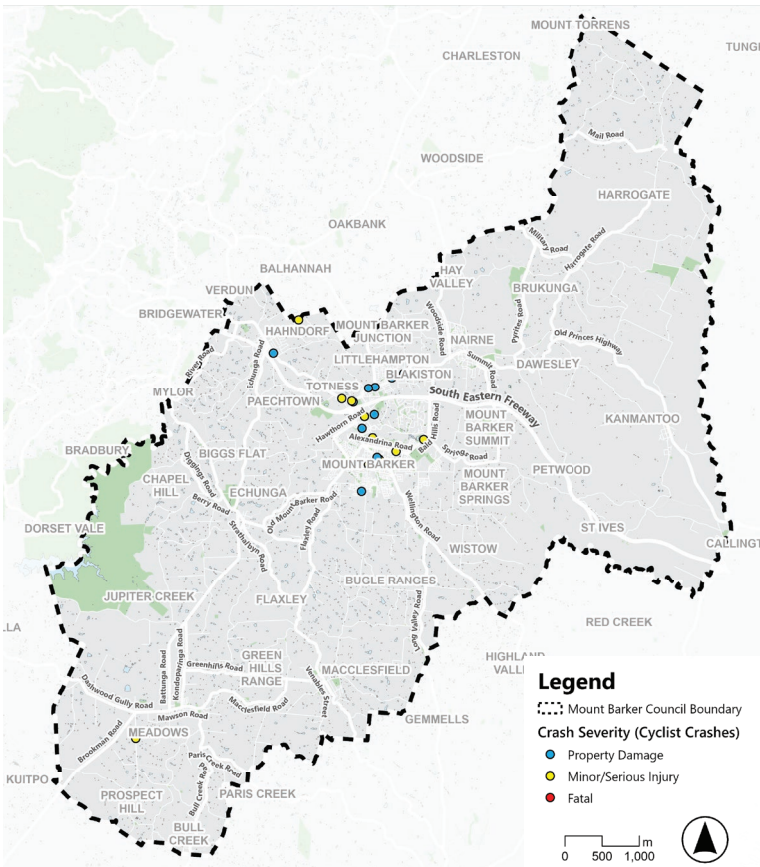
Current Situation

Continued

Pedestrian Crash Severity



Cyclist Crash Severity



Our Road Network

Mount Barker district has unique range of road conditions compared to many metropolitan Councils:

- We have a mixture of built-up areas, town precincts and rural driving conditions
- Around 70% of Council's road network is in rural areas and 30% are in urban areas
- Just under one half of Council's road network is unsealed
- Higher percentage of native vegetation and animals
- Higher percentage of roads without street lighting
- Less availability to alternative transport services after hours and on weekend.

National Road Safety Strategy 2021-30

The National Road Safety sets out the direction for improving safety on Australia's Roads and supports the United Nations Decade of Action on Road Safety.

Australia is working towards the goal of zero deaths and serious injuries on our roads by 2050 (Vision Zero).

The National Road Safety Strategy sets a target of reducing fatalities by 50% and the number of people seriously injured by 30% by 2030.

*National Road Safety Strategy 2021-30
(roadsafety.sa.gov.au)*



Fatalities
reduced by
50%

an approximate reduction in
rate per capita of **55%**



Serious injuries
reduced by
30%

an approximate reduction in
rate per capita of **38%**

Nine Priorities toward Vision Zero

PRIORITIES



Infrastructure planning
and investment



Vehicle
safety



Aboriginal and
Torres Strait Islander
people



Regional
road safety



Heavy
vehicle safety



Vulnerable
road users



Remote road
safety



Workplace
road safety



Risky road
use

Current Situation

Continued

Key Challenges by 2030

(as they relate to Local Government)

- The social model (refer page 13) has been widely adopted to influence prioritisation of road safety in a wide range of organisations
- Road safety is a key objective of local government road network management practices and the majority of councils have network safety plans
- There is evidence of cultural change in the community, with greater understanding of the Safe System (refer page 12) approach and greater acceptance of road safety solutions
- At least 25 per cent of the light vehicle fleet is 5-star Australasian New Car Assessment Program (ANCAP) rated with a date stamp 6-years-old at maximum, and the average age of the light vehicle fleet is under 9 years.

Supporting Local Governmnet

A significant proportion of Australia’s road network is managed by local governments. Building and retaining road safety capabilities within local government is an important component of achieving the objectives of the Strategy. Governments will take the following actions to improve local government and road safety capabilities through this Action Plan.

The Australian Government will:

Action	By when
Lead the development of a framework in consultation with all governments, to support local governments to conduct fit for purpose network road safety risk assessment to prioritise infrastructure investment	Late 2023
Co-ordinate the delivery of road safety training to local governments in consultation with state and territory governments	Late 2024

State and territory governments will:

Action	By when
Provide local governments with access to serious injury and fatality data for their networks	Commence late 2023
Support local governments to improve the data they hold on local road networks, to: • Better understand the safety of their network • Report on and invest in their local infrastructure • Communicate and engage with their communities on road safety	Ongoing

South Australia's Road Safety Strategy to 2031

Think! Road Safety builds upon the National Road Safety Strategy and also reaffirms the aspirational Vision of Zero Lives lost on our roads by 2050.

The State has adopted the National targets for of at least a 50% reduction in lives lost and at least a 30% reduction in serious injuries on South Australian roads by 2030.

Council supports these targets.

Key highlights from the State Strategy that relate to Mount Barker district include:

Network Safety Plan: Evidence-based analysis of relevant data and information will be used to plan and prioritise proposed investments in the most effective road safety treatments that reduce the risk to road users and this will be set out in a network safety plan for corridors and/or regions.

A focus on workplace road safety: Programs to improve road safety will be developed and delivered in partnership with key stakeholders, representative associations and large employers given work-related road crashes account for approximately half of all lives lost at work and 15% of lives lost in road crashes.

A focus on younger drivers and riders in regional and remote areas: Initiatives aimed at younger drivers and riders aged 16 to 24 will be tailored for those living in regional South Australia, given they are around three times more likely to be involved in a crash where they lose their life, or are seriously injured, compared to Adelaide residents of the same age.

Working with Local Government: We will work in partnership with local government to improve road safety across the state and local network, consulting with them on proposed actions to ensure that planned measures adapt to the needs of the local area.

The social model approach: The social model approach (refer page 13) will be applied to road safety education to reach beyond the traditional participants in the transport sector to every community organisation and enterprise that can contribute to behavioural and cultural change.

Forgiving roads: For new investments, “Forgiving Roads” will be designed to include measures that take into account unintentional road user errors and mistakes, and incorporate features that reduce the likelihood of a crash and reduce their severity when they do occur.

Movement and Place Approach: The Movement and Place approach will be used when planning road safety treatments and determining operational settings (e.g. setting speed limits), as this approach delivers improved road safety outcomes by recognising factors in the local environment.

A renewed focus on older road users (70+): A tailored program will be developed for older South Australians, dealing with the key contributing factors to them losing their lives or being seriously injured on our roads, given the proportion of older people relative to the State's population is expected to grow by 37% by 2031.

Walking and cycling: Specific strategies will be developed to mitigate risks for people who walk or cycle, given the importance of improved safety and connectivity for people who don't travel by car, truck or motorcycle.

Education: Best practice, context appropriate education and public awareness will be used to educate road users and work towards cultural change.

Greater collaboration across Government: A joined up approach in dealing with specific aspects of road safety will be used to address complex issues that can contribute to our road toll such as alcohol and drug dependency.

The state's action plan, and how council can support the plan, is outlined in our action plan.

Opportunities

Local Government’s Role

The National Road Safety strategy notes the important role that Local Government can play in road safety.

“Local governments work closely with their communities on the use of roads and public spaces. They manage and deliver local infrastructure projects, and are responsible for the regulation of their local areas. Like their state and territory counterparts, local governments also manage and maintain their own local road networks and footpaths”.

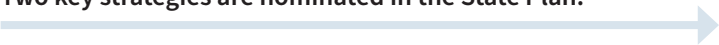
Key program areas for Local Governments include:

- Local road infrastructure maintenance and improvements
- Advocacy to State and Federal Governments
- Local road safety education and outreach programs

The South Australian Strategy also highlights the importance of Local Government in delivering the outcomes of the plan. The State Strategy notes that Local Government manages a large proportion of the overall road network, and as road managers, Councils have responsibility for designing, building and maintenance of many roads and footpaths.

Local Councils are also closest to the community and are a significant employer and community leader. Work-related travel can be influenced through policy and by developing road safety culture within Councils and their communities.

Two key strategies are nominated in the State Plan:



South Australia’s Road Safety Strategy to 2031
(thinkroadsafety.sa.gov.au)

Opportunities for Mount Barker District Council

1. Safe management of Council Roads on a network basis
2. Improved pedestrian and cycling paths and connections
3. Working with DIT on improving the safety standard on State Roads
4. Advocacy for better public transport systems
5. Support for education / programs for the community (eg school programs)

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Support capacity building in local government and develop and maintain a shared understanding of the road safety evidence base and safe systems approach through strengthening engagement with and support provided to local government

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Work in partnership with local government with a holistic view to improving road safety, consulting with them on proposed actions to ensure that planned measures adapt to the needs of the local area. This may include:

- Supporting the development of Network Safety Plans;
- Working with Councils on reviewing, designing and improving local precincts, including schools, to prioritise infrastructure improvements such as crossings, signage and connectivity for pedestrians and cyclists; and
- Using an evidence based approach to inform decision making, such as the black spot program.

Outcomes

The National and State strategies set a vision for *Zero lives lost on our roads by 2050*.

Council supports this target.

Adopting the National and State targets for at least a 50% reduction in lives lost and 30% reduction in serious injuries by 2030-31, sets the following targets for fatalities and serious injuries in the Mount Barker District.

This will be a challenging target for Mount Barker due to the rapid population growth expected over the next two decades/

		
Baseline 2018-2022 (5 years)	Target	By 2031
12 lives lost ~ 2.4 per annum	50% reduction	No more than 1 life lost per annum
78 people being admitted to hospital with serious injuries ~ 15.4 per annum	30% reduction	No more than 11 serious injuries per annum



Principles

Safe System

At the core of the national and state strategies is the **SAFE SYSTEM** approach which considers how all elements of the road transport system work together to prevent death and serious injury.

*This is supported by the MOVEMENT AND PLACE framework which underpins the way we design our roads and streets and acknowledges the dual function from moving people and goods to important public spaces. The MOVEMENT AND PLACE framework is explained further in the **Road Network Management Action Plan**.*

Safe Systems recognises that people will make mistakes and may have road crashes – but those crashes should not result in death or serious injury.

The Safe System model is regarded as international best practice and is built on four key principles:

1. People make mistakes

No matter how well we are trained and educated about responsible road use, people make mistakes, and the road transport system needs to accommodate this.

2. Human body has a limited tolerance

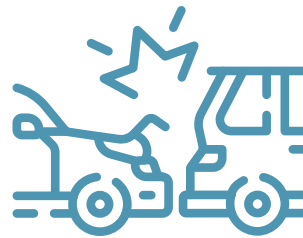
The finite capacity of the human body to withstand physical force before a serious injury or fatality can be expected is a core system design consideration

1. Shared responsibility

Everyone has a responsibility to use the road safely and organisations, businesses and communities have a responsibility to design, manage and encourage safe use of the road transport system.

2. Forgiving Systems

All parts of the system must be strengthened to multiply their effects; and if one part fails, road users are still protected. Roads that we travel on, vehicles we travel in, speeds we travel at, and communities we live in, need to be more forgiving of human error.



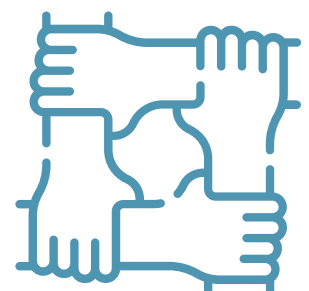
1. People make predictable mistakes that can lead to road crashes

2. The human body has a limited physical ability to tolerate crash forces before harm occurs



3. A shared responsibility exists amongst those who plan, design, build, manage and use roads and vehicles to prevent crashes resulting in serious injury or death

4. All parts of the system must be strengthened to multiply their effects; and if one part fails, road users are still protected





Social Model

The National Road Safety Strategy 2021-30 takes a new approach in its delivery – **the Social Model approach**.

The social model acknowledges that road safety is everyone's responsibility, it is not solely a transport issue and not solely a government problem. It cuts across health and social services sectors, law enforcement, education and justice, planning and industry, and through everyday activities.

The social model seeks to use influence to bring about social change and in the road safety context this means working with clubs, workplaces, businesses, and communities to ensure that road safety is a part of all aspects of society through policies of these organisations and as a result of behaviour of people within / involved in those groups.

Examples of the social model working in practice may include:

- Working with specialist car clubs, motoring clubs and those with a particular interest in motor racing to reach out to their membership groups to shift perceptions and gain acceptance for known road safety solutions.
- Sporting clubs adopting a road safety policy, including for travel to and from games with senior players and extended families acting as role models and, over time, the cultural influences of the sports club influencing more positive attitudes towards road safety.
- Working with industry bodies to engage businesses to have a road safety policy and treat vehicles (and road space) as any other workplace for their workers.

The model is expected to support the long-term cultural and attitudinal change towards road safety needed to make road safety 'business as usual' in all local and state road authorities, as well as fostering a road safety culture across Australian society.

Action Plan

The Action plan for management of the Road Network is provided in the following table. The Prioritisation was determined following community engagement and was accurate at the time of Council endorsement. A Consolidated List of Actions has been prepared reflecting the prioritisation, and this separate document will be updated on an annual basis.

Action	Activity	Council Role	Priority
Blackspot Review and Crash Data Analysis			
RS1.1	Undertake an annual review of crash data 1. Identification of intersection/key locations with higher numbers of crashes 2. Identify potential locations for black spot grant applications, including pro-active treatments for pedestrians and cyclists 3. Monitor performance of crash data relative targets for reductions 4. Program of undertaking road safety auditing	Provider	Annual
RS1.2	Undertake road safety audits on Council road network (discreet intersections and intersections)	Provider	Annual
Undertake Corridor Management Plans with a focus on People (using Movement and Place Principles)			
RS2.1	Undertake CMPs on Council main street environments with a focus on pedestrians, cycling and vulnerable road users	Provider	Long
RS2.2	Advocate DIT undertake investigations on key roads (State / Council) to identify a program of road safety treatment implementation • Adelaide Road • Wellington Road • Flaxley Road • Mount Barker Road (Hahndorf to Totness)	Advocacy	Short Y1
Treatment of Key Intersections			
RS3.1	Undertake investigations and plan safety improvements for: • Mawson Road / Battunga Road • Barker Road / Hurling Drive • Bollen Road / Hawthorn Road • Whites Road / Strathalbyn Road, Flaxley • Mawson Road / Bull Creek Road / Maccelsfield Road, Meadows • Stamps Road / Flaxley Road, Flaxley • Kavanagh Rd/Meadows Rd/ Battunga Rd Intersection (for investigation by DIT) • Pridmore Terrace	Advocacy Provider Provider Advocacy Advocacy Advocacy Advocacy Advocacy	Short Y1 Short Y1 Short Y1 Short Y1 Short Y1 Short Y1 Short Y1 Short Y3
Hit Fixed Object Crashes			
RS4.1	Undertake road safety audits on Council roads with higher numbers of crashes with hit fixed objects, and develop a program of works to address these crashes	Provider	Short Y2
RS4.2	Develop guidelines for the management of safety on rural roads that acknowledge the balance between road safety, environmental and ecological outcomes, with consideration to speed management and other techniques aimed at reducing risk while preserving vegetation	Provider	Short Y3

Action Plan Continued

Action	Activity	Council Role	Priority
Speed Management			
RS5.1	Work in partnership with DIT in undertaking a network review of speed limits throughout Mount Barker including speed limits in main street precincts, residential areas, rural areas, sealed and unsealed roads	Facilitator	Short Y2
RS5.2	Advocate DIT consider the implementation of variable speed signs and ITS equipment on the South Eastern Freeway between Stirling and Mount Barker	Advocacy	Short Y1
RS5.3	Council to investigate the purchase/hire of a mobile Speed Feedback signs (also referred to as Speed Awareness Monitoring signs) for deployment around the district	Provider	Short Y1
School Based Safety			
RS6.1	Undertake a strategic/coordinated review of safety around schools with a focus on pedestrian and cycling safety and accessibility, traffic and parking arrangements (Note some town centre plans have identified the need for local area traffic studies around schools). 1. Develop a program of safety improvements around schools based on best practice and opportunities for kiss and drop zones, and building upon the existing Way 2 Go Program initiated at some school 2. Liaise with DIT on best practices and opportunities for trial of new facilities	Provider	Short Y2
Coordination with DIT			
RS7.1	Establish a working relationship with DIT to facilitate best practice road safety in Mount Barker district, including access to latest data, coordination / promotion of road safety programs and application of latest technologies and innovation	Facilitator	Short Y1
Road User Behaviour			
RS8.1	Undertake education / awareness programs using existing Council communication networks with a focus on: 1. Use of bike lanes, footpaths and shared paths 2. Appropriate use of scooters and skateboards 3. Varying road conditions throughout Mount Barker district (unsealed roads, vegetation close to the road, animals, weather conditions)	Provider	Ongoing
RS8.2	Work with outside agencies in promoting safety programs for younger road users and novice drivers	Facilitator	Ongoing
Rural and Unsealed Roads			
RS9.1	Develop an ongoing program to increase service levels across the network on unsealed roads	Provider	Short Y2
RS9.2	Investigate the potential use of signage and line marking (eg tactile line marking) to better define alignments and widths	Provider	Short Y2

Action Plan Continued

Action	Activity	Council Role	Priority
RS9.3	Undertake road widening, where space is available, without adverse impact on vegetation – refer collector road program in Road Network Management plan	Provider	Ongoing
RS9.4	Investigate and implement best practice programs aimed at reducing incidents of vehicles striking wildlife	Provider	Short Y3
Public Transport			
RS10.1	Continue to advocate for additional public transport services between communities, on weekends and after hours (Refer Public Transport Action Plan)	Advocacy	Ongoing
RS10.2	Advocate for an increase in the availability and services associated with Keo-ride (Refer Public Transport Action Plan)	Advocacy	Ongoing
State Road Safety Action Plan			
RS11.1	Support DIT in implementation of the State Road Safety Action Plan	Advocacy, Provider	Ongoing

Council role definitions

- Provider** Council directly provides infrastructure including the construction of local roads, footpaths and trails.
- Facilitator** Council facilitates the provision of the required actions by others. e.g. provision of footpath to a bus stop.
- Stakeholder** Council provides information or assistance in the development of a project e.g. desirable active transport links for Adelaide Road interchange upgrade.
- Advocacy** Council advocates on behalf of the community for the actions that are required. e.g. public transport.

Council Support for State Road Safety Action Plan

Action Number	Activity	Council Role
Schools and Local Places		
1	Review existing school-based traffic measures and develop guidelines related to best-practice infrastructure treatments and traffic management in South Australian school precincts	Refer action 6 above Monitor and implement when available, working partnership with DIT
3	Continue to deliver bicycle education to provide primary school-aged children with practical skills and knowledge about cycling, traffic and road rules	Refer action 6 above Monitor and implement when available, working partnership with DIT
4	Implement and evaluate smart school zones to identify innovative pedestrian safety solutions	Refer action 6 above Monitor and implement when available, working partnership with DIT
5	Invest in road safety infrastructure treatments and kiss and drop zones to support the movement of children to and from school, with an investment by the South Australian Government of over \$10 million	Refer action 6 above Monitor and implement when available, working partnership with DIT
6	Continue to work with local government and schools to deliver improvements in local streets that facilitate the safe movement of children walking, riding, scooting or skating to and from school	Refer action 6 above and Active Transport Action plan Review as part of proposed development of a pedestrian and cycling plan
7	Invest in safer local roads and community environments, including priority intersection upgrades, pedestrian crossings and improved local traffic management, at five priority locations	Refer action 6 above Monitor and implement when available, working partnership with DIT.
10	Conduct planning studies in the Fleurieu Peninsula and Adelaide Hills with a focus on strategic transport planning and improving road safety	Monitor developments with DIT studies. Refer Road Network Management and Public Transport Action Plans
11	Undertake corridor planning studies through a Movement and Place approach to identify opportunities to improve the road corridor for all road users	Undertake Corridor Planning Studies in main street environments (refer Road Network Management Action Plan) Advocate DIT undertake investigations on key State roads to identify a program of road safety treatment implementation (refer Road Network Management Action Plan)
12	Collaborate and engage with local government to: - identify opportunities and pathways for local government to access funding for road safety infrastructure - explore opportunities for proactive knowledge sharing and capacity-building within local government	Work in partnership with DIT on potential opportunities

Council Support for Road Safety Action Plan Continued

Action Number	Activity	Council Role
Public transport, cycling and walking		
13	Plan for mass transit corridors to and from the city and key regional centres to connect people and places to facilitate the mode shift to public transport and reduce reliance on private vehicles	Refer Public Transport Action Plan
14	Improve pedestrian and cyclist safety through changes to intersections, reduced speed zones, separated bike routes and crossing facilities	Refer Active Transport Plan
Motorcyclists		
16	Continue to assess popular motorcycle routes and implement effective safety treatments to improve rider safety	Refer action 8 above Work in partnership with DIT on potential opportunities
Road User Behaviour		
27	Continue to deliver campaigns and education programs about dangerous road user behaviour and safe road use	Refer action 8 above Work with DIT in delivery of education programs
33	Develop initiatives for older road users to support safe mobility, initiate conversations, and enable planning ahead for future road use	Refer action 8 above Work with DIT in delivery of education programs
Road Safety in the Workplace		
36	Develop a 'road safety at work' website as a way of engaging and supporting South Australian workplaces to develop a culture of road safety	Monitor developments and its potential application to Mount Barker Council
37	Increase awareness about road safety work health safety obligations through education and compliance programs for light and heavy vehicles	Council has developed a range of workplace health and safety policies and procedures place including (for example) work zone traffic management. Council will continue to review and update its workplace safety obligations based on best practice evidence
Regional and Remote Areas		
41	Improve safety outcomes and reduce risk to road users on key roads, commencing with the delivery of a productivity and safety package for the Adelaide Hills, with a joint State/Commonwealth investment of approximately \$150 million	Continue to advocate for the implementation of the productivity and safety package throughout Mount Barker
42	Investigate and trial innovative technologies that provide cost-effective solutions to reduce crash risks and improve safety on regional and remote roads	Refer action 8 above Work in partnership with DIT on potential opportunities
44	Undertake area planning studies that consider road safety improvements for key roads	Undertake specific investigations into the implementation of broad implementation programs to address crashes with the roadside Develop operational guidelines to address the balance between road safety and environmental obligations

Council Support for Road Safety Action Plan

Continued

Action Number	Activity	Council Role
49	Review road maintenance safety-related intervention levels to ensure they are evidence-based and aligned to road safety warrants, as well as meeting community expectations	Council has developed a range of workplace health and safety policies and procedures place including (for example) work zone traffic management. Council will continue to review and update its workplace safety obligations based on best practice evidence
Vehicles and Technology		
55	Develop an action plan to prepare for the safe deployment of automated vehicles on our roads, including contributing to the development of a national regulatory framework	Monitor development of the action plan and its relevance to Mount Barker Refer Technology and Innovation Action Plan
57	The South Australian Government will use 5 star ANCAP-rated passenger and sport utility vehicles where practicable, with at least three safety assist technologies	Council requires a minimum 5 star ANCAP rating for all vehicles with a seating capacity of less than 5 passengers including driver. All vehicles will be fitted with reversing Cameras
Research and Data		
63	Support local governments to improve the data they hold on local road networks, to: • better understand the dynamics of their network • report on and invest in their local infrastructure • communicate and engage with their communities on road safety	Refer action 8 above Work in partnership with DIT on potential opportunities

Contact

Mount Barker District Council

Local Government Centre
Mount Barker Homemaker Centre
6 Dutton Road, Mount Barker SA 5251

9am-5pm Monday-Friday
(excluding public holidays)

Postal

PO Box 54, Mount Barker SA 5251

Telephone

8391 7200

after hours:

8391 7200 (Matters of Urgency Only)

Email

itp@mountbarker.sa.gov.au

www.mountbarker.sa.gov.au



MOUNT BARKER
DISTRICT COUNCIL