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

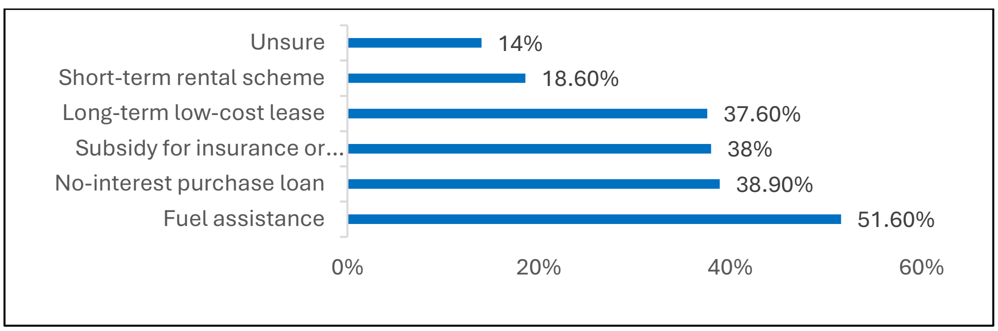
Why This Pathway Matters

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.

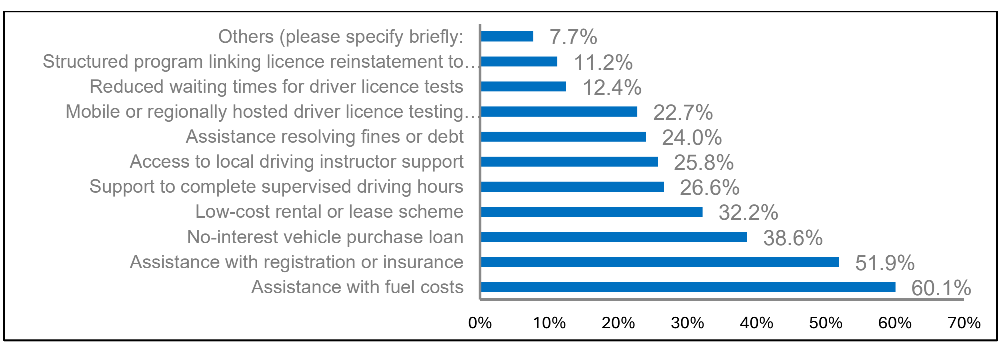
The Reality in Numbers

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.

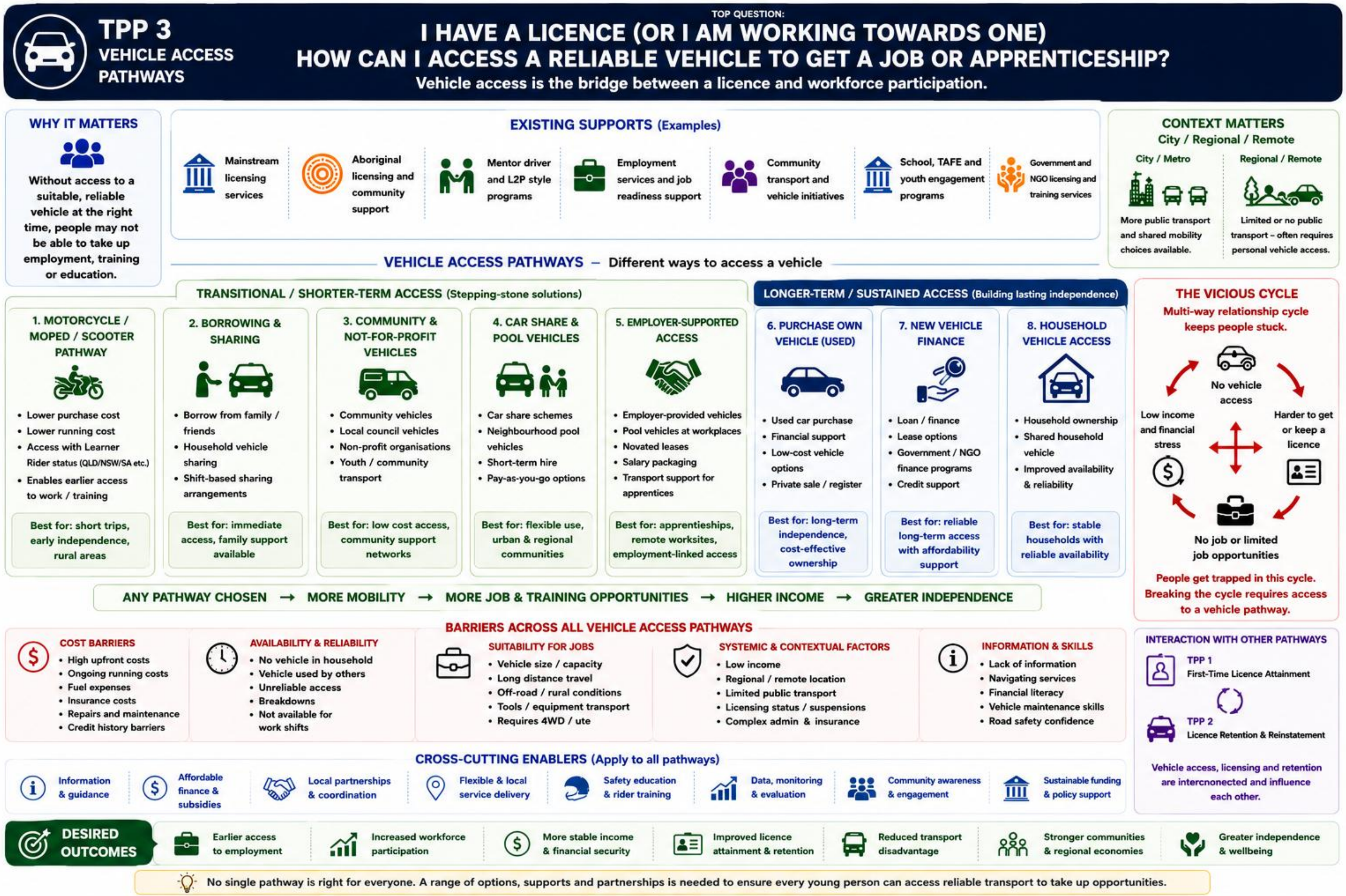
Why It Matters: Where ongoing vehicle costs become unaffordable, individuals may reduce travel, defer maintenance, lose access to a vehicle or decline employment opportunities altogether. Improving vehicle affordability is therefore critical to sustaining, if not creating workforce mobility.

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.



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?