Mobility for Life

The RAA’s vision for a safe, sustainable and accessible transport system to meet the needs of all South Australians.

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The Royal Automobile Association of South Australia (RAA) was founded in 1903 and quickly established itself as the leading advocate for motoring-related issues in South Australia. In fact the RAA’s advocacy role preceded what later became its core and more recognised business of roadside assistance, by more than 20 years.

Since that time the RAA has grown to represent the interests of almost 600,000 people in South Australia with a wide variety of mobility needs and priorities.
Mobility for Life recognises the importance that mobility affords individuals, the community, the economy and society as a whole. Issues of mobility are becoming more complex as an increasingly diverse community reflects its concerns surrounding safety, sustainability and accessibility to mobility.

The solutions to the challenges of providing a whole-of-life mobility focus are diverse, and achievement is not a goal that the RAA can meet alone. Success requires commitment and action by major stakeholders, governments, industry and individuals.

Through its leadership, advocacy, educational activities and expertise, the RAA seeks to influence and collaborate with government and industry and represent, educate and inform its members to ensure Mobility for Life principles are realised.

Ian Stone
RAA Managing Director
Overview

Personal mobility includes all types of private motor vehicles, together with public transport, cycling and walking.¹

The vast majority of RAA Members rely on a motor vehicle as the essential element of their independence. Motor vehicles provide benefits in terms of flexible lifestyle and, generally, convenient access to work, education and community, and offer the independence that people want, and expect.

This preference is unlikely to change. The CSIRO and the Bureau of Transport and Regional Economics (BTRE) predict that by 2050 passenger vehicles will remain the dominant transport choice of Australians and, further, that the total contribution of private vehicles to the transport mix will increase by a third, even within a projected carbon-constrained economy.² Vehicle ownership is expected to double globally, to two billion cars by 2030.³

The benefits of private vehicle mobility have also brought costs and challenges. As a result of investments in technology and infrastructure and through education, the annual road toll has declined; however, more than 100 South Australians continue to be killed in vehicle crashes each year and a further 1200 are seriously injured.

Vehicle emissions and the continued, and increasing, burning of fossil fuels to power vehicles places pressure on finite energy supplies.

Increased vehicle ownership will exacerbate these issues and contribute also to increased congestion on the road network, resulting in further social and economic costs.

Therefore the challenge facing South Australia is the need to accommodate the desire for independence while reducing, or even eliminating, the negative impacts of motor vehicle travel, such as those stated above.

The RAA believes this goal can be achieved by providing individuals with a real choice of mobility, which involves well planned and implemented urban planning and development. This includes options that provide access to safer, more sustainable travel, including alternative transport modes, cleaner and safer vehicles and access to incentives to choose sustainable transport.

The RAA has been the leading motoring advocate for the South Australian community since 1903. The organisation contributes on an ongoing basis to state, national and international policy-setting, and is a leading partner in influential national programs.

Programs include:

- The Australasian New Car Assessment Program (ANCAP), which continues to set the safety benchmark for new vehicles.
- The Australian Roads Assessment Program (AusRAP), assessing the quality and standard of the road network.
- Keys2drive – educating younger drivers.
- *Years Ahead* – a program informing older drivers.
- Child Safety Centre.
- Advocating for Electronic Stability Control in all vehicles.

The RAA is well placed to be influential in striving for Mobility for Life in South Australia.

The RAA will:

*Advocate for personal mobility that ensures a safe, sustainable and accessible transport system to meet the needs of all South Australians.*

The RAA cannot achieve this vital goal on its own, but requires commitment and action by other major stakeholders including government, industry, interest groups and the community.

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¹ 'private motor vehicles’ includes cars, motorbikes, scooters etc.
² BTRE & CSIRO “Modelling the Road Transport Sector” – appendix to Australia’s Low Pollution Future, The Economics of Climate Change Mitigation, 2008.
Safer mobility for life

In South Australia road traffic crashes result in more than 100 deaths and 1200 serious injuries every year. Together with the enormous emotional suffering these crashes cause, road trauma imposes huge economic costs. In South Australia alone this is conservatively estimated at $1.12 billion per annum, 1.4 per cent of South Australia’s GDP. Continued effort is required to reduce the risk of death and injury on our roads. The RAA recognises that crashes are largely preventable and advocates the Safe Systems approach.

This international approach has three components – the road user, motor vehicle and road infrastructure. Safe Systems recognise that people make errors of judgement, poor decisions and mistakes while driving and that safety improvements should be incorporated into the system so that both the number and seriousness of vehicle crashes are minimised.

The RAA will:

- Continue to support the Federation International de L’Automobile (FIA) and United Nations campaigns, Make Roads Safe and Decade of Action for Road Safety 2011–2020, which seeks to achieve a 50 per cent global reduction in projected road fatalities by 2020, and to urge stakeholders to support policies that achieve the goals of these FIA campaigns.
- Continue to raise awareness of the dangers of drink driving, excessive speed, failure to wear seatbelts or helmets and lack of, or incorrectly fitted child restraints and will continue to support appropriate legislation and enforcement to address these issues.
- Support measures to reduce young driver risk by promoting increased driving education and experience through the graduated licensing scheme and through continued involvement in the national keys2drive program and the RAA’s StreetSmart event.
- Identify mobility issues relevant to all drivers and advocate on their behalf. Through programs such as Years Ahead, the RAA will continue to be involved in addressing fitness to drive, accessibility and equity issues.
- Lobby federal, state and local governments to invest in maintenance of and improvements to the state’s road transport infrastructure.
- Continue to coordinate the Australian Road Assessment Program (AusRAP) in South Australia. This program inspects and rates the quality and condition of the Australian road network, proposes targeted, cost effective road safety plans and provides a baseline for comparative measurement.
- Regularly inspect the highway network in South Australia and track road safety performance in order to enhance and inform its research data and advocacy programs. This program is reinforced by the RAA’s activities with AusRAP.
- Advocate for greater efficiency and safer movement of people and goods, in and around South Australia. The RAA has provided two major evaluations of South Australia’s roads, namely Backwater to Benchmark in 2005 and Towards 2020 in 2009 to identify key areas of improvements within the South Australian road network.
- Continue its involvement with the Global Road Safety Partnership – a hosted program of the International Federation of Red Cross (IFRC) and Red Cross Societies established to address road safety issues in low and middle income countries.
- Support the rapid harmonisation of safe technologies in cars and urge manufacturers to build and integrate these technologies into new vehicles.
- Continue its work with parties such as the Motor Accident Commission and the Australasian Fleet Managers Association to identify and build public awareness of new and innovative vehicle safety technologies, and urge the government to create incentives for rapid deployment of proven safe technologies in national fleets.
- Continue to champion the Australasian New Car Assessment Program (ANCAP) in South Australia.
- Support access to information on the Used Car Safety Ratings scheme to enable purchasers to select the safest vehicle their budget will allow.
- Continue to identify and explore opportunities to provide motorists with relevant and factual information, education and training on the safe ownership and operation of motor vehicles.

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1 Estimate based on SAPOL Road Statistics Reports for fatalities and serious injury from 2007 to 2009.
Individual consumers are becoming increasingly aware of and concerned about the impact of their mobility decisions on the environment. Climate change, air quality and energy security continue to be issues of growing national and international concern. New vehicles are cleaner and more fuel efficient than ever before; however, the number of vehicles continues to increase.

In 2008, the RAA and the interstate motoring clubs jointly released the AAA Climate Change Statement titled ‘On the Road to Greener Motoring’ which encapsulated the need to reduce motorists’ contribution to climate change. In South Australia the RAA is working on a Climate Change Sector Agreement with the South Australian Government under the state’s Climate Change and Greenhouse Emissions Reduction Act 2007. This sector agreement will assist the RAA to consolidate its position as a leading advocate for cleaner cars, cleaner fuels, and more sustainable personal mobility.

The RAA believes that the development and deployment of cleaner, more fuel-efficient vehicle technology is critical to future mobility. Technological changes, however, take time to develop and particularly to penetrate consumer markets. The promotion of alternatives to the private vehicle and education about reducing reliance on the private vehicle wherever possible is also critical to achieving sustainable mobility.

The RAA will continue to represent members’ interests, while playing a positive role in the challenge to reduce energy consumption and vehicle emissions and achieving Mobility for Life.
providing the maximum amount of choice in mobility, by advocating that infrastructure assets be managed in a context of economic development, ecological sustainability and social need. Government should use urban planning and network design principles and integrate Intelligent Transport Systems to reduce avoidable congestion and improve mobility.

- Continue to reduce its own impact on the environment by expanding its emission reduction activities. This will include emissions abatement and identification of additional reduction measures within the RAA.

- Seek commitment by governments to take practical steps through legislation and regulation to equitably reduce the energy intensity of the transport sector. To this end the RAA will continue to advocate to ensure that measures to reduce the demand for cars are fair and equitable, that they provide an overall, quantifiable benefit and offer real choice, that they make use of incentives and are realistic, and that governments should lead by example and take steps to reduce their own energy consumption and environmental impact.

- Advocate to ensure measures to reduce the demand for cars are fair and equitable, provide an overall, quantifiable benefit, true choice, make use of incentives, and are realistic in addressing congestion and emissions.

- Continue to advocate for motoring taxes and charges to be transparent and focus on charging for use, be revenue neutral and be dedicated to improving mobility through provision of a range of transport infrastructure and services.

- Through the FIA, continue involvement via the UN World Forum for the Harmonization of Vehicle Regulations, to harmonise fuel standards and reduce toxic emissions, while also supporting the development of a new harmonised light-duty test cycle. RAA will also continue to support mandatory automotive industry fuel-economy targets.

- Support government actions to diversify the transport fuel mix where this diversity does not result in a net increase of carbon emissions when examined on a ‘whole of life’ or from ‘well to wheel’ basis.

- Continue to support the United Nations Environmental Programme’s Partnership for Clean Fuels and Vehicles (PCFV), which strives to eliminate leaded fuels and to encourage global use of low and sulphur-free fuels.

- Educate consumers not only about the benefit to the environment of reducing fuel consumption, but also the benefits to them via reduced costs. In particular, the RAA will continue to develop a robust and easily understood Green Vehicle rating scheme to assist consumers to make better decisions about low-emissions vehicles, with the ultimate goal of establishing a Centre of Automotive Excellence. This Centre will conduct an ongoing emissions assessment of new vehicles and results will be used to both educate consumers and urge vehicle manufacturers to make further progress in reducing carbon emissions and pollutants.

- Encourage the use of Intelligent Transport Systems that enhance consumer choice and mobility and provide efficiency and compatibility between transport modes.

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Accessible mobility for life

Accessibility is intrinsic and critical for the wellbeing of communities and individuals. It provides personal access to education, employment, health and other services, and to community as a social network. It allows for the delivery of goods and services which underpin the entire economy and community.

Historically, however, the issue of access to mobility for the wider community has not generally been the focus of transport policy, other than to assume that those who do not have access to a private vehicle would use public transport. It is increasingly being understood, however, that this approach does not meet the different mobility needs of the entire community.

The RAA recognises that, when planning for transport, the goal should be to ensure that accessibility to personal mobility, in its various forms, is widespread, flexible, safe, sustainable, and adequately meets the needs and requirements of all South Australians through the various stages of their lives and for their entire lives.

The RAA will:

- Work with relevant stakeholders to further understand the issues surrounding access to mobility and identify ways to solve these issues.
- Cooperate with relevant stakeholders to identify population groups with the greatest potential to lose or be limited by access to mobility for basic services and assist in the development of appropriate policies and programs to address this.
- Advocate for safer infrastructure for vulnerable road users, including pedestrians, cyclists and motorcyclists.
- Advocate for improvements to public transport to ensure it is widely accessible, safe, secure, flexible and responsive.
- Advocate for improvements to transport infrastructure that will provide enhanced safety and continued mobility that takes into account the changing mobility needs of individuals.
- Continue to advocate for fitness to drive rather than age to assess suitability to retain a driver’s licence.
- Continue to educate older drivers and provide relevant information through delivery of programs such as Years Ahead, which aims to ensure longevity of driving where possible and aids in the transition from a private car when appropriate to other mobility solutions.
- Advocate for learner and novice drivers to be provided with relevant information and experience to support them to become safe and responsible road users, by support of programs such as keys2drive.
- Work with relevant stakeholders to investigate vehicle cabin modifications to accommodate the needs of older or disabled drivers.
- Advocate the development of alternatives to driving for older people and the disabled.
- Collaborate and work with other organisations to address problems regarding vulnerable and remote community groups.