

**What is the purpose of the driverless bus trial?**

The purpose of this trial is to understand:

- Whether additional transport options can ease congestion on streets surrounding the Lyell McEwin Hospital
- How other road users respond to this type of vehicle
- How passengers respond to and experience this vehicle
- The technology and infrastructure required to operate driverless vehicles on public roads

The trial also provides a hands-on experience for the Playford community to experience the future of transportation.



**Is this trial being funded by ratepayers?**

This trial is funded through the Department of Planning, Transport and Infrastructure (DPTI)'s Future Mobility Program, with in-kind and financial contributions made by project partners.

**Why is the bus driving slowly?**

As per our special circumstances permit issued by DPTI, we are obliged to operate at a maximum of 25km/h for this demonstration.

**Will existing on street parking on Oldham Road or public transport options be affected by the trial?**

No, all existing on-street parking will remain and all regular bus services will continue to operate in the area. The existing bus operators are aware of the project.

**Isn't Council supposed to be creating jobs, not taking them away?**

Easymile (project lead and bus manufacturer) and the City of Playford are committed to bringing high-tech skilled jobs to the region. This is similar to no longer needing a blacksmith to shoe horses, but creating a whole new job market in the automotive industry.

**Why is there a driver on the bus if it's driverless?**

The safety operator is there to welcome people to the vehicle and explain how it operates. They do not actually drive the vehicle but are able to take control of the bus manually, as required.

**Who is liable if there is an accident?**

This will be determined by the situation, under normal South Australian road laws.

**Who gets the fine if the bus doesn't comply with South Australian road rules?**

The safety operator on-board the vehicle is liable for all infringement notices.

**Will it stop at a pedestrian crossing if kids are waiting to cross?**

The vehicle will stop at crossings for pedestrians.

**What happens when an emergency vehicle with lights flashing approaches the driverless bus?**

The safety operator will take manual control of the bus and give right-of-way to the emergency vehicle as per the Australian road rules.

## What has Council done to inform the public about the trial, the bus or the changed road conditions?

There are signs placed along Oldham Road advising of the driverless bus trial.



### Where will the shuttle be stored at night?

The vehicle is stored close to the Lyell McEwin Hospital, where its batteries are charged each night.

### Is there an emergency button on-board?

The vehicle has three interior emergency buttons.

### Are there cameras on-board?

The vehicle has one internal camera and two external cameras.

### How does the vehicle know when to stop?

The vehicle is programmed on a course which follows 'virtual tram-tracks'. The vehicle is programmed and controlled using GPS technology.

### Is there a ramp for wheelchairs and prams?

Yes, there is an inbuilt access ramp and the bus is wheelchair accessible.

### Does the shuttle have seatbelts? Is wearing them required under legislation?

Passengers on this bus are exempt under law from wearing seatbelts.

### How many passengers can the bus carry?

The bus can carry up to 12 passengers.

### Can passengers eat and drink on-board?

No, eating and drinking while on the bus is not permitted.

### Can it hit something or someone?

No, the bus has a collision-avoidance system to ensure that it does not hit objects.

### Can someone hack into the system?

No, the system is secured using state-of-the-art encryption.

### How long will this trial go for?

The trial will run until late May 2019.

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