

THE MOVING PEOPLE SA 2025 AGENDA

10 STEPS TO IMPROVE MOBILITY
IN SOUTH AUSTRALIA

The Moving People SA 2025 Agenda



B ackground

In 2013 Moving People SA articulated a vision of 2030 to support South Australians and their communities through increasing mobility options, increasing standards and simplifying contractual arrangements. That document highlighted the challenge facing SA as our population ages and moves from Adelaide to regional areas and as a policy setting piece remains relevant today. It pointed out that these future challenges can be met and dealt with now through updated and forward thinking.

The Bus SA Moving People 2025 Agenda is designed as a stepping stone to meet that 2030 challenge. It articulates in more detail specific policy decisions that Members of Parliament can take that will improve the day to day lives of South Australians and be done over the next 7 years. It looks at what settings can be put in place that will support Government's broader vision for the development and improvement of South Australia.

Our focus is necessarily on the regions of South Australia. The past 30 years of politics in our State has left our regions with low to negligible service, barely meeting minimum social and service obligations. This is an opportunity for all politicians, regardless of political persuasion. We can, and must do better. It is our aim through our work to show our Parliament the solutions to these problems.

Our State is ageing. That is known. We also know that tree and sea change is driving more and more retirees to country areas. These people will not return to major cities, let alone Adelaide, and they cannot afford to. We need to understand their needs in the coming decades and facilitate their mobility as they stop using their private car. Driving these retirees in cars is only part of the solution – we need a robust, well thought out system and network that allows country people to easily move themselves most of the time. Bus SA 2025's Agenda moves our mobility in this direction.

And Adelaide needs to improve too. We believe investment is need to improve the amenity and functionality of the existing network, and particularly focus on the through corridors in the city. Worldwide trends in mobility indicate that governments are moving more and more towards door to door services and that people are willing to pay. This is especially true where the efficiency of the personal car is diminishing. These circumstances are coming to pass in Adelaide and we should plan for them.



10 DRIVING POLICIES FOR THE 2025 AGENDA

The following 10 proposals tackle structural, economic and social issues, as well as productivity issues, by underpinning existing government goals.

They are all part of the challenge to deliver improved mobility for South Australians. We have divided these into 3 areas: City, Regional and Standards and Safety

CITY

NETWORK OPTIMISATION PLAN

Focus on efficiency within the CBD. We support the Adelaide City Council in its aim to work with the State Government to establish a clearly identifiable public transport interchange in the heart of the City, which caters for over 90% of bus services and the City tram route by:

- ➔ developing Currie and Grenfell streets between Hindmarsh and Light squares as a bus transit street
- ➔ redesigning King William Street between Victoria Square and North Terrace to prioritise trams and buses
- ➔ improving pedestrian connections to and within the interchange

FIRST AND LAST MILE: BIKES ON BUSES AND ON DEMAND TRIALS

A Bikes on buses trial will allow Adelaide Metro buses to be better integrate with other public transport modes and will help grow bus patronage by improving amenity. Patrons will be able to ride their bike to a bus stop and bring it to their destination, increasing their mobility and the flexibility of the network.

There is also opportunity to conduct a trial of on demand morning and afternoon peak services that could provide door-to-door connectivity to the existing trunk networks. This could work with small buses in specific suburbs bringing patrons to and from super stops and other points including train stations. This has been trialled successfully overseas.

REGIONAL

BY 2025 BE INVESTING AT LEAST \$70 PER REGIONAL RESIDENT ON A REGIONAL MOBILITY NETWORK

Bus SA research during 2016 discovered that there are limited options available to regional South Australians should they wish to travel between regions or even inside their region. We also benchmarked the investment made in other states and concluded \$70 per regional resident to be an achievable target for SA. This investment needs to focus on network development and integration that provides services for a decent span of hours at a reasonable frequency. We know country people are quite undemanding— but they currently have poor services at best. We can and should do better.

ROLL OUT REGIONAL ACCESSIBILITY COMMITTEES (RACs) ACROSS THE STATE.

The research referred to above found there is a role needed to coordinate mobility access for people in regional towns by providing practical ground level support to those people. This is a mobility solution for locals by locals, integrating all transport modes for travelers within a geographic area as a mobility solution. RACs are cheap and efficient ways to help people move around SA.

PRIVATISE DECD YELLOW FLEET OPERATION

The current yellow fleet is inflexible and run by school principals and school managers. Added to this the increased burden of Chain of Responsibility Law compliance from 2018 and there are considerable benefits for Government and communities in utilising private sector skills to deliver professional school bus services. The cost of privatisation is difficult to attribute as the existing spend has not been divulged by DECD or in the Budget Papers, but it is our view that the additional cost of compliance with COR laws by DECD would be much higher than engaging the private sector to either manage the existing fleet or outright deliver services.

ALLOW CHILDREN INSIDE 5KM ZONE TO TRAVEL ON SCHOOL BUSES

We believe there should be flexibility in School Transport Policy to allow children inside 5km zone to travel or change eligibility zone for school travel to, say, 3 km or some other suitable distance. This should be cost neutral – making use of existing vacant/unused seats. The School Card could be used as the determinant of who can travel inside the zone. There is no need for school buses to travel with empty seats – they should be used as a community resource at all times.



Standards and Safety

ESTABLISH MINISTER'S PASSENGER TRANSPORT FORUM

There is no forum for those businesses that move people to directly and regularly engage with their Minister. We propose an annual forum be held that brings together the taxi, chauffeured vehicle, community transport and bus to raise specific issues with the Minister. Bus SA is willing to convene and administer this activity in collaboration with government sector.

INTRODUCE OPERATOR ACCREDITATION REGIME

Bus SA has long advocated for the establishment of an operator accreditation regime that sets minimum standards for bus operators, regardless of whether they are government contractors or not, or whether they operate in the community sector. It is our view that bus passengers should expect the same level of safe operation regardless of how their ride is paid for. Operator accreditation would take the form of a safety management system that covers business operation, vehicle maintenance and driver management. This is increasingly important as the revised Chain of Responsibility Laws take affect from July 2018. The program would be minimal cost to the government as it would need to change the regulatory environment and provide governance, whilst industry can lead the process and administration of compliance.

ALLOW PRIVATE BUS INSPECTIONS

Whilst we acknowledge the Government has recently undertaken a process to privatise all heavy vehicle inspections, Bus SA still calls for the opportunity to offer private bus inspections through Road Safety Inspections, an existing business that undertakes this work in Victoria. This process can lift standards and support our views on operator accreditation at no direct cost to Government.

BUS SAFETY WEEK

This initiative would promote the good safety record of bus and a theme of bus safety being 'a shared responsibility'. The initiative would focus on: shared roads (giving way to buses, school bus stop safety); differences between accredited and registered operators; encourage correct safety behaviours on and around buses (respect for staff, wearing seat belts, ramifications of anti-social behaviour). Bus Safety Week could also be the flagship for a further program of school safety seminars in which every public school is able to access an education program for their school students. These would occur every 2-3 years. We believe this is a very worthwhile investment by government