

DPTI Reform and what it means for the bus industry??



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Gold Partners



DAIMLER TRUCKS ADELAIDE



Bus Australia Network



Sponsored by Transport
Training Solutions



DPTI



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Operation Moving Traffic

Operation Moving Traffic is a South Australian Government initiative launched in 2015 to improve the efficiency, reliability and safety of the transport network, which includes both roads and public transport and extends across Greater Adelaide.



Operation Moving Traffic

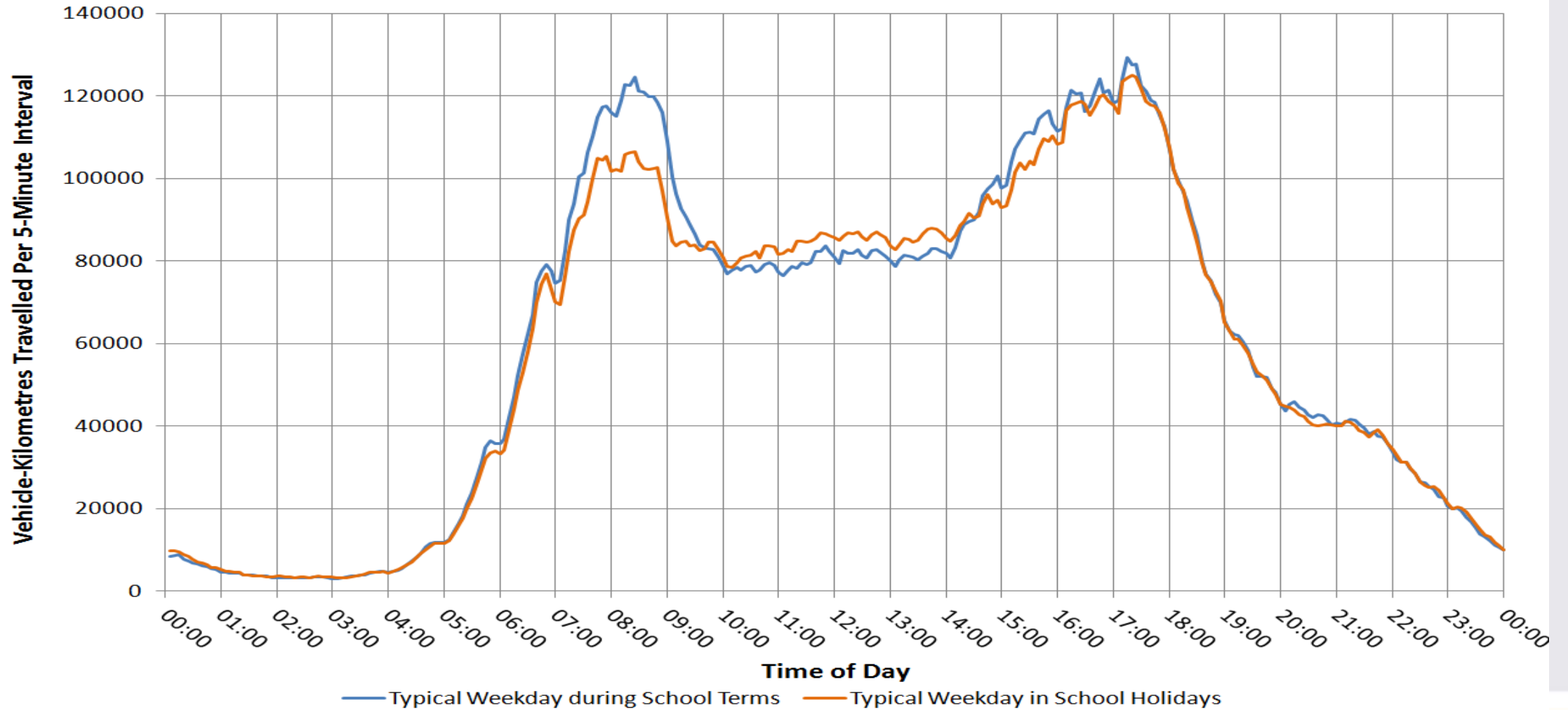
Objectives

- Effective and meaningful Community and stakeholder engagement.
- System improvements
 - moving People and Goods
 - innovative
 - address short – medium term issues.
- Consistent with ITLUP, the 30 year Plan for Greater Adelaide and the Functional Road Hierarchy.
- Tensions in uses of road space - consider multiple road user types in an integrated way.



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Typical Traffic Profile - School Term and School Holidays



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Projects Delivered

Installed travel time signs along key main roads to provide commuters with live traffic information and allow them to make better informed decisions on the road.



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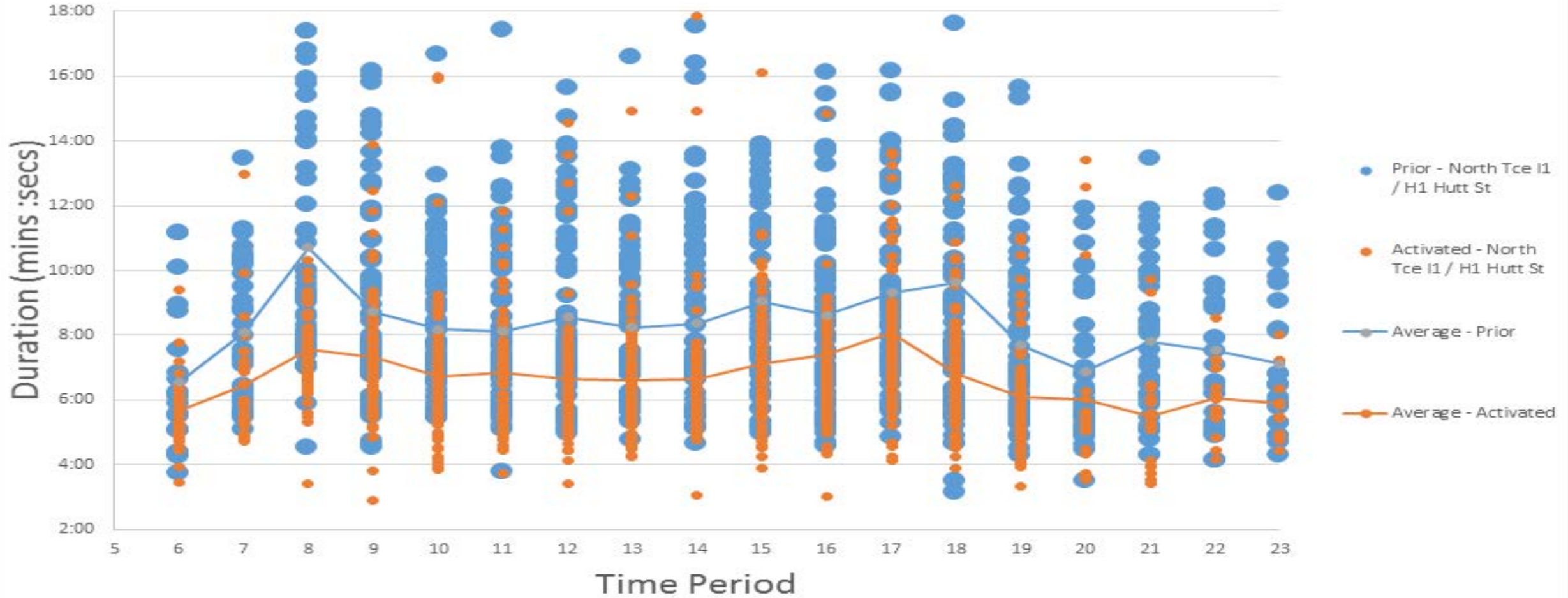
Projects Underway

- Working with the Adelaide City Council to synchronise CBD traffic signals and reduce delays for city motorists
- Trial of new traffic signal coordination on Hutt Street improving travel time for commuters
- Trial of traffic signals on key heavy vehicle routes along Portrush Road and Hampstead Road to improve productivity for freight.



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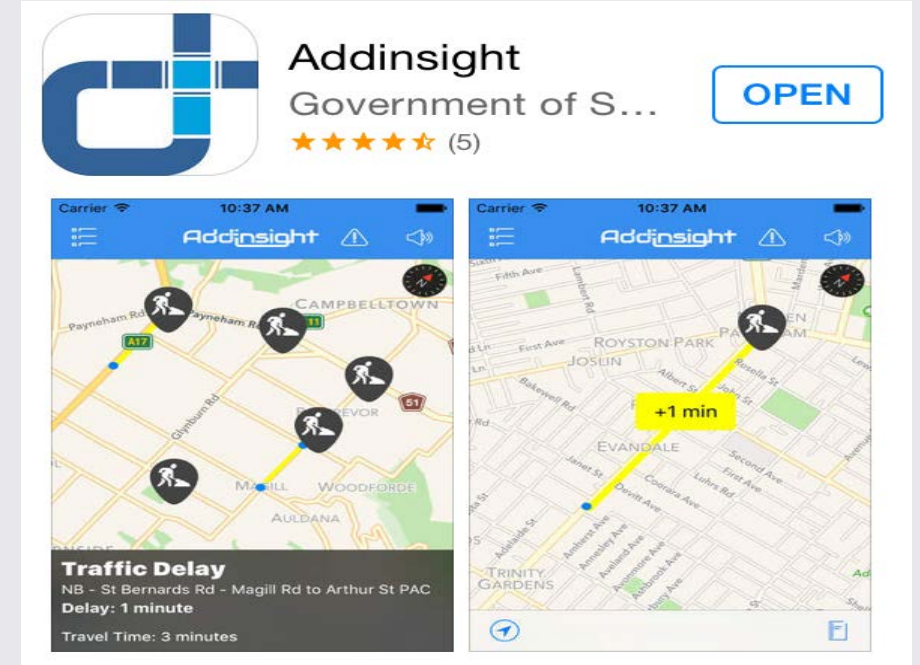
Travel Duration - Outbound North Tce I1 to Hutt St H1 - TRANSnet



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Short Term

- Release an Australia-first smartphone app
- Install more travel time signs
- Extend trial of new systems of traffic signals
- Review Adelaide road signage to improve traffic flow
- Introduce legislation to better manage road works



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Long Term

- Extend and improve the Traffic SA website
- Expand the Bluetooth network
- Test extended operating hours on Greenhill Road and South Road clearways
- Greater communication between tram crossings and nearby signals at Goodwood, Marion, Cross, and Morphett roads to reduce traffic delays
- Remove illegally parked vehicles
- Improve timetables on up to 35 key routes
- Banning disruptive right hand turns on the Inner City Ring Route at ANZAC Highway, Greenhill Road, and Richmond Road
- Extended bus lanes on ANZAC Highway
- Continue successful education initiatives
- Implement Moving Traffic Plans with local government



Taxi and Chauffeur Vehicle Industry Reform

Problem

- New service offerings emerging which are attracting consumers.
- New service offerings not provided for by current regulatory environment

Review

- Undertaken by independent Panel.
- **Implementation 1 July 2016**

Regional Impacts

- Accreditation requirements (medical, national criminal history and working with children check remain unchanged).
- No change to country taxis and country chauffeur vehicles



Inspection of Buses in South Australia

- DPTI is the Central Inspection Authority responsible for conducting vehicle roadworthiness inspections in SA
- 18 DPTI inspectors conduct in excess of 19,000 inspections per annum
 - 2 dedicated inspectors for inspecting passenger transport service buses (Metro Ticket Buses)
- A bus will fail an inspection if:
 - The inspection reveals a mechanical defect that may render the vehicle unsafe;
 - The vehicle does not comply with prescribed requirements relating to its design, construction or safety.



Inspection of Buses in South Australia

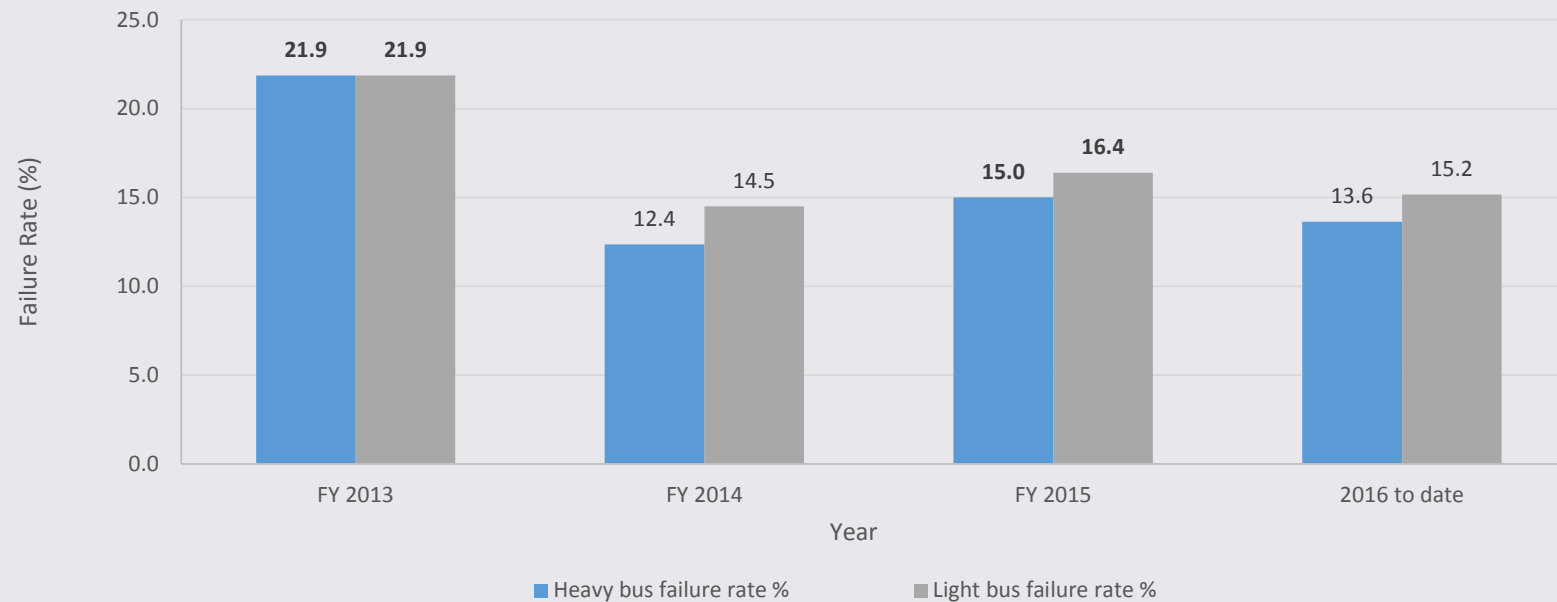
- In FY 2015:
 - **9175** heavy vehicles and **8466** light vehicles were inspected
 - **1799** of those vehicles were private buses
 - **1049** passenger transport service buses were inspected

	Heavy bus inspections	Heavy bus Failed Inspections	Light bus inspections	Light bus Failed inspections
FY 2013	1303	285	343	75
FY 2014	1424	176	345	50
FY 2015	1439	216	360	59
2016 to date	1151	157	290	44



Inspection of Buses in South Australia

- Inspection failure rate
 - 21.9% for both heavy and light buses in FY 2013
 - 15% for heavy buses and 16.4% light buses in FY 2015



Inspection of Buses in South Australia

- Common faults of failed buses
 - Oil leaks
 - Brake imbalance
 - Worn tyres
 - Twisted seatbelts or non-retracting seatbelts.
- Recent initiatives in South Australia
 - Introduction of the Heavy Vehicle National Inspection Manual
 - Review of South Australian Code of Practice for Buses
 - Mandatory Maintenance Scheme



Thank you



Government of South Australia
Department of Planning,
Transport and Infrastructure