



# 20-Year State Infrastructure Strategy

A Submission to Infrastructure SA by  
the Motorcycle Riders' Association of South Australia

## Executive Summary

The Motorcycle Riders' Association of South Australia (MRASA) hopes that the infrastructure strategy will consider, support and accommodate motorcycling in South Australia. Motorcycling represents an efficient form of commuter travel, is popular in sport and recreation in a wide variety of styles and disciplines. Motorcycling in Australia is evolving from an already low carbon footprint into a lower emission and socially acceptable means of transportation that needs to be supported by modern infrastructure, public awareness and improved training.

In this submission, the term motorcycle will incorporate all forms of powered two-wheelers including motorcycles and scooters irrespective of power source.

## Who is the MRASA

The Motorcycle Riders' Association of South Australia is an association whose main aim is to protect the rights of all motorcyclists in South Australia and provide them with a voice in the public and political arenas. The MRASA is the recognised voice for motorcycling with the Government and is a member of the Australian Motorcycle Council. We also aim to create a more realistic public perception of motorcyclists through its encouragement and support of road safety initiatives and its involvement in the wider community. It hosts events such as the MRA Toy Run (commencing in 1979, the year MRASA began) and various charity rides, donating to charities supporting the wider community. It also has a social side with two affiliated ride groups, and hosts rallies and runs for members and friends to get together in a family-friendly environment.

## Economic growth through maximising the productivity time of the community

Australian cities have seen a considerable increase in the work commute since 2002. The 2019 HILDA survey shows a daily average commute time of 56 minutes for employed persons in Adelaide. This is an increase of 26 percent since 2002 <sup>(1)</sup>.

Productivity of all members in the community can be achieved by a reduction in travel time. A reduction in traffic congestion can be achieved by increasing the percentage of motorcycles in the traffic mix. Furthermore, reduced travel times for motorcycles can be achieved by encouraging lane filtering and allowing motorcycles to use bus lanes.

Increasing the number of motorcycles and can be achieved by providing end-of-trip parking. Introducing new and improved motorcycle parking infrastructure and offering incentives for patronage will entice more to adopt this efficient form of travel. This can be in the form of dedicated on-street parking, footpath parking and off-street casual and secure parking.

## Economic growth through motorcycle tourism related activities

Motorcycle tourism has been said to be worth at least \$350m in Australia <sup>(2)</sup>. Much of the tourism is from adventure or touring bikes and South Australia is well placed to take advantage of this as many overseas riders want the unique Australian experience. Places such as the Flinders Ranges, Riverland, Eyre Peninsula, Yorke Peninsula, etc can provide this experience. There is an increasing segment of the touring population who embark on weekend trips or significantly longer adventures across and around the nation on motorcycles.

Unlike grey nomads who can purchase food and fuel in large quantities and do not rely on accommodation, motorcyclists need to purchase food, fuel and accommodation as they go. Riders inject much needed money into small businesses in regional and remote areas.

Motorcycle tourism should be encouraged, as it represents a growing portion of the South Australia's tourism income that inherently supports local business.

### **Population Growth**

Adelaide has the lowest levels of public transport patronage on mainland Australia at 8% of the metropolitan weekday passenger vehicle travel <sup>(3)</sup>. The existing public transport system fails to link homes with employment centres to the level that should be achieved in comparison to other cities. With 92% of the workforce relying on road networks, this infrastructure needs to support an Adelaide metropolitan population increase of estimated 10,000 people annually <sup>(4)</sup>. 79.9% of Adelaide work related commuters are car drivers, the highest in Australia <sup>(5)</sup>. In addition, only 8.3% use public transport and less than 1% are motorcyclists <sup>(5)</sup>. South Australian public transport is not adequately servicing the needs of our workforce to the levels achieved in other Australian cities.

South Australia has a population density of 1.62 (people per km) with only Western Australia and Northern Territory lower. Adelaide also has a population density of 404 people per square km, more than Sydney and the second highest in Australia <sup>(6)</sup>. This shows that South Australia has a unique and diverse population spread. Adelaide is a candidate for the highest traffic congestion levels of all Australian cities, and with the highest number of work commuting car users in the nation highlights our affinity with car-centricity.

Adelaide's urban sprawl has seen significant growth to the north and south of the city. Investment in infrastructure has concentrated on developing roads to meet the needs of our car-centric society. It has done very little to provide an efficient mass transit system that encompasses the extent of the sprawl. The sprawl is thin and even rather than hub-centric. Adelaide relies heavily on cars to go about our daily activities, placing a strain on both road infrastructure and parking resources.

South Australia needs to provide an integrated transport network that will link employment centres with human resources. Providing housing and accommodation that is near employment centres is slowly gaining momentum and acceptance, reducing the wasted time of commuter travel. To become and remain competitive South Australia needs to reduce the 'cost of delay' experienced by all segments of the community. Studies need to be undertaken to identify

- a) distance travelled for work related commuting,
- b) method of travel (such as vehicle, motorcycle, scooter, push bike, walking, public transport and combinations),
- c) source and destination suburb to identify routes and congestion.

This information goes beyond data captured in census surveys and may show the best deployment of new infrastructure to meet the needs of Adelaide's working community.

As well as improving public transport systems, the use of motorcycles will play an important role in alleviating an ever-increasing burden on our infrastructure. Motorcycles consume 75% less space on the road (measured stationary at traffic lights parked 2 abreast in a single lane) when compared to a single lane of cars stationary at traffic lights. Motorcycles consume around a quarter of the space in parking areas, and can utilise the smaller and otherwise wasted spaces.

Investment in new and improved infrastructure relating to motorcycle travel and parking will benefit South Australia. Universities and employment centres such as Flinders, Adelaide CBD and the Tonsley Innovation District need to have motorcycle friendly secure parking facilities with capacity for secure gear storage to entice the public adoption of motorcycle travel and arrest this country-leading anti-productive car-centric mentality.

All day motorcycle parking is necessary to allow working motorcycle commuters to adopt this mode of transport. Timed motorcycle parking for less than 10 hours should be avoided. Moving a motorcycle during a working day will require the rider to put on then remove their safety clothing

and helmet to undertake the relocation. This is time consuming and motorcyclists will find this unacceptable when considering motorcycling as a means of transport for work. Free or heavily subsidised motorcycle parking will have a positive effect on traffic congestion in Adelaide.

### **Autonomous Vehicles**

Autonomous vehicles will assist many of our community through mobility options. It does not address, moreover it will contribute to the increase of infrastructure congestion not relieve it.

### **Emissions**

Commuters using motorcycles instead of 4 wheeled vehicles will assist in lowering carbon emissions. Electric motorcycles will become more prevalent and this emerging technology needs to be catered for in this 20-year plan. Infrastructure to support this mode of transport will need to be considered and implemented. South Australia currently has dozens <sup>(7)</sup> of locations available to recharge electric vehicles, and if South Australia is serious about supporting this evolution we will need to implement an abundance of recharging stations under a scheme that fosters its acceptance and adoption. A strategy of electric motorcycle refuelling stations with secure all-day motorcycle parking should be considered.

### **Recreational Provisions**

Off-road and recreational riding is a popular activity among motorcyclists, riding on private or crown land away from traffic in a relaxed and remote setting. This activity can be enjoyed by riders of all ages, including those not young enough to have a motorcycle licence. Riders in this segment of the community can learn to ride, gain skills, practice and go about their sport away from the commuting public fulfilling their interest without compromising the safety of others.

South Australia needs to provide infrastructure resources across the state that provides for these recreational riders. These facilities exist in other Australian states and New Zealand, South Australia needs to accommodate this community need and road safety initiative.

### **Mobile Black Spot Program**

The Federal Government runs a national mobile black spot program to identify and address locations of no mobile coverage in local, regional and remote Australia. This scheme plays an important role in road safety and the safety of everyone in the community. \$80 million of has been allocated from the federal purse to 'Round 5' of this scheme, with the application period extended to 26<sup>th</sup> September 2019 <sup>(8)</sup>.

Emergency phones have been installed on the motorcycle popular roads The Putty and the Oxley Highway in NSW. South Australia has some of the most remote roads in our country, many of which do not have adequate mobile coverage. Road segments all over South Australia, including the Adelaide Hills could benefit from this scheme. Infrastructure SA should apply for federal funding under this scheme, or alternatively seek investment from state and local governments to help keep not only motorcyclists but all road users safe.

### **Safety Barriers**

A safety barrier curtain (motorcycle barrier) is a device installed on roadside barriers (i.e. Armco) protecting a motorcyclist from impacting with the barrier supports and posts. From 2010 to 2017 around 16.5km of motorcycle barriers have been installed on Department of Planning, Transport and Infrastructure (DPTI) roads <sup>(9)</sup>. These devices can save lives and reduce the severity of crash injury of motorcyclists. Further investment needs to be made in the installation of additional motorcycle barriers on South Australian roads.

Barrier post protrusions above the top of rail line present a danger to motorcyclists in the event of a crash. Protrusions need to be eliminated and where possible post caps be installed to reduce the risk of injury.

Wire rope barriers are commonly used on South Australian roads. While having a lower cost of installation, these barriers have an increased cost to maintain, and increased danger is present when these barriers are damaged and not repaired promptly. Wire rope barrier posts also pose a threat to motorcyclist safety and the use of appropriately coloured post cushions increase visibility of centre median installations and can significantly decrease the severity of injury in the event of impact. This infrastructure review needs to address the maintenance component of wire rope barriers and to invest in the installation of correctly coloured wire rope barrier post cushions.

## References

- (1) Dr Nerissa Hannink, University of Melbourne, accessed July 2019, Lost in Transit, “Household, Incomes and Labour Dynamics in Australia (HILDA) Survey”. ([URL](#))
- (2) Mark Abernethy, April 2016, Biker touring boom accelerates past \$350m in Australia, The Australian Financial Review. ([URL](#))
- (3) Infrastructure SA, June 2019, 20-Year State Infrastructure Strategy – Discussion Paper, infrastructure.sa.gov.au, p31. ([URL](#))
- (4) Adelaide Population, accessed July 2019, Population Australia website ([URL](#)).
- (5) Australian Bureau of Statistics 2016, accessed July 2019, “Media Release – More than two in three drive to work, Census reveals”, ABS. ([URL](#))
- (6) South Australia Population, accessed July 2019, Population Australia website ([URL](#))
- (7) Keith - Drive Zero website, accessed July 2019 ([URL](#))
- (8) Australian Government, accessed July 2019, “Mobile black spot program”. ([URL](#))
- (9) Amit Dua (DPTI), 19 June 2019, ACRS Motorcycle Safety Seminar, Australasian College of Road Safety.