

# SPEECH

House of Assembly\_Thursday 14<sup>th</sup> November 2013\_Page 7866

## ROAD SIGNAGE

**That this house urges the Department of Planning, Transport and Infrastructure to adopt and implement best practice road signage.**

**Mr BROCK (Frome) (17:20):** I also rise to speak on the motion put forward by the member for Fisher and congratulate him for bringing this forward. Firstly, I make it quite clear that this is no reflection on the Department of Transport and I am not saying that they are not doing the right thing, but I believe that we can always review our operations—and I have said that in this house before—and look at what other people, other states, and other countries do to try and implement and improve not only our road safety but also everything else that goes along with it.

As most members know here I am in a country electorate and I probably do around 70,000 to 100,000 kilometres per annum. I am on the road a fair bit and, as with other country members on this side of the house, I see quite a few what I would call, unsavoury actions from other people travelling on the road. One of the biggest concerns that I have, as the member for Fisher has indicated, is when you are coming into an area and you are doing 110 and, all of a sudden, it goes down to 80 and there is no warning of that. We need to warn people that they are coming into a lower speed limit area, because it is very daunting. I know people who have not been in accidents but they have been pinged for it by the South Australia Police and, rightly so, if that is the way it is, but I think we need to be more realistic about that.

The other issue that I find very frightening is when we are driving on the road (and I will use the area just outside of Crystal Brook on the Augusta Highway) and, all of a sudden, about four kilometres out of Crystal Brook, unannounced on the road ahead are unbroken lines, and an area turning right into Crystal Brook where people can still pass. Then, all of a sudden, they get into the area at this particular intersection and, bang, they are onto this broken line, or the section where the lines are for the turn right section, and they do not see it, especially at night time, and that can be very dangerous.

I have seen quite a few near misses, and it is not because of the speed. It is within the speed limit, but because of cars in front—and there might be a caravan doing 80 and somebody will go past that and then, all of a sudden, they are in a no-go zone and that is very dangerous. The other issue is that as you are approaching an overtaking lane coming the other way, again, there is no warning to say that there is an overtaking lane coming up within the next 300 to 400 metres. Again, you are behind a slow moving vehicle and then you can go out to pass, and it is still the same thing, and that is pretty evident on the Augusta Highway also.

I have another concern, and I will use Port Pirie for the argument. We have DTEI roads coming into Pirie and then, as you are going into the main city centre itself, you come to the roundabout and you are on a 60 km/h road then, all of a sudden, you go past a roundabout and head towards the CBD area itself, and it goes onto a council road. There is no indication there that as soon as you go past that roundabout you are in a 50 km/h zone, and I have asked the local department there to look at that signage. The signage for 50 is around 400 metres further on, and that is a very confusing issue. The other issue is that you are going down Three Chain Road in Port Pirie, which is a department road at 60 km/h, and it is double laned, coming into a single lane, but people travelling through there do not realise that when you turn off into one of the residential streets, you are coming into a 50 zone. Again, there is no signage on those arterial roads to say that you are coming into a 50 zone. I know the law says '50 unless otherwise signposted', but people do not understand that. They do not understand the different locations there.

I have travelled overseas—and the member for Fisher has already spoken about painting the speed signs on the road itself—and that is what they have in Scotland. They have the actual speed on the road itself as another warning that you are coming into it. They also have the approaching reduced

speed limit painted on the road—that is, three, two or one line, which mean that it is getting closer and closer—and it gives you an indication of how close you are to approaching that reduced speed limit. The other suggestion that has been made to me is that, when you are approaching an area—for argument's sake, I will use Crystal Brook again—where you are coming into an unbroken-line sector, the lines before that should be painted a different colour. For argument's sake, they are suggesting maybe painting it orange. Again, that is a warning that you are coming into an area where you have a no-overtaking sector. But no matter what we do here, we have to make certain that we are looking at the best practice. As I said, this is no reflection on the department.

The member for Fisher has also mentioned work zones. I see these on lots of the roads out there. They have a zone of 25 km/h, and there is no activity whatsoever. It goes from 110 to 80 to 60 to 40 to 25. I believe those signs are frustrating and annoying to motorists because they know that there is no activity there, especially on weekends, so they get into the habit of ignoring them when the workers are there. I think that is another issue that the minister should take on board. I also have a motion a bit later about school crossings. Again, the issue there is that there is a lot of confusion about the different style, different speeds and different criteria.

Certainly, I am very passionate, as are other members here, about our roads and our safety on the roads. I do not believe it is always about the speed: it is about the stupid activities, incompetence and inattention of some drivers, and, quite frankly, I think that we need to look at that quite seriously. I certainly commend this motion, and I congratulate the member for Fisher for bringing it before the house.

Debate adjourned on motion of Mrs Geraghty.