

Election 2022

RAA's priorities for South Australia



Motor | Home | Travel



Image: SATC: Elliot Grafton.

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About RAA

RAA is the state’s largest member organisation, representing more than 780,000 South Australians and reaching into more than 70 per cent of households.

Our members are at the heart of everything we do, so we’re always looking for new ways to better their lives and make it easy for them to focus on what really matters. As one of the state’s largest and oldest organisations, we’re proud to help keep our members – and SA – moving in the right direction.

Our diverse motor, home and travel expertise means we can provide unique insights into public policy settings to encourage improved transport, mobility, home 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 test and develop our recommendations.





Acknowledgement of Country

We acknowledge and respect Aboriginal peoples as the state's first peoples and nations, and recognise them as traditional owners and occupants of land and waters in South Australia.

Further, we acknowledge that the spiritual, social, cultural and economic practices of Aboriginal peoples come from their traditional lands and waters, that they maintain their cultural and heritage beliefs, languages and laws which are of ongoing importance, and that they have made and continue to make a unique and irreplaceable contribution to the state.



RAA Road Service in the Victoria Park Racecourse COVID-19 testing queue.
Image: Emma Brasier.

Introduction

As a mutual organisation representing more than 780,000 South Australians, RAA is advocating for a suite of policy actions to accelerate South Australia's COVID-19 recovery and place our state on the path to a more sustainable future.

South Australia's response to the pandemic has put the state in a strong position to grow and prosper into the future. The economic stimulus packages have supported jobs, kept business confidence strong and provided much-needed investment in the transport network. For much of the pandemic, South Australians have been able to visit the regions, supporting local jobs and the tourism sector.

The challenge going forward is to convert South Australia's positive response to the pandemic into long-term success for the state. As the world re-builds from the pandemic, South Australia must remain competitive and focused on the future.

The response requires continued investment in transport infrastructure to make travel safer and more accessible. While the recent investments through economic stimulus packages are welcomed, continued population growth and a surge in regional tourism requires more investment in transport to create jobs and safer journeys.

Moving forward, RAA supports investment in new technologies and innovative solutions to accelerate South Australia's liveability credentials and promote Adelaide as a truly global and smart city. Rapid technological change in transport and mobility is providing significant opportunities

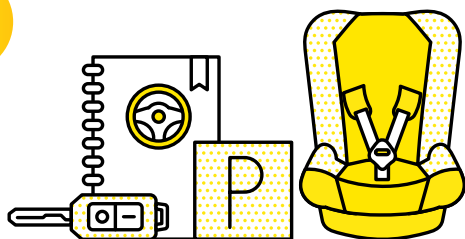
to provide greater mobility choice, enhance productivity, and reduce emissions. Yet, a lack of planning and investment to enable a smooth transition could leave South Australia falling behind other states and the rest of the world.

A smart city also means a sustainable city. The impact of climate change and a growing population means land use planning must include investment in adequate transport links and investment in mitigation measures to ensure homes are protected from the growing risk of natural disasters.



Six for the State

1



Safer road users

As part of implementing South Australia’s Road Safety Strategy to 2031, we are recommending the following to keep people safer on our roads:

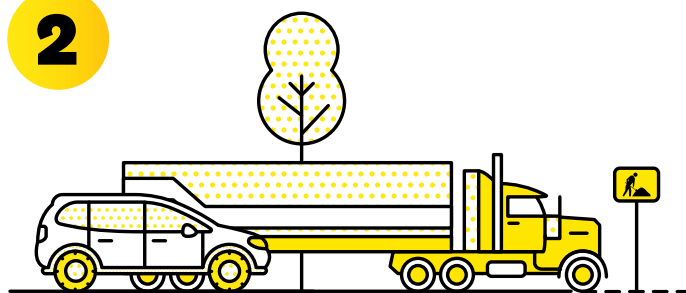
1.1 Driving lessons

Offering learner drivers bonus logbook hour credits to increase the usage of professional driving instruction so young people become better, safer drivers.

1.2 Child restraints

Establish a state-wide child restraint fitting network and reform child restraint legislation to improve protection for children.

2



Safer and more accessible road networks

We recommend improving key road networks across the State by undertaking the following projects:

2.1 Duplication of the National Highway network in SA

Commit to duplicating the Augusta, Sturt and Dukes highways by 2050, supporting plans for a Greater Adelaide Freight Bypass and reducing heavy vehicle traffic on the South Eastern Freeway.

2.2 Road maintenance fund

Establish a four-year road maintenance fund with a minimum value of \$600 million.

2.3 Metropolitan road upgrades

Reduce congestion and improve safety on Adelaide’s metropolitan roads by investing in following projects:

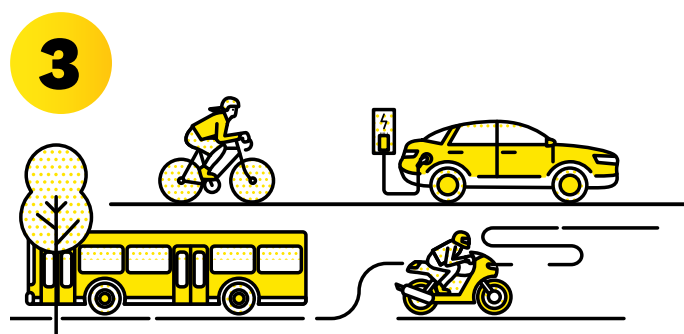
- City to Adelaide Hills – Improve public transport links, extend third lane to Verdun and install an additional safety ramp.
- Marion Road upgrade – Remove tram crossing between Cross Road and Anzac Highway.
- Northern suburbs east-west links – Upgrade Curtis Road, Waterloo Corner Road, Kings Road and Elder Smith Road.
- Cross-Road-Waite Road intersection – Install signalised pedestrian crossing to improve safety.

2.4 Regional road upgrades

Improve road safety on South Australian regional roads by prioritising the following upgrades and package of works:

- Victor Harbor Road.
- Main Road, McLaren Vale.
- Overtaking lane package.

3



Connected, liveable, smart cities

To enhance South Australia’s liveability credentials and promote Adelaide as a truly smart city, we recommend the following:

3.1 Accelerated transition to electric vehicles

Continue to support the transition to electric vehicles



by scrapping stamp duty, streamlining approvals for recharging infrastructure and improving recharging compatibility across all charging infrastructure.

3.2 Open digital ticketing

Make public transport more attractive, accessible and easier to use by providing commuters with the choice to seamlessly plan journeys and purchase digital tickets via multiple app platforms.

3.3 On-demand bus services

Put in place a permanent Mt Barker on-demand bus service and implement a trial in the Victor Harbor – Goolwa area to support mobility.

3.4 State cycling strategy

Develop a state cycling strategy, including a mapped metropolitan priority cycling network, underpinned by a \$10m annual investment in the State Bicycle Fund.

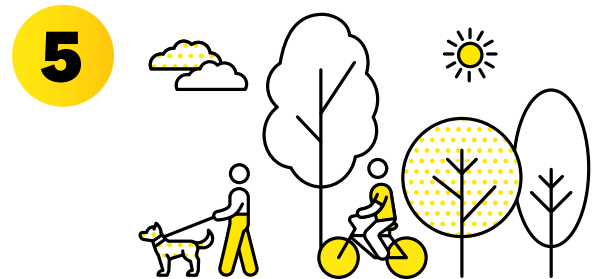


Sustainable urban development

Ensure all new housing developments have adequate road and public transport links, are future proofed to meet demand for electric vehicle charging and invest in mitigation measures to protect homes from natural disasters. In particular, we recommend:

4.1 Flood mitigation

Develop a comprehensive plan to prevent flood risk on the Gawler River to protect new and existing housing developments.



A stronger tourism economy

As a travel expert and trusted provider, we are committed helping grow the visitor economy in South Australia. To enable this, we recommend the following:

5.1 Regional tourism infrastructure

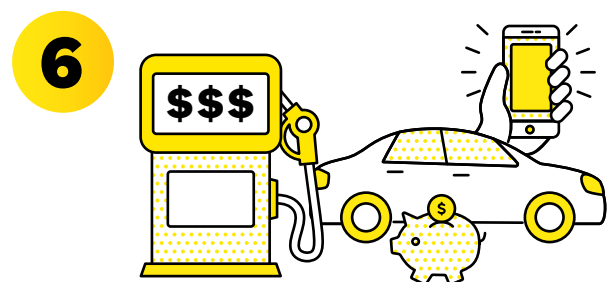
Commit to an ongoing regional tourism grant program to support economic growth, revitalise regional town centres, and improve and upgrade local infrastructure facilities.

5.2 Rebuild tourism capacity and address skills shortages

Commit to developing a whole-of-state strategy to respond to growing skills shortages.

5.3 The Adelaide Recreation Circuit (ARC)

Fund a feasibility study for ARC, an iconic continuous walk, run and bike circuit showcasing the Adelaide Park Lands.



Lower transport costs

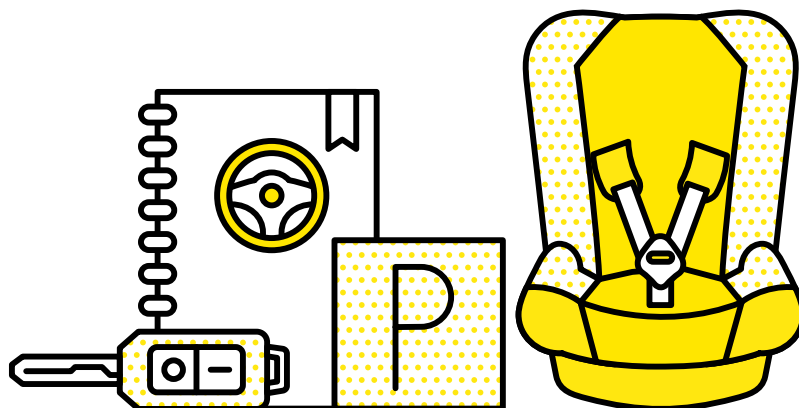
To reduce pressure on transport costs we recommend the following:

6.1 Real-time fuel pricing

Make the current real-time fuel pricing trial in South Australia permanent.

RAA's Priorities for South Australia





1. Safer road users

RAA is committed to improving road safety outcomes for our members and the community. We run educational programs and campaigns to save lives based on the safe system approach. We support the vision of zero lives lost on our roads by 2050, with a 2030 target of at least a 50 per cent reduction in lives lost and a 30 per cent reduction in serious injuries.

Unfortunately, progress in reducing road fatalities has stalled. South Australia missed its previous strategy target of fewer than 80 fatalities by 2020. The trend has deteriorated in 2021, with 84 people losing their lives on our roads up to October, which is an 18.3% increase on the same time last year. These deaths and injuries are preventable and more needs to be done to keep Australians safe on our roads.

RAA supports road safety interventions being framed within a strategy underpinned by a Safe System approach, which takes a holistic view of the road transport system and the interactions among roads and roadsides, travel speeds, vehicles and road users.

RAA welcomes the South Australian Government's draft SA Road Safety Strategy to 2031. As part of implementing the Strategy, RAA has called for a formal ongoing role for key stakeholder and community engagement to monitor progress and provide advice to ensure this strategy meets its targets.

To complement the strategy, RAA is recommending the next South Australian Government to implement the following measures to improve road safety:

1.1 Driving lessons

Promote greater use of professional driving instruction.

1.2 Child restraints

Establish a state-wide child restraint fitting network and reform child restraint legislation.

1. Safer road users

Priority 1.1 Driving lessons

Promote greater use of professional driving instruction by offering learner drivers bonus logbook hour credits so young people have more effective training and experiences to become better, safer drivers.

RAA is a strong advocate for road safety education, delivering programs to more than 28,000 school students each year on driving, riding and pedestrian behaviours. Furthermore, RAA has delivered driver education for many years and is currently South Australia's largest provider of driver education, delivering over 13,000 lessons per year.

Young people continue to be overrepresented in fatal car crashes. People aged 16-24 years make up 13 per cent of the population but accounted for 21 per cent of all fatalities in SA over the past 2 years.

Learning to drive is a critically important time in the development of safe driving habits. In South Australia, learner drivers are required to be accompanied by a qualified supervising driver as they build up their driving experience, with a requirement in South Australia to complete 75 hours of supervised driving, including a minimum of 15 hours at night. However, learner drivers can choose to what extent this supervision comes from a professional driving instructor or from a friend or family member (who has held a full licence for the past two years).

Professional driving instructors are best placed to teach learners how to drive safely as they have both experience and ongoing training, assessment and accreditation in teaching others to drive.

In recognition of the benefits of using a professional driving instructor, New South Wales, ACT and Queensland apply a 3-for-1 bonus to up to 10 hours of structured lessons with a licensed driving instructor, while Tasmania applies a 2-for-1 bonus to up to 10 hours. In addition, New South Wales offers a Safer Drivers Course consisting of a 3-hour group discussion and 2-hour in-vehicle coaching session that earns a bonus 20-hour logbook credit. Last year, the ACT introduced two new courses that carry bonus hours, including the ACT Safer Driver Course (20 hours logbook credit for a 2.5-hour workshop and 1-hour of practical driving) and the Vulnerable Road User Program (10 hours log book credit).

RAA believes similar schemes should be introduced in South Australia to help promote greater use of professional driving instruction, leading to better, safer drivers. This is supported by RAA members, with six in ten surveyed RAA members supporting incentives for greater use of professional driving instructors with bonus logbook hours.



1. Safer road users



Priority 1.2 Child restraints

Establish a state-wide child restraint fitting network and reform child restraint legislation to improve protection for children.

Through our child restraint fitting and checking service in Mile End, RAA speaks with around 15,000 members of the community and fits or checks around 11,000 child restraints each year.

With around 88% of child restraints not being selected or fitted correctly, we recognise the need for as many South Australians as possible to have access to child restraint fitting and checking services. The South Australian Government also recognised the importance of better public understanding of child restraints in its draft road safety strategy to 2031, which committed to coordinated enforcement and education campaigns.

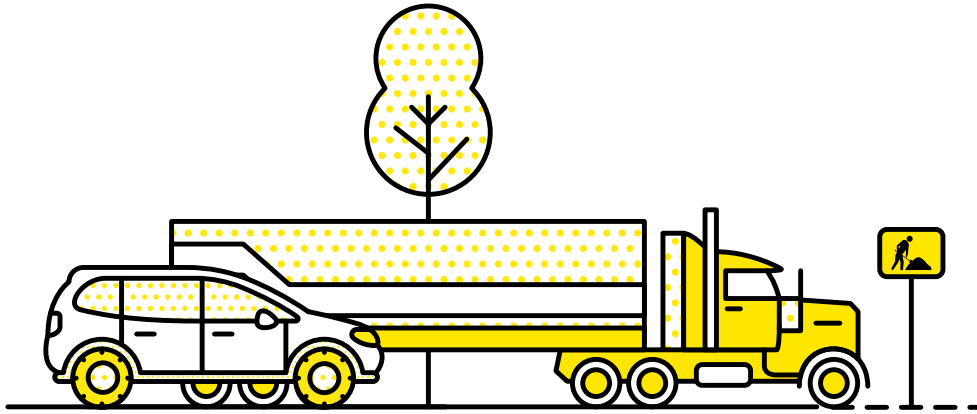
To expand the reach of our services beyond Adelaide, RAA has trained three regional businesses that provide contractor services on our behalf to be approved child restraint fitters – located in Mount Gambier, Renmark and Angaston. We also provide virtual appointments for those parents or carers that are not able to visit the Child Safety Centre – particularly those in regional areas.

We are aware that in other jurisdictions the state government has taken an active role in establishing a network of authorised restraint fitting stations across the state. For example, there are over 300 Authorised Restraint Fitting Stations across New South Wales.

RAA believes the South Australian Government should establish an authorised child restraint fitting network across the state to address the current deficit that exists in accessing child restraint fittings services in South Australia.

In addition to establishing a state-wide child restraint fitting network, there are several legislative changes that would strengthen child safety when travelling in vehicles. These include:

- Requiring child restraints to be used in taxis, just as already required in rideshare and private vehicles, given the injury risk is the same. In NSW, all children under 12 months travelling in a taxi must be secured by a child restraint and a minimum of 10% of the taxi fleet must be fitted with child restraints.
- Ensuring children with disability can access suitable restraints. Currently, the South Australian Road Traffic Act prohibits the sale of special purpose child restraints. RAA believes the sale of restraints should be dealt with under the Trade Practices Act so as not to create barriers to South Australian children with disability accessing suitable products.
- Increasing the minimum age for children to travel forward facing from six months to 12 months. For at least 15 years, the consensus among medical experts and road safety experts is that it is best practice to keep children rearward facing until at least 12 months of age.
- Providing greater clarity on the use of child restraints by children aged 7-16 years. The Australian Road Rules require children aged between 7 and 16 to use an approved child restraint unless they are wearing a properly adjusted and fastened seatbelt, but the meaning of this is poorly understood and there is a lack of community knowledge that adult seatbelts are only designed to safely restrain a person at least 145cm tall (the average 10-12-year-old).



2. Safer and more accessible road networks

For over 115 years, RAA has advocated to make the road network safer and more efficient to connect people and support a growing economy.

We believe continued investment in the transport network is key to South Australia’s recovery from COVID-19 and critical to achieving the National Road Safety Strategy vision of zero lives lost on our roads by 2050.

Investments in road infrastructure must be prioritised to safety outcomes when designing, building, upgrading and maintaining roads.

In fact, RAA believes road upgrade funding must be conditional on achieving a star rating improvement (or

minimum 3-star rating for new infrastructure). This will ensure that road infrastructure investment delivers objective safety improvements. Each incremental improvement in a road’s star rating reduces the death or serious injury risk by 40 per cent.



RAA is recommending the next Government prioritise the following projects to improve road safety and deliver an efficient network:

2.1 Duplication of the National Highway network in SA

Commit to duplicating the Augusta, Sturt and Dukes highways by 2050, supporting plans for a Greater Adelaide Freight Bypass and reducing heavy vehicle traffic on the South Eastern Freeway.

2.2 Road maintenance fund

Establish a four-year road maintenance fund with a minimum value of \$600 million.

2.3 Metropolitan road upgrades

Reduce congestion and improve safety on Adelaide’s metropolitan roads by investing in following projects:

- **City to Adelaide Hills** – Improve public transport links, extend third lane to Verdun and install an additional safety ramp.
- **Marion Road upgrade** – Remove tram crossing between Cross Road and Anzac Highway.
- **Northern suburbs east-west links** – Upgrade Curtis Road, Waterloo Corner Road, Kings Road and Elder Smith Road.
- **Cross-Road-Waite Road intersection** – Install signalised pedestrian crossing to improve safety.

2.4 Regional road upgrades

Improve road safety on South Australian regional roads by prioritising the following upgrades and package of works:

- **Victor Harbor Road** – Implement RAA’s recommended road safety improvements along Victor Harbor Road.
- **Main Road, McLaren Vale** – Upgrade this road including intersection upgrades to improve safety and support increasing tourism in the region.
- **Overtaking lane package** – Commit to installing additional overtaking lanes on busy roads and highways across the South Australian regional road network.



2. Safer and more accessible road networks

Priority 2.1 Duplication of the National Highway network in SA

Commit to duplicating the Augusta, Sturt and Dukes highways by 2050 to improve road safety, support plans for a Greater Adelaide Freight Bypass and reduce heavy vehicle traffic on the South Eastern Freeway, with high priority sections including Port Pirie to Crystal Brook, Tailem Bend to the Mallee Highway, Berri to Renmark and Greenock to Truro.

RAA believes a long-term commitment to fully duplicate the Augusta, Dukes and Sturt Highway will support economic recovery, greatly improve road safety and enhance freight productivity.

Augusta Highway

RAA welcomes the commitment to duplicate this corridor and supports the investment to date, including \$124.5m for the overpass at Port Wakefield, \$180m for stage two of the duplication between Port Wakefield and Lochiel and the \$5m commitment to a business case for stage three of duplication between Port Pirie and Crystal Brook. However, significant funding to complete the full duplication is still required.

Augusta Highway is the principal route to the north of the state for freight, agriculture and tourism, carrying an average of more than 4,000 vehicles per day, 27% of which is commercial traffic including road trains and b-triples.

A fully duplicated Augusta Highway will lead to opportunities to facilitate higher productivity vehicle (HPV) freight south of Port Augusta, significantly boosting productivity across the Eyre Peninsula and Far North regions of the state.

A fully duplicated highway will also deliver significant road safety benefits. Between 2016 and 2020 there were 25 fatalities, 49 serious injuries and 93 minor injuries on this highway, with nine fatalities occurring because of head-on crashes. In fact, fatalities on Augusta Highway accounted for more than 5% of lives lost on all South Australian Roads. In addition, 17% of casualty crashes on the highway tragically resulted in at least one fatality – far higher than average for regional SA where 6% of casualty crashes resulted in fatality.

Sturt Highway

RAA welcomes the recent \$202 million commitment to design and construct the Truro Bypass on the Sturt Highway; however, the expected growth in freight and higher productivity vehicles warrants the full duplication of the Sturt Highway from Greenock to the border.

Between 2016 and 2020, 120 casualty crashes occurred on the Sturt Highway between Nuriootpa and the Victorian border. These crashes resulted in 18 fatalities, 49 serious injuries and a further 131 minor injuries.



2. Safer and more accessible road networks



Daily traffic volumes are as high as 7,300 vehicles per day in Nuriootpa, which includes 2,000 heavy vehicles and 8,800 between Berri and Renmark, including 1,500 heavy vehicles. Freight use is very high along the whole corridor, but the section between Nuriootpa and Blanchetown via Truro sees the highest freight use, with heavy vehicles making up 28-37% of all traffic, including almost 700 b-doubles and road trains every day.

Duplication between Greenock and Truro in particular will facilitate the introduction of higher productivity vehicles on the greater Adelaide freight bypass and thereby work to reduce heavy vehicle volumes on the South-Eastern Freeway.

Whilst RAA considers the Nuriootpa to Truro section the highest priority for initial investment, the section between Berri and Renmark is another high priority section for duplication in the short-medium term. RAA will monitor the results of the current planning study to duplicate this section of Sturt Highway.

Dukes Highway

The Dukes Highway is the major road freight and tourist route between Adelaide and Melbourne. The corridor carries over 1,100 commercial vehicles each day, with 500-700 of these being B-double units or larger – equating to anywhere from 25% to 44% of the traffic on this corridor being commercial vehicles.

The Western Highway which adjoins the Dukes Highway at the Victorian border is being progressively duplicated by the Victorian Government to meet growing demand and improve safety. With the road freight task on this corridor increasing due to consumer driven demand and the relative efficiency of road transport, the duplication of this corridor should extend beyond the border into South Australia.

The current single lane route does not provide any physical separation between opposing traffic, resulting in an unacceptably high number of head on crashes. The implementation of the wide median treatment in 2012/2013 together with the installation of barrier protections has resulted in a reduction in the number of ‘hit fixed objects’ and ‘left road – out of control’ crashes but not head-on crashes. However, in the 5-year period from 2016-2020 there have been 61 crashes and 10 lives lost.

Duplicating this 190km freight and tourist corridor to provide two continuous lanes of travel in each direction together with physical separation and protection between opposing traffic flow would address the unacceptably high number of fatal and serious injury crashes.

2. Safer and more accessible road networks

Priority 2.2 Road maintenance fund

Establish a four-year road maintenance fund with a minimum value of \$600 million to improve road safety and address the backlog of road maintenance across South Australia’s road network, prioritising key regional roads including Old Sturt Highway, Horrocks Highway, Owen Road and Thiele Highway.

The condition of our road network continues to be a major issue for our members, particularly in our regional areas where it is critical to the safe and efficient movement of general freight, resources, agri-business, tourism, and access for those who live and work in regional parts of the state.

There are several key regional roads that need major maintenance works and are of particular concern to RAA, following detailed road assessments we have conducted. These include:

- The section of Horrocks Highway between Gawler and Templers – also nominated as the state’s riskiest regional road in RAA’s 2017 and 2019 Risky Roads surveys.
- The length of Owen Road between Templers and Hoskin Corner – also nominated in the state’s top three riskiest regional roads in 2017 and 2019.
- Thiele Highway, between Gawler and Kapunda – also nominated as the state’s ninth riskiest regional road in 2019.
- The length of Old Sturt Highway, between Barmera and Monash (via Berri/Glossop).

The Infrastructure SA 20-year report, published in May 2020, stated the estimated road maintenance backlog in South Australia was \$780 million, and growing by \$100 million a year. This meant that every year, roads were deteriorating and become more unsafe.

The Infrastructure SA report also found that South Australia currently spends proportionally less on road maintenance compared with New South Wales and Western Australia. For example, in 2018 SA was spending \$30m maintaining 13,000 km of roads compared with NSW that was spending \$328m to maintain its 18,000km of roads while WA was spending \$100m on maintaining its 18,500km of roads.

The recent investment in road maintenance through additional federal and state stimulus funding programs has resulted in an unprecedented and welcomed level of activity across the network.

While this accelerated level of maintenance funding has reduced the overall backlog, it is vital that the momentum of work is maintained since roads need ongoing maintenance regardless of the position in the economic or political cycle. RAA believes a four-year maintenance fund must be established with minimum value of \$600m to maintain the network.

The increased funding over a longer period would assist not only with planning forward maintenance but also aid the construction/maintenance industry through surety of work. By funding the program over four years rather than annually, it would allow for fluctuations in spending to be amortised over the life of the program and to take advantage of additional funding tranches as and when they become available.



2. Safer and more accessible road networks

Priority 2.3 Metropolitan road upgrades

2.3.1 City to Adelaide Hills connections

Complete planning and undertake detailed consultation on improving public transport links between the city and the Adelaide Hills, commit to a third lane on the South Eastern Freeway between Stirling and Verdun and install a third safety ramp at the bottom of the freeway descent.

The population in Mount Barker District Council is projected to increase 47% from 38,500 in 2021 to 56,700 in 2036. This population growth will place additional pressure on the South Eastern Freeway, where continued growth in traffic volumes will further compromise travel speeds, increase congestion and increase the risk of associated crashes.

Public transport and associated infrastructure

A survey of Adelaide Hills residents during the preparation of RAA's 2020 Adelaide Hills Regional Road Assessment report highlighted that 68% of respondents were concerned about the lack of alternative options to driving in the region. Whilst there was support for a passenger rail service, it was dependent on cost, frequency and whether it offered a saving in travel time compared with driving. None of the rail options proposed to date appear to address all these issues to the point where such a service would be viable.

The focus therefore in the short to medium term is to improve the reliability and quality of the existing bus services.

An efficient public transport system from the Adelaide Hills will alleviate some pressure from the South Eastern Freeway, and RAA supports implementation of a revised public transport system between Adelaide and Mount Barker, which may include 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 report.

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. RAA considers bus movement through the three intersections with Cross Road, Fullarton Road and Greenhill Road to be critical in delivering effective and efficient bus services between Adelaide and the Adelaide Hills. There are also opportunities to improve public transport connectivity in the Adelaide Hills as part of the \$250m Hahndorf Township Improvements and Access Upgrade Project.

Third lane to Verdun

A third traffic lane between Stirling and Verdun would provide additional efficiencies and capacity for along the South Eastern Freeway, including for public transport. Current traffic volumes are already at levels that compromise vehicle speeds during peak conditions, with continued growth in traffic volumes expected to further compromise speeds, increase congestion and increase the risk of associated crashes.

RAA also supports long-term planning for a third lane between Verdun and Mount Barker to support increasing population growth.

Additional safety ramp

RAA acknowledges and encourages measures being taken to divert freight around Adelaide via Truro, but this route will not be feasible for all freight journeys and vehicle types. There will hence be a continued need for some heavy vehicles to traverse the South Eastern Freeway descent into the future.

Installation of a third safety ramp will provide an additional opportunity for heavy vehicle drivers to leave the road to avoid a collision prior to the intersection with Portrush Road.

Near misses involving heavy vehicles at the bottom of the South Eastern Freeway descent are still reported, and there is currently nowhere for a heavy vehicle to go should it lose control beyond the second safety ramp. RAA have suggested some potential safety ramp locations between the existing lower ramp and Portrush Road as part of our 2020 Highway Assessment: South Eastern Freeway.

2. Safer and more accessible road networks

2.3.2 Marion Road upgrade

Before major works commence on the North South Corridor, remove the tram crossing on Marion Road between the Cross Road and Anzac Highway intersections to reduce congestion, improve safety and enhance access for motorists, cyclists, pedestrians and tram users.

The tram crossing on Marion Road between Anzac Highway and Cross Road is a notoriously congested bottleneck. The proximity of these intersections, coupled with the frequent activation of the tram level crossings on Marion Road and Cross Road results in frequent delays particularly during the morning and afternoon peak periods.

Approximately 71,000 vehicles per day use the intersection with Marion Road and Anzac Highway, whilst 53,000 use the intersection with Marion Road and Cross Road and more than 48,000 cross the tram level crossings on Marion Road or Cross Road. All these roads are part of the metropolitan arterial road network.

RAA’s most recent travel time survey, undertaken in 2017, indicated frequent delays for traffic on Marion Road and Anzac Highway, where average travel speeds were as low as 14km/h in the morning peak. Cross Road did not fare much better, with average travel speeds as low as 17km/h in the morning peak. The report identified a need to improve travel efficiency in the area before major works commence on the North South Corridor. Even with the progressive upgrade of the North South Corridor, RAA expects traffic volumes on these sections of Marion Road and Anzac Highway to remain similar. It is likely that during construction there may be some temporary increases in traffic volume as people seek out an alternative route.

Between 2016 and 2020, 79 casualty crashes occurred on the triangle of roads making up Cross Road, Marion Road and Anzac Highway, of which 72% were along Marion Road, including the intersections at Cross Road and at Anzac Highway. 55% of crashes on Marion Road were rear end crashes, often associated with congestion. Crashes on this section account for 12% of all crashes along Marion Road, despite it only making up 4% of the total road length.

Additionally, the Mike Turtur Bikeway, which follows the tram corridor and is extensively used by cyclists and pedestrians, currently requires users to cross both Marion Road and Cross Road at grade using signalised facilities.

The State Government commenced a corridor management study in 2018 to identify and assess options to improve road safety and the flow of traffic along Marion Road between Anzac Highway and Cross Road, including grade separation of road and light rail traffic. The study was originally due for completion in 2019 and is yet to be released.

The study was meant to consider the capacity of Marion Road during peak periods, the safety and operation of the intersections with Anzac Highway and Cross Road together with options to improve pedestrian and cycling connectivity.

Grade separating Cross Road and the tram line should also be considered as part of any design due to its proximity to the Marion Road level crossing.



2. Safer and more accessible road networks

2.3.3 Northern Suburbs east-west links

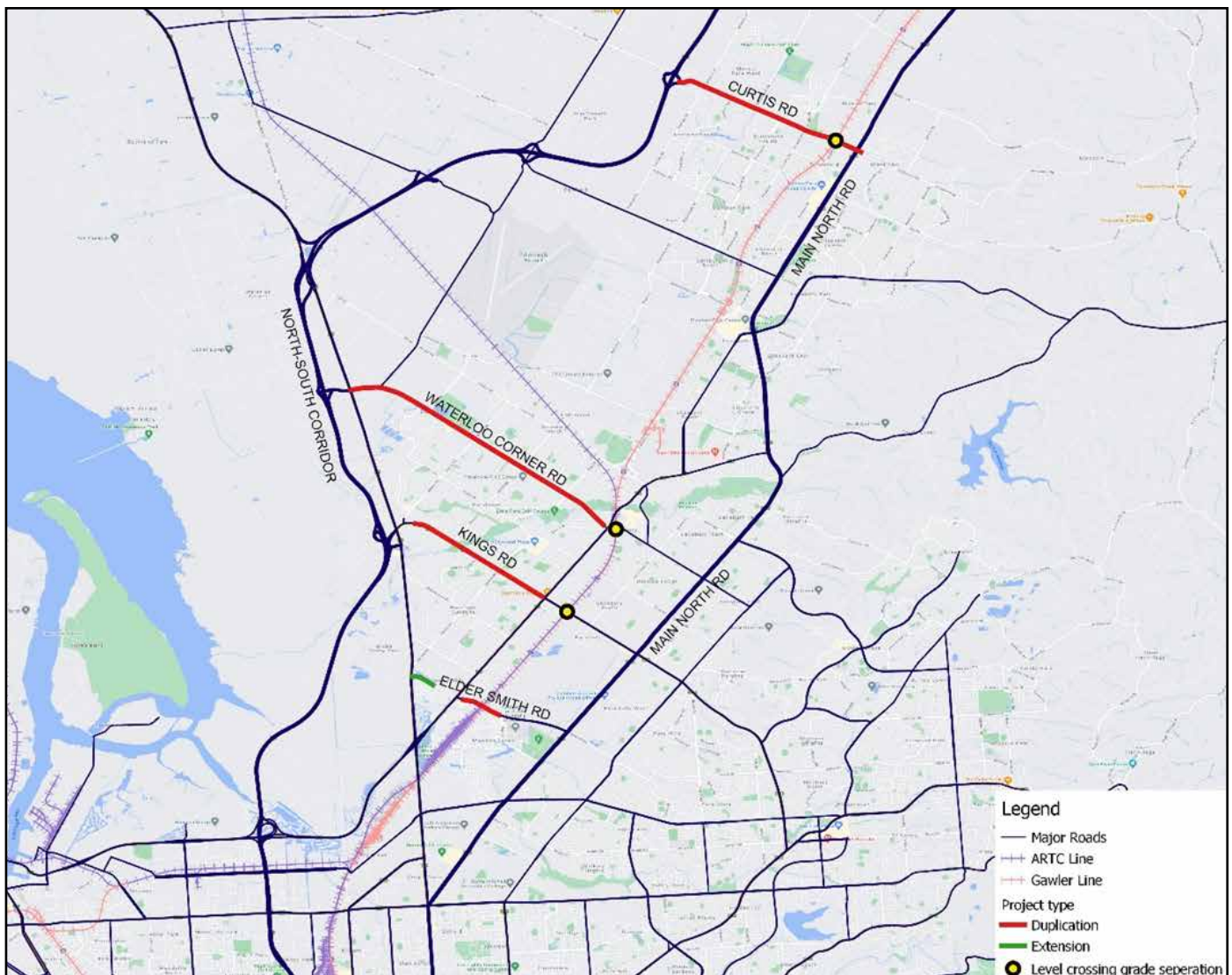
Commit to a package of works to improve east-west connections in Adelaide’s northern suburbs, including on Curtis Road, Waterloo Corner Road, Kings Road and Elder Smith Road.

Curtis Road, Kings Road and Waterloo Corner Road are key arterial road corridors providing direct access to the North-South Corridor, whilst Elder Smith Road provides a critical function in east-west traffic movement through Mawson Lakes.

The 3.5km section of Curtis Road between Main North Road and the Northern Expressway has daily traffic volumes as high as 24,500 vehicles per day, based on 2019 counts, including almost 18,000 over the level crossing, and is the most direct link between Main North Road and the Northern Expressway. Duplication of this corridor is a high priority to the rapidly expanding community around Munno Para and Angle Vale. Between 2016 and 2020, 120 casualty crashes occurred on this section of Curtis Road.

The Waterloo Corner interchange on the Northern Connector was recently opened on the western end of the 6.5km long of Waterloo Corner Road. Traffic volumes are as high as 21,500 vehicles per day on the south-eastern end, and the north-western end provides a crucial link to industrial precincts in Burton and Edinburgh. A planning study to upgrade this corridor is essential, with full duplication a possible outcome. This should also look at grade separation of the level crossing on Park Terrace, which would further improve this corridor. Between 2016 and 2020, 151 casualty crashes occurred on this section of Waterloo Corner Road.

The Bolivar interchange on the Northern Connector was recently opened on the western end of this 3.5km section of Kings Road. Kings Road provides a critical link to communities



2. Safer and more accessible road networks

in Paralowie, Parafield Gardens and Salisbury Downs, as well as Parafield Airport and the Salisbury South industrial precinct. Traffic volumes are as high as 20,700 vehicles per day on this section of Kings Road. Duplication of this corridor is essential to help unlock the full potential of the North-South Corridor and will substantially improve connectivity. Grade separation of the Parafield level crossing which is traversed by more than 33,000 vehicles per day would further improve the Kings Road Corridor. Between 2016 and 2020, 70 casualty crashes occurred on this section of Kings Rd.

Elder Smith Road provides a critical function in east-west traffic movement through Mawson Lakes between the north-eastern and western suburbs. Most of the 2.5km long corridor is two-lane-two way, with the exception of 800m which includes the 350m long Mawson Lakes Bridge. The bridge also provides pedestrian access to and between platforms of the Mawson Lakes Train Station and to the Park 'n' Ride. Full

duplication of Elder Smith Road is required and extending the Elder Smith Road alignment through to Port Wakefield Road would see further benefits through improved connectivity between the Northern Connector and Mawson Lakes and industrial precincts in Pooraka. Between 2016 and 2020, 15 casualty crashes occurred on the 800m long single lane section of Elder Smith Rd.

These initiatives are a high priority for our members and the wider community in the northern suburbs as well as the respective local governments, with both the City of Salisbury and the City of Playford councils indicating a high level of support for these upgrades to occur.

A package of major road infrastructure upgrades in the northern suburbs can support COVID recovery by creating local construction jobs whilst upgrades are underway, but also in the long term by improving the productivity of northern industrial precincts.

2.3.4 Cross Road – Waite Road intersection upgrade

Install a signalised pedestrian crossing treatment on Cross Road, near the intersection with Waite Road.

RAA is calling for the installation of a signalised pedestrian crossing treatment to be installed on Cross Road, near the intersection with Waite Road. Ultimately, this could be in the form of full signalisation at the intersection with Waite Road, or the introduction of a pedestrian actuated crossing (PAC) to replace the existing pedestrian refuges.

In RAA's 2019 Risky Roads campaign, the intersection with Cross Road and Waite Road was nominated as one of the top 10 risky intersections in SA – following several prior nominations through our ongoing 'Report A Road' program.

Full intersection signalisation would facilitate safer turns from Waite Road onto Cross Road, as well as provision for safe pedestrian crossing opportunities. A PAC would provide safer pedestrian crossing opportunities, whilst also providing occasional breaks in traffic when activated, which will make it easier to turn onto Cross Road from Waite Road.

More than 33,000 vehicles use this section of Cross Road each day, which includes up to 1,300 commercial vehicles. As the North-South Corridor upgrade progresses, RAA anticipates that traffic volumes, especially for commercial vehicles, will increase substantially – adding further pressure to this intersection. Therefore, intervention is needed now, before the issue intensifies.

RAA raised the issues at this intersection as a part of our submission to the Cross Road Planning Study team during the community consultation period in August 2021.

Between 2016 and 2020, four casualty crashes occurred at the intersection, with three of these involving vehicles turning right from Waite Road failing to give way to westbound traffic on Cross Road.

An upgrade at this location will improve safety for pedestrians crossing at this location and provide additional opportunities for vehicles to turn out of Waite Road.

RAA acknowledges that work is currently being undertaken to progress the Cross Road Planning Study. Notwithstanding, the time from completion of the study and implementation of recommendations could be several years. There is already an identified need for an improved midblock crossing arrangement and the construction of a signalised pedestrian crossing treatment would improve safety for pedestrians in the short to medium term until such time as any major upgrade of the Cross Road corridor is undertaken.

2. Safer and more accessible road networks

Priority 2.4 Regional road upgrades

2.4.1 Victor Harbor Road

Implement RAA's recommended road safety improvements along Victor Harbor Road, which includes a roundabout at the intersection of Goolwa Road and new overtaking lanes south of Mount Compass.

RAA is calling for significant investment in road safety upgrades of Victor Harbor Road between Mount Compass and Victor Harbor. These upgrades should include installing at least two overtaking lanes, road widening and introduction of a wide centreline treatment (WCLT) with central wire rope safety barrier, and significant intersection upgrades at Goolwa Road, Crows Nest Road and Hindmarsh Tiers Road.

These upgrades were key recommendations of RAA's May 2021 Victor Harbor Road Highway Assessment.

RAA welcomes significant recent investment on Victor Harbor Road, including \$92m to duplicate the road between Old Noarlunga and McLaren Vale, and \$15m for safety upgrades including an overtaking lane between Mount Compass and Victor Harbor. As part of these upgrades, recent installation of audio tactile line marking (ATLM) and additional safety barriers between Mount Compass and Victor Harbor are welcome additions to safety and reducing the likelihood and severity of single vehicle, run off road crash types.

Victor Harbor Road has a notoriously poor crash history. Between 2016 and 2020, nine lives were lost in crashes on the road, and the casualty crash rate per kilometre travelled was twice as high south of Mount Compass than it is north of Mount Compass. In other terms, about half of Victor Harbor Road's casualty crashes occur between Mount Compass and Victor Harbor – despite this being a shorter road section in terms of distance and carrying about half the amount of daily traffic.

Wide centreline treatment (WCLT) on Willunga Hill utilises a typical 2m wide centreline with central barrier. Recent trials on the Mitchell Highway in NSW have indicated that a 1.4m central median can be a viable cross section. Furthermore, 1.5m WCLT with central barrier has been installed on State Highway 1 (Centennial Highway), 30km north of Wellington in New Zealand since 2007 where the result was an instant reduction in death and serious injury occurring on this previously notorious road section.



2. Safer and more accessible road networks

2.4.2. Main Road, McLaren Vale

Upgrade this popular tourist road including intersection upgrades to improve safety and support increasing tourism in the region.

Main Road provides a direct link between McLaren Vale and Willunga in the popular McLaren Vale wine region and is a key route for locals as well as tourists travelling around the region.

RAA is calling for an upgrade to Main Road which will improve safety for all road users. This upgrade should include:

- Installing wide sealed shoulders to reduce the risk of run-off road crashes and facilitate safe cycling.
- Roundabouts or major intersection upgrades at Johnston Road/McMurtrie Road (McLaren Vale) and at Malpas Road/Binney Road (Willunga).
- Other intersection upgrades including at Branson Road/Rifle Range Road (McLaren Vale) and at Little Road/Gaffney Road (Willunga).
- Resealing between Branson Road and Willunga.

Main Road was one of the top ten roads raised in the Fleurieu and McLaren Vale region by the local community during RAA’s 2021 Fleurieu Peninsula and McLaren Vale Regional Road Assessment. Tragically, in 2021 whilst this assessment was underway, two people lost their lives in separate crashes on Main Road, with other serious crashes also occurring.

City of Onkaparinga Council commissioned a formal road safety audit of Main Road and its intersections in 2021, with several short-term recommendations already implemented including enhanced intersection warning signage, new safety barriers and refreshed line marking. Mid-long term intersection recommendations included substantial upgrades such as construction of roundabouts or intersection realignments to achieve staggered T intersections.

Between 2016 and 2020, eight casualty crashes occurred on the 4km section between McMurtrie Road and Little Road, with six of these at intersections (note that this does not include two fatal crashes and at least one serious crash along the corridor to date in 2021).

These upgrades would support COVID recovery by providing local construction jobs whilst upgrades are underway. There may be opportunities for improved streetscaping and regional branding along the corridor (e.g. on roundabout central islands) which may have residual benefits supporting the recovery of the tourism industry.

2.4.3. Overtaking lane package

Commit to installing additional overtaking lanes on busy roads and highways across the South Australian regional road network, including on Alexandrina Road, Riddoch Highway, and Copper Coast Highway.

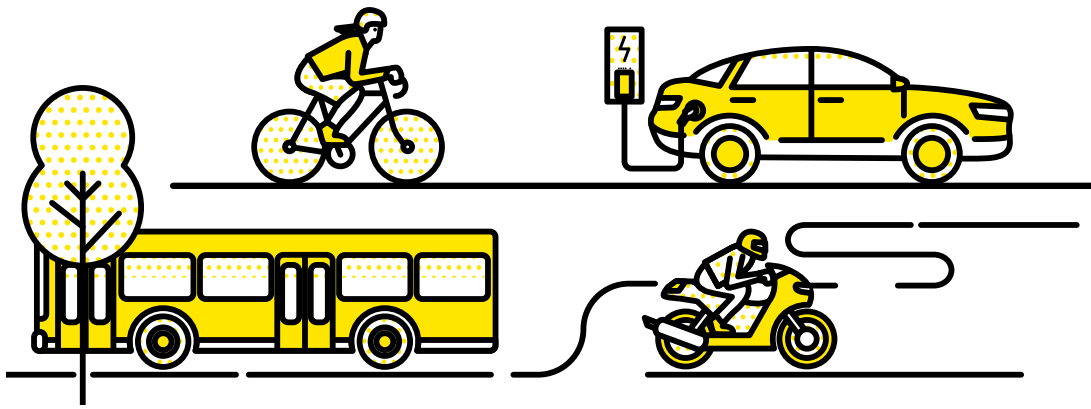
A commitment to install more overtaking lanes will improve safety and increase capacity on our regional road network. These lanes are frequently called for by our regional members in community feedback we gather as part of our reviews of the state’s regional road network. Priority locations for installation of overtaking lanes, identified during RAA Regional Road Assessments include:

Region	Locations
Fleurieu Peninsula	Alexandrina Rd (x4) Main South Rd (x4) Goolwa Rd (x2)
Barossa and Light	Gomersal Rd (x2) Barossa Valley Way (x2) Thiele Hwy (x2)
Yorke Peninsula	Copper Coast Hwy (x3)
Riverland	Bookpurnong Rd (x2) Sturt Hwy: Renmark to Vic border (x2)
Limestone Coast	Riddoch Hwy (x3) Glenelg River Rd (x2)

RAA acknowledges and welcomes current packages of overtaking lanes due for imminent construction, including on Long Valley Rd (x1), Victor Harbor Rd (x1), Riddoch Hwy (x3) Horrocks Hwy (x4), Princes Hwy, Augusta Hwy (x3), Lincoln Hwy (2), Eyre Hwy (2), Sturt Hwy and across Eyre Peninsula Roads (x5)

However, overtaking lane construction should continue as a rolling program of works which will progressively increase the amount of safe overtaking opportunities on our regional roads.

Overtaking lanes provide safe overtaking opportunities on regional roads with high speeds and high traffic volumes, reducing the likelihood of crashes occurring that involve driver frustration and unsafe overtaking.



3. Connected, liveable, smart cities

Through innovation and advocacy, RAA seeks to play an important role in supporting the transition to more sustainable transport and mobility solutions and using data and digital infrastructure to create high quality living. South Australia can and should leverage the rapid technological change in transport and mobility and the disrupting effect of COVID-19 to enhance South Australia's liveability credentials and promote Adelaide as a truly smart city.

Electric and zero emissions mobility is at the heart of the technological change and is the future both globally and at home in South Australia. There must be continued investment in the transition to electric vehicles to reduce barriers to uptake, including in electric vehicle charging infrastructure, smart home charging trials, and incentives to reduce upfront cost, along with a long-term plan to provide a sustainable and equitable transport funding model for all road users.

Beyond the transition to electric vehicles, the opportunity to utilise open data and Intelligent Transport Systems (ITS) to enhance current infrastructure assets, increase public transport patronage, and provide greater mobility choice are at the centre of any truly smart city. COVID-19 has changed travel behaviours, with innovative solutions now needed to restore and strengthen the attractiveness of public transport and safer infrastructure required to accommodate increased interest in cycling.

RAA is recommending the next Government to prioritise the following projects to enhance South Australia's liveability credentials and promote Adelaide as a truly smart city:

3.1 Accelerated transition to electric vehicles

Continue to support the transition to electric vehicles by scrapping stamp duty, streamlining approvals for recharging infrastructure and improving recharging compatibility across all charging infrastructure.

3.2 Open digital ticketing

Make public transport more attractive, accessible and easier to use by providing commuters with choice to seamlessly plan journeys and purchase digital tickets via multiple app platforms.

3.3 On-demand bus services

Put in place a permanent Mt Barker on-demand bus service and implement a trial in the Victor Harbor – Goolwa area to support mobility.

3.4 State cycling strategy

Develop a state cycling strategy, including a mapped metropolitan priority cycling network, underpinned by a \$10m annual investment in the State Bicycle Fund.

3. Connected, liveable, smart cities

Priority 3.1 Accelerated transition to electric vehicles

Continue to support the transition to electric vehicles by scrapping inefficient taxes on electric vehicles including stamp duty, streamlining building approvals for recharging infrastructure and pursuing technical standards to ensure recharging compatibility across all charging infrastructure.

RAA believes South Australia can and should lead the nation in delivering a smooth transition to a more sustainable and cost-efficient transport future, leveraging the fact that renewables provide over 60% of our state's electricity.

Despite the benefits of electric vehicles, issues including upfront costs, range anxiety and access to charging infrastructure remain key barriers to greater uptake. In addition, planning laws and interoperability issues will impede uptake in the future without reform.

RAA has continued to advocate strongly to reduce key barriers to the uptake of electric vehicles. RAA welcomed the SA Electric Vehicle Action Plan, which included:

- \$13.4 million towards building an electric vehicle charging network in SA.
- \$3.6 million to undertake electric vehicle smart charging trials.

RAA also advocated strongly and welcomed the Government's decision to incentivise electric vehicle uptake as part of the introduction of a road user charge by providing:

- A \$3,000 subsidy for the first 7,000 electric vehicles purchased in South Australia.
- A 3-year motor registration fee exemption for new electric vehicles purchased up until 30 June 2025.

In addition, the delayed implementation of the road user charge until 2027 will support the transition to electric vehicles now while ensuring South Australia has a sustainable transport infrastructure funding model into the future.

To continue supporting the uptake of electric vehicles in South Australia, and to ensure a smooth transition to an electric future, RAA is calling on the next Government to pursue the following initiatives:



- Scrap inefficient taxes on electric vehicles including stamp duty. Removing stamp duty would equate to a tax saving of approximately \$2,000 on a \$50,000 vehicle purchase. Both the NSW Government and the Tasmanian Government have announced plans to either phase out or temporarily waive stamp duty on electric vehicle purchases.
- Work with industry to ensure all new buildings and precincts are constructed and wired to be 'EV Ready', in line with developments in other states, and streamline building approvals for recharging infrastructure for homes, apartments and rental properties, as well as in car parks and other public locations. Those who rent and live in apartments, or do not have off street parking, need to be able to recharge an electric vehicle and maximise the benefits of owning one.
- Continue to work with other state governments and the federal government to pursue technical standards to ensure recharging compatibility across all charging infrastructure and maximise the availability of recharging stations. This work includes encouraging convergence of recharging plug standards, ensuring open access to all recharging infrastructure, and single identification/payment methods.

3. Connected, liveable, smart cities

Priority 3.2 Open digital ticketing

Make public transport more attractive, accessible and easier to use by providing commuters with choice to seamlessly plan journeys and purchase digital tickets via multiple app platforms.

The pandemic has disrupted travel behaviours and impacted on the perceived safety and attractiveness of public transport, further reducing the already low patronage of public transport in Adelaide.

RAA believes that public transport has an important role to play in South Australia's transport system. An attractive and convenient public transport system can reduce carbon emissions and road congestion by encouraging people to reduce their reliance on private car use. It can also service the mobility needs of those unable to drive themselves, including children, older people, people with disability, people in financial hardship, and visitors such as tourists.

As South Australia rebounds from the pandemic, now is the time to start improving the reputation of public transport to remain a globally attractive place to live.

The current state of public transport ticketing and lack of digitised ticketing is a barrier to using public transport, particularly for infrequent users and the 50% of SA's population who haven't used public transport in the last 12 months. It also prevents the integration of other mobility with public transport (e.g. as part of a Mobility as a Service offering) and inhibits flexible and innovative ticketing and payment solutions (such as bundling public transport tickets with major event admission).

The South Australian Government is currently investing in new on-board ticketing validators and also investigating mobile ticketing infrastructure. These investments release the possibility of partnering with the private sector to deliver open digital ticketing, which would provide multiple key benefits:

- **For users and potential users:**
Making public transport more attractive for users (particularly casual users) and enabling users wider and easier access to public transport through digitised ticketing.
- **For government:**
The opportunity to increase public transport patronage, data and insight through leveraging the private sector, resulting in lower service cost which ideally allows reinvestment in improving public transport services.
- **For businesses:**
The opportunity for local companies to innovate and develop new offerings for South Australia and other potential markets while supporting government in promoting public transport usage.

In a December 2020 RAA survey, 62% of South Australians indicated they would be likely to use an all-in-one smartphone app which also includes the ability to purchase and validate digital public transport tickets. 52% of public transport users would be likely to use an all-in-one app for public transport journeys that enabled the user to pay for public transport, while 22% of non-public transport users would be likely to consider using public transport if such an app existed.

Innovative organisations could provide substantial support to the South Australian Government in opening up public transport digital ticketing, both through education of the South Australian public and through developing innovative digital ticketing and payment services to encourage our members and the South Australian community to use public transport.

3. Connected, liveable, smart cities

Priority 3.3 On-demand bus services

Make permanent the on-demand bus trial in Mt Barker and implement a trial in the Victor Harbor – Goolwa area to support mobility.

Regional South Australian towns and outer metropolitan areas 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.

On-demand bus services are flexible transport solutions to communities in areas where public transport routes are limited due to variable demand.

In January 2020, the State Government and Keolis Downer launched a trial in Mt Barker enabling passengers to order a bus, when and where they need it, to take them to public transport hubs or directly to their destination within the service area.

Demand for this 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. The trial has been extended twice and has expanded the service area include Littlehampton and Nairne. Making this services permanent will provide these communities with additional transport options and support public transport usage.

Extending on-demand bus services to the Victor Harbor – Goolwa area will improve connectivity and mobility between these two large population centres and destinations enroute such as Middleton, Port Elliot and McCracken. 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.”

On-demand bus services are proving to be a popular way to provide additional transport services to communities and support public transport usage.



Mt Barker trial on-demand bus service.
Image: Philip Mallis

3. Connected, liveable, smart cities

Priority 3.4 State cycling strategy

Develop a state cycling strategy, including a mapped metropolitan priority cycling network, underpinned by a \$10m annual investment in the State Bicycle Fund.

Increased active travel delivers several key benefits to society including improved physical and mental health, reduced congestion, supporting public transport usage, reduced pollution, improved mobility for non-drivers and safe, thriving neighbourhoods.

While there has been an increase in the number of people cycling during the pandemic, participation remains below the national average. The National Walking and Cycling Participation Survey 2021 reports that 17% of South Australians cycled in the last week and 38% in the last year, rates of participation below all other jurisdictions except NSW.

Many of South Australia's cycling routes are incomplete and safety concerns about sharing the road with motor vehicles are consistently raised as a key barrier to cycling as a transport mode. We Ride Australia's recently released report on the Australian Cycling Economy found that improving bikeways in urban areas and providing more dedicated off-road bicycle trails would have a high impact on people's propensity to cycle.

RAA welcomes the record \$3.2m invested in the State Bicycle Fund grants program in 2021/22 but this still amounts to a very small proportion of the state's overall transport infrastructure investment. Larger, ongoing investment is needed to complete metropolitan and regional priority cycling networks, including:

- Completion of the Gawler Greenway.
- A bridge connecting the Royal Adelaide Hospital to the River Torrens Linear Path.
- Extending and connecting regional cycling trails together to deliver the Great Australian Wine Trail between Clare Valley and McLaren Vale.
- Constructing a 1.9km shared use path adjacent to the rail line to enable the Encounter Bikeway to bypass Hindmarsh Road.
- Constructing the proposed Aldinga Willunga Cycleway.

In its 20-year State Infrastructure Strategy, Infrastructure SA calls for the State Government to develop an active transport strategy that maps an optimal integrated network that supports greater use of walking, cycling and other forms of active transport. The Heart Foundation has been commissioned by Wellbeing SA to develop South Australia's first state-wide walking strategy, and South Australia needs a corresponding cycling strategy to deliver the Government's ambition of increased active travel. The last state cycling strategy expired in 2010.

A state cycling strategy should be developed to:

- Map metropolitan and regional priority cycling networks consisting of separated or protected bikeways and low speed local streets.
- Identify where cycling infrastructure needs to be built or upgraded to complete the networks and co-fund this infrastructure with councils through an expanded \$10m per year State Bicycle Fund.
- Expand the Way2Go Bike Ed program so that a much greater proportion of primary school students have the opportunity to receive cycling training.
- Review driver training to give greater emphasis to safe driving around cyclists.
- Develop community education campaigns on sharing the road with cyclists.
- Support the delivery of the cycling ambitions and goals detailed in the Climate Change Action Plan 2021-2025, the Game On: Getting South Australia moving initiative, the Road Safety Strategy to 2031 and the 20-year State Infrastructure Strategy.



4. Sustainable urban development

As an organisation representing one in four homeowners in South Australia, RAA is committed to making home insurance affordable for South Australians, helping solve challenges associated with climate change and natural disasters and making communities safer. In addition, transport infrastructure should be considered from the outset to ensure the connectivity of new developments.

South Australia's population growth is strong and net migration has reached its highest level in nearly 30 years. This growth, coupled with the impact of COVID-19 and changed working habits, is creating demand for additional housing developments in our state.

RAA believes robust land use planning includes:

- Development of adequate road and public transport infrastructure and transparent infrastructure funding agreements between developers and government.
- Instalment of necessary electricity infrastructure to meet demand for electric vehicle charging.
- Greater emphasis on the risk of natural disasters as a result of climate change and investment in mitigation measures.

A challenge for Adelaide is that many areas of available land are in the northern suburbs close to flood-prone areas or in the hills which are a risk from bushfires.

As an immediate priority, RAA is recommending the next Government to implement the following measure to support more sustainable urban development in South Australia.

4.1 Flood mitigation

Develop a comprehensive plan to prevent flood risk on the Gawler River to protect new and existing housing developments.

4. Sustainable urban development

Priority 4.1 Flood mitigation

Develop a comprehensive plan to prevent flood risk on the Gawler River to ensure new and existing housing developments are protected from the increasing threat of natural disasters as a result of climate change.

RAA recognises that climate change is impacting on the frequency and severity of major weather events. The Insurance Council of Australia estimates that the total economic cost of natural disasters in Australia will more than double by 2050, from \$18 billion to \$39 billion. As the risk of natural disasters increase, so will the cost of insurance and the ability for communities to afford adequate insurance cover.

To protect households and support affordability, it is vital that new housing developments and land use planning decisions take account of the heightened risk of natural disasters and there is an increased investment in mitigation measures to protect households.

The Gawler River floods on average every decade, with the most recent event occurring in 2016. The growth in new housing developments in Adelaide's northern suburbs is increasing the need to invest in flood mitigation works.

The Gawler River Floodplain Management Authority was established in 2002 to co-ordinate the construction, operation and maintenance of flood mitigation infrastructure for the Gawler River.

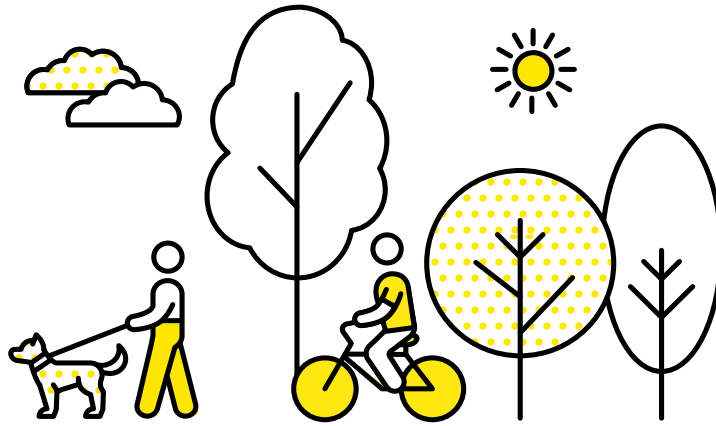
Some mitigation works have been undertaken, and there has been a range of proposals made in recent years to reduce flood risk, including the \$27 million Northern Floodway Project Prospectus and the development of the Gawler River Stormwater Management Plan.

In its 2021 Capital Intentions Statement, Infrastructure South Australia called for a comprehensive business case to detail the most effective economic solutions to address the flood risk along the Gawler River and support horticulture and urban expansion in flood prone areas.

RAA believes this business case to understand the most feasible options must be undertaken as a priority for the next State Government.



Image: Getty



5. A stronger tourism economy

RAA Travel is South Australia’s expert and trusted provider of high-quality holidays and experiences locally, interstate and internationally. Through valued partnerships and collaboration with the industry, we are committed to advocating for, engaging with and helping to support tourism businesses and operators to grow the visitor economy in South Australia.

COVID-19 has significantly impacted large sections of the tourism sector, with uncertainty and unpredictability of border restrictions impacting business activity and the confidence to travel, which will have lasting effects. A recent RAA survey of South Australian tourism operators found two thirds of operators have lower revenue now than prior to COVID-19.

Despite the impact of border closures, South Australia’s response to COVID-19 has enabled strong intrastate travel. This has meant some regions have experienced strong activity and put pressure on existing infrastructure. In some cases, tourism operators have struggled to service demand due to skill and labour shortages, particularly in regional areas. In fact, RAA’s survey of tourism operators found the largest barrier to growing their business was recruiting and retaining staff.

Addressing skills shortages, investing in SA’s visitor economy via upgrading town infrastructure and leveraging our State’s unique nature-based attractions and iconic offerings will support safer journeys and help our recovery from the pandemic.

RAA is recommending the next Government to invest in the following measures to support a safe and accessible tourism sector in South Australia:

5.1 Regional tourism infrastructure

Commit to an ongoing regional tourism grant program to support economic growth, revitalise regional town centres, and improve and upgrade local infrastructure facilities.

5.2 Rebuild tourism capacity and address skills shortages

Commit to developing a whole-of-state strategy to respond to growing skills shortages.

5.3 The Adelaide Recreation Circuit (ARC)

Fund a feasibility study for ARC, an iconic continuous walk, run and bike circuit showcasing the Adelaide Park Lands.

5. A stronger tourism economy

Priority 5.1 Regional tourism infrastructure

Commit to an ongoing regional tourism grant program to support economic growth, revitalise regional town centres, and improve and upgrade local infrastructure facilities to support increased visitation.

South Australia's response to COVID-19 has enabled strong intrastate travel, with 50% of travel expenditure in South Australia now being attributed to this form of tourism. This has meant some regions have experienced strong activity and put pressure on existing infrastructure.

Growth in regional tourism is expected to continue as we rebound from COVID-19. Interstate and international travel is recovering from the pandemic and intrastate tourism will remain a popular choice for South Australians. A recent survey commissioned by the Australian Automobile Association in partnership with RAA found that 83 per cent of RAA members are more comfortable travelling within SA, while only 27 per cent are comfortable travelling interstate.

To meet continued demand for regional tourism, there needs to be adequate infrastructure in place to ensure visitors have an enjoyable and safe experience.

As part of the economic stimulus package in response to COVID-19, the Government introduced the Local Government Infrastructure Partnership Program. This program allocated grants to local councils to upgrade local and community infrastructure and revitalise town centres and tourism facilities.

RAA believes a grant program that continues to support upgrades to town centres and local infrastructure facilities in partnership with local councils will support regional economic growth and ensure regions can meet demand of increased tourism.

Projects supported by this program could provide enhancements such as upgraded footpaths, better pedestrian lighting, new streetscape furniture (e.g. seating, public art, additional landscaping) and provision for smart technology (e.g. Wi-Fi).

Improvements to main streets in regional towns can also deliver road safety benefits by creating a stronger motivation for motorists (including road trip tourists) to stop for regular breaks (hence reducing driver fatigue) and by providing safe footpaths and crossings for pedestrians.

These types of enhancements could be planned and implemented relatively quickly, can create work for local businesses, and deliver long-term benefits for the whole community.



Image: Getty

5. A stronger tourism economy

Priority 5.2 Rebuild tourism capacity and address skills shortages

Commit to developing a whole-of-state strategy to respond to growing skills shortages in the tourism industry and address long-term impacts of COVID-19.

The pandemic has had a devastating impact on the tourism industry. The international travel ban has wiped out almost \$1 billion of visitor expenditure from the economy and uncertainty and unpredictability of state border restrictions and lockdowns has impacted business activity and the confidence to travel. While increasing vaccine coverage is boosting confidence in the industry, the lasting effects of COVID-19 will be felt for some time.

Key to the recovery of the tourism sector is a skilled workforce. A major impact of the pandemic has been its effect on exacerbating skills and labour shortages in the tourism industry, with no international workers filling skills gaps and more people leaving the industry to find more stable employment. These severe capacity constraints will restrict the tourism industry’s ability to service demand.

A recent RAA survey of South Australian tourism operators found 67 per cent of respondents said recruiting and retaining staff was a barrier to growing their business (with 39 per cent citing it as a major barrier), making this the number one barrier. In addition, 63 per cent identified staff training and skills as a barrier (with 25 per cent citing it a major barrier). One operator commented, “It is currently very difficult to find staff. When I am able to identify suitable staff they are not able to work in the area due to inadequate accommodation in

the area.” Another bemoaned the “critical shortage of trained hospitality professionals”.

The State Government has supported the sector through grants and relief packages which is helping to mitigate the impact on tourism jobs and businesses, and the voucher program is attracting people to the regions. However, the tourism sector can only take full advantage of growing demand if it has the skills and people to service it.

The issues driving skills shortages are multi-faced and require a whole of government response. Job security, housing supply, adequate training and upskilling are just some of the issues driving the growing capacity constraints. More work needs to be done in a more coordinated way to support tourism businesses build response measures to maintain capacity in the sector and address skill gaps.

RAA is calling for a whole of state strategy with specific regional tourism employment plans to respond to growing skills shortages and to rebuild operator capacity so that the sector can be more sustainable and resilient in the future. This requires coordinated action across government at all levels and the private sector, flexible policy solutions and a joint preparedness to rebuild response capacity.



5. A stronger tourism economy

Priority 5.3 The Adelaide Recreation Circuit (ARC)

Fund a feasibility study for ARC, an iconic continuous walk, run and bike circuit showcasing the Adelaide Park Lands to promote Adelaide as a city to visit and stay in through becoming a unique and globally recognisable icon.

Adelaide's unique Park Lands presents the opportunity to develop an internationally recognisable South Australian tourism icon that cannot be replicated in any other city in the world.

ARC is a privately developed concept for an iconic uniform, uninterrupted shared-use pedestrian and bike trail circuit around Adelaide's Park Lands. The proposed 12km CBD circuit would utilise innovative surface materials, lighting and technology to create an inspiring Dreamtime rainbow serpent aesthetic and an immersive, safe and sustainable experience. The circuit would leverage established pathways where possible but would introduce road overpasses in a staged way to provide a safe and enjoyable traffic-free experience.

ARC would:

- Promote Adelaide as a city to visit and stay in through becoming a unique and globally recognisable icon.
- Create greater recognition and appreciation of Adelaide's Park Lands as a place for public recreation, leisure and enjoyment in line with Colonel Light's vision, and connect the park lands back together, helping to secure their long-term protection and Adelaide's bid to become a National Park City.
- Encourage physical activity and active sports tourism through being of a standard where it could host recreation events, reinforcing SA's position as the premier cycling state.

- Connect prominent places and spaces that surround our city both physically and digitally.
- Highlight Adelaide's Kurna heritage through its Dreamtime aesthetic and through interpretive signage.

RAA understands that the ARC proposal has broad stakeholder support from preservation groups, sporting organisations and peak bodies.

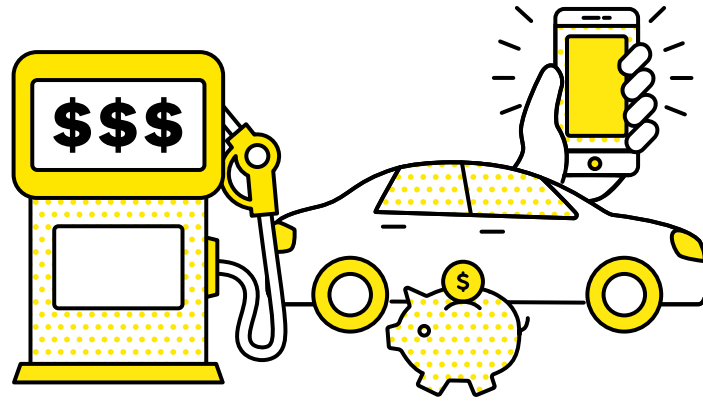
The ARC proposal shows strong alignment to the 20-year State Infrastructure Strategy as well as supporting the SA Tourism Commission's objective of developing unique and appealing experiences. ARC captures the fastest growing sector in global tourism, namely active sports tourism. The Game On: Getting South Australia moving initiative also recommends investing in recreational walking and cycling infrastructure to facilitate iconic experiences that attract mass participation and tourism opportunities.

In April 2021, RAA surveyed our members to understand their views on the South Australian Government helping to fund ARC. Nearly two thirds of members support the government funding ARC.

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. Now is an opportune time to develop ARC to enable Adelaide to attract interstate and international visitors.



Image: Getty



6. Lower transport costs

As a mobility advocate representing over 780,000 members, RAA continues to advocate for measures that keeps transports costs as low as possible, building on our recent success in securing a two-year trial of real-time fuel pricing. With transport crucial to everyday life, it is critical that transport costs are kept to a minimum to ensure it remains accessible and affordable to all South Australians.

According to the Australian Automobile Association, the typical household in Adelaide spends more than \$18,000 on transport costs each year, or about 14.7 per cent of their income. One of the largest contributors to that cost is fuel, followed by public transport costs, insurance, registration and servicing.

RAA supports measures that reduce pressure on all transport costs and believes government taxes and charges should not increase above CPI.

In March 2021, the Government introduced a two-year trial of real-time fuel pricing to provide South Australians with the necessary information to make an informed decision on when and where it is best to fill up.

Since commencing in March 2021, the two-year Real Time Fuel Pricing trial has had an immediate impact on the Adelaide petrol market, with price average variations decreasing by 50% within the first two months of the trial. Furthermore, a RAA survey of 600 app users found 84% of those who have actively used the fuel feature reported saving money: the average savings over the last 30-day period was \$28.10 – or \$337.20 a year.

RAA believes the next State Government can make transport more affordable by making real-time fuel pricing permanent.



6. Lower transport costs

Priority 6.1 Real-Time Fuel Pricing

Make the Real-Time Fuel Pricing trial in South Australia permanent.

Petrol prices in Adelaide (and in many other major Australian cities) conform to a price cycle. Through intense competition amongst retail outlets, petrol prices gradually drop over a period of time, followed by a sharp increase back up. If motorists do not have adequate information to understand and anticipate these cycles, they can fail to take advantage of lower prices at the bottom of the cycle and are forced to pay peak prices.

These cycles are the result of deliberate action on the part of retailers and are not directly related to changes in the wholesale costs of fuel. Factors that influence the wholesale costs include the strength of the Australian dollar and the price of crude oil.

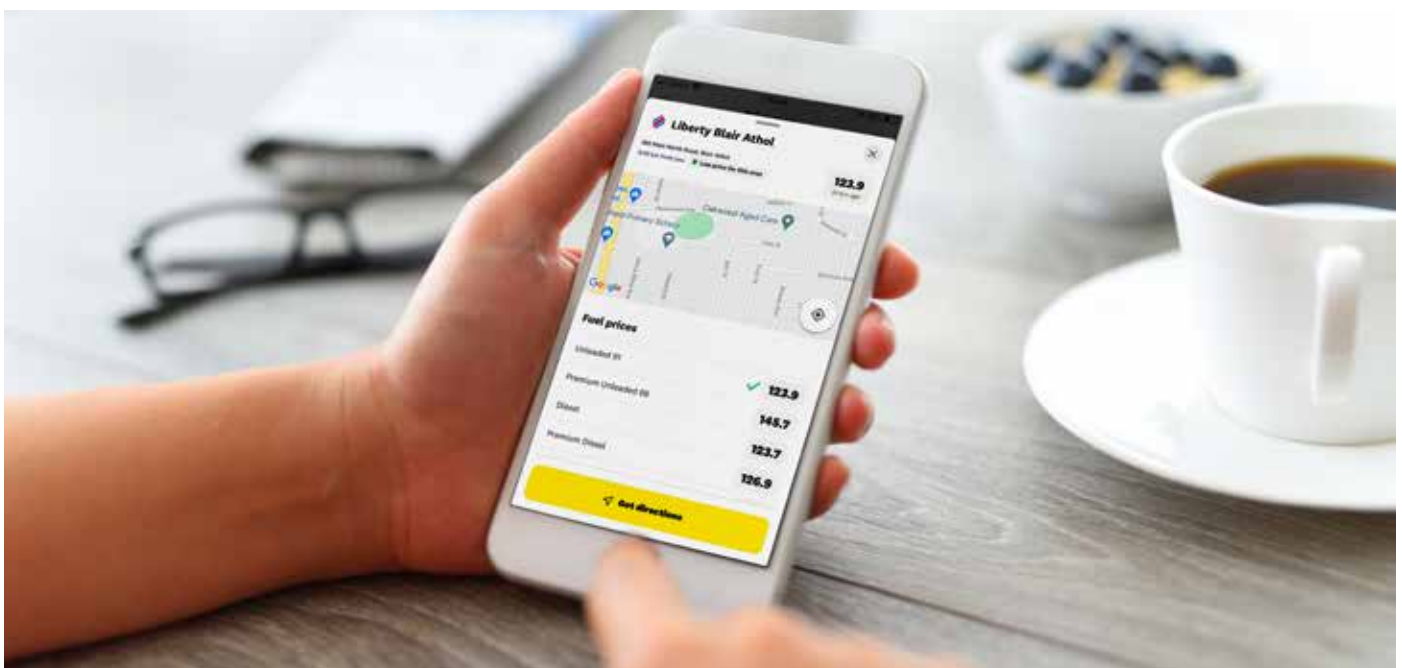
RAA calls for the permanent instatement of Real-Time Fuel Pricing (RTFP) to ensure that South Australians have the necessary information to make an informed decision on when and where it is best to fill up.

After consistent lobbying efforts by the RAA, the State Government passed the Fair Trading (Fuel Pricing Information) Amendment Bill 2020. Based on the Queensland model, the scheme requires all fuel outlets in SA to report any price changes to a central database within 30 minutes of implementing them. South Australian motorists now have access to the same fuel price information already available in New South Wales, Queensland, Northern Territory, ACT and Tasmania.

Since commencing in March 2021, the two-year RTFP trial has delivered the following benefits for South Australian Motorists:

- According to the Australian Automobile Association's Transport Affordability Index, Adelaide has become the capital city with the lowest fuel prices and expenditure, at \$68.78 per week, having only been the fourth lowest in the March 2021 quarter (behind Darwin, Perth and Canberra).
- RTFP had an immediate impact on the Adelaide petrol market, with price average variations decreasing by 50% within the first two months of the trial.
- An RAA survey of 600 app users found 84% of those who have actively used the fuel feature reported saving money: the average savings over the last 30-day period was \$28.10 – or \$337.20 a year.

Motorists now have a choice of five app/website providers including RAA, Petrol Spy, Pumped, Motor Mouth and Fuel Price Australia. The RTFP feature on the myRAA app has been well-received by South Australians, with the feature having been accessed over 1.2 million times by over 134,000 users since its March launch as of the end of August 2021. An average of 57,000 users utilise the feature 3.6 times each month.



Priorities for South Australia



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