

Submission:
SA 2020–2021 state budget

August 2020

Motor | Home | Travel



South Australia's
largest
membership organisation



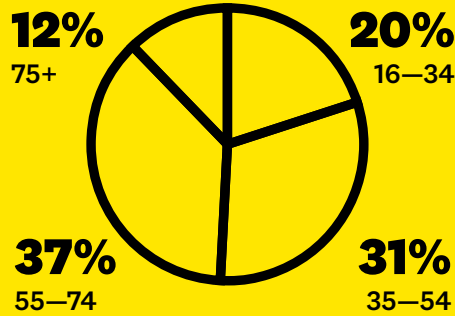
Advocating for South
Australians for over
115 years



750k+
current members
(55% of SA adults)



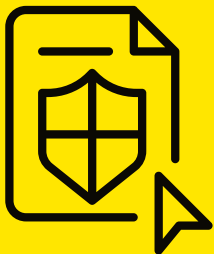
52%
Just over half our
members are women



Our members span
all adult age groups



1000+
staff employed
across SA



Largest
personal lines
insurer in SA



350k
roadside rescues
per year



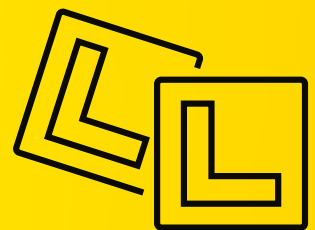
450+
tourism providers
promoted on Experience SA



500+
businesses accredited
through RAA's Approved
Repairer network



27k
SA school students
educated on road safety
each year



23k+
free lessons delivered
to keep SA learner
drivers safe

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Background

RAA is South Australia’s largest member organisation, representing more than 750,000 South Australians – about half the state’s population. Through our diverse range of motor, home and travel products and services, we engage with our members in a range of ways that provide unique insights into the services and public policy settings South Australians want and need.

RAA has had a trusted advocacy role in transport and mobility for more than 116 years and we have been providing South Australians with travel services (ranging from holiday planning and bookings to travel insurance and international driving permits) for more than 60 years. This means we have an expert understanding of South Australia’s transport and tourism infrastructure requirements. We ensure our advocacy is evidence-based by consulting with industry, government, our members and by utilising open source data, research and technical field work to develop and test our recommendations.

The state budget provides an opportunity each year for the State Government to ensure its revenue and expenditure plans deliver growth and prosperity for South Australia. RAA has developed this submission to highlight key areas related to mobility, energy and the visitor economy where additional investment can support the state’s recovery.

Challenges and opportunities

COVID-19 has undoubtedly had a devastating impact globally and to our nation's economy, with each state experiencing unprecedented disruption to the way we live and work. Measures to contain the spread of the COVID-19 outbreak have resulted in a sharp decline to our state's economic activity and increasing unemployment. Australian Government subsidies through JobKeeper and JobSeeker have helped to protect many jobs and businesses that would otherwise have been lost, but they also mask the true level of current labour under-utilisation.

RAA commends the State Government in acting swiftly and decisively to mitigate the impact of the COVID-19 pandemic in South Australia. To date, the State Government's active response plan to contain and suppress the virus has spared the state from the large number of hospitalisations and fatalities experienced in many comparable jurisdictions. It has also enabled South Australia to recently see a lifting of restrictions that is enabling the economy to reopen, rebuild and recover. The State Government was also quick to roll out a \$1 billion stimulus package, which included payroll and land tax relief and direct assistance for struggling businesses and community organisations. In addition, their intention to fast-track key state infrastructure and maintenance projects is an effective way to provide fiscal stimulus. RAA has surveyed our members during the pandemic, and around 9 in 10 are satisfied with the State Government's management of the crisis to date.

As an employer of more than 1000 South Australians and a membership base of around half of the state - RAA has a deep interest in supporting economic recovery. RAA recognises that there will be significant pressures on the state budget due to a big drop in revenue. However, accelerating the recovery from the economic and employment impacts of COVID-19 will require a government commitment to a sustained pipeline of smart investments. Evidence indicates that, during times of recession, government infrastructure investment has a higher multiplier effect on state output

than tax cuts or increased benefits, since money is spent in full rather than saved. The impact is largest when stimulus can be rolled out in a timely, temporary and targeted way. Low interest rates provide the opportunity for sensible borrowing by the State Government to increase the proportion of GSP spent on fiscal stimulus.

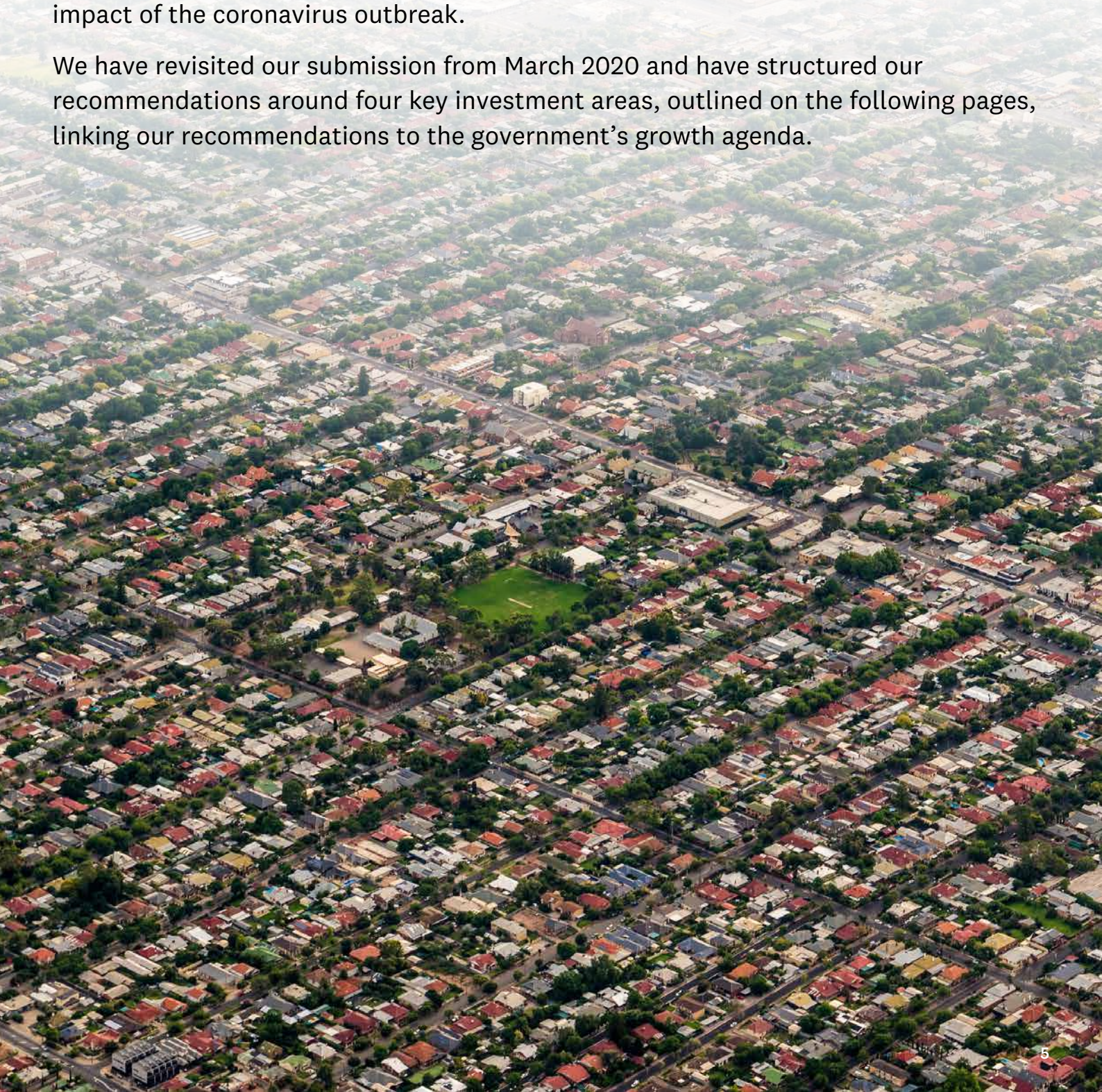
RAA has revisited its state budget submission made in March 2020 and updated our recommendations to propose fiscally responsible projects that can generate high multiplier effects that support and stimulate the South Australian economy. We have maintained a strong focus on investments in regional South Australia, where the COVID-19 restrictions have exacerbated the economic damage and devastation caused by the summer bushfires. We have also retained a focus on the state's priority growth sectors.¹ Beyond simply stimulating the economy, our recommendations will deliver long-term economic and health benefits for South Australians in the form of safer and more efficient journeys, growth in the visitor economy as travel restrictions ease, and renewable energy infrastructure that puts our state at the forefront of the future of energy generation and supply.

¹ <https://www.growthstate.sa.gov.au/sectors>

Executive summary

RAA appreciates the challenges facing South Australia in the wake of COVID-19 and recognises that there are significant pressures on the state budget this year. RAA submitted proposals around state government spending for consideration in the budget earlier this year. We have revised these recommendations in light of the situation presented by COVID-19. RAA is proposing responsible investments that will contribute to the state's immediate and longer-term growth through projects that can generate greater multiplier impacts. Some of these initiatives might also be funded through the Australian Government's stimulus package designed to counter the impact of the coronavirus outbreak.

We have revisited our submission from March 2020 and have structured our recommendations around four key investment areas, outlined on the following pages, linking our recommendations to the government's growth agenda.



Executive summary *(continued)*

1. Safer roads to reduce deaths and injuries

The year 2019 saw a horrific increase in the number of fatalities and serious injuries on roads throughout South Australia: the number of fatalities increased from 80 in 2018 to 114 in 2019; and the number of serious injuries increased from 576 to 766.² Most fatalities (61) occurred in rural areas. Tragically, 2020 to date is not faring much better. In a recent Australian Automobile Association report benchmarking the performance of the national road safety strategy, South Australia was one of only two states not to see a decrease in road fatalities in the 12 months to the end of June 2020 compared to the previous 12-month period.³ South Australia is forecast to miss its road safety strategy target of fewer than 80 fatalities by 2020, and its fatality rate per 100,000 population remains above the Australian average.



In addition to the enormous personal impact of road trauma, the economic costs of road trauma in Australia (including loss of life and health, vehicle damage, disability care, health services and travel delay) are estimated at nearly \$30 billion and the costs to government budgets (including lost taxation, income support and health services) are estimated at nearly \$4 billion.⁴ Our health system is under considerable pressure and road trauma unfortunately plays a significant role. It is therefore imperative to invest in safer roads as a key pillar of a safe mobility system that reduces the likelihood and severity of crashes on the network. Research has shown that a person's risk of death or serious injury is approximately halved for each incremental improvement in a road's star rating and that in high income countries there are \$4 of economic benefits for every \$1 invested in safer roads.⁵ Infrastructure SA nominated improving the safety of the road network as a priority in its recent 20-Year State Infrastructure Strategy. The regional road network needs particular prioritisation when making these safety improvements, as also outlined by Infrastructure Australia.⁶

RAA's 2019 Risky Roads campaign received more than 1,300 nominations for South Australian roads or intersections people found confusing, difficult to negotiate or that make them feel unsafe.⁷ Regional roads made up six of the top 10 nominated roads and 10 of the top 15. As part of our ongoing road assessments work, RAA also conducted 2019 regional road assessments covering the Limestone Coast and the Yorke Peninsula.⁸ Investing in safer roads requires both upgrading dangerous roads to improve their AusRAP safety rating and also providing sufficient funding for road maintenance so that existing infrastructure does not deteriorate to a dangerous condition. Infrastructure SA has classified 75% of South Australia's road surfaces as being in poor condition and identified a renewal backlog across the South Australian network at around \$780 million. This will increase to \$1.2 billion by 2024 unless there is an injection of funding to dramatically increase the rate of network remediation.⁹

² <https://www.police.sa.gov.au/about-us/traffic-statistics>

³ Australian Automobile Association (2020) Benchmarking the performance of the national road safety strategy, June Quarter 2020, accessed at https://www.aaa.asn.au/wp-content/uploads/2020/07/AAA_QBR_June_2020_Final_web.pdf

⁴ Australian Automobile Association (2017) Cost of road trauma in Australia 2015, accessed at https://www.aaa.asn.au/wp-content/uploads/2018/03/AAA-ECON_Cost-of-road-trauma-full-report_Sep-2017.pdf

⁵ <https://www.vaccinesforroads.org/business-case-for-safer-roads/>

⁶ Infrastructure Australia (2020) Infrastructure Priority List – Project and Initiative Summaries, accessed at https://www.infrastructureaustralia.gov.au/sites/default/files/2020-03/2020_infrastructure_priority_list_low_resolution_-_updated.pdf

⁷ <https://our.raa.com.au/about-raa/risky-roads>

⁸ <https://www.raa.com.au/motor/safety-and-advice/road-safety/road-assessments>

⁹ Infrastructure SA (2020), 20-Year State Infrastructure Strategy, accessed at <https://www.infrastructure.sa.gov.au/our-work/20-year-strategy>

2. A more accessible transport network

High quality infrastructure is critical to South Australia’s economic performance and social outcomes. Adelaide is heavily dependent on car travel, but congestion in Adelaide is reaching a tipping point, with 65 intersections at over 95% saturation during peak times.¹⁰ Modelling by Infrastructure Australia indicates that the annualised cost of road congestion and public transport crowding in Adelaide was \$1.4 billion in 2016 and will almost double to \$2.6 billion by 2031.¹¹ This will result in more time spent stuck in traffic and standing on delayed public transport services. There is hence a strong need for the State Government to invest in infrastructure that achieves enhanced accessibility across all forms of mobility, including private vehicles, public transport and active transport. Infrastructure SA’s 20-Year State Infrastructure Strategy identifies priorities around improving the connectivity between economic precincts, improving the efficiency of public transport and taking a strategic approach to building an active transport network.¹²



Beyond our capital city, South Australia is a large state, meaning that lack of accessibility often acts as a barrier to the growth of our regions. Regional areas are currently poorly serviced by public transport, and On-Demand bus services can help to address this issue. Upgrading regional roads to improve safety and reduce travel times can encourage greater travel to and from regional areas. However, this also relies on travel being affordable. High fuel prices are a major cost of living concern for consumers and discourage car use, particularly for longer journeys. Adelaide’s fuel cycle presents motorists with the opportunity to save large amounts of money by purchasing petrol at the bottom of the cycle, but only if they have access to reliable and timely information on where and when it will be cheapest. RAA welcomes the government’s recent introduction of real-time fuel pricing legislation through the *Fair Trading (Pricing Information) Amendment Bill 2020*, which will enable a 2-year trial of the system, helping motorists save money.

3. Sustainable energy and transport networks

South Australia’s climate provides opportunities for establishing renewable energy infrastructure, which may offer a key growth industry for regional areas. South Australia has already been proactive in the implementation of renewable energy and has one of the highest percentage mixes of renewable energy in the country. This progression needs to continue as part of energy’s designation as a growth sector for the state economy, and the current government’s target of achieving net 100% renewable energy by 2030 must be delivered.



The State Government’s Hydrogen Action Plan released in September 2019 and the establishment of the Australian Hydrogen Centre at Tonsley Innovation District are important steps in this process. There is also a need to prepare South Australia for the future of mobility and to stimulate the expansion of the hi-tech growth sector by supporting the uptake of electric vehicles, improving telecommunications connectivity along transport corridors and investigating intelligent transport systems technology.

¹⁰ Infrastructure SA (2020), 20-Year State Infrastructure Strategy, accessed at <https://www.infrastructure.sa.gov.au/our-work/20-year-strategy>

¹¹ Infrastructure Australia (2019) Urban Transport Crowding and Congestion, accessed at <https://www.infrastructureaustralia.gov.au/publications/urban-transport-crowding-and-congestion>

¹² Infrastructure SA (2020), 20-Year State Infrastructure Strategy, accessed at <https://www.infrastructure.sa.gov.au/our-work/20-year-strategy>

Executive summary *(continued)*

4. Support South Australia's visitor economy

The tourism sector is critical to our state's economy and employment opportunities, particularly in regional areas. Visitor expenditure in 2019 reached \$8.1 billion (44% of which was spent in the state's regions), with 18,000 tourism businesses across the state directly employing over 40,000 workers.¹³ Tourism has been identified as a growth sector for the state's economy, recognising the potential to increase South Australia's share of interstate and international visitors.



The last nine months have been devastating for our visitor economy, starting with last summer's bushfires, followed by travel restrictions required to prevent the spread of COVID-19 from February onwards. The South Australian visitor economy is in the middle of the most severe contraction of tourism on record, with the closure of Australian and South Australian borders from March onwards cutting off the \$1.1 billion per year international visitor market and shrinking the \$2.5 billion per year interstate visitor market.¹⁴ In addition, for several weeks during April and May, intrastate travel was banned and many tourist attractions were forced to close. While restrictions have since eased, social distancing measures continue to reduce the profitability of tourism operations. As a result of all this, it has been estimated that 94% of South Australian tourism businesses are on Australian Government support through JobKeeper, and tourism business activity fell in June to its lowest level since the Tourism Industry Council of South Australia (TiCSA) started tracking it in 2010.^{15 16}

Although the tourism sector continues to struggle due to the loss of international and most interstate tourists, the State Government's effective response to COVID-19 has enabled regional intrastate travel to recover to record levels. RAA has actively encouraged our members to take trips within South Australia in our *samotor* magazine, through relaunching our top six iconic strip maps and promotion of travel in SA through our social media communications.

Looking forward, the tourism industry will require continued support from the State Government, both to sustain high levels of intrastate travel and to ensure South Australia is well positioned to entice interstate and international visitors as and when borders reopen. In a fiercely competitive market, it will be crucial to market and promote South Australia as a safe and attractive destination to travel to and within, with an initial focus on interstate markets that already have open borders with South Australia. The focus of this marketing activity should be on the leisure sector until the Adelaide Convention Bureau can recommence its highly effective role of bringing major business events to Adelaide.

Improvements to tourism infrastructure can act to stimulate regional economies, build business and consumer confidence, leverage our state's unique nature-based attractions (in line with the Parks 2025 strategy) and deliver long-term increases in visitor numbers. Infrastructure SA's 20-Year State Infrastructure Strategy identified tourism priorities around developing new tourism assets and facilitating ease of access to tourist attractions. Investment in better transport and telecommunications infrastructure in regional areas, including road sealing, new cycling trails, placemaking, better mobile phone coverage, improved road signage aimed at visitors and additional electric vehicle charging points will have South Australia poised to emerge from the economic downturn earlier and stronger.

¹³ SATC (2020) The Value of Tourism in South Australia December 2019, accessed at <https://tourism.sa.gov.au/statistics/regional>

¹⁴ <https://tourism.sa.gov.au/research-and-statistics/south-australia/value-of-tourism>

¹⁵ Business SA (2020) Business Now – The Business SA Survey of Business Expectations June Quarter 2020, accessed at <https://www.business-sa.com/businessnow>

¹⁶ <https://ticsa.com.au/news/tourism-barometer-june-2020/>



Executive summary *(continued)*

RAA key priorities for the 2020–2021 state budget:



1. Safer roads to reduce deaths and injuries

- 1A. Increase **road maintenance funding** to \$160 million, with an additional \$145 million per year in supplementary funding for the first five years in order to eliminate the backlog and a \$20 million arterial road resealing program for the Adelaide metropolitan area.
- 1B. Construct three overtaking lanes on the **Riddoch Highway** between Naracoorte and Keith together with a further two overtaking lanes between Pt MacDonnell and Mt Gambier.
- 1C. Upgrade the **Spencer Highway** between Minlaton and Maitland together with the Upper Yorke Road between Kulpara and Maitland as priority works in the Yorke Peninsula region.
- 1D. Implement road safety improvements on the section of **Victor Harbor Road** between Mt Compass and Victor Harbor.
- 1E. Fund SA Water's **service pit cover remediation program** with an additional \$1 million to enable sunken covers to be remediated in a timely manner across the network.

2. A more accessible transport network

- 2A. Ensure adequate resourcing for the roll-out and monitoring of **mandatory real-time fuel pricing** in South Australia.
- 2B. Allocate funding to continue the **On-Demand bus services** in Mount Barker and the Barossa and to trial On-Demand bus services in other regional towns.
- 2C. Establish a **bus shelter fund** to assist councils in providing accessible infrastructure at all identified locations within their respective jurisdictions.
- 2D. Expand the **Bus Stop Management Plan project** to create operational and safety improvements on the public transport network that will improve efficiency, reliability and safety.
- 2E. Fund the **extension of the Seaford passenger rail line** to Aldinga.
- 2F. Develop a corridor management plan for **Main North Road** between Gepps Cross and The Grove Way and prioritise widening the section between Montague Road and Kesters Road to provide three lanes of travel in both directions.



3. Sustainable energy and transport networks

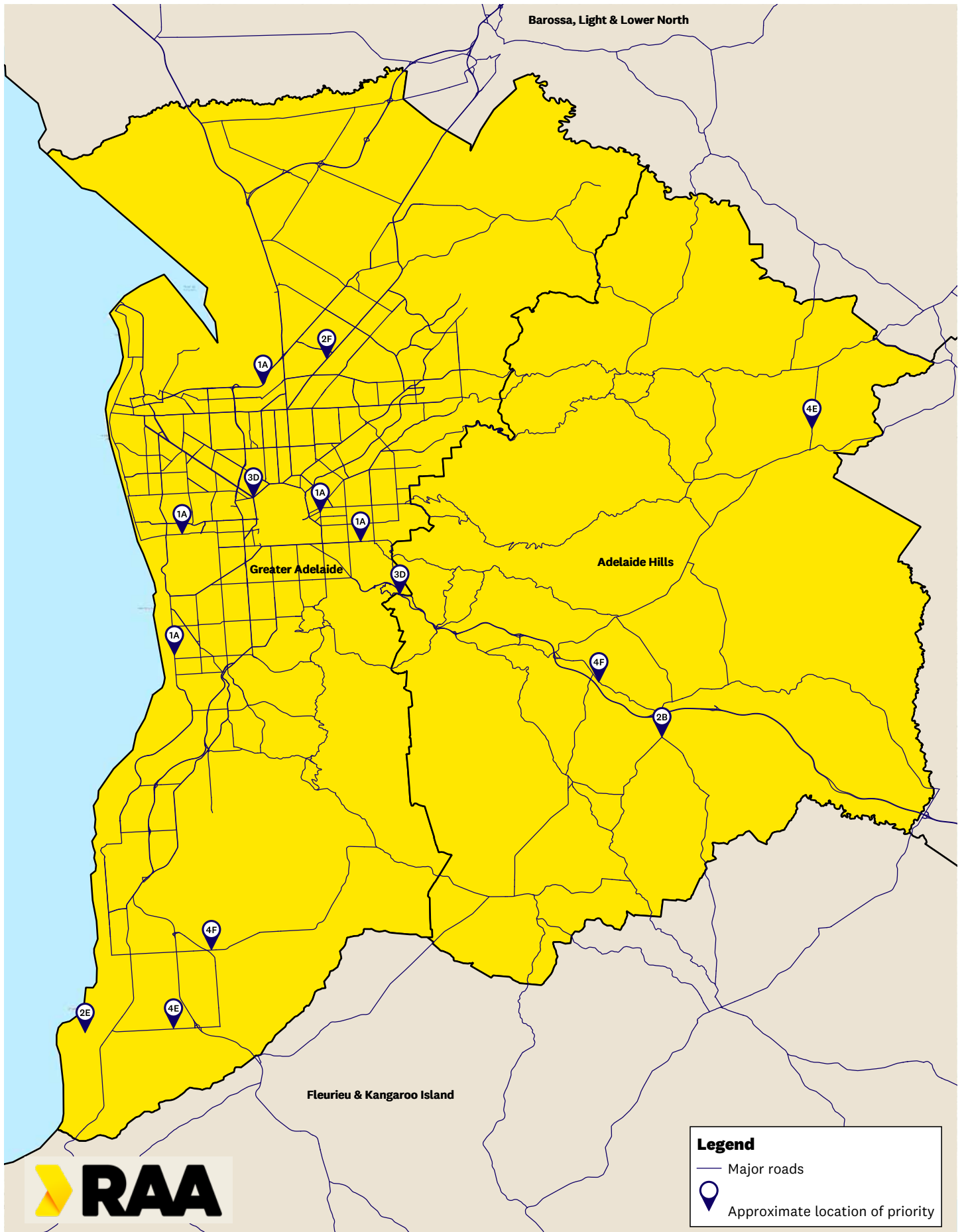
- 3A. Support **electric vehicles** entering the South Australian market through: government Fleet SA purchases; encouraging private sector purchases; and considering electric vehicles for public transport.
- 3B. Upgrade **Dukes Highway** to accommodate autonomous freight transport and connected vehicle technology.
- 3C. Ensure a consistent level of reliable **mobile coverage along the state's transport corridors**.
- 3D. Investigate the implementation of **intelligent transport systems** (ITS) technology in the road system.
- 3E. Explore reliable **renewable energy** opportunities for the state, including energy storage facilities and other grid firming infrastructure.
- 3F. Explore opportunities for establishing a **hydrogen manufacturing industry** in South Australia, including investment in hydrogen refuelling stations and hydrogen vehicle trials.



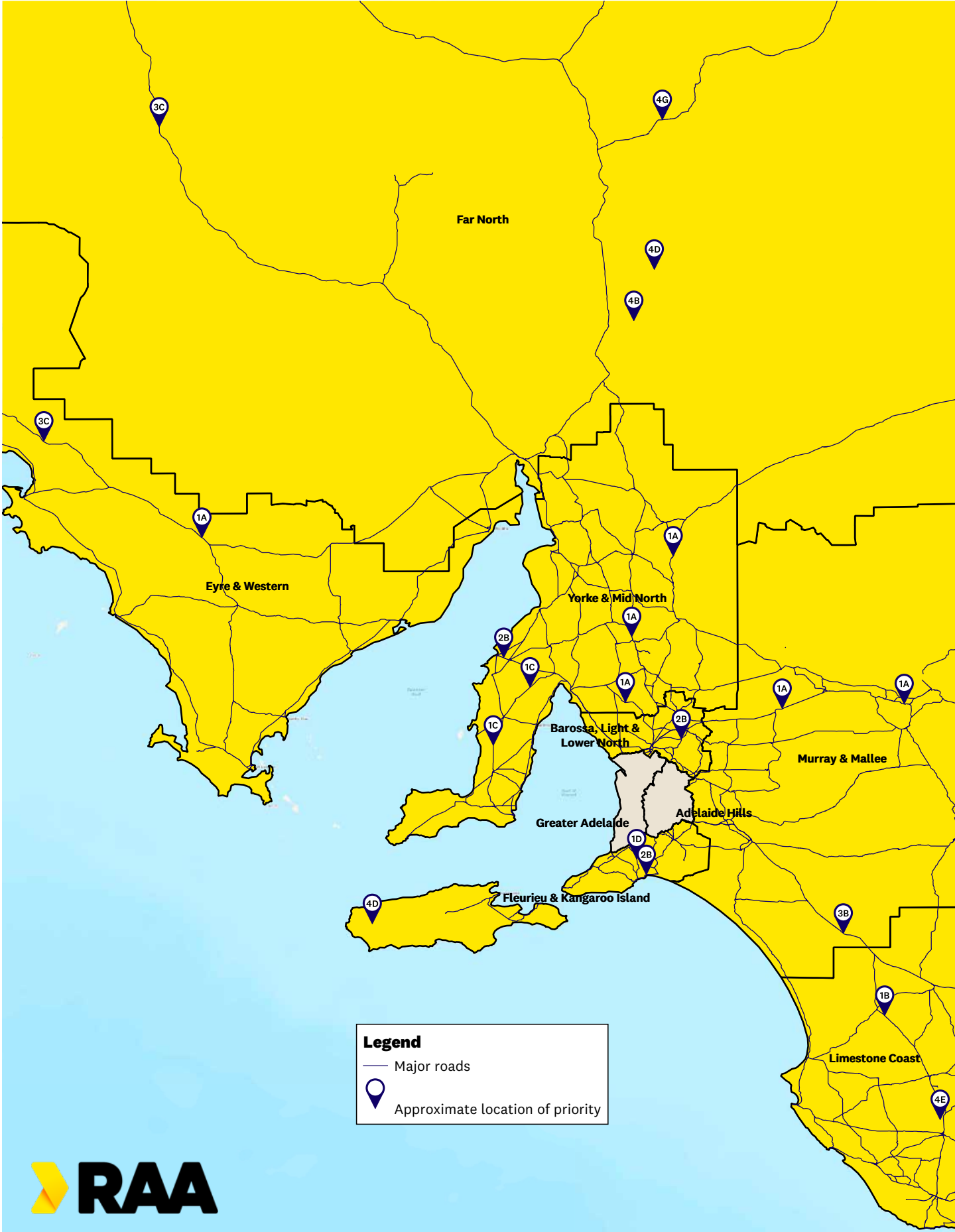
4. Support South Australia's visitor economy

- 4A. Provide an injection of funds to the **SA Tourism Commission's marketing and operating budget** and exempt the Commission from efficiency dividends until the tourism industry recovers from the impact of COVID-19.
- 4B. Facilitate future travel to regional South Australia by investing in a network of **fast charging points** across the state, including at Wilpena Pound.
- 4C. Continued investment in improved **information signage for regional tourist spots** that encourages visitors to stay longer and experience more of South Australia.
- 4D. Improve **mobile data coverage in national parks** and other key tourist locations in regional South Australia.
- 4E. Assist local councils to develop and link **cycling trails** that leverage South Australia's reputation as a premier cycling and wine destination.
- 4F. Create a \$20 million **Main Street Makeover Fund** to revitalise regional town centres and attract more visitors.
- 4G. Fully seal the **Strzelecki Track**.

Metro and Adelaide Hills priorities



SA regional priorities



1. Safer roads to reduce deaths and injuries

Recommendation 1A:

Increase road maintenance funding to \$160 million, with an additional \$145 million per year in supplementary funding for the first five years in order to eliminate the backlog and a \$20 million arterial road resealing program for the Adelaide metropolitan area.

Growth sectors: TOURISM FOOD, WINE & AGRIBUSINESS

Infrastructure Australia recently identified a national road maintenance strategy as a high priority initiative to address the road maintenance backlog across local, state and national roads, requiring action from state governments to prioritise and fix roads in poor condition.¹⁷ An ageing road network has serious long-term cost implications if not addressed. 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 and thereby improve the road user experience for locals, visitors and freight services. Infrastructure SA has classified 75% of South Australia's road surfaces as being in poor condition and identified a \$780 million renewal backlog across the South Australian network. This will increase to \$1.2 billion by 2024 unless there is an injection of funding to dramatically increase the rate of network remediation.¹⁸ Infrastructure SA's assessment is corroborated by RAA's own assessment of the network and feedback both from our members and the broader community on the condition and usability of the road network. We obtain this feedback through our RAA's ongoing Report-a Road program and the recently conducted Risky Roads campaign, which provides an opportunity for everyone to raise issues they have with a particular road or intersection.

The most common issues we receive feedback on relate to the general condition of the road surface. The safety of vulnerable road users is compromised by poor road surface conditions and localised pavement failures. Roads that have been identified consistently in the metropolitan area include Brighton Road, sections of Fullarton Road, Greenhill Road, Sir Donald Bradman

Drive and Salisbury Highway. Given the volume and type of traffic these roads carry, it is important they be maintained to a good standard, which includes the timely resealing of sections.

Following the economic downturn as a result of COVID-19, there is an opportunity to invest in road maintenance works to stimulate the state's economy relatively quickly (particularly in regional areas). Unlike larger transport infrastructure projects, maintenance work is able to be rolled out promptly across the state without major planning/feasibility work needing to be completed. RAA has identified a series of road maintenance projects on roads including Old Sturt Highway, Owen Road and Lucindale Road, as well as the opportunity to bring forward funding for major works on Horrocks Highway, Barrier Highway, Sturt Highway and Eyre Highway.¹⁹

RAA called for road maintenance funding to be increased to \$149 million in the 2019-2020 state budget from \$127 million in the 2018-2019 State Budget. While it is recognised that many of the infrastructure projects announced in the 2019-2020 budget will address some of the issues on key corridors that could be deemed maintenance, road maintenance funding itself was reduced to \$110 million in the 2019-2020 budget. RAA is concerned that \$110 million falls significantly short of what is needed to address the \$780 million backlog of maintenance works required, including resealing of key routes.

RAA is calling for the annual road maintenance program to be increased to \$160 million together with an additional \$145 million per year in supplementary funding for the first five years in order to eliminate the backlog.

¹⁷ Infrastructure Australia (2020) Infrastructure Priority List – Project and Initiative Summaries, accessed at https://www.infrastructureaustralia.gov.au/sites/default/files/2020-03/2020_infrastructure_priority_list_low_resolution_-_updated.pdf

¹⁸ Infrastructure SA (2020) 20-Year State Infrastructure Strategy, accessed at <https://www.infrastructure.sa.gov.au/our-work/20-year-strategy>

¹⁹ RAA (2020) COVID-19 Economic Stimulus Proposal, accessed at <https://www.raa.com.au/en/about-raa/advocacy/submissions>

This will put the road network on a much healthier footing and provide good opportunities for local businesses such as South Australian civil engineering companies to bid for work. RAA also calls for the establishment of an appropriately funded arterial road reseal program with approximately \$20 million to ensure key routes are maintained to a standard that ensures their longevity and the safety of all road users. To provide additional transparency, we recommend that ‘Roads maintenance funding’ should be recorded as a line item in the State Budget so there is visibility around this important spend.

Recommendation 1B:

Construct three overtaking lanes on the Riddoch Highway between Naracoorte and Keith together with a further two overtaking lanes between Pt MacDonnell and Mt Gambier.

Growth sectors: TOURISM

FOOD, WINE & AGRIBUSINESS

Riddoch Highway is the primary route for b-triple and road train movements in the state’s south-east, providing access to Victoria via Mt Gambier (the Princes Highway only allows b-triple and road trains between Kingston and Tailem Bend, with no link to Mt Gambier). It carries up to 4,100 vehicles per day, with 25% of this total comprising heavy vehicles. RAA welcomes the recent inclusion of Riddoch Highway into the national land transport network, which has been a recent priority issue for RAA, given its function as a key connection to the south-east of the state.

RAA has also called for the construction of a number of overtaking lanes, namely two in each direction between Naracoorte and Keith with a further two between Pt MacDonnell and Mt Gambier. The investment on this corridor in recent years is welcomed: this includes the completion of shoulder sealing together with the construction of two overtaking lanes between Penola and Naracoorte, and the imminent construction of one lane for southbound traffic between Naracoorte and Keith, and two between Naracoorte and Penola. These are important contributions to improving safety and efficiency on this important route.

However, the construction of an additional overtaking lane for southbound traffic between Naracoorte and Keith and two for northbound traffic is considered important and has not been addressed. We are therefore calling upon further investment of \$10 million to provide the remaining overtaking lanes between Naracoorte and Keith together with a further two overtaking lanes between Pt MacDonnell and Mt Gambier.

Recommendation 1C:

Upgrade the Spencer Highway between Minlaton and Maitland together with the Upper Yorke Road between Kulpara and Maitland as priority works in the Yorke Peninsula region.

Growth sectors: TOURISM

Spencer Highway, particularly between Maitland and Minlaton, is in very poor condition with a narrow cross section (typically less than 6.0m), no edge lines and no sealed shoulders. Upper Yorke Road is also in very poor condition between Kulpara and Maitland, with narrow travel lanes and no sealed shoulders.

Both of these highways were identified in RAA’s 2019 Yorke Peninsula regional road assessment and in the top ten regional roads in RAA’s 2019 Risky Roads survey. Work on both of these roads is required, which includes pavement remediation and widening to a minimum of 3.3 metres together with the sealing of shoulders to a width of 1.0 metres. While an overall regional road investment plan for the southern Yorke Peninsula is required, it is considered that, given the current condition of these roads, they should be upgraded as a priority.

1. Safer roads to reduce deaths and injuries *(continued)*

Recommendation 1D:

Implement road safety improvements on the section of Victor Harbor Road between Mt Compass and Victor Harbor.

Growth sectors: TOURISM

RAA welcomes the investment to date in the important Victor Harbor Road corridor, notably the grade separation of the intersection at McLaren Vale and the installation of the central wire rope barrier system on Willunga Hill. The proposed duplication between Main South Road and the turn off to McLaren Vale, as identified in the State's Integrated Transport and Land Use Plan (ITLUP) is also welcomed, given the high volume of traffic that uses this section daily. It is noted that, while ITLUP identifies further duplication to Mt Compass, the necessity for this is not considered as urgent as safety upgrades on other sections of the corridor.

RAA is particularly concerned about the high crash rate south of Mt Compass, including the frequency of head-on crashes. This section is characterised by its many bends and limited overtaking opportunities. Between 2015 and 2019, there were 42 casualty crashes recorded on the 20km section from Mt Compass to Victor Harbor. In contrast, the 20km section from McLaren Vale to Mt Compass saw 26 casualty crashes occur in the same time. When considering traffic volumes south of Mt Compass are almost half those of the section north of Mt Compass, the casualty crash rate is three times higher per vehicle kilometre travelled south of Mt Compass compared to north of Mt Compass. To improve road safety outcomes, as a minimum, the section of the route needs to be widened between Mt Compass and Victor Harbor to accommodate a wide centre line and wire rope barrier to physically separate vehicles travelling in opposite directions.

Recommendation 1E:

Fund SA Water's service pit cover remediation program with an additional \$1 million to enable sunken covers to be remediated in a timely manner across the network.

The number and severity of sunken service pit covers continues to be one of the most frequent criticisms of the road network in the metropolitan area, together with the time taken to remediate sites.

Timely intervention not only reduces the extent of damage to the surrounding road but importantly improves safety for motorcyclists, scooter riders and cyclists: these road users currently risk losing stability when riding over some covers as it is not always possible to safely ride around them. While there has been work undertaken to repair and upgrade covers at some locations, the rate of remediation is slow.

RAA has assisted authorities by undertaking assessments of the metropolitan road network to identify covers that have substantially sunk. This information is provided to the service authorities to help them coordinate remediation on key routes. However, it is evident that resources are insufficient to enable these to be addressed within a reasonable timeframe. As the majority of service pit covers relate to water or wastewater services, RAA is therefore calling for SA Water's current service pit cover remediation program to be funded with \$1 million to enable sunken covers to be remediated in a timely manner across the network.

2. A more accessible transport network

Recommendation 2A:

Ensure adequate resourcing for the roll-out and monitoring of mandatory real-time fuel pricing in South Australia.

Growth sectors: ENERGY & MINING TOURISM

RAA congratulates the State Government for securing the passage of legislation to introduce real-time fuel pricing in South Australia. This will help motorists to track the movement of fuel prices and buy at the cheapest outlets. The ACCC has estimated that it could result in annual savings between \$30-75m per year for Adelaide motorists.²⁰ RAA member surveys show that savings on the cost of fuel have the potential to be redirected into other parts of the economy, including vehicle maintenance, tourism, healthcare and other household goods, as we know that motorists are delaying or foregoing household spending due to the cost of fuel.

RAA also welcomes the Treasurer's indication in Parliament of a \$1.1 million budget over two years for the implementation of the scheme. This should help to ensure that the database can be quickly established, that fuel retailer compliance can be effectively monitored, and that the scheme's effectiveness can be evaluated. RAA looks forward to working with the State Government to ensure that real-time fuel pricing is a success, both through encouraging motorists to take advantage of the data and through monitoring its impact.

Recommendation 2B:

Allocate funding to continue the On-Demand bus services in Mt Barker and the Barossa and to trial On-Demand bus services in other regional towns.

Growth sectors: HI-TECH TOURISM

Regional South Australian towns 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. In January 2020, South Australia began its first On-Demand bus trial in Mt Barker and the Barossa. The trial enables passengers to use the Keoride app to order a bus, when and where they need it, to take them anywhere within the service area. Demand for the service has substantially exceeded expectations, with over 22,000 rides in Mt Barker and over 1,900 rides in the Barossa to 28 June 2020, despite the unprecedented disruption from COVID-19.²¹ Given rider satisfaction has been very high, patronage is likely to continue to increase over time as awareness of the services increases and confidence in the safety of public transport returns.

As the trials reach an end, funding should be allocated to make the Mt Barker and Barossa On-Demand bus services permanent. Furthermore, the State Government should look to roll out On-Demand bus service trials in other regional towns based on the learnings from the initial trial. Examples could include around Victor Harbor and Goolwa, and between Kadina and Wallaroo.

²⁰ Australian Competition & Consumer Commission (2018) Petrol Price Cycles in Australia, accessed at <https://www.accc.gov.au/system/files/ACCC%20Petrol%20price%20cycles%20in%20Australia—December%202018.pdf>

²¹ Leader – Barossa Valley, *On-Demand bus service continues in 'lite' model*, 15 July 2020

2. A more accessible transport network *(continued)*

Recommendation 2C:

Establish a bus shelter fund to assist councils in providing accessible infrastructure at all identified locations within their respective jurisdictions.

Growth sectors: HI-TECH

Safe, accessible protection from the elements while waiting for transport is essential, particularly on those routes where waiting times can be longer due to infrequency of services. Improved amenity for public transport patrons and accessibility to services is a key part of encouraging and maintaining public transport patronage. This is reflected in the provision of accessible infrastructure and shelters being one of the key recommendations of the Adelaide Hills - Fleurieu Peninsula Regional Public Transport Study prepared for Regional Development Australia.

In order to meet the requirements of the Federal Government's Disability Standards for Accessible Public Transport 2002, councils have in many cases established an annual program to upgrade all bus stops throughout their respective areas. However, there are often delays in the provision of this important infrastructure due to the limited resources of some councils together with the substantial cost involved (particularly at sites with service and infrastructure issues). It is therefore proposed that a bus shelter fund be established with an annual amount of \$2 million to assist councils in providing suitable infrastructure in a timely manner for all identified public transport locations within their respective jurisdictions. Longer term, the provision of real-time journey information needs to be incorporated into these shelters to encourage greater patronage of public transport, particularly for those with sensory impairments or who are not able to use apps.

Recommendation 2D:

Expand the Bus Stop Management Plan project to create operational and safety improvements on the public transport network that will improve efficiency, reliability and safety.

The Department for Infrastructure and Transport (DIT) commenced a project to improve the travel times of Adelaide Metro services for commuters on key routes by investigating the location and operation of bus stops along key service corridors.²² This project provides the opportunity to realise operational and safety improvements on the public transport network that will improve efficiency, reliability and safety.

The Bus Stop Management Plan project includes investigating the potential location of stops and shelters that may better serve Adelaide Metro patrons and identifying how different bus stop configurations may improve travel times while also maintaining good levels of accessibility. The work includes indenting bus stops where possible to improve operability. Work completed to date on Glen Osmond Road has been well received and other corridors should be examined as a priority to improve public transport operation within the existing network.

²² https://dpti.sa.gov.au/movingtraffic/bus_stop_management_plan

Recommendation 2E:

Fund the extension of the Seaford rail line to Aldinga.

RAA supports investment in public transport infrastructure and services for new developments to reduce dependence on private vehicle usage and public buses that place pressure on existing road corridors. RAA is concerned that, without investment, future developments could suffer from the same issues experienced by the residents of Mt Barker, who do not have passenger rail access to the city and are totally reliant on road-based transport.

The Aldinga Structure Plan includes investigations into rezoning a 94-hectare site at Aldinga, which includes a B-12 school accommodating up to 1,675 students. Construction of the school has already commenced and it is due to open at the start of the 2022 school year.²³

Profile ID population forecasts to 2036 estimate an average annual population change of 3.76% in Aldinga/Port Willunga, 4.19% in Sellicks Beach and 1.12% in Aldinga Beach.²⁴ This compares to average annual growth projections of 1.15% for the City of Onkaparinga, 1.03% for the Greater Adelaide region and 1.51% nationally.

The social Impact assessment completed as part of the Aldinga Structure Plan also indicates that a rezoning of deferred urban land could yield a further 1,622 allotments and add 3,974 persons to the population of Aldinga Beach and Aldinga-Port Willunga combined and that this data may not be captured within Profile ID forecasts.²⁴

RAA considers it crucial that the Seaford passenger rail line is extended to Aldinga. This would provide a direct rail link with the Adelaide CBD and a significant improvement to mobility in Aldinga and surrounds, while encouraging further development in this growing area.

It is also vital that the government maintains ownership of the existing (and unused) Gawler-Kapunda rail corridor alignment and plans for a future extension of the Gawler passenger line to Roseworthy, given the \$2.4 billion St Yves development in Roseworthy. This development is predicted to attract more than 2,000 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 4,400 homes between Hewett and Roseworthy.

Suburb	2020 Population	2036 Population	Change (%)
Aldinga Beach	11,264	13,335	+18%
Aldinga-Port Willunga	2,398	4,689	+96%
Sellicks Beach	2,828	6,023	+113%
Total	16,490	24,047	+46%

²³ <https://renewalsa.sa.gov.au/projects/aldinga-structure-plan/>

²⁴ <https://profile.id.com.au/onkaparinga>

²⁵ Holmes Dyer (2019) Social Impact Assessment – Aldinga, January 2019, pp34, accessed at <https://renewalsa.sa.gov.au/wp-content/uploads/2019/02/aldinga-social-impact-assessment.pdf>

2. A more accessible transport network *(continued)*

Recommendation 2F

Develop a corridor management plan for Main North Road between Gepps Cross and The Grove Way and prioritise widening the section between Montague Road and Kesters Road to provide three lanes of travel in both directions.

The section of Main North Road between Gepps Cross and the Grove Way is a source of concern for motorists due to the high volume of traffic and consequent congestion. This is particularly so for the section between Montague Road, Pooraka and Kesters Road, Para Hills West, which currently carries 52,000 vehicles per day. While most intersections have been upgraded to provide three through lanes on the approach and departure of the signalised intersections on this route, these are not continuous resulting in constant merging with consequent impact on mid-block traffic flow.

RAA welcomes the decision to widen Main North Road to three lanes between Kesters Road and McIntyre Road as part of the \$13 million Main North Road, Kings Road and McIntyre Road upgrade announced in the 2019-20 State Budget.

RAA is calling for an additional \$20 million to be allocated to develop a corridor management plan and widen the section of Main North Road between Gepps Cross and The Grove Way to meet current and future needs of this corridor. A priority should be creating an additional lane on the section of Main North Road between Montague Road and Kesters Road, following on from the widening between Kesters Road and Kings Road. This will improve traffic flow through better lane utilisation and ensure that full benefit is derived from the upgrade of the intersection of Main North Road with Kings and McIntyre Roads.



Main North Road between Kesters Road and McIntyre Road, August 2020

3. Sustainable energy and transport networks

Recommendation 3A:

Support electric vehicles entering the South Australian market through:

- government Fleet SA purchases
- encouraging private sector purchases
- considering electric vehicles for public transport.

Growth sectors: ENERGY & MINING HI-TECH

Sales in Australia of full electric and hybrid plug-in vehicles tripled in 2019, reaching 6,718, and are expected to keep rising. However, they still only represent 0.6% of total sales, a figure which lags behind many other countries.²⁶ RAA member research conducted in May 2020 found that purchase cost, accessibility and convenience of recharging, driving range and range of models to choose from are all currently discouraging South Australians from purchasing an electric vehicle (EV).²⁷

There are a range of ways that the State Government can boost the uptake of EVs in South Australia, which can expose more drivers to the benefits of EVs, increase the cost-effectiveness of vehicle charging point infrastructure and in the longer term stimulate a second hand market for EVs.

Fleet SA has a fleet of 6,742 passenger, SUV and light commercial vehicles that it leases to South Australian government agencies, statutory authorities and hospitals. Of these vehicles, 77% are petrol or diesel, 23% are hybrid electric and only 0.1% are full electric.²⁸ Fleet SA vehicles have a relatively short service life, and so a large proportion of the fleet could fairly quickly be converted to electric vehicles and soon afterwards flow into the second hand market. There is also scope for the Government to invest in electric vehicles as part of its public transportation fleet.

Beyond its own fleet, the State Government should create a program that provides incentives for other organisations to introduce EVs into their fleet, for example ride-share companies and taxi operators.

Recommendation 3B:

Upgrade Dukes Highway to accommodate autonomous freight transport and connected vehicle technology.

Growth sectors: HI-TECH
FOOD, WINE & AGRIBUSINESS

Dukes Highway provides a vital link between Adelaide and Victoria and is South Australia's busiest regional freight corridor, with most sections carrying over 1,100 commercial vehicles (almost one third of all traffic). The highway also looms as a major strategic route for future autonomous freight operations, which will require at least two lanes in each direction. Dukes Highway is part of the National Highway Network, and so RAA has called for Federal Government funding for a staged duplication of the Dukes Highway between Tailem Bend and the South Australia/Victoria border. This will improve safety and productivity on a road with a poor crash history, and it will also future proof this corridor for autonomous vehicle trials.

If the Dukes Highway duplication proceeds, there is an opportunity for the State Government to simultaneously fund the installation of Vehicle-to-Infrastructure technology. This would allow autonomous and connected freight vehicle trials along this section of highway and could later have a permanent role. This infrastructure could be put in place for approximately \$1.5 million and there are South Australian technology businesses who would be well placed to win contracts to deliver this work.

RAA welcomes the recent \$5 million commitment to install wire rope centre barrier on sections of the Dukes Highway as an interim treatment to ensure road user safety on this corridor until the highway is duplicated in future.

²⁶ <https://www.theguardian.com/environment/2020/feb/06/electric-vehicle-sales-triple-in-australia-as-sales-of-combustion-engine-cars-fall-8>

²⁷ <https://our.raa.com.au/about-raa/media-releases/1409>

²⁸ <https://www.safa.sa.gov.au/fleetsa/fleet-snapshot>

3. Sustainable energy and transport networks *(continued)*

Recommendation 3C:

Ensure a consistent level of reliable mobile coverage along the state’s transport corridors.

Growth sectors: HI-TECH TOURISM

At present, there are mobile blackspots on many of the state’s transport corridors. For example, there is no Telstra 4G mobile coverage: on the Dukes Highway between Tintinara and Bordertown; on the Riddoch Highway between Keith and the Desert Camp Conservation Reserve; on the Sturt Highway between Brookfield Conservation Park and Good Hope Landing; or on the Barrier Highway between Whyte Yarcowie and Olary. Moreover, there is no Telstra mobile coverage at all on the Stuart Highway north of Woomera (except for in the Coober Pedy area), on the Eyre Highway west of Karcultaby (except for in the Ceduna area) or on the soon-to-be-sealed Strzelecki Track.²⁹

Improved mobile connectivity along major regional and remote transport corridors would deliver several benefits:

- First, it is important for supporting freight operations and facilitating the deployment of innovative freight technologies.
- Second, it is required to prepare the transport network for the adoption of connected and autonomous vehicles (noting that 5G mobile coverage will probably ultimately be needed to support the large-scale adoption of autonomous vehicles).
- Third, it would enable the emergency services to be contacted more quickly in the case of a road crash and therefore has the potential to save lives.
- Fourth, it would improve the experience of tourists and creates additional business opportunities for tourism operators located close to major regional and remote transport corridors (since tourists increasingly rely on smartphone internet access for navigation, recommendations of where to go and what to do, and to share their experiences on social media).

Round 5A of the federally funded Mobile Black Spot Program may reserve funding to target coverage along major regional and remote transport corridors. However, this funding alone is unlikely to deliver widespread continuous high-speed connectivity across the South Australian highway network. RAA therefore encourages the State Government to work with the Federal Government and mobile network operators to improve mobile coverage.

Recommendation 3D:

Investigate the implementation of intelligent transport systems (ITS) technology in the road system.

Growth sectors: HI-TECH

Uptake of intelligent transport systems (ITS) technology in the road system is essential for the efficient use of existing infrastructure. Specific projects to consider include:

- The use of ‘vehicle to everything’ (V2X) technologies for creating green wave traffic conditioning, especially on significant areas of the road network such as the Adelaide CBD inner ring route.
- Expansion of the AddInsight system to provide live updates for satnav/GPS directions or variable speed changes. The government should leverage the expertise of local leaders in this area (e.g. Cohda Wireless and SAGE Automation). AddInsight data can also assist in managing better traffic flow and traffic light management and provide smart route calculation around the CBD for drivers.
- Support for infrastructure to enable the operation of 5G communication technology for the development of ITS and connected vehicle technology.

RAA welcomes the recent \$4 million announcement to install speed-activated warning signage on the South Eastern Freeway descent and considers there are further ITS opportunities on the South Eastern Freeway between Crafrers and Glen Osmond such as an upgraded managed motorway system.

²⁹ <https://www.telstrawholesale.com.au/products/mobiles/coverage.html>

Recommendation 3E:

Explore reliable renewable energy opportunities for the state, including energy storage facilities and other grid firming infrastructure.

Growth sectors: ENERGY & MINING

Managing demand on current infrastructure and supporting reliable renewable energy for the state will depend on energy storage facilities and other grid firming infrastructure. RAA welcomes AGL's recent announcement that it is planning to build a big battery at Torrens Island, as this will help to stabilise the grid. However, further similar projects are required, for example pumped hydro, compressed air energy storage, large scale battery, molten salt and other gravitational potential methods. The State Government's \$50 million Grid Scale Storage Fund is a step in the right direction, and while the total amount of storage required is unknown, securing more storage is critical. Complementary infrastructure such as synchronous condensers, although costly, will also benefit the increased adoption of renewable energy.

Recommendation 3F:

Explore opportunities for establishing a hydrogen manufacturing industry in South Australia, including investment in hydrogen refuelling stations and hydrogen vehicle trials.

Growth sectors: ENERGY & MINING

Hydrogen manufacture and use as a fuel has potential economic, environmental, health and energy security benefits for South Australia. Establishing a hydrogen generation industry would complement the already thriving renewable energy industry in the state, providing a clean source of hydrogen for sale and grid firming characteristics. RAA supports recent papers produced by CSIRO (*The National Hydrogen Roadmap, 2018*), the South Australian Government (*The South Australian Green Hydrogen Study, 2017*), and the COAG Energy Council (*Hydrogen for Australia's Future, 2018*), which provide significant detail on how investment into hydrogen infrastructure could proceed. We also congratulate the South Australian Government on its Hydrogen Action Plan released in September 2019, on the establishment of the Australian Hydrogen Centre at Tonsley Innovation District, and on the installation of Australia's largest hydrogen electrolyser at HyP SA. We look forward to seeing the detail on how the hydrogen vehicle refuelling infrastructure is to be rolled out.

In the short term, investment in a small number of hydrogen refuelling stations and participation by government in hydrogen vehicle trials (including buses and waste collection vehicles, which are well suited being return to base fleet) will introduce the technology to South Australia and provide learnings about its use in transport.

4. Support South Australia’s visitor economy

Recommendation 4A:

Provide an injection of funds to the SA Tourism Commission’s marketing and operating budget and exempt the Commission from efficiency dividends until the tourism industry recovers from the impact of COVID-19.

Growth sectors: FOOD, WINE & AGRIBUSINESS TOURISM CREATIVE INDUSTRIES

The SA Tourism Commission has played a key role in helping the tourism sector to survive the unparalleled challenges of 2020 brought about first by bushfires and then by travel and physical distancing restrictions introduced to stop the spread of COVID-19. In response to the bushfires, the SA Tourism Commission quickly launched the #BookThemOut campaign, which encouraged South Australians to spend money in bushfire affected communities and generated a large volume of enquiries for tourism operators. When COVID-19 restrictions on intrastate travel within South Australia were lifted, the SA Tourism Commission launched a ‘Welcome Back’ campaign, which helped to drive regional intrastate tourism to record levels. More recently, the ‘See It To Believe It’ campaign (which was launched as the first interstate campaign to actively drive visitors to the state since COVID-19) has started promoting South Australia as an interstate travel destination in other states with no restrictions on travel to South Australia.

While travel restrictions remain in place, the SA Tourism Commission will have an ongoing role in supporting tourism operators by encouraging South Australians to travel regularly within our state. As and when restrictions ease further for interstate and international travel, competition for visitors is likely to be fierce and the SA Tourism Commission will be at the forefront of enticing people to visit South Australia. There may also be a unique opportunity to boost South Australia’s visitor economy by pitching the state as a COVID-Safe destination far removed from other more risky and high density locations.

In the current state budget, the SA Tourism Commission received: approximately \$35 million to market South Australia to local, interstate and international audiences; approximately \$43 million to develop, attract, manage and grow events, conferences and festivals; and approximately \$7 million to build tourism capability in South Australia. The \$86 million total 2019-20 budget was \$7 million lower than the amount spent in 2017-18.³⁰ It is also considerably smaller than the tourism budgets of Destination NSW (\$141 million)³¹ and Tourism and Events Queensland (\$142 million)³², organisations which the SA Tourism Commission has to directly compete against.

The SA Tourism Commission is uniquely placed to be able to market South Australia to local, interstate and international audiences. If sufficiently resourced at a time when competition for tourism will intensify, the SA Tourism Commission can activate tourist markets to assist in boosting visitor numbers, thereby helping the state recover from the bushfire and COVID-19 challenges. This is therefore an opportune time to inject additional funds into the SA Tourism Commission’s marketing and operating budget and exempt the SA Tourism Commission from an efficiency dividend that would critically diminish their resources at such a crucial time for tourism in this state.

³⁰ https://statebudget.sa.gov.au/#Budget_Papers

³¹ <https://www.budget.nsw.gov.au/nsw-budget-2019-20-budget-papers>

³² <https://budget.qld.gov.au/budget-papers/#budget-paper-5>



South Australia's first ultra-rapid EV charging station, at Keith.

Recommendation 4B:

Facilitate future travel to regional South Australia by investing in a network of fast charging points across the state, including at Wilpena Pound.

Growth sectors: ENERGY & MINING TOURISM HI-TECH

South Australia has approximately 80 public charging stations for electric vehicles (EVs), with about half in Adelaide and the other half scattered around regional locations. Due to some South Australian towns being hundreds of kilometres apart, and most electric vehicles having a limited range, it is currently difficult, if not impossible, to efficiently travel across regional South Australia in an electric vehicle. This largely limits use of EVs to short city journeys, creating a barrier to people purchasing EVs and also discouraging those who own an EV from visiting other parts of our state. RAA member research conducted in May 2020 found that 50% of our members are currently discouraged from purchasing an electric vehicle by lack of accessibility to charging equipment, and 59% would be encouraged to buy an EV by the provision of public charging infrastructure by the government.³³

RAA believes a comprehensive network of fast chargers with standardised fittings is needed in country towns and

along highways. Our view is validated by Infrastructure Australia naming the development of a national electric vehicle fast-charging network as a high priority initiative in its February 2020 Infrastructure Priority List. RAA is helping to fund the rollout of charging infrastructure currently being undertaken by Chargefox. This will create a 22-station strong Ultra-Rapid charging network that allows travel between Adelaide, Melbourne, Sydney and Brisbane with South Australian charging points now installed in Murray Bridge and in Keith. However, there remains a need to roll out fast charging points far more extensively across the state to connect major towns, particularly those where tourism is a significant part of their economy. RAA has identified Wilpena Pound as a key location to install an electric vehicle fast charging station to open up the Flinders Ranges National Park to self-drive electric vehicle holidays from Adelaide, particularly at a time when intrastate road trips to areas like the Flinders Ranges have surged.

³³ <https://our.raa.com.au/about-raa/media-releases/1409>

4. Support South Australia’s visitor economy *(continued)*

Recommendation 4C:

Invest \$1 million to support improved information signage for regional tourist spots that encourages visitors to stay longer and experience more of South Australia.

Growth sectors: TOURISM
FOOD, WINE & AGRIBUSINESS

While smartphones play an increasing role in helping tourist to navigate and decide where to go and what to do, physical signage retains an important role in reassuring motorists and in encouraging them to stop at local attractions and amenities and spend money there. For example, designated tourist drives encourage and facilitate visiting several attractions within the same area. Many parts of the state would benefit from improved signage aimed at visitors that gives clear directions to tourist regions, welcomes visitors when they arrive in a new region or town, and points visitors to local attractions and amenities. The shortcomings with current visitor-related signage were also highlighted by Infrastructure SA in their recent 20-Year State Infrastructure Strategy.³⁴

RAA welcomes the recent indication from the Department of Infrastructure and Transport that it plans to invest in better tourism signage. Given the current importance and growth of intrastate tourism, and the need to boost regional economies following bushfires and travel restrictions, RAA urges for this work to be progressed as quickly as possible.

Recommendation 4D:

Improve mobile data coverage in national parks and other key tourist locations in regional South Australia.

Growth sectors: TOURISM HI-TECH
FOOD, WINE & AGRIBUSINESS

Many parts of regional and remote Australia have no, or poor, mobile data coverage, leading to Infrastructure Australia identifying mobile telecommunications coverage in regional and remote areas as a priority initiative in its February 2020 Infrastructure Priority List. Tourists increasingly rely on smartphone internet access for navigation, recommendations of where to go and what to do, and to share their experiences on social media. It is therefore crucial that tourists have reliable mobile data coverage both when travelling to tourist attractions and on their arrival.

While the Mobile Black Spot Program is federally funded, to date it has prioritised regional and remote areas with a resident population rather than national and state parks. There is scope for the State Government to provide additional targeted funding in line with the state’s priorities. Some of South Australia’s premier tourist regions such as the Flinders Ranges and the western part of Kangaroo Island currently have limited mobile coverage.³⁵ Improving this coverage would provide a timely boost to the regional visitor economy as South Australia experiences a surge in road trips following the lifting of COVID-19 intrastate travel restrictions. It would also closely align with the Parks 2025 government strategy to activate nature-based tourism in South Australia’s 356 parks.³⁶

³⁴ <https://www.infrastructure.sa.gov.au/our-work/20-year-strategy>

³⁵ <https://www.telstrawholesale.com.au/products/mobiles/coverage.html>

³⁶ <https://www.parks.sa.gov.au/park-management/parks2025>

Recommendation 4E:

Assist local councils to develop and link cycling trails that leverage South Australia’s reputation as a premier cycling and wine destination.

Growth sectors: TOURISM FOOD, WINE & AGRIBUSINESS

South Australia is famous for its outstanding wine regions and has a strong association with cycling through the success of the Tour Down Under, the biggest cycling race in the southern hemisphere. Several wine regions have successfully leveraged these strengths by creating cycling trails that allow tourists to enjoy the scenery and visit wineries by bicycle. These include the Riesling Trail in Clare Valley, the Barossa Trail in the Barossa Valley and the Shiraz Trail in McLaren Vale. There are multiple opportunities to expand South Australia’s regional cycling network further in order to connect existing trails and create new tourist experiences to help grow the visitor economy.

Six South Australian councils have developed a business case for the Adelaide Wine Capital Cycle Trail Project, which would link existing cycle trails to create a single 250 km trail running from the Clare Valley to McLaren Vale. This would offer a unique long-distance cycling experience for activity-seeking tourists looking to explore South Australia’s wine regions. The trail would complement the SA Tourism Commission’s existing Epicurean Way road trip which links the same four wine regions by road and would help Adelaide to match the quality of wine cycling trail offered by other great wine capitals such as Bordeaux, Bilbao and San Francisco. Moreover, the trail would improve connectivity between regional communities, offering a safe off-road cycling and walking route. Some sections of the trail already have well-developed plans and could therefore be commenced relatively quickly once funding is secured. For example, Adelaide Hills Council have identified the extension of the Amy Gillett Bikeway from Mt Torrens to Birdwood as a priority project that could help kickstart a local recovery from the Cuddlee Creek bushfires and COVID-19 pandemic.³⁷ The councils have applied for Federal

Government funding for the capital works required, but funding is not guaranteed, and the scale of the project means that a variety of funding sources are likely to be needed.

The City of Onkaparinga identified a major east/west gap in its cycling network between Aldinga and Willunga. In response, they have developed a design for a 6.7 km Aldinga Willunga cycleway, which would help to connect the Coast Park Trail along Adelaide’s beaches with the Shiraz Trail that passes through McLaren Vale (as part of the Coast to Vines Trail).³⁸ The cycleway has the potential to increase recreational and tourist cycling in the area, and service the growing residential population in Aldinga and surrounding suburbs. There is currently no funding secured for this \$2.84 million project, but there is potential for designs to be finalised relatively quickly should the State Government provide financial support.

Wattle Range Council has developed a concept plan for a cycling trail through the Coonawarra wine region, which would link it to Penola to the south and to Naracoorte to the north via the Naracoorte Caves trail currently being constructed by Naracoorte Lucindale Council. This would provide an equivalent tourism experience to that already offered in many of the state’s other wine regions. RAA’s 2019 Limestone Coast Regional Road Assessment recommended the development of cycling paths in the region to also provide safety benefits by reducing the number of cyclists interacting with vehicles on the road.³⁹ The Wattle Range Council section of the trail would require approximately \$1 million in funding and for management of the rail corridor it would use to be passed over to the Council.

³⁷ <https://www.ahc.sa.gov.au/ahc-news/Pages/Priority-projects.aspx>

³⁸ <https://yoursay.onkaparinga.sa.gov.au/aldinga-willunga-cycleway>

³⁹ <https://www.raa.com.au/en/motor/safety-and-advice/road-safety/road-assessments>

4. Support South Australia’s visitor economy *(continued)*



Recommendation 4F:

Create a \$20 million Main Street Makeover Fund to revitalise regional town centres and attract more visitors.

Growth sectors: TOURISM

Increasing attention is being given to the importance of placemaking, whereby local communities and businesses work together to deliver rejuvenated high-quality public places that promote people’s wellbeing. Revitalised public places encourage both visitors and local residents to spend time in a town rather than simply passing through. Many South Australian regional towns are centred on a main street, often with attractive heritage-listed buildings. However, in many cases pedestrian infrastructure is ageing or suboptimal, and some main streets also function as an arterial route, meaning limited focus has been given to ensuring a pleasant environment for pedestrians.

Various councils have identified the need to revitalise their main street and thereby attract and retain visitors. For example, Mt Barker District Council has nominated the upgrade of Hahndorf’s Main Street as a key priority to renew pedestrian infrastructure and keep up with increasing tourism activity.⁴⁰ Similarly, the City of Onkaparinga has commenced a McLaren Vale Main Street Visioning Project to enhance the Main Street as an attractive destination with quality visitor experiences.⁴¹ On the Yorke Peninsula, Copper Coast Council has been progressively redeveloping Kadina Town Centre to help create a new identity for the town as a place locals and tourists want to visit and spend time.⁴²

⁴⁰ <https://www.mountbarker.sa.gov.au/infrastructure/major-projects/hahndorfmainstreet>

⁴¹ <https://yoursay.onkaparinga.sa.gov.au/mclaren-vale-main-street-experience>

⁴² <https://www.coppercoast.sa.gov.au/services/major-projects/kadinacbdredevelopment>

There are likely to be many additional regional main streets that could benefit from similar investment.

RAA proposes that a \$20 million Main Street Makeover Fund be created by the State Government to stimulate regional economies and capitalise on the current surge in intrastate regional tourism, particularly in the form of road trips. Councils would be invited to work with their local communities to develop an application for State Government co-funding to revitalise their main streets. A condition of the fund can be that local governments also commit to fund part of the project. Funds 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). 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 for a fairly modest outlay.

Other jurisdictions have similar funds, such as Queensland's Local Government Grants and Subsidies Program. See <https://www.dlgrma.qld.gov.au/local-government/grants/2019-21-lggsp.html>

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.

Recommendation 4G:

Fully seal the Strzelecki Track.

Growth sectors: ENERGY & MINING
FOOD, WINE & AGRIBUSINESS TOURISM

RAA called for the Strzelecki Track to be sealed back in 2016 in the lead up to the Federal Election as a way to provide a safe and reliable road transport link between South Australia and Queensland. Sealing the road would open it up to 2WD vehicles and help it remain accessible during periods of wet weather. This offers benefits in improved oil and gas sector productivity, an improved supply chain for the beef industry and better tourist access to the Flinders Ranges and Outback.

We welcome the South Australian Government's recent announcement to invest \$10 million in sealing the first 50 km section of the 472 km Strzelecki Track. We note the State Government's intention to secure Federal Government funding and private sector contributions to seal the remainder of the route. RAA now calls on the State Government to finalise the funding arrangements for the full route, including making any additional contributions required to achieve this.

