RAA

Advocating for SA

Submission: Select Committee on Public and Active Tranport

September 2022

Motor | Home | Travel

RAA at a glance

South Australia's largest **member-owned** organisation

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

790k+ current members (55% of SA adults)

400k+ insured South Australians

1000+ staff employed across SA

337k+ roadside rescues per year

280k+ uses of the MyRAA app fuel feature per month

5000+ solar panel installations since 2020

5000+ SA travel experiences booked per year

31k+ school students educated on road safety each year

8500+ child restraints fitted or checked each year

$350k+ per year invested in SA community organisations

Contents

Background	2
Introduction	3
Structure of this submission	4
Recommendations	5
Availability and quality of public transport	7
Impact of fares, ticketing and frequency of service	9
The role of government in enabling and encouraging active transport	12
The use of e-scooters and potential opportunities for expansion or further regulation	14
Appendix A: RAA August 2022 Public Transport Survey	15

Background

RAA is the state's largest member organisation, representing nearly 800,000 South Australians and reaching into more than 70 per cent of households. We aim to make every day better for members and the community, today and for future generations. This is why we proudly take a leadership role to represent our members' interests and stand for issues that affect South Australia.

We use our diverse motor, home and travel expertise to partner with key stakeholders and play a leading role in building a safe, sustainable and accessible South Australia.

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

Introduction

An effective public transport (PT) system is essential to a healthy, vibrant, and liveable city. It is particularly important to those that do not have access to private motor vehicles and provides a vital mobility option for those that seek affordability and less travel stress. However, a fast, efficient and easy to use PT system can provide additional societal benefits such as reducing private vehicle use, congestion, parking demand and greenhouse gas emissions.

South Australian PT patronage and satisfaction are consistently poor compared to other mainland states. A 2021 Productivity Commission report on Public Transport Pricing found that South Australia has the lowest proportion of work trips that involve more than one mode of PT, with 5.5% of trips, compared to 21.2% of trips in Perth (highest). Furthermore, PT data from the Department of Transport and Infrastructure (DIT) shows that average complaints in March 2022 are at the highest level in the dataset with 22.16 complaints per 100,000 boardings reported, which is more than double since the September 2020 quarter.

RAA is calling on the State Government to elevate policy development for PT in SA, progressing from the privatisation debate to a renewed focus on building a system that optimises the transport network and meets the needs of users now and into the future.

As a priority, RAA urges South Australia to embrace technology to improve service provision and customer experience and drive patronage growth. RAA believes the State Government should implement a digital ticketing system that allows users to purchase and validate PT tickets within journey planning platforms. This is a low-cost way to improve customer experience and relieve a crucial pain point for infrequent users and tourists – finding and purchasing a physical Metro Card.

RAA research in August 2022 (see Appendix A) revealed that digital ticketing is well supported amongst RAA members. It found 79% of under 50-year-old users indicated that they would use an app that allowed them to “discover, plan and pay for PT journeys via the app”, and 53% of over 50s.

The use of ‘Tap and Pay’ technology should also be expanded to include not only trams but trains and bus services as well. These technologies could provide journey disembarkation information which is critical to network planning and optimisation.

Implementation of such technologies will enable innovative fare structures, such as zoned and graduated time-based pricing. Considerate application of these fares could increase cost recovery without unfairly impacting disadvantaged community members and could make public transport more cost-competitive with private vehicles over short distances. These funds could then be reinvested into further service improvements.

RAA has also made several additional recommendations in this submission to improve PT in South Australia, including:

- Investment and service improvements that aim to increase network coverage, increase service frequency, reliability and convenience, and improve cleanliness and safety on board buses, trains and trams.
- Investment in additional built environment, especially Park ‘n’ Ride facilities, indented bus stops and priority bus signals at traffic lights.
- Provision of public transport priority measures, such as bus lanes, to increase the reliability of services and increase travel speeds, provided sufficient capacity is maintained so that the overall performance of the road network is not unduly disadvantaged as a result.

- Innovative transport and delivery options such as ride sharing and personal mobility devices that compliment current transport modes such as rail, trams and buses.
- Expansion of on-demand bus services to improve public transport provision in regional towns and address access to mass public transport corridors in Adelaide.

The use of public transport modes that require major infrastructure investment such as light and heavy rail and the O-Bahn corridor should be carefully assessed to ensure such schemes deliver efficient and effective public transport for the community over other options.

Structure of this submission

This submission outlines key recommendations the State Government should pursue to optimise the South Australian public transport system, followed by responses to each of the reference terms of the inquiry. The key findings from RAA's PT survey are included at the end of the submission.

Recommendations

Recommendation 1. The South Australian Government to conduct a holistic review of the Adelaide Metro network, resulting in the development of, and commitment to fund, a Public Transport Action Plan. The review should aim to identify:

- Improvements to Adelaide Metro network bus routes to better service business and education hubs and areas of interest outside of Adelaide CBD.
- Adelaide Hills to Greater Adelaide bus service improvements including priority for Glen Osmond Road to enhance service efficiency and reliability.
- Improvements to bus scheduling and stop locations, aimed at increasing service frequency and speed of travel, while maintaining adequate service coverage with consideration for vulnerable users.
- Ways to improve public confidence in the cleanliness and security on board public transport and at stops and stations.
- Identify strategic locations to install indented bus stops, priority bus lanes and traffic signals and new Park ‘n’ Ride facilities.
- Investigate reasons for low train patronage compared to other states and develop next steps to deliver service improvements of the train network, including optimising bus and tram services to better connect to trains and investigating options to increase service frequency of trains.

Recommendation 2. Invest in and enable improvements to fares, ticketing and journey planning, including:

- Engage in a collaborative approach with broker organisations to enable digital ticketing, allowing the sale and distribution of digital Metrotickets through non-government sellers. RAA is currently building a mobility transport platform in partnership with fellow SA company SAGE and would be uniquely placed to distribute digital tickets as part of this new offering.
- Expand 'Tap and Pay’ for all MetroCard services noting that this is currently available on the tram network.
- Investigate and trial different fare pricing structures, including zoned and distance based pricing and time-based pricing that includes a ‘shoulder’ period.
- Review fares to include Murray Bridge as part of the Metroticket region.

Recommendation 3. Ensure that all future intersection and corridor road upgrades consider the costs and benefits of priority public transport infrastructure in the design phase. Where appropriate, planning documents should be published to ensure full transparency and public confidence that public transport is a priority for major projects.

Recommendation 4. Establish a five-year funding commitment to assist councils in providing accessible bus shelter and footpath infrastructure within their respective jurisdictions.

Recommendation 5. Further develop on-demand bus services, including:

- Commit to a pipeline of on-demand bus service trials in regional areas commencing with

Victor Harbour/Goolwa and areas within the Fleurieu Peninsula.

- Make the on-demand services in Mt Barker permanent and investigate expanding into other areas in the Adelaide Hills.

Recommendation 6. Engage with ride share companies to encourage the operation of such services within regional areas that currently have limited or no access to public transport.

Recommendation 7. Regarding freight rail service, a rail master plan should be developed for South Australia that would review the existing regional rail network, both the operational and inactive rail corridors, to determine:

- Critical investment required to upgrade those currently in operation to remain effective.
- Lines that are not currently in operation but may be required in the future, subject to economic changes and what level of investment would be required for reactivation – e.g., the viability of re-establishing the Tailem Bend to Pinnaroo rail corridor with a connection to Murrayville in Victoria.
- Lines that will not be required for future rail services and plans to effectively repurpose, for example to support regional tourism.
- Potential rail corridors to support future freight movement and/or residential growth.
- Level crossings for removal.

The plan should identify short, medium and long term actions together with corresponding investment across the network.

Recommendation 8. Undertake more research to better understand the safety of e-scooters:

- Conduct and publish a comprehensive review of current e-scooter share scheme trials, identifying ways to improve connectedness with public transport and community safety.
- Seek to amend road crash and trauma data collections to identify incidents involving e-scooters

Availability and quality of public transport

Public transport is valued by the community, but the current network is frequented by a small proportion of the population. Many residents consider South Australia's public transport as simply a service to move large numbers of people into and out of the CBD.

Many in our community are reliant on access to buses, trains and trams and any major change that may reduce services enrages the community, as witnessed when the former government announced a raft of service changes that would have impacted on a number of the low patronage bus routes.

While these proposed changes may have been well intentioned, this failed attempt at reform highlights the importance of community consultation and considering the needs of all users. It is difficult to strike a balance between frequency of services, speed of travel, abundance of stops and network reach. However, mastering this challenge will provide multi-layered benefits to the mobility and sustainability of SA, therefore RAA encourages government to be bold and chart a new course for SA public transport.

RAA conducted a survey of its members in August 2022 to better understand public transport use. Most users catch public transport as a means to avoid stressful traffic and parking, frequent users prize affordability, while less frequent users were motivated by the environmental benefits and contributing to reduced traffic congestion.

Survey results supported COVID-19 as the main reason driving reduced patronage, particularly concerns about spreading germs and the rise of work from home arrangements. Two thirds of members expect their usage frequency to remain the same in the next 12 months. A concerning finding of the survey was that for those that currently "never" catch public transport, almost a third of these members had been catching public transport at least weekly prior to COVID-19.

The recent decision to supply free masks for all passengers is a positive move, together with confirming that intensified cleaning practices remain in place on all modes of public transport, including stations and shelters, this will help to restore and maintain patron's confidence.

The ongoing change in work patterns resulting from COVID-19 poses additional challenges for the delivery of services, as many now do not commute to and from the city Monday to Friday. For those that do so, their hours of work may be different, which poses challenges in providing an acceptable the level of service outside of the traditional peak periods.

The survey results revealed some ways to increase patronage. Cleanliness and safety were top issues concerning members. Ease of using timetables and planning a journey was a major concern, highlighting the need to enable new technologies to improve the experience of exploring, planning and paying for public transport - 79% of public transport users under 50 years old would be likely to use a platform that provides this capability. The survey found that two-thirds of frequent users were women and 59% were under 40 years old. Women identified safety as a key concern, both on board and waiting at the stop/station.

Service reliability, frequency and speed of travel were consistently raised as important factors when deciding to take public transport. For members that "never" used public transport, most cited a lack of availability or lack of need to travel to the CBD as the main reasons.

Members were most supportive of installing more indented bus stops and priority bus signals. Most public transport users connected to public transport by driving their own car (52%) and/or getting dropped off by private car (22%), highlighting the importance of Park 'n' Ride facilities. Walking

was the most common way to connect to public transport with 70% of public transport users connecting by walking, highlighting the need for continued investment in walking infrastructure.

Infrastructure and services in metropolitan and regional areas.

Appropriate infrastructure to support access to public transport services is essential, particularly in areas where service frequency is low and where protection from the elements is not afforded by other infrastructure such as adjacent building canopies. The provision of accessible footpaths and the wider provision of shelters was one of the key recommendations of the Adelaide Hills - Fleurieu Peninsula Regional and Public Transport Study prepared for the Regional Development Authority.

Councils are currently required to meet the cost of providing and upgrading shelters, including the provision and maintenance of accessible stops and shelter facilities on existing bus routes. It is therefore recommended that SA Government commit to a five-year bus shelter funding plan to assist councils in providing accessible infrastructure at all identified locations within their respective jurisdictions.

RAA supports the provision of parking spaces at public transport terminals (e.g., Park ‘n’ Ride) to encourage motorists to transfer to one of the Adelaide Metro services, thereby reducing congestion on roads in and around the City of Adelaide. RAA members that use the bus or have access to buses also supported more Park ‘n’ Rides (54%). Such facilities should also include provision for the safe, free storage of bicycles to encourage greater use of cycling for the start and end of journeys where possible.

The number and location of such facilities should be increased to encourage greater use of this form of intermodal transport particularly where new residential developments are planned as this would reduce reliance on private motor vehicles for all journeys. Facilities should be located outside of inner metropolitan areas to reduce congestion on the inner routes and maximise the public transport journey. The cost of using Park ‘n’ Ride facilities is currently free with the exception of Tea Tree Plaza and the Entertainment Centre and this should be maintained to encourage use.

RAA members that use the bus, or have access to buses, identified the need for more indented bus stops that allow buses to pull out of traffic for picking up/setting down passengers (73%), these are an appropriate measure to improve the flow of traffic around buses, as well as improve passenger safety. The need for more priority bus signals at traffic lights was also highly supported (52%) as an effective method of increasing bus travel speeds.

As part of investigations to improve public transport between the city and the Adelaide Hills, RAA recommends that a corridor management plan be developed for Glen Osmond Road that explores bus priority measures (such as bus jump lanes) at key intersections and also reviews the location of bus stops to assist movement through these intersections. The performance of traffic movement along Glen Osmond Road is critical to a fast and reliable bus service to the Adelaide Hills.

Further development of Adelaide to the north and south must include provision for connection public transport, preferably by extending existing rail services. For example, the existing rail service to Seaford should be extended to Aldinga as soon as practicable, noting that a corridor for this purpose has been secured.

To the north, a future extension of the Gawler rail line to service the residential development at Roseworthy should be undertaken to maximise the capability of the Adelaide to Gawler line rail.

Where rail services cannot be provided, new developments must include provision for public bus services by ensuring that the internal road network is suitable for safe navigation, suitable locations are planned for the boarding and alighting of passengers and where necessary signalise access to the arterial road network is provided.

Impact of fares, ticketing and frequency of service

Public transport ticketing and payment options in SA are not innovative compared to other jurisdictions and many locations internationally. Simply, SA public transport has not embraced technology, and this is detrimental to planning, patronage, user satisfaction and cost-recovery for public transport authorities.

A key barrier to increasing patronage in SA is the ticketing and payment system. With the exception of relatively new ability to tap and pay with credit card on the tram network, the predominate method for public transport ticketing is via physical means. The current reliance on the physical distribution of a physical ticket significantly limits the availability and accessibility of public transport.

RAA believes there is an opportunity to modernise the public transport experience and increase patronage by selling digital tickets through journey planner platforms. Giving South Australians an option to plan, book, and pay for a journey in one application is a cost-effective way to improve the customer experience and drive higher patronage because many find using timetables and purchasing tickets as a barrier to use.

RAA research conducted in August 2022 shows that eight out of ten members under 50 that use public transport would be likely to use an app to plan and pay for their journey, which is why RAA is recommending that government work with external brokers to make this possible through digital ticketing.

RAA has partnered with fellow South Australian company SAGE Automation to develop an app capable of offering this experience to users, and is seeking government support to allow the sale of tickets through the app.

RAA supports the use of 'Tap and Pay' payment systems to avoid the requirement to have a valid MetroCard. This is seen as particularly beneficial for casual public transport users, including tourists, and addresses one of the reasons for not using public transport.

While RAA has found that the majority of members do not feel that public transport is too expensive, the different fare structure across metropolitan and regional fares is raised consistently as is the lack of a coordinated ticketing and payment system. Ideally a common ticketing system should be employed together with a graduated fare structure that encourages use of the services from highly populated regional areas. For example, the payment for the service between Mt Barker and Murray Bridge operated by LinkSA is cash only. Where possible a wider range of payment options should be available particularly as there is already a broad movement to cashless transactions for goods and services.

In an August 2022 survey, a majority (55%) of RAA members supported distance-based pricing, while only 16% supported mode-based pricing. This indicates potential public support for implementing some the findings of the December 2021 Productivity Commission 'Public transport pricing' research paper which promotes use of zoned/distance-based pricing and graduated time-based pricing. Distance based pricing at a reduced fare for shorter trips would be an effective way to make public transport more competitive with private vehicle use over shorter distances. Graduated time-based pricing that has consists of an 'off-peak', 'shoulder' and 'peak' period could be an effective tool for managing peak demand.

A lack of service frequency is often cited as one of the impediments to the greater use of public transport. This has a major impact on whether people are likely to consider using public transport particularly outside of peak periods and on weekends. RAA's recent survey found that most public transport users would wait a maximum of ten minutes for the bus, with a greater tolerance for longer wait times on weekends during the day.

The Adelaide Hills-Fleurieu Peninsula Regional Public Transport Study prepared for Regional Development Australia highlighted that with the exception of the services to and from Adelaide and Mt Barker, the frequency of other available services is generally low or not available and consequently patronage tends to be low on existing services. Response to our member surveys that form part of our Regional Road Assessments without exception raise frequency of service as one of the key issues with current public transport services, where provided. In many areas there are no public transport options at all.

With the change in work practices since COVID-19 more people work flexibly in terms of days they travel to work and the hours worked. As a result, the traditional service model for public transport that focusses strongly on moving people into and out of the CBD during the peak periods may not meet future needs. Even prior to COVID-19 there were change in travel patterns that were beginning to impact upon how people were choosing to use public transport. It is therefore considered that services should be reviewed to ensure that frequency of service is aligned to periods of highest demand.

The efficacy and impacts of on-demand public transport

RAA recognises lack of access to point-to-point passenger transport as a pain point for regional South Australians and supports initiatives to deliver more equitable customer access to regional areas. Access for people with accessibility challenges must also be considered because this impacts their mobility in the absence of access to a private vehicle.

In our regional road assessment report of the Fleurieu Peninsula there was strong support for trialling an on-demand service. We note that the trial of the on-demand service in Mt Barker has proven to be successful and we have therefore called for it not only to continue but explore options to expand it to keep pace with the rate of growth in the region.

We also recommended that an on-demand service in the Goolwa and Victor Harbor region be trialled together with the possible inclusion of other areas in the Fleurieu Peninsula.

It is noted that the trial of such a service in the Barossa Valley region has not proven as successful by comparison. This highlights the value in undertaking trials to understand what type of service delivery best suits the needs of the community.

RAA supports other on-demand travel options such as ridesharing, taxis and chauffeur vehicles to meet the specific community and regional needs. Ride share operators should be encouraged to offer such services within regional areas as this is seen as a means to address the lack of traditional public and community transport services that may be available.

Outside of the access taxi scheme in the metropolitan area, taxi and rideshare vehicles are rarely wheelchair accessible. Consideration should be given to how regulation (e.g., requiring a proportion of an operator's fleet to be wheelchair accessible) and incentives could, over time, increase the proportion of the taxi and rideshare fleet that is accessible to wheelchairs.

Re-activation of passenger and freight rail lines in regional South Australia.

Freight Rail Services

There has been much discussion about the reactivation of rail services. Notably there was community concern with the cessation of rail grain services on Eyre Peninsula which was a result of falling competitiveness compared with the speed and flexibility offered by road transport. The rail network suffered from a lack of investment which saw its performance decline. By contrast the performance of modern high productivity road vehicles has enabled them to surpass rail in terms of

flexibility and cost effectiveness with the exception of transporting containerised freight or bulk commodities on long haul routes.

RAA is concerned about the lack of a coordinated plan for the freight rail network and is recommending that SA develop a rail master plan.

Passenger Rail Services

In relation to the metropolitan rail network, opportunities should be investigated to maximise the capability of the existing passenger rail network. RAA has supported the upgrade and electrification of the Seaford and Gawler Rail Lines needed to address ongoing growth to the north and south of Adelaide. We have previously proposed that the Gawler line should be extended further north to connect the residential development at Roseworthy and the Riverlea development at Buckland Park. The Seaford Line should be extended to Aldinga as soon as possible to support development to the south.

There has been much discussion regarding the establishment of passenger train services to Mt Barker (and potentially beyond) to provide residents with an alternative to driving or catching a bus to and from Adelaide.

Acknowledging the challenges with the current alignment through the Adelaide Hills, RAA supports the trial of the Talgo multi-gauge train that will utilise both the existing broad gauge rail network to Belair and the single standard gauge rail to determine not only the feasibility of providing regular rail service but the level of patronage that such a service may generate. The latter point is critical to the longer-term viability of such a service.

Notwithstanding this trial, RAA continues to support improvements to the bus service in the Adelaide Hills, given the dispersed population and their travel patterns, including consideration of a bus rapid transit (BRT) system as recommended by Regional Development Australia Adelaide Hills Fleurieu and Kangaroo Island in their 2021 People Transport Solutions for the Adelaide Hills.

Tram Services

RAA supports tram services acknowledging their popularity, particularly on the free network within the boundaries of the City of Adelaide. The service to Glenelg is highly valued and well patronised, benefitting from its historical advantage of predominantly operating within its own corridor for much of the route. There has been discussion on the further extension of the network, notably to North Adelaide and the possible city loop. As the recent extension on North Terrace highlighted, the cost of extension of the network is significant and therefore the benefits would need to be assessed against delivery of service by other means, for example fully electric buses.

The role of government in enabling and encouraging active transport

Measures to enable more participation

RAA supports active transport and advocates to help make all modes of transport safer and easier for South Australians. We also know that more than 20% of our members cycle and that many more would consider cycling if they felt safer doing so. As outlined in the Draft State Cycling Strategy published in early 2022, 36% of South Australians fall into the "interested but concerned" category when it comes to cycling. Not feeling safe when riding is a key barrier to greater cycling participation. Cyclists represented 5% of lives lost on SA roads and 9% of serious injuries in 2016-2020.

In 2021, according to the National Walking and Cycling Participation Survey, 38.3% of South Australians cycled in the last year, compared to the national average of 40.1%. The number of hours ridden in SA are lowest of all states and territories, with 2.4 median weekly hours reported, compared to the next lowest of 2.9 hours reported for WA. ACT reported the highest median hours ridden with 5.3.

RAA conducts research into cycling infrastructure and uses this to inform our advocacy for better, safer infrastructure. We launched our first Risky Rides survey in 2020 to identify the roads, cycle lanes and paths that pose the biggest risk to cyclists. We received a total of 933 Risky Rides nominations from 471 survey respondents and provided a report that was shared with the government and key stakeholders.[1]

RAA's 2020 Risky Rides survey found that 95% of cyclists have experienced a negative interaction with a motor vehicle user while cycling. These included near misses and abusive behaviour. Top infrastructure issues for cyclists were uneven or rough surfaces on roads/bike lanes, discontinuous bike lanes and risks presented by sharing busy roads with motor vehicles. A further survey will be undertaken in September of this year to identify gaps in cycling infrastructure across the network.

Cycling has a range of benefits for society, including improved health outcomes, reduced traffic congestion, reduced air pollution, improved mobility for non-drivers and safe, thriving neighbourhoods. Cycling also presents a more affordable method of transport to counter rising living costs usually associated with vehicles, particularly as fuel prices increase across the state. RAA therefore wants to see an increase in its popularity along with improved infrastructure for the betterment of our community.

RAA plays a strong role in promoting safe cycling through our community education programs. We provide free road safety lessons in primary schools across South Australia, which include a focus on wheeled safety, and we also conduct student bicycle safety checks as part of the *Way2Go* bike education program. In addition, RAA uses our *samotor* magazine and media spokespeople to deliver educational messages around safe cycling and safe driving around cyclists.

RAA has previously called for the establishment of a state cycling strategy, underpinned by a $10m annual investment in the State Bicycle Fund to complement the state's recently released Walking Strategy. Larger, ongoing investment is needed to complete metropolitan and regional priority cycling networks including:

- A bridge connecting the Royal Adelaide Hospital precinct to the River Torrens Linear Path.

[1] https://www.raa.com.au/riskyrides

- Identify where cycling infrastructure is required to complete the network and either fully fund or co-fund with councils via the State Bicycle Fund.
- Expand the Way2Go BikeEd program to allow more primary school children to have the opportunity to participate in the cycling education program.
- Extend and connect regional wine trails to support regional tourism.
- Construct a shared use path adjacent to the 'Steam Ranger' rail line to enable the current Encounter Bikeway to bypass Hindmarsh Road.

The effect on community health and wellbeing

There is no doubt that the benefits of incorporation of regular exercise into daily routines brings both physical and psychological benefits. RAA, as part of the Active Living Coalition, is working with key stakeholders including Walking SA on how to encourage walking for transport, particularly when combined with other transport modes and recreation. Investment in footpaths, lighting and safe road crossings supports safe walking.

The effect on climate change mitigation

Reduced reliance on forms of transport that utilise fossil fuel has potential benefits in terms of reducing greenhouse gas emissions across the network. The move towards zero emission vehicles will ultimately reduce the amount of transport related emissions.

However, it is critical that investment is made in appropriate cycling and walking infrastructure, particularly where it connects with reliable public transport services is considered critical to arrest the decline in public transport patronage.

Measures to improve safety for pedestrians and cyclists

The east-west bikeway in the City of Adelaide is considered a key piece of infrastructure to promote commuter cycling which RAA supports and is working with the Adelaide Council and other stakeholders to identify a route that is acceptable to the community.

Currently, there is no connection from the River Torrens linear path to the hospital precinct which is why RAA has advocated for this key piece of infrastructure that would improve access from both pedestrians and cyclists, to be constructed.

The strategy holds up the Way2Go bike education program as an example of a cycling success, identifies continued support for it as a priority project and commits to reaching more children through it. RAA agrees that the Way2Go bike education program is a highly effective way of providing cycling training and promotion to primary school children and should therefore be expanded.

As part of the proposed cycling strategy, investigation should be undertaken into the creation of off-road cycling routes such as on the northern side of Greenhill Road in the area that is currently unsealed footpath. This would provide a full time two- way off road facility between ANZAC Highway and Fullarton Road that would utilise the existing signalised crossing spaces

The strategy should consider education and training of motorists to give greater emphasis to safe driving around cyclists and to sharing the road. For example, more questions on safe driving around cyclists could be included as part of the learner's test and competency tasks could cover vehicle positioning in relation to cyclists and cycle lanes. Seven in ten surveyed RAA members support giving greater emphasis to safe driving around vulnerable road users as part of driver training (with only 3% opposed). RAA is also happy to continue playing a role in providing education to motorists on safe driving around cyclists.

The use of e-scooters and potential opportunities for expansion or further regulation

E-scooters can improve accessibility, particularly for shorter journeys, and provide a more sustainable alternative to driving. As revealed in an August 2022 member survey, over 10% of public transport users under 30 connected to public transport via e-scooter share schemes, demonstrating their potential for increasing public transport patronage.

These devices are growing in popularity globally as people look for more innovative and efficient ways to move around cities and communities and connect with other forms of transportation

In 2021, state and territory Infrastructure and Transport Ministers endorsed the inclusion of personal mobility devices, such as e-scooters, in the Australian Road Rules (ARRs). These changes would need to be adopted into state and territory's road laws to take legal effect.

Currently e-scooters can be legally used in South Australia as part of share scheme trials only. RAA supports the trialling of these technologies to identify the risks and benefits associated with e-scooters.

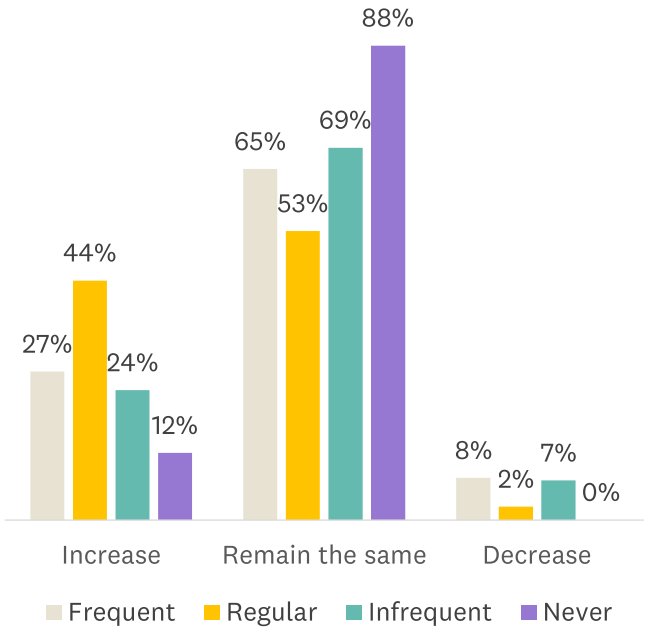
More consultation and research is required to determine the correct speed limits, requirements for safety devices and critically – whether it is safe for e-scooters to share bike lanes, roads and/or the footpath. These parameters could be trialled, accompanied by an education and enforcement program, to further assess the risks of private e-scooters on public infrastructure.

While there have been reports of e-scooters causing a high rate of injury among riders and pedestrians, data sources such as the Australia New Zealand Trauma Registry and Department for Infrastructure and Transport Road Crash Data are not currently configured to recognise e-scooters or other personal mobility devices. Amending these data collections will be necessary to enable better understanding of safety concerns. There is also a need to empirically test e-scooter crashes in a safe environment to better understand the consequence of accidents.

Appendix A: RAA August 2022 Public Transport Survey

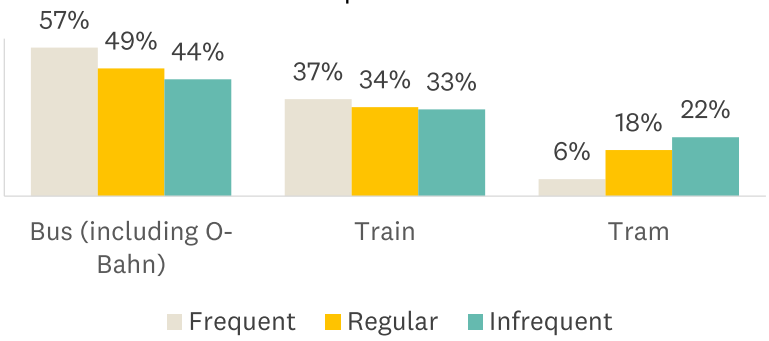
Selected statistics | 1,320 total survey responses | Results weighted by RAA Member age, gender and location (metro/regional) profile

Anticipated change in public transport use in next 12 months, by user profile

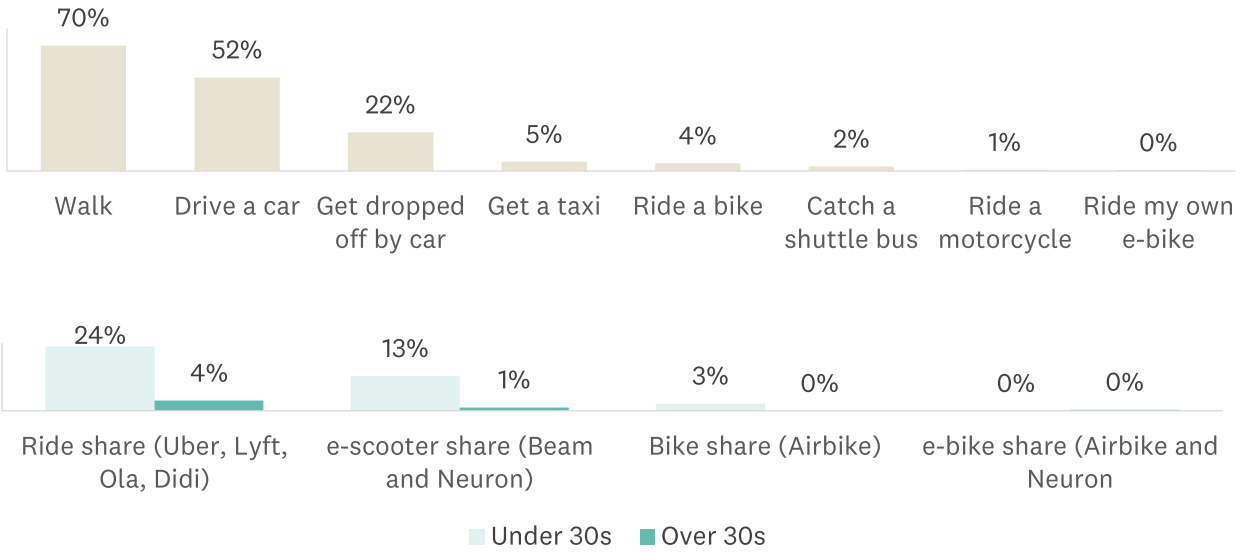


Note: Frequent users travel on public transport weekly or more often, Regular users = at least monthly, Infrequent = every few months or less.

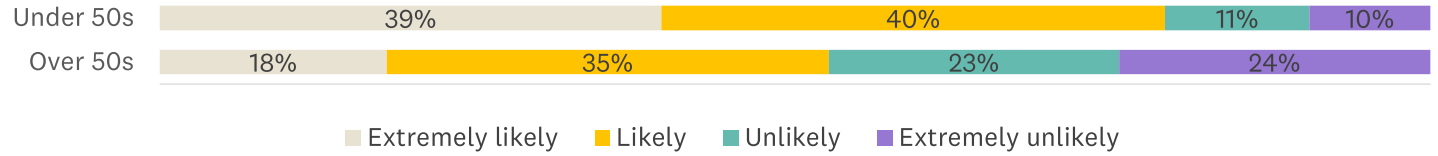
Which of the following do you use most, by user profile



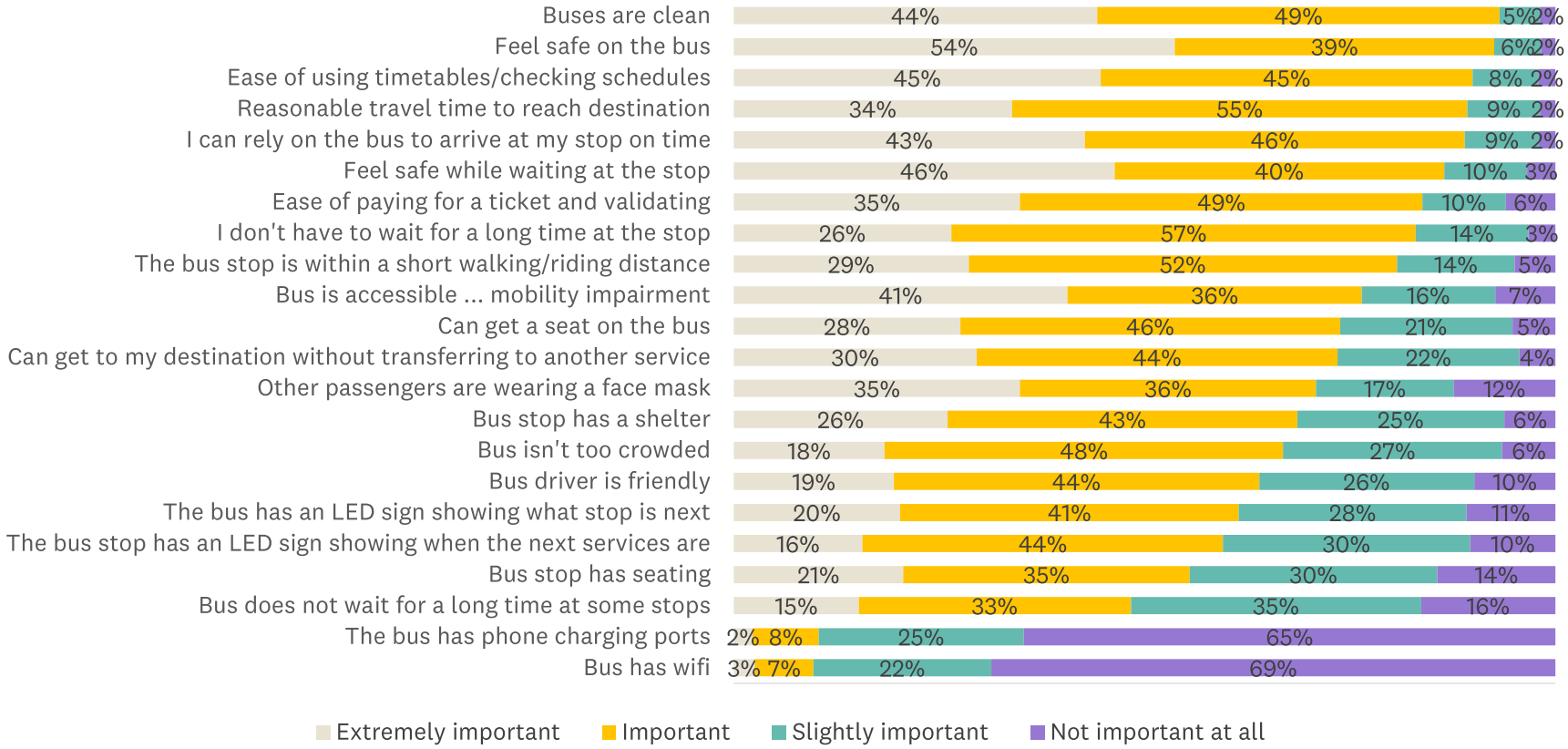
Which of the following modes do you combine with public transport?



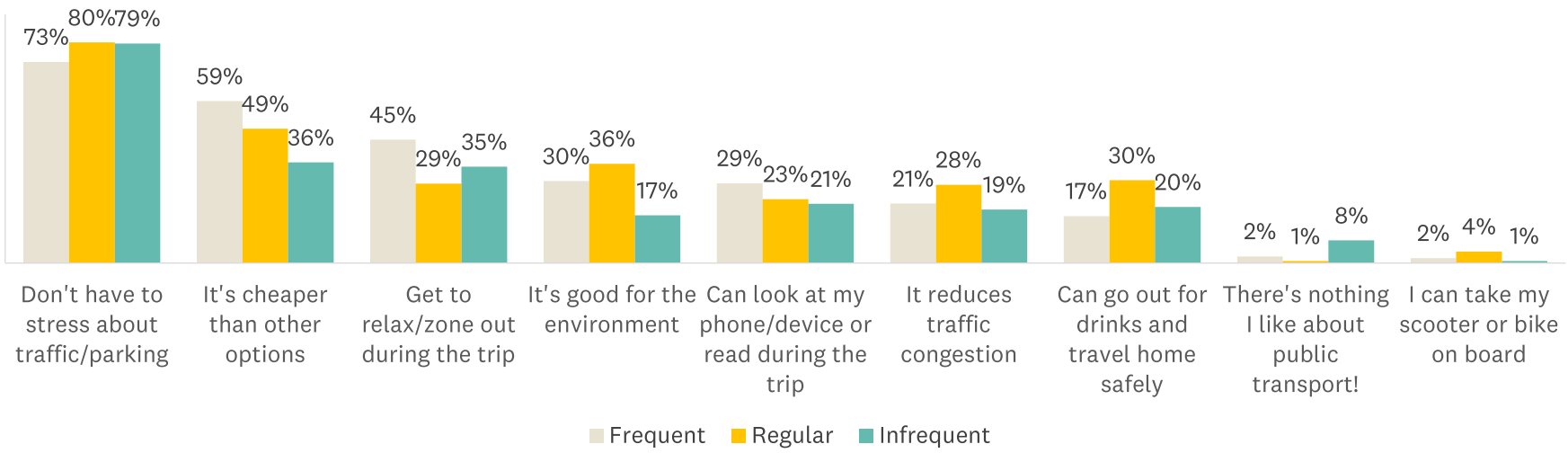
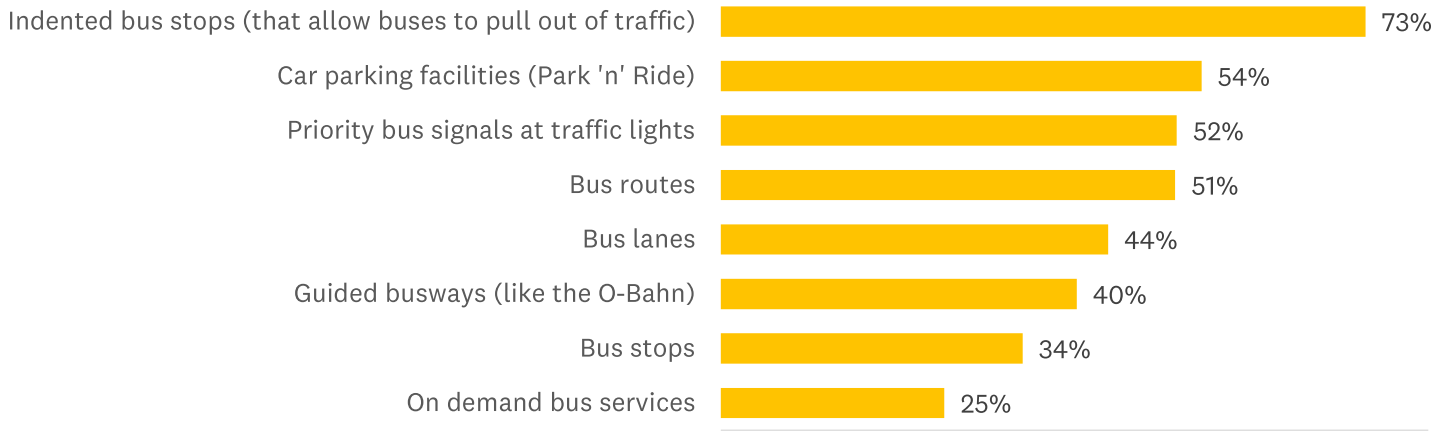
If an app existed that allowed you to discover, plan and pay for public transport journeys via the app, how likely would you be to use it for your public transport journeys?



How important is each of the following to your decision to take the bus?



What are the best things about catching public transport?



Of the following, what do you think there should be more of in SA?