



# Submission: SA 2021–2022 State Budget

# RAA at a glance



South Australia's  
**largest**  
membership organisation



Advocating for South  
Australians for over  
**115 years**



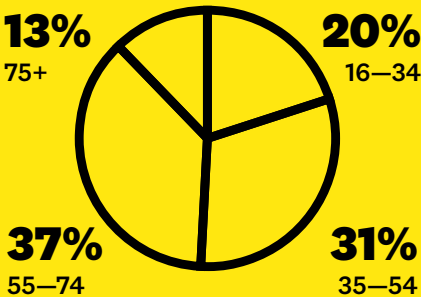
**770k+**  
current members  
(55% of SA adults)



**1000+**  
staff employed  
across SA



**150k+**  
RAA members are  
also cyclists



Our members span  
all adult age groups



**Largest**  
personal lines  
insurer in SA



**340k+**  
roadside callouts  
per year



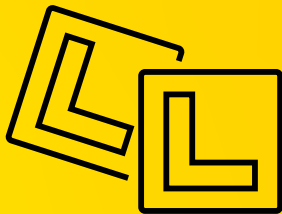
**530+**  
tourism providers  
promoted on Experience SA



**500+**  
businesses accredited  
through RAA's Approved  
Repairer network



**27k**  
SA school students educated  
on road safety each year



**23k+**  
free lessons delivered to  
keep SA learner drivers safe



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RAA is South Australia’s largest member organisation, representing more than 770,000 South Australians – about half the state’s population. Our diverse motor, home and travel expertise means that we can help translate public policy into opportunity for South Australians and advocate for the things that matter. RAA’s advocacy efforts support the economic prosperity of South Australia, including its regions – recognising our role as an employer of almost 1,000 people across our state.

RAA has been a trusted advocate in transport and mobility developed over the last 118 years. We have also provided South Australians with travel services, ranging from holiday planning and bookings to travel insurance and international driving permits, for over 60 years. This means we have an expert understanding to provide unique insights into services and public policy settings to encourage improved transport, mobility planning and services and tourism infrastructure to help support and benefit our members and the broader South Australian community.

Our advocacy is evidence-based: we consult and engage with industry, government and our members; and we use open-source data, research and technical field work to develop and test our recommendations.

RAA is pleased to provide our insights and key budget recommendations for the **2021–22 State Budget** in the greater interest of our stakeholders – our members and the South Australian community – and highlight key areas for investment that can support our State’s recovery and ongoing prosperity.



# Executive summary



South Australia's economic recovery from COVID-19 is gathering pace with business conditions and confidence at its highest levels since before the pandemic began, confirming South Australia as amongst the nation's best performers.<sup>1</sup> Whilst consumer confidence has been resilient, the legacy of the pandemic will linger within our economy for some time. Broad state and regional economic growth, job creation and adapting to a new normal will continue to be challenges faced by the South Australian Government.

RAA commends the State Government's decision to implement a strong budget in 2020–21, delivering against RAA's call for significant investment in road safety and infrastructure, for moving towards sustainable energy and transport networks and stimulus spending to reinvigorate the economy. While the level of government debt will need to be carefully managed, the State Government recognised in its 2020–21 budget papers that a stimulus response needs to be provided over multiple years.<sup>2</sup> RAA therefore urges the South Australian Government to continue its commitment to stimulus spending and industry support to ensure the economy and jobs grow. Smart investments to support road safety, public transport, cycling and tourism, and investments in future mobility, will continue to propel our economy, setting South Australia up for greater long-term, sustainable growth.



### Road safety

Last year marked the final year of Australia's *National Road Safety Strategy 2011–2020* and of South Australia's complementary *Towards Zero Together 2020* Road Safety Strategy. Both aimed to reduce road crash fatalities and serious road crash injuries by at least 30 per cent by the end of 2020 (compared with the 2008–2010 average). In the case of South Australia, this amounted to a target of fewer than 80 fatalities and 800 serious injuries by 2020.

Tragically, in 2020 South Australia recorded preliminary figures of 93 fatalities and 740 serious injuries. We failed to achieve the targeted improvement in fatalities and South Australia's road fatality rate per 100,000 population remains substantially above the national average.<sup>3</sup> Regional areas continue to be over-represented: From 2015–2019, 57% of South Australian road fatalities and 41% of serious injuries occurred in regional areas.<sup>4</sup>

In addition to the enormous personal impact of road trauma, the economic costs in Australia (including loss of life and health, vehicle damage, disability care, health services and travel delay) are estimated at nearly \$30 billion. The costs to government budgets (including lost taxation, income support and health services) are estimated at nearly \$4 billion per year.<sup>5</sup>

In June 2020, RAA surveyed our members about road safety in South Australia. From a list of nine different transport policy areas, improving road safety was ranked as the highest priority for the State Government to address, with only a quarter of members feeling 'extremely' or 'very safe' using South Australia's roads.

While advances have been made in the past decade, it is clear that a lot more work needs to be done to make South Australia's roads safe. RAA commends the Federal and State Governments for investments in South Australian road infrastructure safety upgrades announced over the past 12 months, including targeted road safety works, a regional road network package and the Australian Government's Road Safety Program. However, a large amount of the state's road network still falls short of acceptable safety standards and in particular of the target for 80% of travel on state roads and 90% on national highways to meet a minimum 3-star AusRAP rating.<sup>6</sup>

RAA recommends the State Government continues to inject new funding into road upgrades and maintenance and direct this at our regional roads to improve road user safety and help to reduce road trauma. This is particularly important with the increased strain on our regional roads due to greater intrastate travel. Each incremental star rating improvement to a road is estimated to reduce fatalities and serious injuries by at least 40%.<sup>7</sup> Not only will these much-needed road safety treatments help save lives and improve journeys, but they will also support a pipeline of work securing jobs and providing the necessary boost to our regions.





### Public transport

Public transport is critical to connect people to jobs, home, schools and essential services, and to help manage the capacity of the road network. However, the need for social distancing during the COVID-19 pandemic has impacted the usage and patronage of our public transport system. During the peak of COVID-19, public transport patronage in most Australian cities dropped by 10–30% of normal levels as people went out less and found alternate means to get to work, with greater working from home and fewer students.<sup>8</sup> A Member Panel survey conducted by RAA on the impact of COVID-19 on transport usage (October 2020) found that 3% of members were using public transport more and 55% were using it less during COVID, with the main reason cited as not feeling safe or avoiding use all together.

While congestion and emissions reduced in the initial lockdown period, overall traffic levels recovered quickly and have now returned to roughly pre-pandemic levels, with a greater reliance on people using cars for their mode of transportation. An increased uptake in second-hand vehicle purchases has been observed, indicating that higher car usage may persist for some time in the future. To avoid putting the road network under excessive strain, it is important that the South Australian Government acts now to encourage patrons back to public transport. This should be done through measures and communications to reassure the public of the safety of public transport and by investing in improvements to the network. In line with Infrastructure Australia's latest Infrastructure Priority List, congestion can be reduced further by also implementing alternatives to at-grade level crossings of the road and rail network.<sup>9</sup>

It is critical that people feel safe returning to public transport and that there are dedicated investments from our government, so that public transport remains central to our transport systems to place South Australia at the forefront of being a thriving and successful city.

### Future mobility

Increased availability of new vehicle technologies and refuelling infrastructure will give South Australians greater choice and provide additional productivity, emissions reduction, fuel security and air quality in future years. The South Australian Government has demonstrated its commitment to sustainable energy and transport networks, announcing \$18.3m to encourage the uptake of electric vehicles as part of the 2020–21 State Budget. The establishment of hydrogen hubs in South Australia and \$37m allocated to the upgrade of the Port Bonython jetty also as part of last year's budget are all welcomed steps in the Government's plan to position South Australia as an exporter of green energy to global markets. However, it is important that the Government continues to deliver against its target of achieving net 100% renewable energy by 2030.

The South Australian Government has the opportunity to capitalise on our state's strength in renewable energy generation by developing additional energy storage facilities and trialling the use of hydrogen-powered vehicles. In addition, technology should be leveraged to improve the efficiency of our transport network through the use of intelligent transport systems that allow better traffic management and trials of autonomous freight.





### Cycling

RAA recognises that an efficient transport system needs to use a range of transport modes and that many of our members complement driving with other transport modes including cycling. RAA supports initiatives that provide a safe transport environment for all road users. Cyclists are one of the most vulnerable road user groups, with more than 2,540 cyclists injured or killed in road crashes between 2015 and 2019 across South Australia, and 11% of cyclist crashes occurring in Adelaide's CBD roads. RAA research suggests that more than 150,000 of our members are active cyclists, empowering our advocacy to extend to safer cycling infrastructure investments in our road network for our members and for all South Australians.

Investment in further road maintenance to better support cycles lanes on metropolitan roads provide greater safety benefits to all road users, while investment in regional off-road trails provides safer routes away from high-speed roads, which are particularly attractive to less confident cyclists and to tourists.

Safer cycling infrastructure will encourage greater uptake of active transport, a key Government objective as outlined in the South Australian Government's Climate Change Action Plan 2021-2025. It also supports greater economic tourism value, which can help in promoting positive attitudes towards cycling that can aid in the challenge of car dependency.

### Tourism

The tourism sector plays a critical part in our state's economy in both driving economic prosperity and employment opportunities, particularly for our regions. Prior to COVID-19, visitor expenditure reached \$8.1 billion (44% of which was spent in the state's regions), with 18,000 tourism businesses across the state directly employing over 40,000 workers.<sup>10</sup>

COVID-19 has significantly impacted large sections of the tourism sector, with the loss of international and most interstate tourists. Uncertainty and the unpredictability of border restrictions at a national level continues to impact business activity and the confidence to travel. The South Australian Tourism Commission's (SATC) latest quarterly report, for the 12 months up to September 2020, shows a total visitor expenditure figure of \$5.5 billion, down 29% compared with a year earlier. International spend was down 45%, and interstate spend plummeted by 42%.<sup>11</sup> With international travel still closed until vaccines prove effective at preventing transmission, there is an opportunity for our local tourism industry to diversify in the interim from the international market to focus on the local, domestic market while remaining ready to snap back for the reopening of international borders in the future.

The State Government's effective response to COVID-19 has enabled regional intrastate travel to recover more strongly, with 48% of expenditure now occurring in the regions. The announcement in the 2020-21 State Budget of \$120m tourism marketing funding over four years is welcomed; however, increased funding support for marketing continues to be needed more than ever to support this industry. This next financial year is also an opportune time to stimulate the economy by investing



in tourism infrastructure that will entice interstate and international visitors to South Australia when they are able to travel and improve their experience while they are here. Such investment should focus both on standout attractions (such as looking at the case for an Adelaide Rainbow Circuit) and on essential tourist services such as mobile phone coverage. Improvements to tourism infrastructure can stimulate regional economies, build business and consumer confidence, leverage our state's unique nature-based attractions and deliver increases in visitor numbers to ensure that South Australia is poised to recover and claim market share of the domestic tourism market and international market in the longer term.

# Key recommendations for the 2021–2022 State Budget



## 1 Road safety

- a. Collaborate with the Federal Government to fund and deliver a **staged duplication of Augusta Highway, Dukes Highway and Sturt Highway** (to Truro).
- b. Supplement road maintenance funding to **address unsafe regional roads** in immediate need of rehabilitation/resealing including Owen Rd, Old Sturt Highway, Onkaparinga Valley Rd and Lobethal Rd.
- c. Implement a dedicated **rural roadside hazard mitigation program**.
- d. Expand the use of **Rural Junction Active Warning Systems (RJAWS)**.
- e. Ringfence income generated from the Crafers and Leawood Gardens speed cameras for **improvements to safety on the South Eastern Freeway**, including upgrading signage and extending acceleration lanes.

## 4 Cycling

- a. **Improve Adelaide cycling infrastructure by resurfacing and repainting metropolitan arterial roads** including ANZAC Highway, Marion Rd, Greenhill Rd, Payneham Rd, Cross Rd and Fullarton Rd.
- b. Assist local councils to **develop and link regional cycling trails** that leverage South Australia's reputation as a premier cycling and wine destination.

## 2 Public transport

- a. **Extend the Seaford passenger rail line to Aldinga**.
- b. Allocate funding to make the Mount Barker **On-Demand bus service** permanent and to trial in other regional towns such as Victor Harbor-Goolwa.
- c. Establish a **bus shelter fund** to assist councils in providing accessible infrastructure at all identified locations within their respective jurisdictions.

## 3 Future mobility

- a. Upgrade Dukes Highway to accommodate **autonomous freight transport** and connected vehicle technology.
- b. Investigate the implementation of **intelligent transport systems (ITS)** technology in the road system.
- c. Develop additional **energy storage facilities** and other grid firming infrastructure for renewable energy.
- d. Establish South Australia's first hydrogen refuelling stations and procure hydrogen-powered public service vehicles to enable a **hydrogen vehicle trial**.

## 5 Tourism

- a. **Increase the SATC's marketing and operating budget** to leverage the opportunity to attract international travellers as borders reopen.
- b. **Inject funding into the Adelaide Convention Bureau** to secure business events for South Australia as the business event market re-emerges.
- c. **Improve mobile phone and data coverage on tourist routes** in regional South Australia.
- d. Fund a **feasibility study for the Adelaide Rainbow Circuit**, a continuous, uninterrupted walk, run and bike circuit throughout the City's Park Lands.



# 1. Road safety





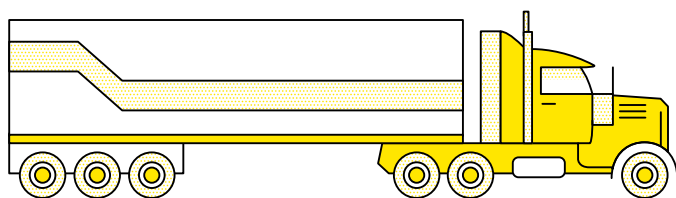
# 1. Road safety recommendations

## Recommendation 1A:

Collaborate with the Federal Government to fund and deliver a staged duplication of Augusta Highway, Dukes Highway and Sturt Highway (to Truro).

Augusta Highway, Dukes Highway and Sturt Highway are three key routes connecting Adelaide to the rest of the National Land Transport Road Network, and on each corridor safety is currently compromised by a high risk of a head-on crash:

- Augusta Highway is the principal route to the north of the state for freight, agriculture and tourism, carrying an average of almost 4000 vehicles per day, 22% of which is commercial traffic including road trains and b-triples. From 2015 to 2019, there were 26 fatalities, 55 serious injuries and 107 minor injuries on this highway, with 10 fatalities occurring as a result of head-on crashes.
- Dukes Highway is part of the principal road freight route between Adelaide and Melbourne, carrying an average of almost 4000 vehicles per day, 33% of which is commercial traffic including road trains and b-doubles. From 2015–2019, there were 12 fatalities, 31 serious injuries and 59 minor injuries on this highway, with 10 fatalities occurring as a result of head-on crashes. Head on crashes make up 21% of all casualty crashes.



- Sturt Highway is an important road link connecting Adelaide to Mildura and New South Wales and forms part of the principal freight route between Adelaide and Sydney. The section between Greenock and Truro carries around 6000 vehicles per day, 20–30% of which is commercial traffic including road trains and b-triples. From 2015 to 2019, there were 24 fatalities, 66 serious injuries and 193 minor injuries on this highway, with nine head-on crashes leading to a fatality (three within the suburb of Truro). Of 19 head-on injury crashes on Sturt Highway, six occurred in the suburb of Truro and an additional one occurred in the suburb of Greenock.

While safety improvements have been made to these highways in recent years, we continue to see a high proportion of head-on crashes, and road duplication is likely to be required to bring an end to this. The Victorian Government is already progressively duplicating the Western Highway, so duplicating the Dukes Highway would create a dual carriageway the whole way from Adelaide to Melbourne. Duplication of Dukes Highway and part of Sturt Highway would also facilitate use of a freight route between Murray Bridge and Truro (bypassing Adelaide and the South Eastern Freeway) by large high productivity vehicles, delivering both safety and efficiency benefits. Infrastructure Australia has identified high productivity network access in South Australia as a priority initiative and highlighted the need to consider duplicating Augusta Highway, Dukes Highway and Sturt

Highway in order to deliver this.<sup>12</sup> Moreover, duplication of Dukes Highway would create an opportunity to install Vehicle-to-Infrastructure technology, which would allow autonomous and connected freight vehicle trials along this highway.

RAA welcomes the South Australian's Government's \$5m commitment for a wire rope centre barrier on part of Dukes Highway, which is an important interim treatment to reduce trauma. However, full duplication of the route will require a much more substantial figure in the region of \$2bn. \$80m has been committed so far by the Federal and State Governments to commence duplicating key sections of the Augusta Highway, but the total cost from Copper Coast Highway to Port Augusta is likely to be in the region of \$1.3bn. Duplication of Sturt Highway between Gawler and Greenock was completed in 2010 at a cost of \$159m, and \$87.5m was allocated in the 2019–20 State Budget for upgrades to the highway. However, Sturt Highway would need to be duplicated as far as Truro to realise the full benefits of a freight bypass through the Adelaide Hills.

With a federal election due to take place in the 2021–22 financial year, RAA recommends that the State Government allocate funding to contribute towards these duplication projects so that it is in a position to secure election funding commitments from the federal parties.



# 1. Road safety recommendations (continued)

**Recommendation 1B:** Supplement road maintenance funding to address unsafe regional roads in immediate need of rehabilitation/resealing including Owen Rd, Old Sturt Highway, Onkaparinga Valley Rd and Lobethal Rd.

Infrastructure SA has classified 75% of South Australia's road surfaces as being in poor condition and identified a \$780m renewal backlog across the South Australian network.<sup>13</sup> This has serious safety implications, particularly on regional roads where driving speeds are high and where the majority of South Australian road fatalities occur. In its latest Infrastructure Priority List, Infrastructure Australia has identified South Australian road network maintenance as a high priority initiative.<sup>14</sup> RAA welcomed the State Government's commitment of \$52m over three years for upgrades of regional roads as part of its 2020–21 State Budget. However, through our regional assessments, Risky Roads campaigns and Report-a-Road program,<sup>15</sup> RAA has identified several additional regional roads that need to be prioritised for maintenance works but where no funding has been committed:

- Owen Rd (Barossa, Light and Lower North) – The second most nominated regional road in our 2019 Risky Roads campaign and identified in our 2017 Barossa and Light regional assessment as in need of a complete overhaul of the pavement and subgrade from Templers to Hamley Bridge to remove significant corrugations
- Old Sturt Highway (Murray and Mallee) – Identified in our 2018 Riverland regional assessment as having significant corrugations, heavy polishing, rutting and undulations along the length of the road and being in need of a full reseal
- Onkaparinga Valley Rd (Adelaide Hills) – Identified in our 2020 Adelaide Hills regional assessment as having shallow ruts and cracking between Verdun and Balhannah, pronounced undulations between Mount Torrens and Birdwood and a failing surface in Birdwood, and therefore in need of pavement rehabilitation and resealing
- Lobethal Rd (Adelaide Hills) – Identified in our 2020 Adelaide Hills regional assessment as having pavement failures on approaches to, and around, curves, which could cause cyclists and motorcyclists to lose control

In recent road assessments, RAA also identified the need for priority maintenance work on Spencer Highway (Yorke Peninsula), Upper Yorke Rd (Yorke Peninsula), Thiele Highway (Barossa, Light and Lower North) and Lucindale Rd (Limestone Coast). The State Government has announced plans to carry out maintenance work on each of these roads, and it is important that this includes resealing and rehabilitating undulating sections.

**Recommendation 1C:** Implement a dedicated rural roadside hazard mitigation program.

One of the most frequently encountered issues on rural roads is the proximity of unprotected roadside hazards. Most often, this is in the form of large trees; however, rock cuttings, steep embankments, drop-offs and narrow bridges all frequently expose road users to an unacceptable level of hazard. In South Australia, one in three regional crashes leading to a fatality or serious injury is the result of a collision with a fixed object.

Many rural roads in South Australia would benefit from some level of barrier protection or hazard removal to improve road safety. Such measures have been proven to be effective; for example, there was a substantial reduction in casualty crashes on Dukes Highway following the removal or relocation of all hazards within 5 metres and installation of roadside barriers at high-risk locations in 2012–13. The Austroads Crash Modification Factors imply that removal of roadside hazards can eliminate up to 80% of 'off road, hit object' crashes, while a roadside wire rope safety barrier can eliminate up to 90%.<sup>16</sup>

RAA therefore proposes that a dedicated regional roadside hazard mitigation program be implemented with an annual funding amount which will fast-track these much-needed safety treatments. This program should be designed such that entire corridors are targeted for treatment (rather than discrete sites based on prior crash history). Through our regional assessments, RAA has identified several corridors that would benefit from this treatment such as Main Rd (Cherry Gardens), Lobethal Rd, Lower North East Rd, Gorge Rd, Victor Harbor Rd, Upper Yorke Rd, Naracoorte Rd and Clay Wells Rd (Bray). However, AusRAP star ratings should be used to prioritise which corridors are addressed first.

# 1. Road safety recommendations (continued)

## Recommendation 1D:

Expand the use of Rural Junction Active Warning Systems (RJAWS).

The Rural Junction Active Warning System (RJAWS) detects vehicles approaching an intersection from a side road and automatically lowers the speed limit on the through road to provide a safer gap for vehicles entering from the side road. This technology is used in locations where sight distance is poor under current operating speeds and the cost to increase sight distance is prohibitive. RJAWS is currently in use in four locations including: Cudlee Creek Rd/Fox Creek Rd (Cudlee Creek); Bull Creek Rd/Paris Creek Rd (Bull Creek); McLaren Flat Rd/Bakers Gully Rd (Kangarilla); and Horrocks Highway/Stradbroke Rd (Stanley Flat).

As part of our regional assessments, RAA has recently surveyed Adelaide Hills and Fleurieu Peninsula residents to gauge their views on RJAWS. Three quarters of Adelaide Hills respondents supported this technology being used in locations with poor geometry (with only 3% opposed) and six-in-ten Fleurieu Peninsula respondents supported RJAWS being used at more intersections on the Fleurieu Peninsula (with only one-in-ten opposed). Many respondents who use the intersections with RJAWS in place feel safer as a result. One stated, “I regularly travel along McLaren Flat Road/Bakers Gully Road and the RJAWS definitely helps make drivers more aware of upcoming intersections”. Another commented, “I go through the Cudlee Creek and Fox Creek intersection at least once a week and since the RJAWS has been installed I feel safer. This system needs to be rolled out to other intersections with poor visibility and geometry.”

RAA considers RJAWS to be an effective road safety measure where other upgrades may be cost-prohibitive and therefore recommends its use is expanded to other intersections where safety upgrades may not be possible, for example the intersection of North East Rd and Lower North East Rd (Houghton) and the intersection of Gorge Rd and Torrens Hill Rd (Cudlee Creek).

## Recommendation 1E:

Ringfence income generated from the Crafers and Leawood Gardens speed cameras for improvements to safety on the South Eastern Freeway, including upgrading signage and extending acceleration lanes.

Between 2015 and 2019, 237 casualty crashes occurred on the South Eastern Freeway or at freeway interchanges. In RAA’s recent Adelaide Hills regional assessment, respondents to our survey raised concerns with the South Eastern Freeway far more than other areas of the Adelaide Hills road network. In response to this, RAA produced a separate report focused specifically on the South Eastern Freeway.<sup>17</sup> Our report outlines several measures that would improve safety on the South Eastern Freeway including:

- Upgrading signage as part of an intelligent motorway upgrade between Crafers and Glen Osmond, with speed limit signs for each lane on overhead gantries to better highlight the prevailing speed limit
- Installing additional advance warning signage for the truck parking area west of the Heysen Tunnels
- Extending several acceleration lanes to allow more time for vehicles to safely enter the South Eastern Freeway

Despite warning signage, drivers still regularly exceed the posted speed limit on the South Eastern Freeway descent. A review of publicly available SA Police expiation notice data found that the Crafers and Leawood Gardens fixed speed cameras consistently detect among the highest number of speeding vehicles per year of all the fixed camera sites in South Australia.<sup>18</sup> Between 2015 and 2019, speeding fines at these two cameras totalled more than \$30m. Given the revenue generated, this funding should be reinvested back into improving safety on the South Eastern Freeway.



# 2. Public transport



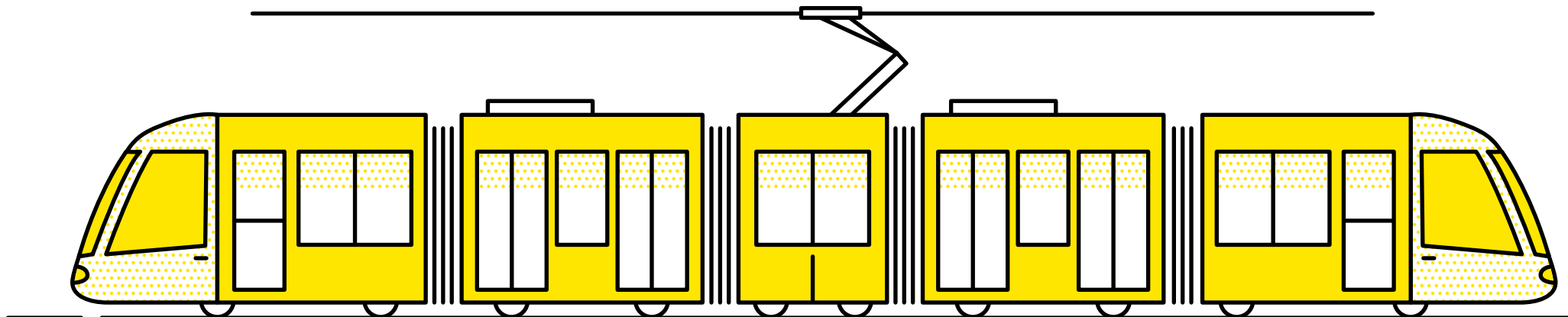
## 2. Public transport

### **Recommendation 2A:** Extend the Seaford passenger rail line to Aldinga.

RAA supports investment in planned public transport infrastructure and services for new developments to reduce dependence on private vehicle usage and public buses that place pressure on existing road corridors. RAA is concerned that, without investment, future developments could suffer from the same issues experienced by the residents of Mt Barker, who do not have passenger rail access to the city and are totally reliant on road-based transport. RAA considers it crucial that the Seaford passenger rail line is extended to Aldinga. This would provide a direct rail link with the Adelaide CBD and a significant improvement to mobility in Aldinga and surrounds.

The Aldinga Structure Plan includes investigations into rezoning a 94-hectare site at Aldinga, encompassing a B-12 school accommodating up to 1,675 students. Construction of the school has already commenced and it is due to open at the start of the 2022 school year.<sup>19</sup> Profile ID population forecasts to 2036 estimate an average annual population change of 3.76% in Aldinga-Port Willunga, 4.19% in Sellicks Beach and 1.12% in Aldinga Beach.<sup>20</sup> The social impact assessment completed as part of the Aldinga Structure Plan also indicates that a rezoning of deferred urban land could yield a further 1,622 allotments and add 3,974 persons to the population of Aldinga Beach and Aldinga-Port Willunga combined and that this data may not be captured within Profile ID forecasts.<sup>21</sup>

A rail line extension would also improve accessibility to Adelaide from locations further down the Fleurieu Peninsula such as Normanville, Yankalilla and even Victor Harbor. RAA recently surveyed over 1,000 residents of the Fleurieu Peninsula to gauge how frequently they would use a rail extension from Seaford to Aldinga. Three quarters of respondents living in the Onkaparinga council area indicated they would be likely to use the service, two-in-ten on a weekly basis and one-in-ten on a daily basis. Three quarters of Yankalilla council area residents and half of Victor Harbor council area residents indicated they would be likely to use the service, with one-in-ten residents in each council area indicating they would use it on a weekly basis. The rail extension was viewed as useful for personal and family commuting, as an alternative to driving to Adelaide and as a way of reducing driving time to access the rail line. One respondent commented: “I live in Victor Harbor and work in Adelaide, so already drive to Seaford most days to catch the train. Aldinga will save me some time.” Another remarked: “Children attend school in city so they would be on the train 5 days a week and sometimes for sporting activities on weekends.”





## 2. Public transport (continued)

**Recommendation 2B:** Allocate funding to make the Mount Barker On-Demand bus service permanent and to trial in other regional towns such as Victor Harbor-Goolwa.

Regional South Australian towns are typically poorly serviced by public transport, with low patronage meaning frequent, reliable services are costly to deliver. This limits transport options for those who either cannot or do not wish to travel using their own vehicle. For example, in recent RAA regional assessment surveys two thirds of Adelaide Hills residents indicated they did not believe there were adequate alternative transport options for those without access to a car and three quarters of Fleurieu Peninsula residents rated the overall accessibility of the region for someone without a motor vehicle as fairly poor or very poor.

In January 2020, South Australia began its first On-Demand bus trial in Mount Barker and the Barossa. The trial enables passengers to use the Keoride app to order a bus, when and where they need it, to take them anywhere within the service area. Demand for the service has substantially exceeded expectations, despite the unprecedented disruption from COVID-19 and the resultant loss of confidence among some South Australians in using public transport.

In January 2021, the Mount Barker trial was extended until June and the service area expanded to include Littlehampton and Nairne. RAA recommends that funding be allocated to make the Mount Barker On-Demand bus service permanent and that the State Government launches trials in other regional towns based on the learnings from the initial trials. RAA recently surveyed over 1000 residents of the Fleurieu Peninsula to gauge interest in an On-Demand bus service covering the Victor Harbor-Goolwa area: 55% of respondents from the Victor Harbor council area and 43% of respondents from the Alexandrina council area indicated they would find such a service at least fairly useful, with the service particularly appealing among older people or other groups unable to drive. One respondent commented, “I am old and having trouble driving. A bus service would be great.” while another remarked, “Aging population cannot always walk to a place to catch a bus of which are few and far between in Victor Harbor.”

**Recommendation 2C:** Establish a bus shelter fund to assist councils in providing accessible infrastructure at all identified locations within their respective jurisdictions.

Safe, accessible protection from the elements while waiting for transport is essential, particularly on those routes where waiting times can be longer due to infrequency of services. Improved amenity for public transport patrons and accessibility to services is a key part of restoring public transport patronage. This is reflected in the provision of accessible infrastructure and shelters being one of the key recommendations of the Adelaide Hills – Fleurieu Peninsula Regional Public Transport Study prepared for Regional Development Australia. A respondent to RAA’s recent Adelaide Hills regional assessment survey commented: “We need more...shelters – it rains so much in the hills and we are made to stand in the rain and dark waiting for buses that sometimes don’t show up.” Likewise, a respondent to RAA’s Fleurieu Peninsula regional assessment survey called for: “seats and weather shelter at bus stops.”

In order to meet the requirements of the Federal Government’s Disability Standards for Accessible Public Transport 2002, councils have in many cases established an annual program to upgrade all bus stops throughout their respective areas. However, there are often delays in the provision of this important infrastructure due to the limited resources of some councils together with the substantial cost involved (particularly at sites with service and infrastructure issues). It is therefore proposed that a bus shelter fund be established with an annual amount of \$2m to assist councils in providing suitable infrastructure in a timely manner for all identified public transport locations within their respective jurisdictions. Longer term, the provision of real-time journey information needs to be incorporated into these shelters to encourage greater patronage of public transport, particularly for those with sensory impairments or who are not able to use apps.

# 3. Future mobility





### 3. Future mobility

**Recommendation 3A:** Upgrade Dukes Highway to accommodate autonomous freight transport and connected vehicle technology.

Dukes Highway is part of the principal road freight route between Adelaide and Melbourne, carrying an average of almost 4,000 vehicles per day, 33% of which is commercial traffic including road trains and b-doubles. As outlined in Recommendation 1A, RAA calls on the State Government to collaborate with the Federal Government to fund and deliver a staged duplication of Dukes Highway. The highway also looms as a major strategic route for future autonomous freight operations, which will require at least two lanes in each direction.

If the Dukes Highway duplication proceeds, there is an opportunity for the State Government to simultaneously fund the installation of Vehicle-to-Infrastructure technology. This would allow autonomous and connected freight vehicle trials along this section of highway and could later have a permanent role. This infrastructure could be put in place for approximately \$1.5m and there are South Australian technology businesses who would be well placed to win contracts to deliver this work.

**Recommendation 3B:** Investigate the implementation of intelligent transport systems (ITS) technology in the road system.

Uptake of intelligent transport systems (ITS) technology in the road system is essential for the efficient use of existing infrastructure. Specific projects to consider include:

- The use of ‘vehicle to everything’ (V2X) technologies for creating green wave traffic conditioning, especially on significant areas of the road network such as the Adelaide CBD inner ring route.
- Expansion of the AddInsight system to provide live updates for satnav/GPS directions or variable speed changes. The government should leverage the expertise of local leaders in this area (e.g. Cohda Wireless and SAGE Automation). AddInsight data can also assist in managing better traffic flow and traffic light management and provide smart route calculation around the CBD for drivers.
- Support for infrastructure to enable the operation of 5G communication technology for the development of ITS and connected vehicle technology.

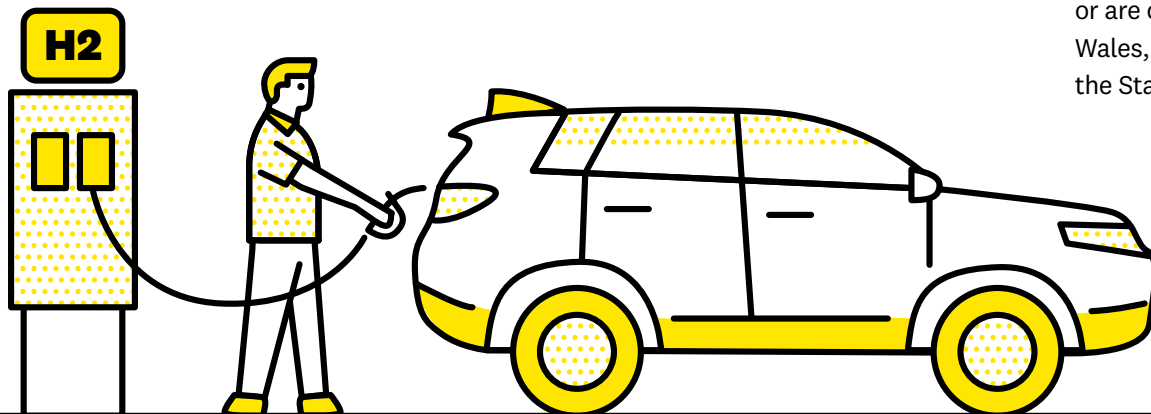
RAA welcomes the \$4m investment to install speed-activated warning signage on the South Eastern Freeway descent and considers there are further ITS opportunities on the South Eastern Freeway between Crafers and Glen Osmond such as an upgraded managed motorway system.

### 3. Future mobility (continued)

**Recommendation 3C:** Develop additional energy storage facilities and other grid firming infrastructure for renewable energy.

Managing demand on current infrastructure and supporting reliable renewable energy for the state will depend on energy storage facilities and other grid firming infrastructure. RAA welcomes plans to build a big battery at Torrens Island and another near Port Augusta, as these will help to stabilise the grid. In addition, the AGL Electric Vehicle Orchestration Trial project, involving South Australian electric vehicle owners, will provide valuable information on how to implement smart charging to manage electricity demand and store excess energy in vehicle batteries. The potential for electric vehicles to strengthen our electricity system was rightly acknowledged in South Australia's Electric Vehicle Action Plan, which allocated funding for smart charging and vehicle-to-grid charging trials.

While the total amount of energy storage required is unknown, securing more storage is critical. RAA therefore recommends that the State Government invests in further energy storage projects such as pumped hydro, compressed air energy storage, large scale battery, molten salt and other gravitational potential methods. Complementary infrastructure such as synchronous condensers, although costly, will also benefit the increased adoption of renewable energy. Once the results of smart charging trials are known, the State Government should move quickly to facilitate the deployment of the most effective EV charging technologies, for example through updating planning laws.



**Recommendation 3D:** Establish South Australia's first hydrogen refuelling stations and procure hydrogen-powered public service vehicles to enable a hydrogen vehicle trial.

Hydrogen manufacture and use as a fuel has potential economic, environmental, health and energy security benefits for South Australia. Establishing a hydrogen generation industry would complement the already thriving renewable energy industry in the state, providing a clean source of hydrogen for sale and grid firming characteristics.

RAA welcomed the South Australian Government's Hydrogen Action Plan released in September 2019, the establishment of the Australian Hydrogen Centre at Tonsley Innovation District, and the installation of Australia's largest hydrogen electrolyser at HyP SA. We were also pleased to see further commitments in the 2020–21 State Budget towards the hydrogen industry, including establishing three hydrogen hubs across the state and upgrading the Port Bonython jetty.

In addition to being a national leader in hydrogen generation and export, there is an opportunity for South Australia to be at the forefront of developing and trialling the use of hydrogen as a fuel. This will require establishing hydrogen refuelling stations in South Australia and procuring hydrogen-powered vehicles such as buses and waste collection vehicles, which are well suited to hydrogen use given they are return to base fleets. Hydrogen-powered buses are due to be introduced to Australia this year and to be manufactured in Australia by 2022. Hydrogen refuelling stations have been established, or are currently being planned, in most other Australian jurisdictions including New South Wales, ACT, Victoria, Queensland and Western Australia. RAA therefore recommends that the State Government now invest in trialling hydrogen vehicles in South Australia.





# 4. Cycling



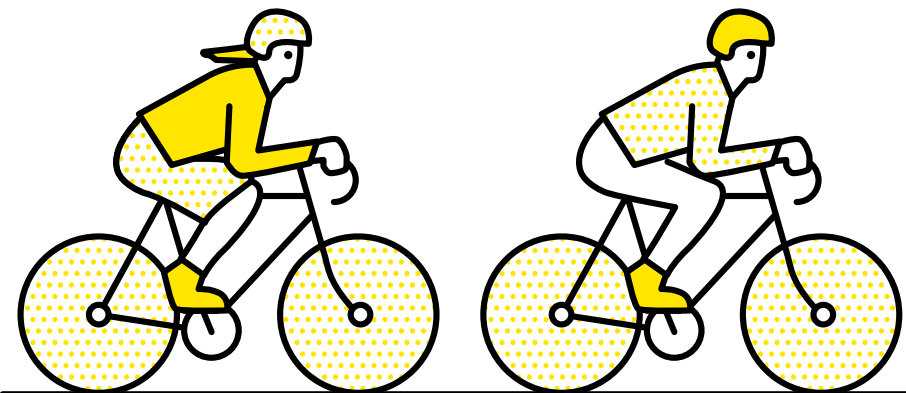
## 4. Cycling

**Recommendation 4A:** Improve Adelaide cycling infrastructure by resurfacing and renewing line marking on metropolitan arterial roads including ANZAC Highway, Marion Rd, Greenhill Rd, Payneham Rd, Cross Rd and Fullarton Rd.

RAA's 2020 Risky Rides survey invited members of the South Australian community to nominate on-road cycle lanes and off-road cycle paths that pose a risk to cyclists. The survey results reveal a substantial level of concern among cyclists about the safety of cycling infrastructure on metropolitan arterial routes.<sup>22</sup> The four most nominated roads were ANZAC Highway, Marion Rd, Greenhill Rd and Payneham Rd, with Cross Rd and Fullarton Rd also featuring in the top 10. As part of a nomination, respondents were asked to select up to five features that makes their nominated cycling infrastructure risky. The most prominent issues raised in relation to the top 10 roads were motor vehicle traffic (in the top three issues for all 10 roads), lack of continuity of the cycle lane (in the top three for eight of the 10 roads) and an uneven surface in the cycle lane e.g. potholes, cracks, bumps or drains (in the top three issues for seven of the 10 roads).

RAA's own review of the roads identified the need for pavement rehabilitation and resealing on many of the routes and the opportunity to utilise this maintenance work to widen and fill in gaps in the cycle lanes where the road cross-section allows. For example, much of the cycle lane and kerb and gutter along ANZAC Highway is in poor condition, meaning the usable width of the cycle lane is very narrow at points. There are also key gaps in cycling infrastructure along Marion Rd (at major intersections), Greenhill Rd (between Fullarton Rd and Glen Osmond Rd), Cross Rd (on approach to the South Eastern Freeway) and Payneham Rd (at major intersections).

While uneven road surfaces pose a particular risk to cyclists, resurfacing these metropolitan arterial routes would deliver safety and comfort benefits for all road users. RAA invites motorists to report issues with the condition and usability of the road network through our Report-a-Road program and Risky Roads surveys and the most common issues we receive feedback on relate to the general condition of the road surface. Roads that have been identified consistently in the metropolitan area include Greenhill Rd and sections of Fullarton Rd (significant sections of which have since been resealed), while Marion Rd and Cross Rd have been assessed by RAA in the last few years as having a large number of sinking pit covers causing driver discomfort or danger.<sup>23</sup>





## 4. Cycling (continued)

**Recommendation 4B:** Assist local councils to develop and link regional cycling trails that leverage South Australia's reputation as a premier cycling and wine destination.

South Australia is famous for its outstanding wine regions and has a strong association with cycling through the success of the Tour Down Under, the biggest cycling race in the southern hemisphere. Several wine regions have successfully leveraged these strengths by creating cycling trails that allow tourists to enjoy the scenery and visit wineries by bicycle. These include the Riesling Trail in Clare Valley, the Barossa Trail in the Barossa Valley and the Shiraz Trail in McLaren Vale. There are multiple opportunities to expand South Australia's regional cycling network further in order to connect existing trails and create new tourist experiences to help grow the visitor economy.

Trails can also improve connectivity between regional communities, offering a safe off-road cycling and walking route. For example, RAA's recent Adelaide Hills regional assessment found that three quarters of Adelaide Hills residents considered cycling in the region to be unsafe and cyclists viewed the primary safety issues as having to share the road with cars and a lack of cycling lanes and off-road cycle paths.<sup>24</sup> As part of a September 2020 survey on tourism infrastructure, around two thirds of RAA members supported the idea of the SA Government helping to fund new cycling and walking trails in wine regions, with only around 1 in 20 opposed.

South Australian councils have been proactive in developing plans for new cycling trails and RAA encourages the SA Government to partner with local councils to fund these initiatives. Some notable examples include:

- Extending the Amy Gillett Bikeway in the Adelaide Hills from Birdwood to Mount Pleasant and from Balhannah to Hahndorf, part of a proposed Adelaide Wine Capital Cycle Trail running 250km from Clare Valley to McLaren Vale
- Linking the Barossa Trail at Tanunda to Greenock in the Light local government area, a shovel-ready section of the proposed Adelaide Wine Capital Cycle Trail running 250km from Clare Valley to McLaren Vale
- Creating an Aldinga-Willunga cycleway in the City of Onkaparinga in line with the design developed by the council through the SA Government's Fund My Neighbourhood program
- Developing a cycling trail through the Wattle Range Council section of the Coonawarra wine region, linking Penola to the south and Naracoorte to the north via the Naracoorte Caves trail currently being constructed by Naracoorte Lucindale Council.



# 5. Tourism





## 5. Tourism

**Recommendation 5A:** Increase SATC's marketing and operating budget to leverage the opportunity to attract international travellers as borders reopen.

The SATC has played a key role in helping the tourism sector to survive the unparalleled challenges of 2020 brought about first by bushfires and then by travel and physical distancing restrictions introduced to stop the spread of COVID-19. With Australia's international border closed, the SATC's marketing efforts have helped to replace lost international visitors with intrastate and interstate visitors to South Australia. RAA surveyed our members on this topic in September 2020 and found them to be highly supportive of the SA Government spending money on tourism marketing: around eight-in-ten supported greater marketing spending encouraging South Australian and interstate visitors to travel within SA, with only around one-in-twenty opposed.

Parts of the tourism sector that are particularly reliant on interstate and international visitors continue to struggle, and this may be exacerbated when the Australian Government's JobKeeper program ends. However, as COVID-19 vaccinations roll out across the world, there is a reasonable prospect that at some point during 2021-22 international quarantine-free travel to Australia will be restored, at least from certain countries. At this point, competition between jurisdictions is likely to be fierce to convert pent-up consumer demand for international travel into bookings. By increasing the SATC's marketing and operating budget for 2021-22, South Australia can position itself to rapidly react to reopening borders through targeted campaigns to attract international visitors to our state. This will help to reinvigorate the state's tourism sector and return it to growth. Marketing activity can also drive bookings by leveraging the unique opportunity to pitch South Australia as a COVID-safe destination far removed from other riskier and higher density locations.



## 5. Tourism (continued)

**Recommendation 5B:** Inject funding into the Adelaide Convention Bureau to secure business events for South Australia as the business event market re-emerges.

The Adelaide Convention Bureau plays a vital role in assisting convention and event organisers to bring business events to Adelaide, and thereby increasing economic activity. Pre-COVID, in the 2019-20 financial year it delivered 126 business events attended by over 51,000 business delegates, providing an economic benefit of \$260m. This is an impressive 100:1 return on investment from a budget of \$2.35m (including \$1.25m from State Government, \$373k from Adelaide City Council and \$450k from fees charged to its 180 members).<sup>25</sup> Business events form a valuable part of the visitor economy, with a high level of expenditure per visitor and the potential to leave a lasting legacy for the industry aligned to the event.

While COVID-19 led to some business event cancellations, the Adelaide Convention Bureau has been highly successful at securing postponements rather than cancellations and developed an SA-FE plan and campaign to showcase South Australia as a safe destination for business events. Positively, large-scale business events have returned to Adelaide in recent months, including Connect SA and Destination South Australia. As organisations within Australia start to consider holding large-scale events again, and as the possibility of some international business travel starts to re-emerge, there is a great opportunity for the SA Government to boost the Adelaide Convention Bureau's modest budget to enable it to better sell Adelaide as an attractive and safe venue for upcoming business events.

**Recommendation 5C:** Improve mobile phone and data coverage on tourist routes in regional South Australia.

Tourists increasingly rely on smartphone internet access for navigation, recommendations of where to go and what to do, and to share their experiences on social media. It is therefore crucial that tourists have reliable mobile data coverage both when travelling to tourist attractions and on their arrival. Unfortunately, some of South Australia's premier tourist regions such as the Flinders Ranges and the western part of Kangaroo Island currently have limited mobile coverage. In addition, there are mobile blackspots along many of our state's regional roads that can present a road safety hazard as well as a frustration for tourists. For example, the lack of mobile phone coverage along Long Valley Rd is now being addressed through Round 4 of the Australian Government's Mobile Black Spot Program. Infrastructure Australia identified mobile telecommunications coverage in regional and remote areas as a national priority initiative in its February 2020 Infrastructure Priority List.

In a September 2020 survey, 85% of RAA members supported the idea of the SA Government funding improved mobile phone coverage along highways (only 2% opposed) and 83% supported the idea of them funding improved mobile phone coverage in national parks (only 6% opposed). One RAA member commented that: "Mobile support encourages all folk to sample our national parks as it gives visitors a sense of control and a positive safely feel."

While the Mobile Black Spot Program (including the \$10m contribution from the State Government) is improving connectivity for regional South Australian residents, it has historically been focused on improving mobile coverage where people live rather than where they visit. RAA therefore sees an opportunity for the State Government to work with the Federal Government and mobile network operators to improve mobile coverage in regional tourist areas and thereby make them more accessible. This would closely align with the Parks 2025 government strategy to activate nature-based tourism in South Australia's 356 parks.



## 5. Tourism (continued)

**Recommendation 5D:** Fund a feasibility study for the Adelaide Rainbow Circuit, a continuous, uninterrupted walk, run and bike circuit throughout the City's Park Lands.

The Adelaide Rainbow Circuit (ARC) is a privately developed concept that leverages on the unique vision and design of the City of Adelaide through the creation of a uniform, uninterrupted shared-use pedestrian and bike trail around the City of Adelaide's Park Lands. Its proposal brings together and promotes our unique City, positioning Adelaide and its Park Lands as an iconic tourism experience, blending both our Aboriginal and colonial heritage, whilst encouraging and promoting South Australia's active lifestyle.

The intended uninterrupted 10–12km shared-use track will:

- leverage established pathways and existing infrastructure where possible throughout our Park Lands, but look to introduce over/underpasses crossing roads in a staged and safe way;
- utilise recycled materials and modern technology to create an enjoyable, immersive, and safe user-experience;
- reinforce SA's position as the premier cycling state, further leveraging key cycling and other events in Adelaide, whilst promoting a more active and healthy lifestyles of South Australians;
- incorporate native landscaped surrounds and employ sustainable techniques, and;
- create greater recognition and appreciation of Adelaide's Park Lands by highlighting Adelaide's Kurna and European heritage, encouraging connections between Adelaide's existing notable attractions.

The ARC team is now seeking \$75,000 to fund a feasibility study and fly-through, that will help further develop the concept by understanding indicative costs, economic benefits, risk and environmental impact, and cultural significance. RAA understands that this proposal has broad stakeholder support.

The proposal shows strong alignment to the State Infrastructure Strategy as well as supporting SATC's objective of developing unique and appealing experiences. The ARC will provide visitors with a reason to visit and stay in Adelaide, capturing the fastest growing sector in tourism both domestically and globally when it returns. As a first action, RAA supports an ARC feasibility study in this year's State Budget.



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