

The NOW 100 Speed Limit Changes in South Australia

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Abstract

Aligning speed limits towards a Safe System by consistent application of the rural default speed limit on more rural roads was identified as a priority action in the *Road Safety Action Plan 2011 & 2012* under *Towards Zero Together – South Australia’s Road Safety Strategy 2020*.

DPTI identified 52 (864km) of State and council maintained roads with a 110km/h speed limit located within 100km of Adelaide and on the Yorke Peninsula, and assessed as appropriate to reduce to the 100km/h rural default speed limit, based on crash history and risk assessment, national standards and guidelines and DPTI operational instructions.

A public education campaign ‘Now 100’ was implemented to inform the public of the reduction in the speed limit and the reasons for doing so. The campaign comprised media relations, print, radio and online advertising and ‘speed limit changed’ road signs. A three-month enforcement grace period was observed by SA Police following the announcement prior to enforcement of the new speed limit.

Post campaign research found that the education campaign resulted in a high awareness (67%) of the speed limit changes, and 58% of those surveyed believed that *lowering speed limits would reduce the severity of injury when a crash occurs*.

Speed surveys conducted a year after the reduced speed limit revealed a drop in speeds while the crash data reveals an indicative reduction in casualty crashes following the change.

Keywords

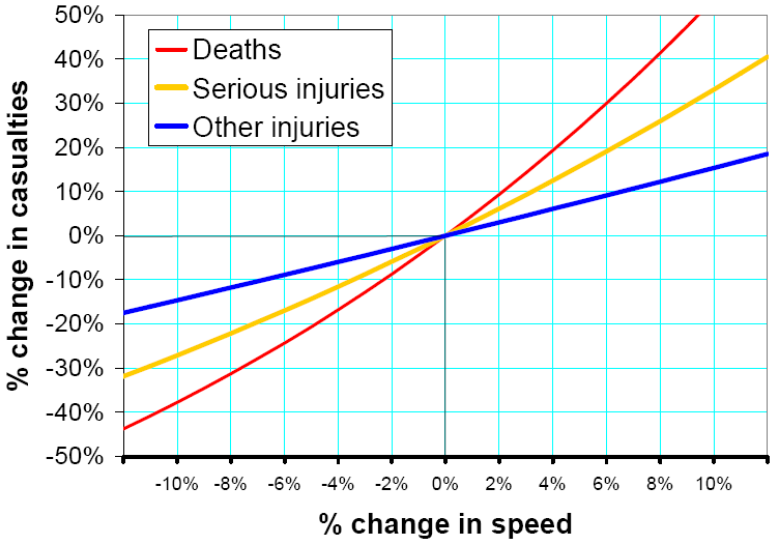
Safer Speeds, Safe System, Rural, Education campaign, Now 100

Introduction

Addressing safer speed is one of the four targeted areas within the National Safe System Framework, as outlined in *Towards Zero Together – South Australia’s Road Safety Strategy 2020*. Reducing average travel speed across the network is the most effective and swift way to reduce trauma across the network.

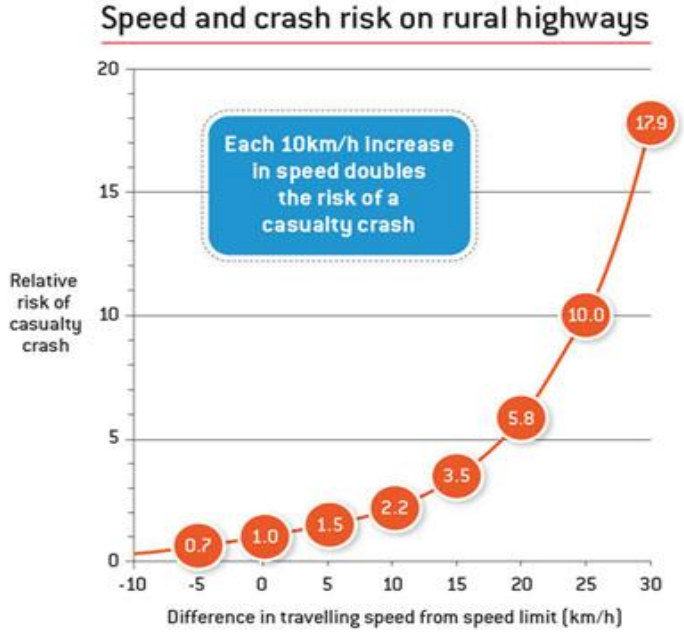
Lowering the speed limit is one way to reduce the number of crashes, and the severity of injuries when crashes do occur. Safe System principles are used to integrate safer speeds with other methods of intervention including improvements to road infrastructure, driver behaviour and vehicle safety technologies.

Research indicates that reducing speeds is associated with fewer casualty crashes especially those involving death and serious injury (refer Fig. 1 and Fig. 2).



Source: Elvik et al. 2004 (per Austroads 2008)

Figure 1: Relationship between speed reductions and casualties



Source: *Travelling Speed and the Risk of Crash Involvement on Rural Roads*, Road Accident Research Unit, University of Adelaide, 2001

Figure 2: Relationship between speed and crash risk on rural highways

The priority actions identified in the *Road Safety Action Plan 2011 & 2012*² for safe and credible speeds include aligning speed limits to Safe System principles by, among other things, consistently applying the default speed limit of 100km/h on more rural roads. This action was one priority in a number of actions to be implemented towards achieving *South Australia’s Road Safety Strategy 2020* with a target of reducing serious casualties by at least 30 percent.

² Road Safety Action Plan is a list of priority actions and complementary measures that were undertaken in 2011 and 2012 based on South Australia’s Road Safety Strategy 2020

In July 2003 the speed limit on approximately 1100km of rural arterial roads (73 road sections) was dropped from 110km/h to 100km/h and a 20% reduction in casualty crashes was recorded on those roads relative to control roads (Long et al 2006).

Based on this earlier experience and research, in November 2011 DPTI reduced the 110 km/h posted speed limit to the default rural limit of 100km/h on 45 sections of State rural roads (723 kilometers in total, refer **Appendix A** (map) & **B** (list of roads), located within a radius of 100km from Adelaide and on Yorke Peninsula. A further seven local government road sections (totaling 141 kilometres) were also identified in the area for application of the speed limit reduction. The speed limit changes excluded National Highways in the area, namely Northern Expressway, Port Wakefield Highway, Sturt Highway and South Eastern Freeway.

Between 2006 and 2010, there were 290 casualty crashes recorded on these roads. Of these, 22 people died with a further 121 sustaining serious injuries. Six of the fatalities occurred on Yorke Peninsula. By adopting a relatively limited action geographically, a saving of some 12 casualty crashes every year was estimated, as drivers respond to the safer travel speed directive of the lower limit.

Methodology

A flowchart has been developed and divided into two parts (internal and external) to underline various activities undertaken to implement this change.

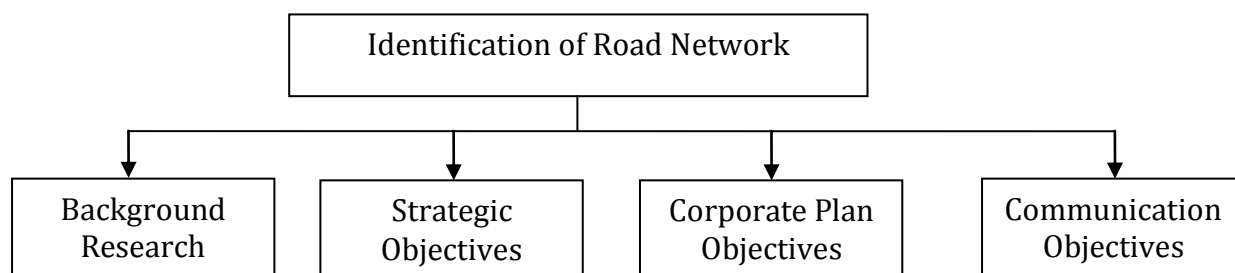


Figure 3: Flowchart for internal preparation activities

Identification of Road Network

DPTI identified 723 km on 45 sections of State Government maintained roads and 141km on seven local government road sections located within approximately 100km of Adelaide and Yorke Peninsula that had a 110km/h speed limit. These roads were assessed as appropriate to reduce to the 100km/h speed limit based on crash history and risk assessment, national standards and guidelines and DPTI operational instructions.

Speed limit signs were progressively changed over a one month period from mid November until mid December 2011. At the time of change an additional message reinforcing the change was displayed for at least one month. Refer Fig. 4 displaying the speed limit sign and message.

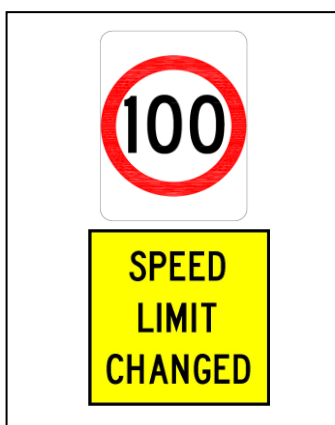


Figure 4: Speed Limit Sign

Background Research

Issues surrounding speed limits and enforcement activities typically create immediate and strong interest, media comments and community reactions are usually vocalised around revenue raising rather than enforcement in the pursuit of road safety.

Monash University in 2009 had undertaken research *Assessing Community Attitudes to Speed Limits: South Australia's Results* to understand the underlying factors behind these attitudes:

- Of those surveyed in SA 44% (517) (n=1,175) thought a 100km/h speed limit for an undivided rural road was too high (51% or 2,091 nationally).
- South Australians also responded 68% (799) (75% or 3,075 nationally) believed that a 90km/h for an undivided sealed rural road would be about right (24% or 282) or still too high (44%, 517).
- High acceptance of speed limit changes is expected where respondents' estimation of the current (pre-change) speed limit was consistent with the proposed new speed limit rather than the actual current limit.
- There was a strong belief among respondents that reduced speeds are effective in reducing the severity of injury when a crash occurs. People are less likely to believe that reduced speeds will reduce the number of crashes.
- The research showed that the substantial credibility of reductions leading to reduced severity of crashes has an important role in promoting changes. If more people were prepared to accept the association of reductions in crashes with lower speeds that would provide the greatest potential to improve acceptance of lowered speed limits.
- A number of misplaced beliefs are held by motorists and stakeholders, such as; reducing speeds leads to significantly longer driving time, and that improved road conditions alone are the solution to road safety.
- Previous experience in lowering Australian residential speed limits (from 60km/h to 50km/h) indicates 'public approval levels for lowered limits tend to increase over time'.

Strategic Objective

South Australia's Road Safety Strategy 2020 has set a target to reduce serious casualties by at least 30% to fewer than 80 fatalities and fewer than 800 serious injuries (<http://dtei.sa.gov.au/towardszerotogether/>).

Corporate Plan Objective

The corporate plan objective outlined in *South Australia's Road Safety Strategy 2020*, aims to reduce deaths and serious injuries caused by everyday use of our roads by at least 30% by 2020 (p.15):

The default speed limit in South Australia is 50 km/h in urban areas and 100 km/h in rural areas. Speed enforcement and speed limit reductions will be targeted to roads above the default limit with high crash rates or risk, and where land-use and infrastructure planning does not justify a limit above the default.

Key strategies outlined for Safer Speeds include:

- Aligning speed limits to the function, standard and use of the road, for consistent application across the State.
- Strengthen public information explaining the impact of speed and speed limits on crashes.
- Target speed limit reductions for roads according to crash rates and a functional road hierarchy³.
- Increase the use of new technologies to boost speed limit compliance.
- Increase the penalties for speeding to better match the risk posed.

Communication Objectives

- The primary objective of the Now 100 communication campaign was to inform the public of changes to the speed limit (from 110km/h to 100km/h) on rural roads within 100km of Adelaide and on the adjoining Yorke Peninsula.
- A secondary objective was to encourage public compliance with, and support for, the changed speed limits and to influence motorists' attitudes towards speed and perceptions of the benefits of reduced speeds.

Public education campaign

A public education campaign (external activities) was developed to inform the public of the changes to the speed limit prior to, during and after the changes in South Australia, as outlined in the Flowchart Communication Plan (Refer Fig. 5).

³A Functional Road Hierarchy identifies which transport corridors need to primarily cater for the various transport modes and users on the transport network.

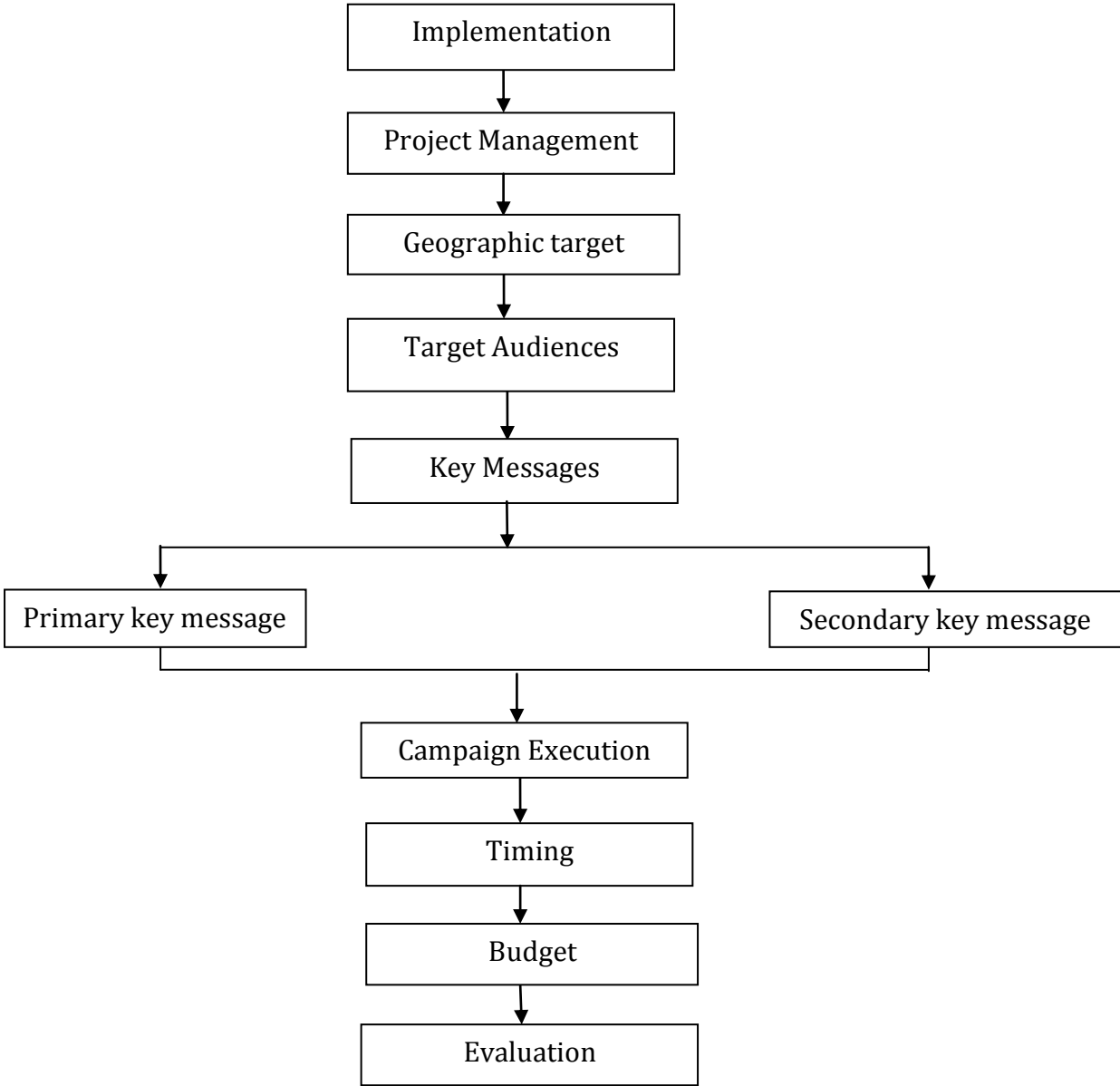


Figure 5: Flowchart for external communications activities

The primary objective of the Now 100 education campaign was to inform the public of changes to the speed limit (from 110km/h to 100km/h) on rural roads within 100km of Adelaide and on the adjoining Yorke Peninsula.

A secondary objective was to influence motorists’ attitudes towards speed and perceptions of the benefits of reduced speeds.

Implementation

On 8 November 2011, the Minister for Road Safety announced that the 110km/h posted speed limit on 45 rural roads within a 100 kilometer radius of Adelaide and on Yorke Peninsula would be reduced as a key initiative to drive down the State’s road toll.

Local Government Councils were contacted directly by the Chief Executive of the Department of Planning, Transport and Infrastructure to inform them of the initiative and to invite the councils to have the speed limit similarly reduced on seven council roads in the same area.

Media relations and publicity was generated through television and radio interviews with the Minister. Speed limit signs were changed progressively over a one month period from mid November until mid December 2011. All changed speed limit signs had a ‘Speed Limit Changed’ message for at least one month.

South Australia Police (SAPOL) observed a three-month enforcement grace period following the installation of ‘speed limit changed’ signs before enforcement of the new speed limit commenced.

Project Management

DPTI was responsible for coordinating the project and the communication campaign.

Geographic Target

The campaign focused within a 100km radius around Adelaide and on the Yorke Peninsula.

Target Audiences

The target audience was the general South Australian community, including motorists residing or using roads where the speed limit was being reduced.

Key Messages

Primary key message

- Speed limits are being reduced from 110km/h to 100km/h on rural roads within 100km of Adelaide and on the Yorke Peninsula.
- The default speed limit on rural roads is 100km/h unless otherwise signed.

Secondary key messages – the benefits of reducing speed

Reinforcing current positive perceptions:

- driving at slower speeds is safer
- reducing speed results in reduced severity when crashes occur, and
- reducing speed results in fewer crashes.

Changing misconceptions to:

- reducing speed does not make your journey time significantly longer
- reducing speed uses less fuel and saves money, and
- reducing speed has environmental benefits

Campaign Execution

An advertising campaign (radio, newspaper and digital) was undertaken over 13 weeks from early November 2011 to late January 2012. The advertising message was developed to have relevance in the affected geographic areas and align the message rollout of the signs progressively over the period of a month. See Appendix C for copies of advertisements.

- Advertisements were placed in The Advertiser, Sunday Mail and selected regional newspapers. Readers were directed to road safety website⁴ for further details.
- 30 second advertisements were used on regional radio and the Australian Traffic Network (ATN) (metro and regional).
- Animated banner advertisements were used on Adelaide Now with a link through to website⁴ for detailed information about the changes.
- The website⁴ provided detailed information about the changes (including a map detailing the specific roads where speed limits were changing), and the benefits of reduced speeds.
- Posts were used on DPTI social media sites including Facebook and Twitter.

Results

Post campaign results

Effectiveness of the education campaign was evaluated through post campaign market research.

The Department of Planning, Transport and Infrastructure contracted Beatwave Pty Ltd to conduct post campaign research in March 2012. The research comprised an on-line survey and a telephone survey used to boost the sample of those living within a 100km radius of the metropolitan area (living within specified regional postcodes that match the roads where the speed limits have changed).

A combined total of 579 South Australians responded to these surveys. The sampling protocols included only people who possessed a current South Australian Driver's Licence (i.e. L, P, Class C, Heavy Vehicle Licence or Motorbike Licence) and who usually resided in the state. Among the total number of people surveyed, 46.8% were males and 53.2% were females; 44.6% were aged between 16-45 years and 55.4% were aged 40 years and older

Within this total sample, 253 respondents lived in the Adelaide Metropolitan area and 254 lived within the specified, Inner Rural radius. A further 72 people lived in the outer regional areas of South Australia.

The online survey was conducted between 2 to 7 March and the telephone survey took place between 14 to 19 March 2012.

The report *Research into the awareness of the reduction of rural speed limits on SA roads* determined that: 67% (386 respondents) were aware that the State Government had reduce

⁴ <http://www.dpti.sa.gov.au/roadsafety>

the speed limit from 110km/h to 100km/h on some rural roads. Awareness was higher for those living in the Inner Rural area (82% (208 respondents)) compared to those living in the metropolitan area (54% (136 respondents)). Refer Table 1 below.

All respondents were asked the following question:

“Have you heard that the State Government is reducing the speed limit from 110km/h to 100km/h on some rural roads?”

Responses to this were as follows:

Number of responses	All respondents n=579	Metro only n=253	Inner Rural only n=254
Yes	386	136	208
No	163	96	39
I don't know/can't recall	29	21	6

Percentages	All respondents %	Metro only %	Inner Rural only %
Yes	66.7%	53.8%	81.9%
No	28.2%	37.9%	15.4%
I don't know/can't recall	5.0%	8.3%	2.4%

Numbers which do not total 100% are due to rounding effects

Table 1: Awareness of the reduction of speed limits on rural roads (Beatwave Pty Ltd, 2012)

Opinions on speed related statements were obtained from respondents. Refer Table 2 below.

The responses from the entire sample of 579 people were as follows:

All respondents n=579	<i>I strongly believe it is true</i>	<i>I believe it is true</i>	<i>I do not know whether it is true or false</i>	<i>I believe it is false</i>	<i>I strongly believe it is false</i>	Total believe true	Total believe false
Lowering the rural speed limits would reduce crashes on SA's roads	47 (8.1%)	123 (21.2%)	121 (20.9%)	180 (31.1%)	108 (18.7%)	29%	50%
Lowering the speed limit by 10km/hr would have little or no impact on travel time for short trips (e.g. less than 100km)	89 (15.4%)	225 (38.9%)	100 (17.3%)	120 (20.7%)	45 (7.8%)	54%	28%
Lowering rural speed limits would reduce the severity of injury when a crash occurs	92 (15.9%)	241 (41.6%)	84 (14.5%)	107 (18.5%)	55 (9.5%)	58%	28%
Lowering the speed limit in rural SA – from 110km/hr to 100km – would help reduce the severity of injury when a crash occurs	88 (15.2%)	200 (34.5%)	99 (17.1%)	126 (21.8%)	66 (11.4%)	50%	33%
The main reason for reducing speed limits in SA is to make money for the Government from increased speeding fines	136 (23.5%)	126 (21.8%)	135 (23.3%)	132 (22.8%)	50 (8.6%)	45%	31%
One's car uses more fuel travelling at 110km/hr than it does at 100km/hr	123 (21.2%)	196 (33.9%)	154 (26.6%)	75 (13.0%)	31 (5.4%)	55%	18%
Lowering the speed limit by 10km/hr would have little or no impact on travel time for long trips (e.g. greater than 100km)	47 (8.1%)	162 (28.0%)	101 (17.4%)	193 (33.3%)	76 (13.1%)	36%	46%
Lowering rural speed limits would make our roads safer	56 (9.7%)	131 (22.6%)	122 (21.1%)	179 (30.9%)	91 (15.7%)	32%	47%
Lowering the speed limit in rural SA – from 110km/hr to 100km/hr – would assist in reducing the number of crashes	52 (9.0%)	115 (19.9%)	119 (20.6%)	183 (31.6%)	110 (19.0%)	29%	51%
Lowering rural speed limits would help to reduce road trauma (e.g. deaths or injuries)	66 (11.4%)	163 (28.2%)	119 (20.6%)	159 (27.5%)	72 (12.4%)	40%	40%
Lowering the speed limit in rural SA – from 110km/hr to 100 km/hr will make our roads safer	49 (8.5%)	127 (21.9%)	110 (19.0%)	183 (31.6%)	109 (18.8%)	30%	50%

Table 2: All responses (Beatwave Pty Ltd, 2012)

These responses show that 50% or more of the total respondents believe that the following statements are true:

- Lowering rural speed limits would reduce the severity of injury when a crash occurs
- Lowering the speed limit by 10km/hr would have little or no impact on travel time for short trips (e.g. less than 100km)
- Lowering the speed limit in rural SA – from 110km/hr to 100km – would help reduce the severity of injury when a crash occurs
- One's car uses more fuel travelling at 110km/hr than it does at 100km/hr.

The responses also demonstrate that 50% or more of the respondents believe the following statements to be false:

- Lowering the rural speed limits would reduce crashes on SA's roads
- Lowering the speed limit in rural SA – from 110km/hr to 100km/hr – would assist in reducing the number of crashes
- Lowering the speed limit in rural SA – from 110km/hr to 100 km/hr will make our roads safer.

Speed Surveys

Speed surveys were conducted before the changes in November 2011 and after in November 2012 to compare actual speeds as a gauge to the expected change in driver behavior and the potential for reductions in crashes and injuries.

Speed Limit	Two Way Mean speed	85 th percentile speed *	95 th percentile speed *
Before (110km/h)	100.08	110.88	116.58
After (100 km/h)	97.28	105.45	111.64
Percentage change	2.8%	4.9%	4.2%

**The 85th/95th percentile speeds are the speeds at or below which 85%/95% of the drivers surveyed were travelling.*

Table 3: Speed profile summary before/after

A drop in the speed profile was found from the speed surveys conducted a year after the reduction in speed limits. The measurements were taken over a period of seven consecutive days of data for the analysis. It was found that mean travelling speeds dropped by 2.8%, 85th percentile speeds by 4.9% and 95th percentile speeds by 4.2%.

Control sites were selected outside the study area to compare the observed changes on the treated roads with the unchanged roads to identify any system wide effects that would have also occurred on the treated roads. For the control sites, a very small variation in speeds was observed, the change in two way mean speeds reduced by 0.3%, the 85th percentile by 0.5% and the 95th percentile by 0.6% indicating that the results at the treated sites are predominantly due to the treatments rather than any system wide effects.

Crash Data

Before and after crash data preliminary analysis conducted on the network after a year of implementation of the reduced speed limit is summarized in **Table 4**. Year 2011 is omitted from the evaluation period as it was the year of change. A greater period of data (3 to 5 years typically) is required to have some confidence in a statistical analysis.

Crash Period		Total Casualty Crashes
Before	(2006-10)	276
	Crashes per year	55.2
After	(2012)	48

Table 4: Before and after casualty crash data

Overall, a reduction is being indicated for the casualty crashes after the first year of speed limit reduction compared to the average for the 2006-10 crash data. Due to insufficient elapsed time available for the after period, it was decided not to conduct any statistical analysis as part of this research.

Discussion

A number of issues were raised in the form of letters to the Minister after the speed reduction. Many people wrote to provide their idea for reducing the road toll.

Some of the prevalent issues raised included:

- The view that more money needs to be spent on road maintenance to reduce crashes, not lowering speed limits.
- Views that other factors such as fatigue, alcohol, use of illicit drugs, reckless driving behaviour such as tail gating etc are more common ways people die on the roads rather than speeding so reducing the speed limit will have no effect.
- Reduced speed limits will result in longer travelling times thus resulting in driver fatigue.
- Increased and improved driving education needs to be implemented rather than speed reduction as people will ignore the reduced speed limit signs.
- Difficulties associated with overtaking a truck on a rural road when trucks and cars will now be driving at the same speed.

These issues were addressed in personal correspondence by advising the writer:

- The State Government had invested more than \$13 million in road maintenance on those 45 roads in the past five years.
- The rationale behind the speed limit reduction including speeding related fatality statistics.
- The actual travelling time would increase slightly (estimated at 4% on average) but was not significant and driving at 100km/h uses an average of 8% less fuel than at 110km/h, similar to paying 10c more per litre at 110km/h.
- Reinforcing that driving education is currently in place and that our driver training is rated one of the best by Australia’s driving instructors.
- Reinforcing that there should be much less need to overtake if trucks and cars are required to drive within the 100km/h speed limit on roads with relatively flat terrain.

Local Government consultation

Consultation with local government identified the following further key issues:

- Some Councils believed that the roads in their district are of a much higher standard than many of the other roads that are being reduced to 100km/h, e.g. wider pavements, hazard protection, sealed shoulders, adequate horizontal and vertical alignment, and therefore they should not have the speed reduced. The Department advised that partial shoulder sealing in sections and unprotected hazards in the clear zone area are not high standards roads, and therefore 100km/h is still appropriate.
- Some Councils believed that there was no consultation with them on the decision and that there was a lack of publicity prior to the decision being made to reduce speed

limits. The department provided details on the consultation surrounding the Road Safety Strategy 2020, leading up to the changes.

Conclusions and Recommendations

The Now 100 education campaign resulted in a high number of members of the community being aware of the changes to speed limits.

Post campaign research supported similar findings by Monash University that indicated that there was a strong belief that reduced speeds are effective in reducing the severity of injury when a crash occurs. However, people are less likely to believe that reduced speeds will reduce the number of crashes.

The high number of respondents (91% (527)) who indicated the importance that they are made aware of speed limit changes in South Australia indicates the need to communicate any future changes to speed limits via advertising and supporting communications.

Consultation with Councils will continue to be important in order to further implement speed limit changes in future.

Further work is needed to continue to dispel myths related to speed limits and gain community support for lower speeds including promoting the Government’s continued investment in road maintenance and road safety infrastructure and the benefits of small reductions in speed limits to reducing road casualties.

Speed surveys and crash data are indicating positive driver response to the changes.

Acknowledgements

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Road Safety Action Plan 2011 & 2012 (2011) Government of South Australia

Towards Zero Together - South Australia's Road Safety Strategy 2020 (2011) Government of South Australia: <http://www.sa.gov.au/towardszerotogether>

Appendix A



Changed speed limits on rural roads within approximately 100 km of Adelaide and on the Yorke Peninsula



Appendix B

Area / road section (** denotes roads under the care and control of local government, proposed for speed limit change)	Length of road section (km)	Increase in travel time (seconds)	Local Government Area
Southeast of Adelaide			
Callington – Goolwa (Callington Road) [NE of Strathalbyn]	6.74	22	Alexandrina Council
Callington – Goolwa [SW of the South Eastern Freeway]	11.55	38	Alexandrina Council / Rural City of Murray Bridge
Strathalbyn – Wellington	30.95	101	Alexandrina Council / Rural City of Murray Bridge
** Woodchester – Langhorne Creek (Meechi Road)	11.2	37	Alexandrina Council
East of Adelaide			
Purnong - Murray Bridge (Bowhill Road) [North of Murray Bridge]	4.36	14	Rural City of Murray Bridge
Loxton - Murray Bridge [North of Murray Bridge]	3.36	11	Rural City of Murray Bridge
Mannum – Burdett (Burdett Road)	17.27	57	Rural City of Murray Bridge / Mid Murray Council
Palmer - Murray Bridge	29.09	95	Rural City of Murray Bridge / Mid Murray Council
Mannum - Murray Bridge (Mannum Road)	20.49	67	Rural City of Murray Bridge / Mid Murray Council
Tea Tree Gully - Mannum	12.44	41	Mid Murray Council
Sedan – Sanderston [south of Cambrai]	9.79	32	Mid Murray Council
Sedan – Sanderston [north of Cambrai]	7.74	25	Mid Murray Council
Sanderston – Mannum	20.08	66	Mid Murray Council
North of Adelaide			
Hamley Bridge - Kangaroo Flat	1.16	4	Light Regional Council
Mallala – Gawler (Mallala Road)	4.77	16	Light Regional Council
Kapunda – Gawler	29.09	95	Light Regional Council
Kapunda – Truro	18.61	61	Light Regional Council
** Eudunda – Truro	24.9	81	Regional Council of Goyder and Mid Murray Council
Kapunda – Morgan [SW of Eudunda]	23.2	76	Light Regional Council / Regional Council of Goyder
Main North Road [South of Roseworthy]	3.72	12	Light Regional Council
Main North Road [South of Templers]	5.78	19	Light Regional Council
Main North Road [South of Tarlee]	21.75	53	Clare and Gilbert valley Council
Main North Road [South of Barrier Highway]	4.84	16	Clare and Gilbert Valleys Council
Barrier Highway [south of Riverton]	6.96	23	Clare and Gilbert Valley Council
Barrier Highway [north of Riverton]	7.57	25	Clare and Gilbert Valleys Council
Auburn – Saddleworth	8.62	28	Clare and Gilbert Valley Council
Saddleworth – Eudunda [east of Marrabel]	19.68	64	Clare and Gilbert Valleys Council

Saddleworth – Eudunda [NW of Marrabel]	9.34	31	Clare and Gilbert Valleys Council
Mallala – Gawler (Gawler Road)	21.13	69	The District Council of Mallala
Two Wells – Gawler	13.15	22	The District Council of Mallala
Mallala Road, Mallala - Two Wells	15.35	50	The District Council of Mallala
Balaklava – Mallala [South of Balaklava]	32.46	106	Wakefield Regional Council / The District Council of Mallala
Port Wakefield – Auburn [SW of Auburn]	16.14	53	Wakefield Regional Council / Clare & Gilbert Valley Council
Port Wakefield – Auburn [West of Balaklava]	23.11	76	Wakefield Regional Council
Port Wakefield – Auburn [NE of Balaklava]	8.91	29	Wakefield Regional Council
Northern Yorke Peninsula			
Wallaroo - Port Wakefield (Copper Coast Hwy) [SE of Kulpara]	16.22	53	District Council of Barunga West / Wakefield Regional Council
Wallaroo - Port Wakefield (Copper Coast Hwy) [NW of Kulpara]	11.43	37	District Council of the Copper Coast / District Council of Barunga West
Wallaroo - Port Wakefield (Copper Coast Hwy) [SE of Kadina]	16.63	54	District Council of the Copper Coast
Kadina - Bute	27.34	89	District Council of the Copper Coast / District Council of Barunga West
Port Broughton – Bute (Bute Road)	28.15	92	District Council of Barunga West
Port Broughton – Alford (Kadina Road)	24.31	80	District Council of Barunga West
Alford – Kadina	17.11	56	District Council of Barunga West
Wallaroo- Alford	18.54	61	District Council of the Copper Coast
Wallaroo – Moonta	12.13	40	District Council of the Copper Coast
** Moonta - Arthurton	27.48	90	District Council of Yorke Peninsula and District Council of the Copper Cost
** Kadina - Agery Road	21.82	71	District Council of Yorke Peninsula and District Council of the Copper Cost
** Arthurton - Ardrossan	21.7	71	District Council of Yorke Peninsula
** Paskeville – Kainton	8.3	27	District Council of Yorke Peninsula and District Council of the Copper Cost
Yorke Peninsula			
Stansbury – Edithburgh (St Vincent Hwy)	8.19	27	District Council of Yorke Peninsula
Port Wakefield – Yorketown (St Vincent Hwy) [South of Ardrossan]	15.83	52	District Council of Yorke Peninsula
Port Wakefield – Yorketown (St Vincent Hwy) [North of Yorketown]	58.17	190	District Council of Yorke Peninsula
** Corney Point – Yorketown (Liddiard Road / White Hut Road)	25.91	85	District Council of Yorke Peninsula

Appendix C



To reduce road trauma and help you get home safely, we've reduced the speed limit on more rural roads*. Look out for changed road signs on rural roads within approximately 100 km of Adelaide and on the Yorke Peninsula. Remember, 100 km/h is the default speed limit on rural roads unless otherwise signed.

**excluding national highways and freeways.*

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Government of South Australia
Department of Planning,
Transport and Infrastructure

18/03/13



To reduce road trauma and help you get to your holiday destination safely, we've reduced the speed limit on more rural roads*. Look out for changed road signs on rural roads within approximately 100 km of Adelaide and on the Yorke Peninsula. Remember, 100 km/h is the default speed limit on rural roads unless otherwise signed.

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