



Side Road Activated Speeds Fact Sheet

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How SRAS systems work



WHAT ARE THEY?

Side Road Activated Speeds (SRAS) systems are an innovative method to reduce crashes at high-risk intersections in rural areas.

When a motorist travelling on a side road approaches the high-speed main road, sensors trigger an electronic speed sign that temporarily reduces the speed limit on the main road by 20 or 30km/h.



BENEFITS



Temporarily reduces vehicle speeds, when the risk (traffic entering from the side) is present.



The speed reduction only extends around 500m, and only applies when a vehicle is approaching from the side-road, so the impact on travel time is negligible.



If an intersection crash should occur, the impact speed would be lower resulting in reduced levels of road trauma.

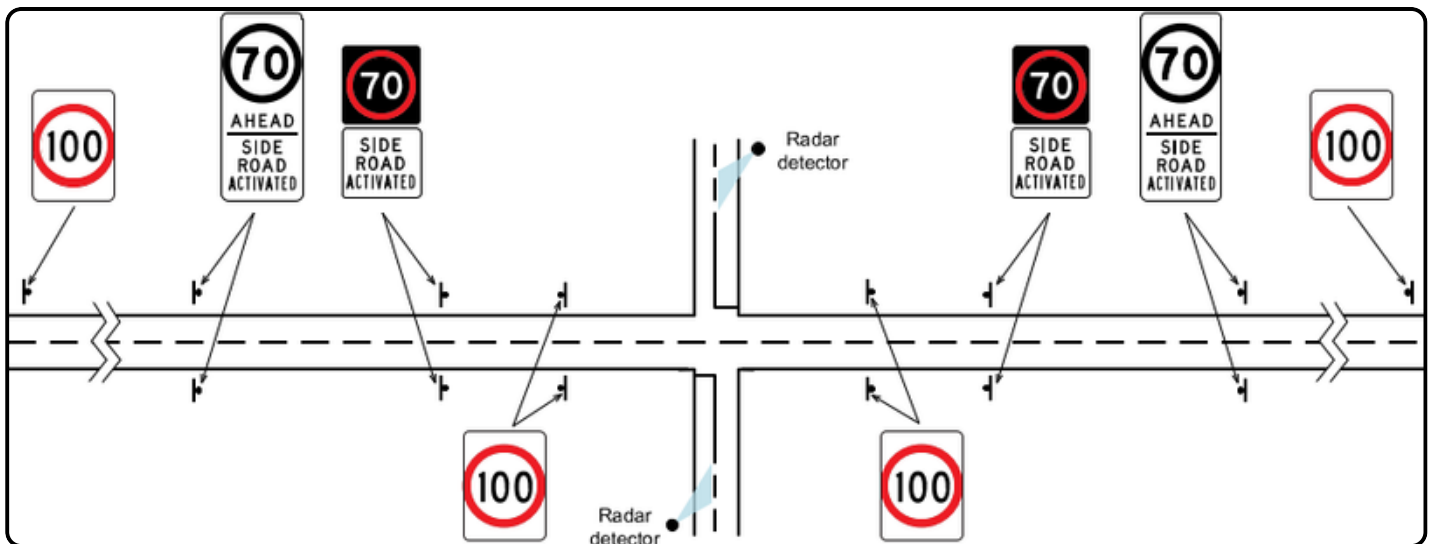


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WHAT DO THEY LOOK LIKE?

The Department of Transport and Planning provides an example SRAS layout in TEM Volume 3 Part 211 Speed Zoning Guidelines:



KEY COST INFLUENCES



A divided carriageway would require additional electronic signs



Number of intersections being monitored



Site availability for power sources (electricity or solar)



Quantity of road safety barrier required to shield motorists from electronic signs



Quality of existing pavement surface - may need to be rehabilitated



Type of monitoring system (induction loops or radar)



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EXAMPLES / FURTHER READING

EXAMPLE SITES:

- [Bass Highway, Leongatha South](#)
- [Bass Highway, Bass](#)
- [Hume Freeway, Tallarook](#)

GUIDANCE / NOTES:

- [TCS - 071 - Side Road Activated Speeds](#)
- [VicRoads Speed Zoning Policy](#)
- [ARRB, 'Preliminary Evaluation of Side Traffic Activated Rural Speeds \(STARS\) Sites in Victoria'](#)
- [Austroads, 'Towards Safe System Infrastructure: A Compendium of Current Knowledge'](#)

Other common names for SRAS include:

- Rural Junction Active Warning System (RJAWS)
- Rural Intersection Active Warning System (RIAWS)
- Side Traffic Activated Rural Speeds (STARS)



MORE INFO?

We're here to help.

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