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STATE BUDGET SUBMISSION 2019-2020

ABOUT RAA

RAA represents the interests of more than 738,000 South Australians and is the leading advocate on the mobility issues and challenges facing the state. RAA works collaboratively with government and other organisations to ensure our members and the community can move around South Australia safely, easily and in a more sustainable way.

RAA aligns its activities with the following three themes:

- **Safe** – A safe mobility system can be defined as a system that not only achieves, but outperforms, national and international safety benchmarks. It encompasses safer drivers, in safer cars, on safer roads, at safer speeds.
- **Accessible** – To have a cost efficient, convenient and reliable transport network as an essential part of personal mobility.
- **Sustainable** – Sustainable mobility encompasses the needs of current and future generations, and considers financial, societal and environmental factors.

EXECUTIVE SUMMARY

The 2019-2020 State Budget is an opportunity for the State Government to fund essential programs and projects which will help to keep road users safe and meet the increasing demands being placed on our transport system.

It is evident that to meet the challenges ahead, and to offset the escalating economic and social costs brought on by road trauma and congestion, we must step-up rather than scale back our investment in infrastructure and initiatives.

RAA considers the key priorities for the 2019-2020 State Budget to be:

- The construction of four overtaking lanes, road widening and mitigating of roadside hazards on **Horrocks Highway**.
- An increase in **road maintenance funding** from \$127.1 million (2018/19) to \$149 million.
- The delivery of **Street Smart Primary** road safety education to every South Australian primary school.
- The design and development of business cases for the remaining stages of the **North-South Corridor** (between Tonsley and the River Torrens).
- A tender process to appoint a technology partner to deliver **mandatory real-time fuel pricing**, and delivery of this vital service for motorists.
- Release study and implement recommendations to address **Marion Road / Cross Road** congestion.
- Upgrade **Lincoln and Tod highways** to handle increased freight task on the Eyre Peninsula, and develop a regional transport plan for the region.

SAFE

Horrocks Highway

RAA has identified this highway as a key priority because of its importance as a road freight and tourism corridor to the mid-north of the state, the particularly poor condition of the road from Gawler and Tarlee, and the high rate of crashes that occur on this corridor.

RAA welcomed the 2018 announcement that \$2.5 million would be invested as part of the 2018-2019 State Budget to remediate the section between Roseworthy and Templers, together with rehabilitation works being undertaken on a 3.5km stretch near Yacka, and a 4km stretch approximately 0.5km north of Stone Cutter Road to 1km north of Angle Grove Road.

It was acknowledged by the State Government that this was the first stage of further investment required to bring this important corridor up to an acceptable standard.

RAA is calling for a \$50 million investment in the 2019-2020 State Budget, with an additional \$50 million provided for in subsequent budgets, to begin addressing issues on this important corridor, including:

Gawler to Tarlee: surface improvements, additional barrier protection, intersection upgrades to improve sight distance, and construction of two overtaking lanes between Tarlee and Templers.

Tarlee to Clare: reseal / local pavement reconstruction, widening of current shoulder seal, installation of barrier protection for roadside hazards, installation of audio tactile line marking, intersection upgrades, and construction of two overtaking lanes between Auburn and Clare (one in each direction).

Road maintenance

In the 2017-2018 State Budget, funding for road maintenance increased from \$123 million to \$136 million; a commitment welcomed by RAA as a means of addressing the increasing road maintenance task, particularly across regional South Australia.

However in the 2018-2019 State Budget, funding for road maintenance was reduced to \$127.1 million – a decrease of nearly \$9 million.

It is evident that many South Australian roads, in both metropolitan and regional areas, are in need of further investment to maintain safety and prevent further degradation.

RAA is calling for road maintenance funding to be increased to \$149 million in the 2019-2020 State Budget to address some of the long standing maintenance issues in the state's network.

Street Smart Primary road safety education

Children and young people are at significant risk on our roads. Road trauma is the leading cause of death and the second most frequent cause of hospitalisation among children in Australia.

There is evidence that children who start learning about the road system from a very early age adopt safer behaviours in later life.

Road safety education plays an important role in shaping the attitudes and behaviours of children and young people – ensuring they become responsible drivers, passengers, pedestrians and cyclists.

Funded collaboratively by RAA, Motor Accident Commission and Lifetime Support Authority until June 2020, RAA delivers the Street Smart Primary road safety program to 180 schools across the state, educating over 20,600 primary students each year.

The program is of particular importance to regional communities, where the number of road fatalities remains disproportionately high compared to the metropolitan area.

RAA is calling for \$400,000 in the 2019-2020 State Budget to expand this important program in order to deliver Street Smart Primary education to all South Australian primary schools each year.

ACCESSIBLE

North-South Corridor – Tonsley to River Torrens

Completion of a non-stop North-South Corridor is the most important road infrastructure project in South Australia, with some areas of the 78km South Road stretch between Noarlunga and Gawler flooded with an average of 50,000 motorists each day.

The Darlington project and the Northern Connector project will be completed by the end of 2019, while the section between Pym Street and Regency Road is scheduled to start late 2019 and be completed in 2022.

The remaining sections of the North-South Corridor include Tonsley to Anzac Highway, and Anzac Highway to the River Torrens. Both are rated as *priority initiatives* only and require full business case development and approval in order to move to *priority project* status.

To ensure continuity of work, it is critical that the remaining stages are designed and approved by Infrastructure Australia to enable work to commence in 2021.

RAA is calling for a \$20 million in the 2019-2020 State Budget to develop and submit to Infrastructure Australia the business case for the construction of the remaining sections of the North-South Corridor.

Mandatory real-time fuel pricing

RAA has long advocated for mandatory real-time fuel pricing, where service stations must provide real-time prices for their fuel to the state government, which can then be published on websites and apps.

The cost of petrol in South Australia has a significant impact on family budgets. An RAA survey of motorists showed almost two-thirds would regularly use apps or websites which provided real-time fuel pricing of all service stations to reveal the cheapest pump prices.

The same survey of motorists also revealed that 30% reduce the amount they spend on recreational activities as a result of fuel prices, while 10% were spending less on their healthcare because of the cost of fuel.

A report by the Australian Competition and Consumer Commission (ACCC) found Adelaide motorists alone could save a total of \$30 million a year if they avoided buying fuel on the days with the highest pump price.

While the government has committed to deliver mandatory real-time fuel pricing, it has also said that it does not intend to develop and run a petrol price database. Therefore the obvious next step is for the government to run a tender process to secure the right technology partner with the necessary expertise to deliver real-time fuel pricing.

RAA is calling for a tender process to appoint a technology partner to deliver mandatory real-time fuel pricing, and for funding to be allocated in the 2019-2020 State Budget to fast track the delivery of this vital service for motorists.

Gawler rail line extension

The \$2.4 billion St Yves development in Roseworthy will house more than 2000 people in 800 residences and include a retail hub, football field and a \$30 million Trinity College campus. This estate is the first part of a development that could include up to 4400 homes between Hewett and Roseworthy.

RAA supports investment in public transport infrastructure and services that reduce dependence on private vehicle usage and public buses that place pressure on existing road corridors. Where possible, new residential developments should include provision for non-road based public transport.

RAA is concerned that without investment, future developments could suffer from the same issues experienced by the residents of Mount Barker, who do not have passenger rail access to the city and are totally reliant on road based transport.

Gawler currently represents the end of the line for passenger train services. With the recent announcement of the St Yves development in Roseworthy, RAA is calling for \$1 million in the 2019-2020 State Budget to fund an investigation into the extension of passenger train services from Gawler to Roseworthy, either as part of the current Gawler rail electrification project or as a separate project.

Marion Road / Cross Road grade separation

A \$2 million project planning study, due for completion in early 2019, is investigating options to address delays at the section of Marion Road between the intersection of Anzac Highway and Cross Road. The study will consider the benefits of grade separation at Marion between Anzac Highway and Cross Road, and the grade separation of the tram line at Marion and Cross roads.

The frequent activation of the tram level crossing significantly impacts traffic on both Marion Road and Cross Road, which increases significant delays on this section of the corridor, particularly during peak periods.

RAA analysis of peak period travel times along Marion Road confirms that average travel speeds are significantly slower over the ten year period from 2008 to 2018, compared with other corridors.

RAA is calling for the outcomes of the Marion Road planning study to be released and \$1 million in the 2019-2020 State Budget allocated towards designing the most suitable grade separation option identified in the study.

SUSTAINABLE

Eyre Peninsula road network

The closure of the rail service on Eyre Peninsula in May 2019 will require all future movement of grain to occur via road transport only. Viterra estimates that this will result in an additional 48 laden truck combinations per day, predominately on the Lincoln and Tod highways.

To safely accommodate a significant increase in freight movement, these highways require investment to ensure road surfaces, sealed shoulder widths and intersection treatments are of a suitable standard to cope with what will be a sustained increase in heavy vehicle movements, in addition to the construction of overtaking lanes.

In addition, there will need to be investment in conjunction with the respective councils to address any local access issues to the grain and loading facilities as a result of increased heavy vehicle traffic.

To properly address the current and projected mineral, agricultural, freight and tourism requirements of the region, RAA is calling for the development of a regional transport plan. This would enable the medium and longer term road, sea and rail transport requirements to be identified for future funding to support regional growth. Longer term planning that involves the relocation of grain handling facilities away from Port Lincoln should include the provision of a standard gauge rail link from any new or upgraded ports facility serving the Eyre Peninsula region. Similarly, any significant mining developments should incorporate rail as the principal means of moving bulk goods to port facilities on the peninsula.

RAA is calling for \$30 million in the 2019/2020 State Budget to address the immediate transport issues in the region, including:

- Upgrade Lincoln Highway to include the construction of overtaking lanes between Whyalla and Port Lincoln;
- Upgrade intersections on Lincoln Highway, including the provision of right turn lanes and slip lanes at intersections that will incur the additional heavy vehicle freight movements;
- Upgrade Tod Highway to include shoulder sealing, pavement widening and the construction of overtaking lanes along this route;
- Develop a 'last mile' access program to mitigate the impact of additional truck combination movements from the respective highways to grain storage areas, which typically travels over roads under the care and control of the respective local councils; and
- Develop a regional transport plan to identify and prioritise the medium and long term road, sea and rail transport requirements to support growth on Eyre Peninsula.

RAA 2019-2020 STATE BUDGET OVERVIEW

PROJECT	SUMMARY	RECOMMENDATION
<p>Horrocks Highway - Construct four overtaking lanes, undertake road widening and mitigation of roadside hazards.</p>	<p>Undertake surface improvements including widening of existing shoulder seal, provision of barrier protection to roadside hazards, and install audio tactile line marking. Upgrade intersections to improve sight distance and construct overtaking lanes between Tarlee and Templers, and between Auburn and Clare.</p>	<p>Provide \$50 million in the 2019-2020 State Budget, and an additional \$50 million in subsequent budgets, for the construction of four overtaking lanes, road remediation and widening, together with the mitigation of roadside hazards.</p>
<p>Road maintenance - Increase funding from \$127.1 million (2018/19) to \$149 million.</p>	<p>Increase in road maintenance funding is required to address the backlog in road maintenance, particularly in regional areas. The 2018/19 State Budget reduced road maintenance funding from \$136 million in 2017/18 to \$127.1 million.</p>	<p>Increase funding to \$149 million in the 2019-2020 State Budget to address the backlog in road maintenance.</p>
<p>Street Smart Primary road safety education – Road safety education in South Australian primary schools.</p>	<p>RAA currently delivers road safety education to 180 schools (20,600 students) across South Australia annually. The program is jointly-funded until 2020 by RAA, Motor Accident Commission and Lifetime Support Authority. Additional funding would enable all South Australian primary schools to receive this critical road safety education program.</p>	<p>Provide \$400,000 in the 2019-2020 State Budget to enable the program to be delivered to all South Australian primary schools.</p>
<p>North-South Corridor - Design and development of business cases for the remaining stages between Tonsley and the River Torrens.</p>	<p>Next stages of the corridor between Tonsley and the River Torrens must be designed and business cases approved by Infrastructure Australia to allow Federal funding to be released to enable work to commence in 2021/22.</p>	<p>Provide \$20 million in the 2019-2022 State Budget to enable design and business case development of the remaining sections of the North-South Corridor.</p>

<p>Real-time fuel pricing – Tender process to appoint technology partner and implement system.</p>	<p>The government has committed to delivering mandatory real-time fuel pricing, but does not intend to develop and run a fuel price database itself. The next step is for the government to run a tender process to secure a technology partner with the necessary expertise to deliver real-time fuel pricing and fast track the delivery of this vital service for motorists.</p>	<p>Undertake a tender process to appoint a technology partner to deliver mandatory real-time fuel pricing, and allocate funding in the 2019-2020 State Budget to implement.</p>
<p>Gawler rail line extension – Extension of passenger train services from Gawler to Roseworthy.</p>	<p>The St Yves development at Roseworthy will create a significant population hub that should include public transport as part of its development. The current project to upgrade the Gawler rail line could potentially be extended to reduce reliance on road based transport between Gawler and Adelaide.</p>	<p>Provide \$1 million in the 2019-2020 State Budget to investigate extending passenger train services from Gawler to Roseworthy, either as part of the current Gawler rail electrification project or as a separate project.</p>
<p>Marion Road / Cross Road grade separation – Implement grade separation recommendations.</p>	<p>The Marion Road planning study is investigating options to address delays at the section of Marion Road between Anzac Highway and Cross Road. The report is due in the first half of 2019.</p>	<p>Release the study outcomes and provide \$1 million in 2019-2020 State Budget to fund design of recommended option for future construction.</p>
<p>Eyre Peninsula road network – Upgrade Lincoln and Tod highways to handle freight task, and develop a regional transport plan for Eyre Peninsula.</p>	<p>Eyre Peninsula's road network requires investment in order to handle the increase in freight task that will be imposed upon it from May 2019, as a result of the closure of the rail service. At the same time, a regional transport plan must be developed to address the current and projected mineral, agricultural, freight and tourism requirements of the region (considering road, sea and rail transport requirements).</p>	<p>Provide \$30 million in the 2019-2020 State Budget in order to upgrade Lincoln and Tod highways to accommodate freight task, as well as develop a regional transport plan for Eyre Peninsula.</p>