

Information Pack: Vehicle Access

Workshop Boundary Rule: *We are not here to re-diagnose structural barriers. Our focus today is strictly on co-designing viable, place-based pilot solutions for the Mid North and North West regions that helps individuals access and use a private vehicle for work-related purposes.*

STRATEGIC OVERVIEW & THE LOCAL REALITY

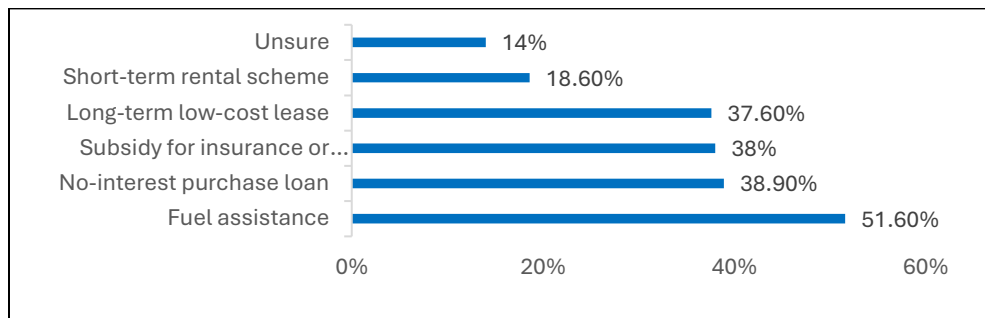
Why This Pathway Matters

For many people, access to a reliable vehicle is not simply a transport issue, it is for most people a prerequisite for workforce participation. While public transport and other alternatives may meet some travel needs, employment, training and education in regional communities frequently depend upon access to a suitable private vehicle. This pathway therefore focuses on practical approaches to improving access to suitable vehicles that strengthen workforce participation across regional South Australia.

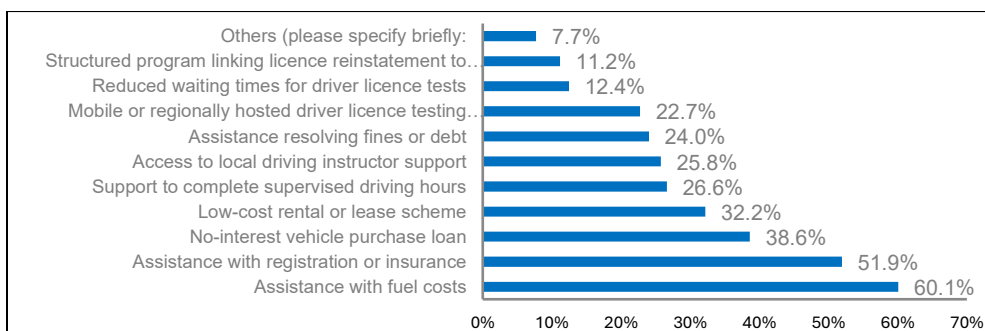
The Reality in Numbers

Based on a local community survey of 233 individuals who reported facing transport-related barriers to obtaining or increasing paid work:

- **19%** had no access to any household vehicle.
- **42%** did not have access to even a shared vehicle
- **52%** identified fuel assistance as the most useful support to improve vehicle access.
- **54%** would consider commuting by motorcycle if licensed.
- **72%** would consider travelling as a pillion passenger for suitable employment.



Most useful forms of support to secure access to a private vehicle



Vehicle or licensing support most helpful to access or maintain employment.

What We Heard From the Ground

“Employers increasingly view applicants without vehicles as unreliable.”

“Treat mobility as community survival and retention infrastructure, not only work transport.”

“Community transport is great but will not fix the problem; people need a car and need to be able to drive it.”

CORE BARRIERS

Barrier 1 – Limited Access to Private Vehicles

The Breakdown: Holding a driver licence does not necessarily provide access to a suitable vehicle. Many individuals do not own a vehicle, rely on a shared household vehicle, or have access only to vehicles that are unreliable or unsuitable for employment.

The Regional Reality: Long travel distances, dispersed populations, shift work and the location of employers mean that vehicle ownership or reliable access often determines whether people can obtain, retain or progress in employment. Many households have only one vehicle which is often needed by several member of the family for work, training or caring duties.

Why It Matters: Without reliable vehicle access, employment opportunities may be lost before an individual even reaches the workplace. Improving vehicle access is therefore not simply a transport issue, but a prerequisite for workforce participation across many regional communities.

Barrier 2 – The Cost of Maintaining Vehicle Access

The Breakdown: Obtaining access to a vehicle is only the first step. Ongoing costs associated with ownership and operation, including finance, registration, insurance, servicing, repairs and fuel, can make continued vehicle access financially unsustainable, particularly for low-income households and those entering employment.

The Regional Reality: The regional reality is that longer travel distances and the ongoing costs of fuel, registration, insurance, servicing, repairs and replacement place a disproportionate financial burden on many regional households, making reliable workforce mobility increasingly difficult to sustain.

Why It Matters: Where ongoing vehicle costs become unaffordable, individuals may reduce travel, defer maintenance, lose access to a vehicle or decline employment opportunities altogether. Improving vehicle affordability is therefore critical to sustaining, if not creating workforce mobility.

Barrier 3 – Limited Access to Alternative/Shared Vehicles

The Breakdown: The current mobility system largely assumes that where there are no public or community transport options individuals will own or have unrestricted access to a private vehicle. For those unable to purchase or maintain one, only a limited number of other practical alternatives exist. Community vehicle pools, employer-supported vehicles, leasing arrangements, vehicle subscription services and other shared-access models remain limited or fragmented across regional South Australia.

The Regional Reality: In regional South Australia, low population densities, dispersed communities and relatively small local markets often limit the viability of alternative vehicle access models. As a result, private vehicle ownership remains the dominant, and frequently the only, practical means of accessing employment, training and essential services.

Why It Matters: Where owning a vehicle is untenable, and other means of accessing a vehicle are unavailable, then job options diminish or disappear. Expanding the range of vehicle access models may therefore provide a practical and cost-effective means of improving employment participation without requiring every individual to own a vehicle.



TPP 3 VEHICLE ACCESS PATHWAYS

I HAVE A LICENCE (OR I AM WORKING TOWARDS ONE) HOW CAN I ACCESS A RELIABLE VEHICLE TO GET A JOB OR APPRENTICESHIP?

TOP QUESTION:

Vehicle access is the bridge between a licence and workforce participation.

WHY IT MATTERS

Without access to a suitable, reliable vehicle at the right time, people may not be able to take up employment, training or education.

EXISTING SUPPORTS (Examples)



Mainstream
licensing
services



Aboriginal
licensing and
community
support



Mentor driver
and L2P style
programs



Employment
services and job
readiness support



Community
transport and
vehicle initiatives



School, TAFE and
youth engagement
programs



Government and
NGO licensing and
training services

CONTEXT MATTERS City / Regional / Remote



City / Metro
More public transport
and shared mobility
choices available.



Regional / Remote
Limited or no public
transport - often requires
personal vehicle access.

VEHICLE ACCESS PATHWAYS – Different ways to access a vehicle

TRANSITIONAL / SHORTER-TERM ACCESS (Stepping-stone solutions)

1. MOTORCYCLE / MOPED / SCOOTER PATHWAY



- Lower purchase cost
- Lower running cost
- Access with Learner Rider status (QLD/NSW/SA etc.)
- Enables earlier access to work / training

Best for: short trips,
early independence,
rural areas

2. BORROWING & SHARING



- Borrow from family / friends
- Household vehicle sharing
- Shift-based sharing arrangements

Best for: immediate
access, family support
available

3. COMMUNITY & NOT-FOR-PROFIT VEHICLES



- Community vehicles
- Local council vehicles
- Non-profit organisations
- Youth / community transport

Best for: low cost access,
community support
networks

4. CAR SHARE & POOL VEHICLES



- Car share schemes
- Neighbourhood pool vehicles
- Short-term hire
- Pay-as-you-go options

Best for: flexible use,
urban & regional
communities

5. EMPLOYER-SUPPORTED ACCESS



- Employer-provided vehicles
- Pool vehicles at workplaces
- Novated leases
- Salary packaging
- Transport support for apprentices

Best for: apprenticeships,
remote worksites,
employment-linked access

LONGER-TERM / SUSTAINED ACCESS (Building lasting independence)

6. PURCHASE OWN VEHICLE (USED)



- Used car purchase
- Financial support
- Low-cost vehicle options
- Private sale / register

Best for: long-term
independence,
cost-effective
ownership

7. NEW VEHICLE FINANCE



- Loan / finance
- Lease options
- Government / NGO finance programs
- Credit support

Best for: reliable
long-term access
with affordability
support

8. HOUSEHOLD VEHICLE ACCESS



- Household ownership
- Shared household vehicle
- Improved availability & reliability

Best for: stable
households with
reliable availability

ANY PATHWAY CHOSEN → MORE MOBILITY → MORE JOB & TRAINING OPPORTUNITIES → HIGHER INCOME → GREATER INDEPENDENCE

THE VICIOUS CYCLE

Multi-way relationship cycle keeps people stuck.



People get trapped in this cycle. Breaking the cycle requires access to a vehicle pathway.

BARRIERS ACROSS ALL VEHICLE ACCESS PATHWAYS



COST BARRIERS

- High upfront costs
- Ongoing running costs
- Fuel expenses
- Insurance costs
- Repairs and maintenance
- Credit history barriers



AVAILABILITY & RELIABILITY

- No vehicle in household
- Vehicle used by others
- Unreliable access
- Breakdowns
- Not available for work shifts



SUITABILITY FOR JOBS

- Vehicle size / capacity
- Long distance travel
- Off-road / rural conditions
- Tools / equipment transport
- Requires 4WD / ute



SYSTEMIC & CONTEXTUAL FACTORS

- Low income
- Regional / remote location
- Limited public transport
- Licensing status / suspensions
- Complex admin & insurance



INFORMATION & SKILLS

- Lack of information
- Navigating services
- Financial literacy
- Vehicle maintenance skills
- Road safety confidence

INTERACTION WITH OTHER PATHWAYS



Vehicle access, licensing and retention are interconnected and influence each other.

CROSS-CUTTING ENABLERS (Apply to all pathways)



Information
& guidance



Affordable
finance &
subsidies



Local partnerships
& coordination



Flexible & local
service delivery



Safety education
& rider training



Data, monitoring
& evaluation



Community awareness
& engagement



Sustainable funding
& policy support



DESIRED OUTCOMES



Earlier access
to employment



Increased workforce
participation



More stable income
& financial security



Improved licence
attainment & retention



Reduced transport
disadvantage



Stronger communities
& regional economies



Greater independence
& wellbeing



No single pathway is right for everyone. A range of options, supports and partnerships is needed to ensure every young person can access reliable transport to take up opportunities.

A Framework for Thinking About Vehicle Access

EXISTING VEHICLE ACCESS SUPPORT PATHWAYS IN AUSTRALIA

To prevent duplication and identify clear integration points, any newly proposed pilot concepts must build upon, connect with, or address the gaps within the existing landscape of South Australian programs

Jurisdiction	Program / Initiative	Target Group	Support Provided/Key Features
Australia-wide	No Interest Loan Scheme (NILS)	Low-income households	No-interest loans for essential vehicles, repairs or registration (provider dependent)
Australia-wide	NDIS Vehicle Modifications	People with disability	Funding for vehicle modifications
Australia-wide	Employment Assistance Fund (JobAccess)	Employees with disability	Funding for workplace and transport-related modifications
South Australia	Employment Service Provider Flexible Assistance Funds	Eligible Workforce Australia, Transition to Work and DES participants	Discretionary assistance including bicycles, e-bikes, fuel cards, vehicle registration, minor repairs, tyres, driving lessons, licences and transport assistance depending on provider policies
South Australia	Employer-supported transport	Employees	Car-pooling, staff transport, fleet vehicles, travel subsidies and flexible work arrangements

STRATEGIC INSPIRATION (WHAT WORKS ELSEWHERE)

To prevent duplication and identify clear integration points, any newly proposed pilot concepts must build upon, connect with, or address the gaps within the existing landscape of South Australian programs

Jurisdiction	Program / Initiative	Target Group	Support Provided/Key Features
United Kingdom	Wheels to Work	Rural young people and jobseekers	Mopeds, scooters, motorcycles or small vehicles on loan
United Kingdom	Wheels 2 Work	Young people	Vehicle loan until employment becomes established
United States	Vehicles for Change	Low-income workers	Refurbished vehicles plus workforce support
United States	Good News Garage	Low-income families	Donated vehicles
United States	Working Cars for Working Families (various states)	Low-income workers	Vehicle purchase assistance and affordable finance
Canada	Community vehicle loan programs	Low-income workers	Affordable vehicle loans and mobility assistance

CO-DESIGN PROMPTS & FOCUS AREAS

Table groups are required to use these direct prompts to develop practical pilot concepts and longer-term reforms within the Workshop Workbook.

1. **Designing the Vehicle Access Model:** What is the most appropriate vehicle access model for your region? Should the pilot focus on community vehicle pools, employer-supported vehicles, vehicle brokerage, leasing arrangements, subscription models, shared ownership or another innovative approach?
2. **Securing and Managing Vehicle Assets:** How can suitable vehicles be sourced, financed, maintained and replaced over time? Can underutilised government, council, community or employer vehicle fleets be incorporated before purchasing new vehicles?
3. **Selecting the Priority Target Cohort:** To maximise the immediate workforce participation benefit, who should receive priority access? Should initial pilots focus on jobseekers with employment offers, apprentices, shift workers, young families, people exiting licence suspension, or other priority groups?
4. **Designating the Local Anchor Lead:** Which existing regional organisation is best placed to coordinate the pilot, manage vehicle allocation, oversee bookings, maintain insurance and servicing arrangements, and ensure equitable access across the region?
5. **Sustaining the Financial Runway:** Beyond initial pilot funding, how will ongoing operating costs—including finance, registration, insurance, servicing, repairs and fuel—be funded? Could employer partnerships, community organisations, social enterprise models or user co-contributions provide a financially sustainable approach?
6. **Navigating Policy Barriers & Long-Term Reform:** While this pilot should remain practical within existing South Australian legislation and administrative arrangements, what evidence should be collected to identify financing, insurance, regulatory or operational barriers? How can this evidence inform future policy reform and the broader expansion of innovative vehicle access pathways across regional South Australia?