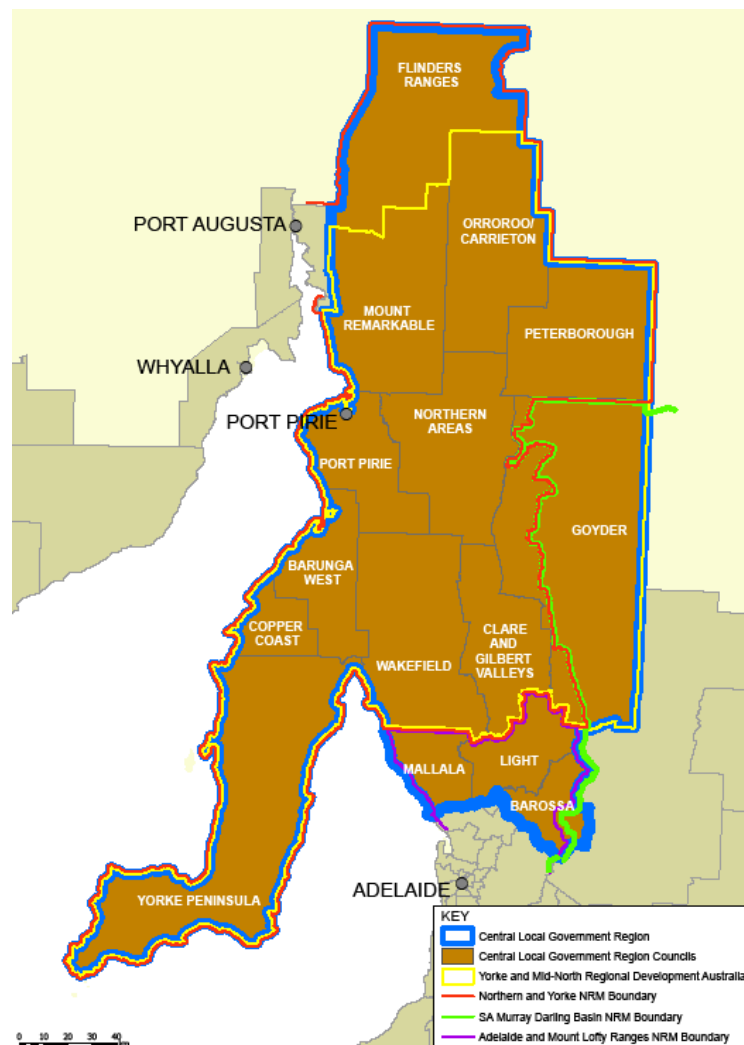




## Legatus Group

### 2030 REGIONAL TRANSPORT PLAN

#### Final Report



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- 2030 Regional Transport Plan – Demand Modelling Working Paper
- 2030 Regional Transport Plan – Regional Routes (as at 15 December 2017), A3 Size

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## PART A

### 1.0 EXECUTIVE SUMMARY

#### 1.1 Project Overview

In December 2016, HDS Australia was engaged by the Legatus Group to prepare its 2030 Regional Transport Plan. The 2030 Regional Transport Plan is a strategic level assessment of transport needs and priorities within the Central Local Government Region (the Region) for the period from 2017 to 2030. It officially replaces the current Regional Transport Strategy (RTS), which has been in place since 2007.

Development of the 2030 Regional Transport Plan was undertaken by a specialist team of road transport planning and traffic engineers from HDS Australia led by John Olson, Managing Director and Principal Engineer, with key input from Daniels Ahrens, Senior Roads & Infrastructure Engineer. The team's approach used an agreed methodology developed jointly by HDS Australia and the Legatus Group, which was based upon earlier work undertaken for the Southern & Hills Local Government Association (S&HLGA), the Limestone Coast Local Government Association (LCLGA) and the Murraylands and Riverland Local Government Association (MRLGA). The Legatus Group Transport & Infrastructure Advisory (TIA) Committee acted as a Reference Group for the project, with Simon Millcock, Chief Executive Officer of the Legatus Group, as the Client Representative.

Overall, the project entailed three distinct stages, namely:

1. Identification of Land Use and Regional Transport Demands.
2. Development of a Regional Road Network which complements the existing National Highway and Arterial Road Network.
3. Preparation of a Final Report.

Each of the above stages had defined inputs, process requirements and consultancy deliverables, as detailed in the task list provided to Legatus Group by HDS Australia when determining the scope of works (refer to Appendix A of Enclosure 1).

Included in the first stage was a substantial study of all currently available literature reflecting state level strategic planning, regional planning and development issues, regional transport planning and local transport plans. 55 documents were initially examined, with input from a further five documents subsequently included in the final report.

One interim publication was prepared during development of the 2030 Regional Transport Plan. Titled "2030 Regional Transport Plan – Demand Modelling Working Paper", it was released as a draft for TIA Committee discussion in August 2017, with the final version released in October 2017 and adopted at a meeting of the TIA Committee on 3 November 2017. This document is included as Enclosure 1 to the final report.

This final report for the 2030 Regional Transport Plan is the culmination of the project. However, while released as a current summary of regional transport priorities for the next 14 years, it is recognised that the 2030 Regional Transport Plan is a "living" document which will need regular review and updating as subsequent regional planning and development initiatives influence future transport priorities.

Further details of specific tasks undertaken and outcomes achieved as part of the 2030 Regional Transport Plan development project are contained in Section 2.

## 1.2 Review of State and Regional Development Plans

### 1.2.1 Strategic Planning

The first part of Section 3 reviews the strategic direction set by the state government for both South Australia as a whole and for the Region. Reference to regional areas is provided in the following commentary, extracted from the latest version of South Australia's Strategic Plan, released in 2011:

*"We value the contributions our regions make to our economic prosperity, home to agriculture, forestry and fishing industries as well as an expanding mining industry. These industries together contributed \$6 billion to our economy in 2009/10. We want our regional communities to thrive through sustained growth while reaping the economic benefits of their hard work."*

The current published version of the Strategic Infrastructure Plan for South Australia (SIPSA) was released in April 2005 and covers the period 2004/05 to 2014/15. The state government has advised that release of an updated Strategic Infrastructure Plan for South Australia is "imminent". Although it may soon be superseded, relevance of the current SIPSA to the 2030 Regional Transport Plan is reflected in the following "Transport Strategic Priorities":

#### Road

- *Improve the State's competitiveness through efficient freight transport networks and improved international links.*
- *Minimise the impact of freight vehicle movement on the community and environment by appropriately locating and protecting freight routes.*
- *Concentrate resources on maintaining and improving existing assets rather than extending the network.*

#### Rail

- *Encourage the shift to rail transport for passenger and freight movements where justified by environmental, economic or social imperatives.*

#### Air

- *Provide for the orderly expansion of facilities at regional airports to meet growing visitor and freight activities.*

SIPSA also identifies a series of specific strategic level transport projects for implementation across the state, via a Regional Overview document. Those relevant to the Region are:

- *Enhance existing priority strategic freight routes throughout the state in order to minimise community impacts of road freight.*
- *Implement the strategic town bypass policy.*

While the state government has lead responsibility for promoting, developing and evaluating these transport strategies and projects, they have a significant impact on the 2030 Regional Transport Plan.

### 1.2.2 Statutory Planning

The second part of Section 3 examines the state's current statutory planning documentation, including consideration of regional planning. Development plans in existence for the 15

councils which form the Legatus Group are examined in this section, providing a key input into the subsequent evaluation of regional freight generators.

### 1.3 Review of Current Transport Plans

Section 4 examines several key transport planning studies covering the Region. A summary of each is provided, with further detail available in the Demand Modelling Working Paper (Enclosure 1) or the relevant reference.

### 1.4 Regional Transport Routes

#### 1.4.1 Freight

Section 5 summarises key land use and freight demands in the Region. Sources of freight movements comprise two fundamental types, namely (1) individual properties throughout the Region and (2) industrial and logistics zones in Key Towns and Important Centres. A summary of predicted freight generation demands, identified from each individual council's Development Plan, as well as from discussions with council representatives, the RDA Barossa, the RDA Yorke and Mid North and the RDA Far North, is provided in the table in Section 5.1.

Section 5 also examines freight capacity and safety issues, plus defines "Regional Freight Routes" under separate classifications of "regionally significant" and "locally important". The term "large volume of heavy freight vehicles", as contained within the December 2001 Roads Infrastructure Database (RID) Project Report (Reference 2), is clarified so that measured or predicted heavy vehicle traffic volumes and/or freight tonnages can be used to objectively define freight routes as regionally significant or locally important.

Regional freight routes have been presented as a regional overview, together with council wide maps for greater clarity and, where needed, detailed maps for key towns. All maps are included at A4 size in Appendix A, while a separate volume of A3 sized maps is also available as Enclosure 2.

#### 1.4.2 Tourism

Section 6 addresses tourism demands in the Region by examining in some detail various state and regional tourism publications. Section 6 defines tourism demands in terms of economic benefit to the state, region and local community. A summary of total visitor numbers and accommodation nights highlights the significance of the Barossa, Clare Valley, Flinders Ranges & Outback and Yorke Peninsula as tourist destinations, not only for interstate visitors (where the average length of stay is 3.0 nights for the Barossa region, 2.9 nights for the Clare Valley region, 4.8 nights for the Flinders Ranges & Outback region and 4.7 nights for the Yorke Peninsula region), but for international visitors (with an average stay of 12.8 nights for the Barossa region, 15.3 nights for the Clare Valley region, 6.4 nights for the Flinders Ranges & Outback region and 19.6 nights for the Yorke Peninsula region).

From information contained in the "Regional Tourism Profiles December 2014 – 2016" published by SATC in September 2017 (References 51 to 55), the visitor numbers for the Flinders Ranges & Outback, Yorke Peninsula, Barossa and Clare Valley tourism regions rank at third, fifth, ninth and eleventh respectively among other regions in South Australia including Adelaide (ranked as 1<sup>st</sup>), Fleurieu Peninsula (2<sup>nd</sup>), Limestone Coast (4<sup>th</sup>), Eyre Peninsula (6<sup>th</sup>), Riverland (7<sup>th</sup>), Murraylands (8<sup>th</sup>), Adelaide Hills (10<sup>th</sup>) and Kangaroo Island (12<sup>th</sup>).

A methodology for defining regional tourism routes is detailed in Section 6. Based upon this methodology, regional tourism routes have been presented as a regional overview, together with council wide maps for greater clarity and, where needed, detailed maps for key towns. All maps are included at A4 size in Appendix A, while a separate volume of A3 sized maps is also available as Enclosure 2.

#### 1.4.3 Community Access

Section 7 identifies community access demands based upon current population, expected future growth in population under the current state strategic plan, consideration of demographic shifts and availability of essential regional services covering education, health, finance (banking), recreation and emergency services.

The second part of Section 7 details a methodology for defining regional community access routes, using a combination of community size and availability of essential services. Based upon this methodology, regional community access routes have been presented as a regional overview, together with council wide maps for greater clarity and, where needed, detailed maps for key towns. All maps are included at A4 size in Appendix A, while a separate volume of A3 sized maps is also available as Enclosure 2.

#### 1.4.4 Non-Roads Transport Considerations

Section 8 examines public transport issues, along with rail, sea and air transport infrastructure. Key conclusions are:

- Public Transport – The current state government policy for public transport in South Australia is mainly focused on revitalisation for the higher demand centres in the Adelaide Metropolitan area, with partially subsidised limited operation regional transport by private contractors in the regions. The majority of councils in the Legatus Group consider that existing public transport services are inadequate.

- Rail Freight Facilities

Major rail freight movements are centred on the Adelaide to Tarcoola line which runs between Two Wells and Port Germein within the Region, generally along the Augusta Highway alignment, and the Adelaide to Sydney line which runs between Crystal Brook and Peterborough within the Region. These are long haul freight lines which have limited ability, and are generally not economically viable, to load/unload general freight along the rail route. However, grain silo storage and train loading facilities exist at various sites along the route. Most notably Bowmans Intermodal, Viterra and Grain Flow in Mallala, Viterra and Grain Flow in Crystal Brook, Viterra in Gladstone and Viterra in Port Pirie are utilised for shipment of large quantities of grain and other goods by rail.

Many industrial developments within the Region are of regional significance but, other than Bowmans Intermodal, they are highly unlikely to warrant any consideration of non-grain related road/rail intermodal transfer facilities within the timeframe of the 2030 Regional Transport Plan.

The Northlink rail bypass remains a highly supported future infrastructure project. It would run from Murray Bridge and/or Monarto to Truro and then into northern Adelaide, also linking directly into the interstate Adelaide to Tarcoola rail line, potentially at or near Bowmans Intermodal. A number of Regional Development Australia bodies, as well as two other regional local government associations, strongly support this project.

- Rail Tourism Facilities

Rail tourism considerations are generally limited to “The Ghan” train service which runs from Adelaide to Alice Spring and Darwin on one to two services per week depending on the time of year, and “The Indian Pacific” train service which runs from Adelaide to Sydney (as an add on to the Perth to Sydney route). There are no local stops in the Region on either service.

The Pichi Richi Railway is a popular tourist rail experience running from Port Augusta to Quorn on a regular basis. Other limited tourist rail experiences have operated in the past at Peterborough (now just a rail museum) and continue to operate at Moonta.

- Sea Freight Facilities

The Region is home to five active ports at Port Pirie, Wallaroo, Ardrossan, Port Giles and Klein Point. This infrastructure is vital within the Region, particularly for the export of minerals, grain, fertiliser and limestone.

Wallaroo and Port Giles, which are deep-water ports, are key grain export facilities for the state, with bulk grain handling facilities receiving regular shipping services for the collection and export of grain.

Port Pirie harbour handles metal ores and concentrates and has some capacity to handle containerised cargo. The role of this port has diminished over recent years as its shallow channel limits use of modern large vessels. However, it is being considered by several iron ore companies for barging operations for the export of iron ore.

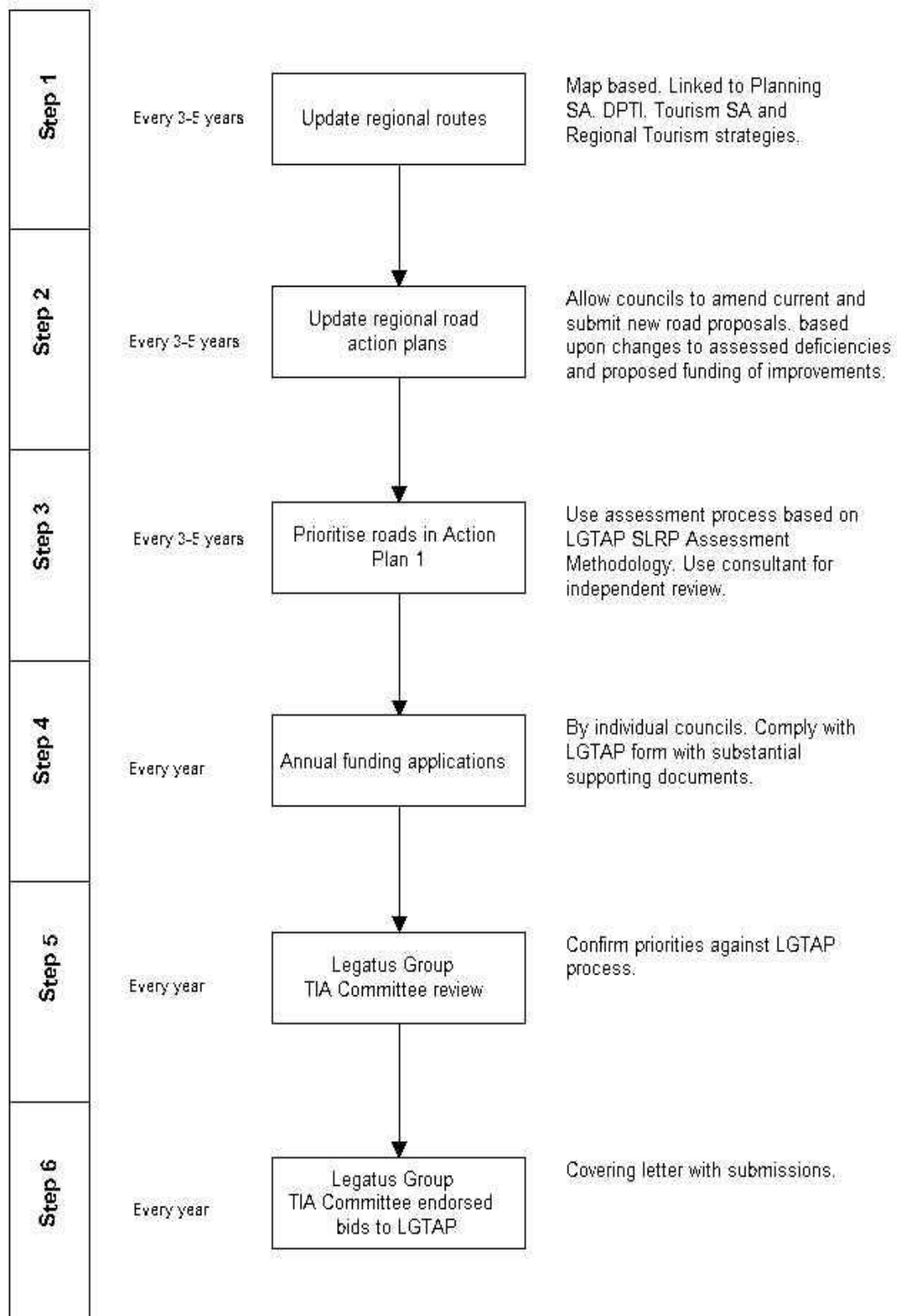
- Air Freight Considerations – Very little export air freight is generated from regional airports in South Australia to Adelaide because the cargo capacity of aircraft operating regional air services is very limited and few products are of high enough value to sustain the air freight cost irrespective of back loading issues. None of the regional airports in South Australia can accommodate freight flights to interstate freight consolidation points, other than a potential future site often proposed for Monarto.
- Other Aerodromes and Airstrips: These exist at a number of major centres around the Region, including Port Pirie aerodrome and airstrips at Booleroo Centre, Clare, Maitland, Minlaton, Jamestown, Peterborough, Orreroo, Quorn, Hawker, Yorketown, Kadina and Rowland Flat. All are primarily available for use by RFDS, private aircraft and charter flights. Many are also used for crop duster planes and as a base for water bombers for bushfires if required. Likely future passenger numbers are insufficient to justify major upgrades at any of these sites. A commercial helicopter pad is also located near Lyndoch. Use of airport facilities on a regular basis by the RFDS is considered regionally significant due to the nature of the medical emergencies that necessitate RFDS transport. Use of aerodrome and airstrip facilities on a less frequent basis by the RFDS would not justify regional significance, with such facilities maintained on a suitable fit for purpose basis.

## 1.5 Review and Update of Regional Transport Plan

Section 9 outlines the methodology for review and update of the 2030 Regional Transport Plan, along with preparation and submission of annual Special Local Roads Program (SLRP) or other funding applications. The methodology recognises that the 2030 Regional Transport Plan should be a “living” document, which periodically takes into account changes in planning and development needs, along with revised priorities for the road proposals submitted by individual councils.

A flow chart depicting the methodology is shown on the next page and also in Section 9.2.

## 2030 REGIONAL TRANSPORT PLAN METHODOLOGY FOR REVIEW AND UPDATE



## 1.6 Regional Road Action Plans

Section 10 describes the methodology for creation and periodic update of three Regional Road Action Plans. These action plans, once complete, will list immediate, medium term and long term requirements for improvement of all regionally significant freight, tourism and community access routes identified in the 2030 Regional Transport Plan. The action plans will be generated by each council undertaking a broad “fit-for-purpose” assessment of the condition of each regional route, based upon the four fit-for-purpose categories listed in Section 4 of the SLRP Standard Funding Application Form, namely:

- Speed Environment
- Dimensions
- Geometry
- Strength/Durability

Each regionally significant route (or section of route where a major change in road purpose or road standard occurs) will be broadly assessed for compliance with its fit-for-purpose standard, based upon the road’s purpose(s). Against the above four categories (i.e. not broken down any further) an assessment of “Compliant”, “Minor Deficiency” or “Major Deficiency” will be noted. A “Minor Deficiency” can be defined as failing to meet the fit-for-purpose standard, but not in such a way as to affect the functional performance of the road or its inherent safety for the road user or its economic value to council and the community. A “Major Deficiency” can be defined as failing to meet the fit-for-purpose standard to such a degree that the road is unable to safely and/or economically perform its purpose(s), requiring constant intervention by the responsible council using a suitable risk mitigation strategy.

Once the above assessment is complete, each regionally significant route (or section of route) will be listed on one of the following three action plans, or remain on a fourth list of roads classified as “compliant”.

### 1.6.1 Action Plan 1 – Immediate Priority (0 to 5 Years)

Roads on this list will be based upon regionally significant routes exhibiting one or more major deficiencies in fit for purpose standard, the upgrade of which councils have included in their five year capital works programs. Initial budget allocations for these proposed upgrades will be included in the action plan.

### 1.6.2 Action Plan 2 – Medium Term Priority (6 to 10 Years)

Roads on this list will be based upon regionally significant routes exhibiting at least one major deficiency in fit for purpose standard, the upgrade of which councils have not been able to include in their five year capital works programs, but for which an on-going risk mitigation strategy is in place for addressing any major deficiency.

### 1.6.3 Action Plan 3 – Long Term Priority (11 Years and Beyond)

Roads on this list will be based upon regionally significant routes exhibiting no major deficiency, but one or more minor deficiencies in fit for purpose standard, the upgrade of which councils acknowledge is unlikely to occur in the next 10 years unless circumstances change significantly (e.g. road purpose, traffic volumes, further deterioration in standard, available funding).

## 1.7 Conclusions and Recommendations

### 1.7.1 Regional Transport Goals

The following six regional transport goals have been discussed by the TIA Committee and are recognised as relevant to the Legatus Group, being consistent with the goals adopted by other regions around the state:



Goal 1 – Economic Development

- A transport system that supports economic, industry and trade development across the Central Local Government Region.

Goal 2 – Access

- An equitable and accessible transport network that allows for consistent and reliable travel, with the capacity to use roads for their intended purpose.

Goal 3 – Road Safety

- A safe transport network where the severity and risk of accidents is minimised, and where speed limits are applied to fit community need not road standard.

Goal 4 – Tourism

- Promote and assist regional tourism, by improving road access to tourist sites and developing a network of well signed tourist routes.

Goal 5 – Public Transport

- Continued development of a public transport system commensurate with the needs of the Region, including subsidisation of regional bus services on an equitable basis to metropolitan bus services.

Goal 6 – Environment

- A transport network that minimises adverse impacts on the environment and communities.

Consistent with the above goals, the following objectives have underpinned the process of developing the 2030 Regional Transport Plan:

- Establish consistent regional road transport links within the Region which are of an appropriate “fit for purpose” standard.
- Develop a network of regional freight routes for heavy vehicles which complement the state government managed arterial road system by linking current and future significant sources of freight to their planned destinations.
- Reduce the impact of heavy vehicle movements through key centres, using township bypasses or by adopting appropriate traffic management within townships where a bypass is not feasible.
- Reduce the number of commercial vehicles on the road network by facilitating the safe operation of higher productivity vehicles.
- Ensure intermodal facilities, such as grain storage and handling sites, can operate in a safe and efficient manner.
- Reduce potential conflict between freight, tourism and community access users of the road network, particularly at intersections.
- Promote and assist regional tourism, by improving road access to tourist sites and developing a network of well signed tourist routes.

- Ensure that all communities in the Region have safe and reliable access to essential community services such as health, education, financial services, recreation facilities and emergency services.
- Upgrade regional aerodromes and airstrips for use by essential services such as RFDS and for fire-fighting, along with commercial applications including banking and high value freight.
- Improve public transport facilities within the Region by:
  - ensuring that subsidies for Integrated Regional Transport Services are more equitable in relation to metropolitan public transport subsidies; and
  - making better use of school bus infrastructure for other services during the day.
- Encourage commuter cycling within key towns and important centres, as well as tourist cycling for selected routes, particularly along the Riesling Trail in Clare and Gilbert Valleys Council and popular coastlines such as Yorke Peninsula and Copper Coast.

#### 1.7.2 Roads of Regional Significance – Guiding Principles

Six key recommendations were included in the 2030 Regional Transport Plan Demand Modelling Working Paper (refer to Enclosure 1). These recommendations defined the principles for development of regional transport routes in the Region. They were discussed at the TIA Committee meeting held on 22 August 2017 and were subsequently used by all councils in development of the regional routes included in this report.

The guiding principles are:

1. Regional freight routes should initially be developed by connecting industrial and logistics development zones in Key Towns and Important Centres with the state freight routes identified in the DPTI publication “A Functional Hierarchy for SA’s Land Transport Network, Department of Planning, Transport and Infrastructure”, while confirming that such routes are appropriately gazetted and shown in DPTI’s online RAVnet mapping system.
2. Councils should be able to nominate additional local roads as “regionally significant” or “locally important” freight routes based upon connection to an identified minor industry centre or as part of a broader rural region generating freight, provided that the number of B-Double or semi-trailer movements complies with the definition of a “large volume of heavy freight vehicles” as contained in Section 5.2.
3. Regional tourism routes should initially be developed by mirroring the major tourist routes promoted in South Australian Tourism Commission state and regional publications, and confirmed in the DPTI publication “A Functional Hierarchy for SA’s Land Transport Network”, along with designated scenic drives indicated in regional promotional material. Consideration should also be given to any route used by a 40 seat tourist bus.
4. Councils should be able to nominate additional local roads as regional tourism routes using locally generated information to show that a significant (say 100 plus) number of visitors see the site every day or that the route is the main access to a coastal holiday shack community of at least 100 people.
5. Regional community access routes should initially be developed based upon population data which identifies Key Towns (3000+), Important Centres (1000 – 3000) and Large Communities (100 – 1000), combined with access to the five essential services of education, health, finance (banking), recreation and emergency services.

6. Councils should be able to nominate additional local roads as regional community access routes either because a Small Community (50 – 100) is particularly isolated, or because a section of road leading to a major service centre supports a population of at least 100 dispersed over various farms and micro communities which concentrate road movement as they near the service centre.

### 1.7.3 Recommendations

As a conclusion to the 2030 Regional Transport Plan development project, the following seven recommendations are presented for formal adoption by the Legatus Group:

1. Regional transport goals developed as part of the 2030 Regional Transport Plan, as listed in Section 11.1, be adopted as the Regional Transport Goals for the 2030 Regional Transport Plan.
2. Regional freight routes, as shown on the regional overview, council wide maps and selected township detail maps in Appendix A and Enclosure 2, and regional tourism routes, as shown on the regional overview, council wide maps and selected township detail maps in Appendix A and Enclosure 2, and regional community access routes, as shown on the regional overview, council wide maps and selected township detail maps in Appendix A and Enclosure 2, all along with the underpinning definitions and methodology used to create the routes (as described in Sections 5, 6 and 7 respectively) be adopted as part of the 2030 Regional Transport Plan.
3. Non-roads regional transport considerations, as presented in Section 8, be adopted as a basis for further investigation and development of specific initiatives for improving public transport, rail freight, sea freight and air transport infrastructure where economically viable to do so.
4. The methodology for review and update of the 2030 Regional Transport Plan, along with preparation and submission of annual Special Local Roads Program or other funding applications, as summarised by the flowchart shown in Section 9.2 of this report, be adopted as a key element to ensure that the 2030 Regional Transport Plan remains current and relevant to the region's transport planning needs.
5. Regional road action plans, highlighting immediate, medium term and long term requirements for improvement of all regional freight, tourism and community access routes identified in the 2030 Regional Transport Plan, be developed in accordance with the guidelines and sample spreadsheet shown in Section 10 of this report, with completion by mid 2018.
6. Road upgrade nominations be called from each council, based upon roads listed in Action Plan 1 (once it is created under Recommendation 5), then formally reviewed using the SLRP assessment methodology, in order to create a new prioritised list of roads for consideration under the annual SLRP funding application process.
7. The first scheduled strategic review of the regional freight, tourism and community access routes identified in the 2030 Regional Transport Plan be set down for early 2021 (i.e. three years after release of the final report).

## PART B

### 2.0 INTRODUCTION

#### 2.1 Regional Overview

The Legatus Group is the trading name of the Central Local Government Region, which is a Regional Association of Councils under Part 4 of the Constitution of the Local Government Association of South Australia. The Legatus Group is now constituted as a Regional Subsidiary under Section 43 and Schedule 2 of the Local Government Act 1999, formed by the following councils:

- Adelaide Plains Council
- The Barossa Council
- The District Council of Barunga West
- Clare and Gilbert Valleys Council
- Copper Coast Council
- The Flinders Ranges Council
- The Regional Council of Goyder
- Light Regional Council
- The District Council of Mount Remarkable
- Northern Areas Council
- The District Council of Orroroo Carrieton
- The District Council of Peterborough
- Port Pirie Regional Council
- Wakefield Regional Council
- Yorke Peninsula Council

The Central Local Government Region (the Region) is located in the mid north of South Australia from north of metropolitan Adelaide to as far north as Hawker, and including Yorke Peninsula, covering an area of 42,262 km<sup>2</sup>. Rural based communities throughout the area share a common interest in agriculture/horticulture, with towns primarily servicing the farming and horticultural communities and supporting the tourism sector. The Region has a population base of 123,370 according to the Australian Bureau of Statistics 2016 Census of Population and Housing (approx. 7.3% of the state population). Reference 7, pages 36 to 41 and 51 to 53, provides further details about the Region's current and likely future population and age profile.

There are numerous regional centres that provide regional services and support both an industrial and commercial base.

The Region is serviced by four Classification A arterial road routes, namely the Augusta, Sturt, Horrocks and Barrier Highways, along with numerous Classification B arterial road routes.

The Legatus Group works closely with its major regional partners, namely Regional Development Australia (RDA) Barossa, RDA Yorke and Mid North, RDA Far North and the Northern & Yorke Natural Resource Management Board, to develop a sustainable future for the Region.

#### 2.2 Background

The original Regional Transport Strategy (RTS), together with development of a transport infrastructure multi-criteria assessment database, was prepared for the Region in 2002/03. A Regional Transport Infrastructure Planning Committee, comprising elected and/or staff representatives from the fifteen Central Local Government Region councils, was formed at the same time. The most recent review of the RTS was conducted in 2007 (Reference 1).

The purpose of the RTS was to establish a process by which individual councils (and the Central Local Government Region as a whole) could review their transport priorities and develop an overall RTS for roads and other transport infrastructure in the Region. A database was developed and used to score transport priorities under various criteria, based on guidelines developed in 2001 for the then Local Roads Advisory Committee as part of the State Government's Special Local Roads Program (Reference 2).

The 2007 RTS Review included development of a second stage of assessment for each transport priority, to address additional criteria identified by Central Local Government Region councils as being particularly relevant to the overall prioritisation and funding allocation process. The culmination of the two stages of assessment has subsequently been used as the tool for final determination of the Region's annual transport infrastructure priorities for Special Local Roads Program (SLRP) funding in particular, and potentially also for other available regional transport funding opportunities.

## **2.3 Project Overview**

In December 2016, HDS Australia was engaged by the Legatus Group to prepare its 2030 Regional Transport Plan. The 2030 Regional Transport Plan is a strategic level assessment of transport needs and priorities within the Region for the period from 2017 to 2030. It officially replaces the current RTS, which has been in place since 2007.

Development of the 2030 Regional Transport Plan was undertaken by a specialist team of road transport planning and traffic engineers from HDS Australia led by John Olson, Managing Director and Principal Engineer, with key input from Daniels Ahrens, Senior Roads & Infrastructure Engineer. The team's approach used an agreed methodology developed jointly by HDS Australia and the Legatus Group, which was based upon earlier work undertaken for the Southern & Hills Local Government Association (S&HLGA), the Limestone Coast Local Government Association (LCLGA) and the Murraylands and Riverland Local Government Association (MRLGA). The Legatus Group Transport & Infrastructure Advisory (TIA) Committee acted as a Reference Group for the project, with Simon Millcock, Chief Executive Officer of the Legatus Group, as the Client Representative.

Overall, the project entailed three distinct stages, namely:

1. Identification of Land Use and Regional Transport Demands.
2. Development of a Regional Road Network which complements the existing National Highway and Arterial Road Network.
3. Preparation of a Final Report.

Each of the above stages had defined inputs, process requirements and consultancy deliverables, as detailed in the task list provided to Legatus Group by HDS Australia when determining the scope of works (refer to Appendix A of Enclosure 1).

## **2.4 Stage 1 Tasks**

An initial understanding of regional transport demands for the Region was gained from a review of the original RTS and its subsequent update, along with all other relevant transport planning documentation which has been published over the last ten years. This review of core transport demands (sources and destinations) for freight, tourism and community access requirements in the Region was undertaken as the initial component of the project.

The first stage of the project therefore entailed the following tasks:

1. A study of all currently available development plans and associated transport plans was carried out, summarising research undertaken against the three regional transport "purpose" categories of freight, tourism and community access.

2. Additional research in relation to tourism demands was undertaken.
3. Independent research into the current and anticipated future location of employment, education, health, finance, recreation and emergency services relative to residential centres was undertaken, including a definition of all population centres in the Region with a permanent population over 50.
4. Non-roads transport options were examined in light of the freight, tourism and community access transport demands identified under Steps 1, 2 and 3 above. This included existing or potential rail, air and sea services, along with passenger bus services throughout the region.
5. A Demand Modelling Working Paper was prepared, summarising all information collected in Stage 1, for consideration and adoption by the TIA Committee.

## 2.5 Stage 1 Outcomes

The major deliverable from the first stage of developing the 2030 Regional Transport Plan is this “2030 Regional Transport Plan – Demand Modelling Working Paper”, which summarises all of the Stage 1 findings. The Demand Modelling Working Paper comprised an introduction and a total of seven sections (as listed below), along with 12 appendices containing relevant supporting information and 59 separately available reference documents.

The main content of the Demand Modelling Working Paper covered:

Section 2 (Review of State and Regional Development Plans) reviewed the strategic direction set by the state government for both South Australia as a whole and for the Region, including associated infrastructure planning. South Australia’s Strategic Plan 2011 (Reference 3) is relatively current, but the Strategic Infrastructure Plan for South Australia (SIPSA – Reference 4) and SIPSA Regional Overview (Reference 5) are out of date. An update was expected by the end of 2013 but has not yet been released.

Section 2 also reviewed the state’s current statutory planning strategy, plus individual development plans in existence for the 15 councils which form the Legatus Group. References 6 to 22 support this section of the working paper. Some of these documents were reviewed in the working paper, with a summary of pertinent findings provided, particularly where the issues impacted upon regional transport planning requirements in the Region. However, all listed documents influence transport demand modelling and network planning considerations for the Region. Published strategic plans for several Legatus Group councils were also examined (References 23 to 28).

Section 3 (Review of Current Transport Plans) looked at recent transport planning studies covering the Region which have been undertaken by various federal, state and local government bodies. References 29 to 32, plus 35 to 37, provide varying assessments of the expected current and future demand for transport within the Region, with a particular emphasis on freight movement, but with additional consideration of transport requirements impacting upon tourism and community access. Once again, some of these documents were summarised in the working paper, but all have an impact on regional transport planning.

Sections 2 and 3 collectively identified and in many instances quantified the expected future demand for transport infrastructure in the Region out to various years from 2020 to 2050.

The Integrated Transport and Land Use Plan (ITLUP) is a key state government initiated state wide transport planning document, which was released in July 2015 (References 38 and 39). ITLUP is a very important document that will shape future “high level” consideration of transport requirements for the Region. The impact on the Region of ITLUP is considered in Section 4 of this report.

Section 4 (Regional Freight Routes) summarised freight demands, including the main source and destination of freight movements in the Region. A recommendation was made regarding quantifying the term “large volume of heavy freight vehicles”, so that measured or predicted heavy vehicle traffic volumes can be used to support applications for local roads to be considered a regional freight route.

Section 5 (Regional Tourism Routes) addressed tourism demands in the Region by examining various publications available from the South Australian Tourism Commission and other sources (References 33, 34 and 51 to 55). Section 5 defined such demands in terms of economic benefit to the state, region and local community. It addressed strategic tourism issues through reference to the state and various regional tourism strategies. A methodology for defining regional tourism routes was also proposed.

Section 6 (Regional Community Access Routes) identified community access demands based upon current population, expected future growth in population under the current state strategic plan, consideration of demographic shifts (mainly the ageing population in South Australia) and availability of essential regional services covering education, health, finance (banking), recreation and emergency services. The second part of Section 6 proposed a methodology for defining regional community access routes, using a combination of community size and availability of essential services.

Section 7 (Non-Roads Transport Considerations) looked at state government public transport policy and its likely effect on transport planning in the Region.

Section 8 provided key recommendations with regard to the process for developing draft regional transport routes, along with refinement of those routes through the subsequent council consultation process.

Following a review of the first draft of the Demand Modelling Working Paper by the TIA Committee at a meeting on 22 August 2017, the Working Paper became a key input to the second and third stages of the project. A final release of the Demand Modelling Working Paper was subsequently adopted by the TIA Committee at its meeting on 3 November 2017.

## **2.6 Stage 2 Tasks**

Stage 2 of the project involved development of regional transport routes for the region, covering regionally significant and locally important freight, tourism and community access routes. The tasks undertaken as part of Stage 2 were detailed in HDS Australia's original project proposal (refer Appendix A of Enclosure 1). In summary they involved:

1. Three sub-regional workshops were held with staff from each council in that sub-region to discuss, then formally identify, all local roads which the council considered to have regional significance under one or more of the freight, tourism and community access categories. In the case of freight and tourism categories, plus one road in the community access category, “locally important” roads were also identified. While these roads did not meet the agreed criteria for regional significance, they were nevertheless considered sufficiently important to the council for inclusion in the regional transport plan. For councils not represented at the sub-regional workshops, some follow up meetings were held along with extensive communication via telephone and email.
2. Following completion of the three sub-regional workshops and follow up meetings, freight, tourism and community access regional route drawings were prepared to identify routes submitted by individual councils, for consideration and endorsement by the TIA Committee.
3. A meeting of the TIA Committee was held on 3 November 2013, during which TIA Committee members were guided through the process of considering, amending if

needed, then preparing a recommendation in relation to the proposed freight, tourism and community access routes.

4. All councils provided further individual feedback in relation to the draft freight, tourism and community access drawings, which were subsequently amended and formally released as an approved set on 16 November 2017.

## **2.7 Stage 2 Outcomes**

The key deliverable prepared under Stage 2 was a set of approved Regional Transport Route Drawings (released as at 16 November 2017). These drawings now form the basis of the 2030 Regional Transport Plan. They are included in A4 format as Appendix A, with A3 versions also available as Enclosure 2. In addition, MapInfo data sets are available if individual councils wish to incorporate the approved Regional Transport Routes into local transport planning documents.

## **2.8 Stage 3 Tasks**

Stage 3 of the project involved preparation of this final report, which includes a detailed discussion of all aspects of the project and recommendations regarding regional transport priorities.

The tasks undertaken as part of Stage 3 were detailed in HDS Australia's original project proposal (refer Appendix A of Enclosure 1). In summary they involved:

1. Consolidate all working papers into a final report.
2. Prepare a draft of the "2030 Regional Transport Plan – Final Report" for consultation.
3. Review any comments received on the draft report.
4. Release a final version of the "2030 Regional Transport Plan – Final Report".

## **2.9 Stage 3 Outcomes**

This final report is the culmination of the 2030 Regional Transport Planning project. While released as a current summary of regional transport priorities for the next 15 years, it is recognised that the 2030 Regional Transport Plan is a "living" document which will need regular review and updating as subsequent regional planning and development initiatives influence transport priorities.



### 3.0 REVIEW OF STATE AND REGIONAL DEVELOPMENT PLANS

#### 3.1 South Australia's Strategic Plan

South Australia's Strategic Plan (SASP) was originally launched by the State Government of South Australia in March 2004. The plan had six objectives, namely:

- Growing Prosperity
- Improving Wellbeing
- Attaining Sustainability
- Fostering Creativity and Innovation
- Building Communities
- Expanding Opportunity

The SASP was updated in 2007 and again in 2011 (Reference 3). It has been prepared as a basis for guiding all government actions and priorities. The latest version has objectives, visions, goals and targets for various priorities based on the three foundations of a sustainable society, namely Our Community, Our Prosperity and Our Environment.

Relevant to the 2030 Regional Transport Plan is the vision, goal and targets under Our Prosperity:

*The Vision: South Australia plans and delivers the right infrastructure.*

*To ensure the success of our State well into the future, we need to plan infrastructure that is economically and socially efficient. This will provide maximum return on investment and best value and benefit for our communities.*

*The Goal: South Australia's transport network enables efficient movement by industry and the community.*

*The Target: Strategic Infrastructure.*

*Ensure the provision of key economic and social infrastructure accommodates population growth.*

Reference to regional areas is provided in the following commentary:

*"We value the contributions our regions make to our economic prosperity, home to agriculture, forestry and fishing industries as well as an expanding mining industry. These industries together contributed \$6 billion to our economy in 2009/10. We want our regional communities to thrive through sustained growth while reaping the economic benefits of their hard work."*

South Australia's Strategic Plan is not a statutory document. The Plan's objectives and targets are taken into account in all state government decision making, driving greater discipline and focus across government. Associated with the SASP are specific "action plans" for various topics, which facilitate reaching the SASP targets. Of particular relevance to the 2030 Regional Transport Plan is the Strategic Infrastructure Plan for South Australia.

#### 3.2 Strategic Infrastructure Plan for South Australia (SIPSA)

The current published version of the Strategic Infrastructure Plan for South Australia (SIPSA) was released in April 2005 and covers the period 2004/05 to 2014/15 (Reference 4). The state government has advised that release of an updated Strategic Infrastructure Plan for South Australia is "imminent". Although it may soon be superseded, relevance of the current SIPSA to the 2030 Regional Transport Plan is reflected in the following "Transport Strategic Priorities":

Road

- *Improve the State's competitiveness through efficient freight transport networks and improved international links.*
- *Minimise the impact of freight vehicle movement on the community and environment by appropriately locating and protecting freight routes.*
- *Concentrate resources on maintaining and improving existing assets rather than extending the network.*

Rail

- *Encourage the shift to rail transport for passenger and freight movements where justified by environmental, economic or social imperatives.*

Air

- *Provide for the orderly expansion of facilities at regional airports to meet growing visitor and freight activities.*

SIPSA also identifies a series of specific strategic level transport projects for implementation across the state, via a Regional Overview document (Reference 5). Those relevant to the Region are:

- *Enhance existing priority strategic freight routes throughout the state in order to minimise community impacts of road freight.*
- *Implement the strategic town bypass policy.*

The state government has lead responsibility for promoting, developing and evaluating these projects.

Central Local Government Region

The SIPSA Regional Overview Pages 14 to 25 and 38 to 59 (refer to Appendix B) provide specific information about infrastructure plans for the Region.

The following project information is provided under the headings of "Transport" and "Land":

<b>Project: Transport</b>	<b>Priority</b>	<b>2005-2010</b>	<b>2011-2015</b>
<i>Road amenity at Port Wakefield</i>			
• Establish Port Wakefield bypass.	2		*
<i>Growth in freight on road network</i>			
• Continue to give priority to maintenance of the east coast road on Yorke Peninsula.	2	*	*
• Develop a strategic needs analysis for a bypass at Clare, considering the needs of Balaklava and Blyth.	3	*	
<i>Rail connectivity to the Barossa/Mid North</i>			
• Support the development of an intermodal hub at Angaston as part of a state-wide intermodal strategy.	1	*	
<i>Road access to the Barossa</i>			
• Upgrade the Sturt Highway to four lanes from Gawler to Nuriootpa to meet growth in traffic volumes.	1		*

<i>Road traffic growth in the Barossa</i>			
<ul style="list-style-type: none"> <li>Undertake improvements to the Barossa Valley Way including shoulder sealing, upgrades of intersections and railway level crossings.</li> </ul>	3		*
<i>Directional sign-posting</i>			
<ul style="list-style-type: none"> <li>Implement the SA Tourism Commission (SATC) policy on signage for roads and tourist attractions.</li> </ul>	3	*	

<b>Project: Land</b>	<b>Priority</b>	<b>2005-2010</b>	<b>2011-2015</b>
<i>Infrastructure for expansion of intensive animal keeping</i>			
<ul style="list-style-type: none"> <li>Investigate the spatial and infrastructure requirements to support the expansion of intensive animal keeping and processing (poultry and pigs) at various locations throughout the region.</li> </ul>	U/way	*	
<i>Provision of industrial land</i>			
<ul style="list-style-type: none"> <li>Develop industrial estates in Blyth, north of Clare and other regional centres to support the wine and agriculture industries.</li> </ul>	2	*	*
<i>Tourism facilities</i>			
<ul style="list-style-type: none"> <li>Develop accommodation and recreational facilities to cater for increased tourist demand.</li> </ul>	2	*	*
<i>Accommodation for international and interstate visitors</i>			
<ul style="list-style-type: none"> <li>Support a range of accommodation throughout the region, based around the key tourism attractions of viticulture and natural attractions.</li> </ul>	1	*	*
<i>Affordable housing</i>			
<ul style="list-style-type: none"> <li>Encourage the development of affordable housing in Freeling, Mallala, Gawler and Lewiston.</li> </ul>	3	*	*

Note that several of the above projects have been significantly progressed, while others have stalled or been abandoned. SIPSA has now effectively been replaced by the Integrated Transport and Land Use Plan (ITLUP) (References 38 and 39), providing much greater clarity regarding the state government's priorities for transport and land use.

### 3.3 South Australian Planning Strategy

The Planning Strategy for South Australia (contained in various documents, but mainly References 6 and 42 to 45) is a statutory process required under Section 22 of the Development Act 1993, which presents the South Australian Government's strategic policy directions for the physical development of the state. It is a requirement of the Development Act that councils must seek to align the Development Plan for their area with the Planning Strategy relevant to their region when preparing Development Plan Amendments. In this way, broad directions outlined within the Planning Strategy are translated to local area Development Plans and can affect local and regional development outcomes.

### 3.4 Central Local Government Region Plans

The relevant volumes of the Planning Strategy covering the Region are the Mid North Region Plan dated May 2011 (Reference 43), Far North Region Plan dated July 2010 (Reference 44), and the Yorke Peninsula Regional Land Use Framework dated December 2007 (Reference 45). While the Yorke and Mid North regions are currently covered in the Planning Strategy as

separate volumes, they eventually will be combined into one volume. Transport related references, and particularly those relating to freight transport, are summarised below:

#### Infrastructure and Service Provision

- *The state government recognises the importance of integrating land use and infrastructure planning. The plan(s) confirm the priorities for the region, clarify where they are most required and identify other potential demands on infrastructure and services.*

#### Protect and Build on the Region's Strategic Infrastructure

##### *Mid North Principle 5*

*One of the Mid North region's competitive strengths is its proximity to major freight transport networks and storage facilities, crucial elements in the value chain. These facilities enable the region to build on the opportunities presented by close proximity to the expanding mining areas of the state's north and east, the growing industrial areas of northern metropolitan Adelaide (e.g. Edinburgh Parks), the agricultural processing facilities in the Wakefield Plains and Murraylands/Riverland regions, and the neighbouring Barossa wine region. They also link the region to export facilities and interstate markets.*

##### *Policies:*

- *Encourage industry clusters (mining, primary production, aquaculture, value add processing and storage activities) in strategic locations (such as freight transport nodes) to maximise transport efficiencies and support industry development.*
- *Establish appropriate buffers to protect existing strategic infrastructure and sites, and corridors identified as potential infrastructure locations, from encroachment that may compromise their operation or potential.*
- *Support mining activities by providing for processing and storage activities on mining tenements.*
- *Reinforce and protect the role of airports, aerodromes and airstrips to support economic and social development and the Royal Flying Doctor Service, and ensure surrounding land uses are compatible with their operation.*
- *Identify land suitable for waste management and resource recovery facilities to optimise opportunities for reuse and recycling of waste while maximising economic efficiencies, and protect this land from encroachment by sensitive land uses such as housing.*
- *Designate and protect road and rail corridors, including strategic freight corridors as identified on maps C1 and D2, through planning policy in Development Plans.*
- *Identify land suitable to accommodate renewable energy development, such as wind farms.*

##### *Far North Principle 7*

*Competitive and efficient transport, water and energy infrastructure are crucial elements of the value chain, enabling ongoing expansion of South Australia's mining, defence and tourism industries. Protecting and building on these assets and providing for the expansion of export-related and value-adding industries will enable capitalisation on investment in these assets, provide opportunities for more industry to move into the region, and provide support and certainty for existing industries.*

##### *Policies:*

- *Cluster, and provide for the future expansion of, production, processing and storage activities in strategic locations such as key freight transport nodes to maximise transport efficiencies.*
- *Establish appropriate buffers to protect existing strategic infrastructure and sites and corridors identified as potential locations for future infrastructure from encroachment by uses that may compromise their future operation or expansion.*
- *Provide for processing and storage activities on mining tenements to support mining activities.*
- *Provide for development that increases the level of flood immunity for roads in flood prone areas.*
- *Reinforce and protect the roles of airports/aerodromes/airstrips to support economic and social development and for the Royal Flying Doctor Service. Ensure airports and aerodromes are protected from incompatible development in surrounding areas.*
- *Ensure land uses surrounding airports/aerodromes/airstrips are compatible with and do not detract from their operation.*
- *Identify land suitable for waste management and resource recovery facilities to optimise opportunities for reuse and recycling of waste while maximising economic efficiencies, and protect this land from encroachment by sensitive land uses such as housing.*
- *Protect the transport functionality of road and rail corridors through planning policy in Development Plans.*
- *Designate and protect strategic freight corridors.*

#### *Yorke Peninsula Objective 6*

*Competitive freight transport, storage and processing facilities are a strength of the Yorke Peninsula Region. These facilities are crucial elements in the value chain providing comparative advantage to local agricultural, mining, aquaculture and fishing industries. They enable the region to build on the opportunities presented by close proximity to the expanding industrial areas of northern metropolitan Adelaide (e.g. Edinburgh Parks), the neighbouring Clare and Barossa wine regions, and agriculture activities in the Mid North.*

#### *Strategies:*

- *Cluster primary production, processing and storage activities in strategic locations, particularly key freight transport nodes, to maximise transport efficiencies.*
- *Provide for future expansion of industry clusters and establish appropriate buffers to protect strategic infrastructure from encroachment by sensitive uses.*
- *Manage interfaces with residential areas and other sensitive uses.*
- *Provide for the development of small scale value-adding (processing and storage) activities that complement local agriculture, livestock, aquaculture, fishing and mining activities.*

Retain and Strengthen the Economic Potential of Primary Production Land*Mid North Principle 6*

- *Retaining the region's productive primary production land is a priority. Its crops, wine grapes, cattle and sheep underpin the regional and state economies.*

Retain and Strengthen the Economic Potential of Pastoral Lands*Far North Principle 12*

- *Sheep and cattle production will continue to play an important role in the regional and South Australian economies and provide ongoing employment to many people across the region.*

Retain and Strengthen the Economic Potential of High Quality Agricultural Land*Yorke Peninsula Objective 9*

- *Retaining the productive agricultural land found across the Yorke Peninsula Region is a priority. The Yorke Peninsula Region consistently produces a quarter of South Australia's grain harvest, sustained by favourable soils and climatic conditions.*

Reinforce the Region as a Preferred Tourism Destination*Mid North Principle 7*

*The Mid North region is a desirable destination for the touring market. It is home to some of the state's most valued natural and heritage assets, including picturesque landscapes and rustic towns that have a distinctively South Australian character.*

*These assets, as well as the region's clean and green image, reputation for fine wine and strong connection to food, attract tourists, particularly to the Clare Valley and Southern Flinders Ranges. As well, the northern and central areas are becoming known for rodeo and music events.*

*Policies:*

- *Protect, enhance and promote the assets that attract tourists and are of value to the community, including:*
  - *open space, hiking and cycling trails and scenic tourist drives;*
  - *natural landscapes, protected areas and parks and reserves;*
  - *heritage, culture and the built character of towns, including town approaches; and*
  - *caravan parks and campsites, including those that provide effluent and rubbish facilities for large recreational vehicles.*
- *Reinforce the desired tourism roles of towns and locations in the Mid North, including:*
  - *Jamestown, Orroroo and Booleroo Centre as service towns for tourists along the RM Williams Way;*

- *Melrose, Laura, Wirrabara and Wilmington as centres for nature-based tourism, food and wine, and active adventure (hiking, on-road cycling and off-road mountain biking) on the Southern Flinders Ranges trails;*
- *Port Germein as a scenic coastal town with the longest jetty in South Australia;*
- *Clare, Auburn, Watervale, Mintaro, Seven Hills, Penwortham and Farrell Flat and their surrounding landscapes as the centre of the Clare Valley tourist experience, focused on good food and fine wine, culture and heritage; and*
- *Port Pirie, Peterborough, Burra, Quorn (in the Far North region) and other towns on the Heritage Copper Trail as showcases of our built, railway, cultural and mining heritage.*

#### *Reinforce the Flinders Ranges and the Outback as Iconic Tourist Destinations*

##### *Far North Principle 10*

*The scenic landscapes, character towns, famous outback tracks and rich geology of the Flinders Ranges and South Australia's outback have made the Far North region one of the state's most popular destinations for international and domestic tourists.*

##### *Policies:*

- *Protect, enhance and promote the assets that attract tourists and are of value to the community, including:*
  - *natural landscapes, rivers and streams;*
  - *open space, hiking and cycling trails, and scenic tourist drives;*
  - *natural landscapes, protected areas, and parks and reserves; and*
  - *heritage, cultural and/or the built character of towns, including town approaches, caravan parks and campsites, including provisions for motor homes (e.g. facilities for effluent and rubbish, and sites for large recreational vehicles).*
- *Reinforce the desired roles of various towns and locations in the Far North tourist experience:*
  - *Quorn and Hawker as visitor gateways to the Flinders Ranges, and Quorn as the home of the Pichi Richi Railway;*
  - *the Flinders Ranges as a location for nature-based, Aboriginal/cultural, active, geological and ecotourism experiences; and*
  - *pastoral access routes as outback adventure experiences.*

#### *Reinforce Yorke Peninsula as a Preferred Coastal and Nature-Based Tourist Destination*

##### *Yorke Peninsula Objective 13*

*The tourism appeal of the region lies with its coast – particularly unspoilt landscapes and opportunities for water based activities such as fishing – as well as its mining heritage and the character of townships.*

*SA Tourism Commission strategic directions for the region include building on the theme of 'a place to relax', with niche tourism opportunities in adventure, fishing and diving.*

*Strategies:*

- *Protect, enhance and promote those qualities of the region that attract tourists and are of value to the community, including:*
  - *coastal landscapes, marine environment, foreshore, jetties and boat ramps;*
  - *open space, trails networks, scenic tourist drives;*
  - *natural and rural landscapes;*
  - *heritage, cultural and/or built character of towns, including town approaches; and*
  - *seafront caravan parks and campsites, including provisions for motorhomes (e.g. large recreational vehicles).*
- *Reinforce the desired roles of various towns and locations in the Yorke Peninsula tourist experience:*
  - *Ardrossan as the visitor gateway to Yorke Peninsula, and Minlaton as the visitor gateway to southern Yorke Peninsula;*
  - *Port Wakefield as a visitor gateway to northern and western Australia, as well as many South Australian tourist regions including the Flinders Ranges, Eyre Peninsula and Yorke Peninsula;*
  - *Edithburgh, Wallaroo and Moonta-Port Hughes as potential overnight stays for large bus groups;*
  - *The west coast and foot of the Peninsula for adventure, Aboriginal, nature-based and eco-tourism experiences;*
  - *Showcasing built, marine, Cornish and mining heritage elements of Moonta, Kadina, Wallaroo, Port Wakefield, Minlaton, Maitland and Edithburgh;*
  - *Minlaton and Yorketown as service towns for tourists; and*
  - *Port Broughton, Port Vincent and Stansbury as key hubs for coastal tourism.*

### **3.5 Development Plans**

Substantial state planning system reforms have recently culminated in the passing by state parliament of the Planning, Development and Infrastructure Act 2016, which came into operation on 1 April 2017. A State Planning Commission has been formed as the peak planning authority under this new act. It will be the state's principal assessment and advisory body responsible for implementation of the bulk of future reforms under the new act.

Reporting directly to the Minister for Planning, the Commission's primary roles will include:

- Providing advice and recommendations on government planning policy;
- Analysing and assessing upcoming development projects;
- Coordinating planning with infrastructure and guidance; and
- Guiding local council and accredited professionals in the delivery of new planning services and community engagement.



The Commission will action several key components of the new system, which in the short term includes:

- Creating a new Community Engagement Charter;
- Establishing its governance arrangements including subcommittee structure; and
- Commencing work on the new State Planning Policies and Planning and Design Code.

In the interim period before development of these new State Planning Policies, current Development Plans remain the key statutory documents in the South Australian planning and development system. The previous Development Act 1993 required there to be a Development Plan for each part of the State in order to guide development and inform assessment of development applications. They are unlike the strategic plans referred to in Sections 2.1 and 2.2, or other regional development studies, as they are part of the statutory process and provide detailed criteria against which development applications will be assessed.

Each council within the Region has its own Development Plan. Each Development Plan contains zones, maps and explicit written rules in the form of policies which guide property owners and others as to what can be done in the future on any piece of land in the area covered by the Development Plan. The zone maps and the policies (in the form of objectives, desired character statements and principles of development control) provide the detailed criteria used in assessment of proposed development applications.

All Development Plans for councils in the Region have been converted to a Better Development Plan (BDP) format. The BDP mapping format contains a series of overlays for each zone map, including a specific transport overlay which shows primary and secondary arterial roads, as well as railways, and provides the opportunity to recognise significant local road issues like freight routes and bypass roads. The BDP format provides the opportunity to reinforce transport and access route issues in the future.

Apart from the identification of significant transport access routes, the Development Plans identify the location of designated land uses including residential, centre, commercial and industrial zones within township boundaries, and other uses outside the townships including specific industrial zones and primary industry or primary production areas. This information is important in determining where the major traffic generators are located, and how they are connected to the local and regional road system. A brief summary of each council's Development Plan follows, providing an overview of the key land use factors to consider in the 2030 Regional Transport Plan.

### 3.5.1 Adelaide Plains Council

The latest version of the Adelaide Plains (Mallala) Council Development Plan is dated 21 April 2016 (Reference 8). Its major relevance to the 2030 Regional Transport Plan is Overlay Map Mal/1 – Transport (see Appendix L) which highlights one Primary Arterial Road (Port Wakefield Highway) and four Secondary Arterial Roads (Gawler Road, Mallala Road, Redbanks Road and Traeger Road), as well as the Adelaide to Tarcoola Railway.

Two Wells and Mallala are the main towns within the area while other towns include Middle Beach, Lower Light, Dublin, Parham, Thompsons Beach, Windsor, Wild Horse Plains, Long Plains and Redbanks. Significant urban growth is expected in Two Wells and Mallala, with small growth expected in all other townships.

The Mallala Raceway is a tourist destination for motorsport events. Another major tourist destination is the Adelaide International Bird Sanctuary which traverses along the majority of Adelaide Plains Council coastal region.

There are industrial zones within Two Wells, Mallala and Long Plains, along with a large landfill site near Lower Light that services Adelaide.

### 3.5.2 The Barossa Council

The latest release of The Barossa Council Development Plan is dated 11 August 2016 (Reference 9). Its major relevance to the 2030 Regional Transport Plan is Structure Plan Map Baro/1 – Overlay 1 (see Appendix L), which highlights one Primary Arterial Road (Sturt Highway) running along the northern border of the council's area of responsibility, plus multiple Secondary Arterial Roads, including Barossa Valley Highway. More detail is provided in each individual zone map overlay.

Tanunda and Nuriootpa are the main towns within the area while other towns include Angaston, Lyndoch, Williamstown, Sandy Creek, Springton, Eden Valley, Stockwell and Moculta. There are also a number of other smaller towns in the area. Some urban growth is expected in the larger towns, with small growth expected in all other townships.

The Barossa Valley winery region is a major tourist destination promoted internationally, centred on Tanunda and Nuriootpa.

There are industrial zones located at Tanunda and Nuriootpa along with major quarries within the area.

### 3.5.3 District Council of Barunga West

The latest version of the Barunga West Council Development Plan is dated 19 March 2015 (Reference 10). Its major relevance to the 2030 Regional Transport Plan is Overlay Map BaW/1 – Transport (see Appendix L) which highlights one Primary Arterial Road (Copper Coast Highway) and five Secondary Arterial Roads (Upper Yorke Road, Bute Road, Barunga Gap Road, Spencer Highway and Port Broughton Road).

Port Broughton is the main town within the area while other towns include Bute, Fisherman Bay, Kulpara, Alford, Tickera and Wokurna. Small growth is expected in all of the townships.

Port Broughton is a large tourist destination for recreation and fishing.

There is an industrial zone within Port Broughton.

### 3.5.4 Clare and Gilbert Valleys Council

The latest release of the Clare and Gilbert Valleys Council Development Plan is dated 10 January 2013 (Reference 11). Its major relevance to the 2030 Regional Transport Plan is Overlay Map CGV/1 – Transport (see Appendix L), which highlights two Primary Arterial Roads (Main North Road and Barrier Highway) plus multiple Secondary Arterial Roads. More detail is provided in each individual zone map overlay.

Clare is the main town within the area while other towns include Auburn, Riverton, Saddleworth, Sevenhill, Mintaro, Watervale, Manoora, Marrabel, Stockport, Tarlee and Stanley Flat. Some urban growth is expected in Clare and the larger towns of Riverton and Auburn, with small growth expected in all other townships.

The Clare Valley is a large tourist destination for food, wine and recreation, with tourism centred around Clare, Sevenhill and Riverton.

There are industrial zones located at Clare, Riverton, Tarlee and Saddleworth along with major quarries within the area.

### 3.5.5 Copper Coast Council

The latest release of the Copper Coast Council Development Plan is dated 9 June 2016 (Reference 12). Its major relevance to the 2030 Regional Transport Plan is Overlay Map CoCo/1 – Transport (see Appendix L), which highlights one Primary Arterial Road (Copper Coast Highway) and four Secondary Arterial Roads (Spencer Highway, Kadina Road / Mines Road, Bute Road and Port Broughton Road).

Kadina, Moonta and Wallaroo are the main towns within the area while other towns include Port Hughes, Moonta Bay, Moonta Mines and Paskeville. Small growth is expected in all of the townships.

The coastal towns of Wallaroo, Port Hughes and Moonta Bay are popular tourist destinations for recreation and fishing. The Moonta Mines Railway Museum is another popular destination in the area.

There are industrial zones located at Kadina, Wallaroo and Moonta, with strong industrial growth in these areas.

### 3.5.6 The Flinders Ranges Council

The latest release of The Flinders Ranges Council Development Plan is dated 20 June 2013 (Reference 13). Its major relevance to the 2030 Regional Transport Plan is Structure Plan Map FIRa/1 – Overlay 1 (see Appendix L), which indicates there are no Primary Arterial Roads in the area but multiple Secondary Arterial Roads. More detail is provided in each individual zone map overlay.

Quorn and Hawker are the main towns within the area. Small growth is expected in all of the townships.

Quorn and Hawker are both seen as tourist destinations, being gateways to the Flinders Ranges. Quorn also attracts tourists as part of the Pichi Richi Railway.

There is no major industry within the area.

### 3.5.7 The Regional Council of Goyder

The latest release of the Goyder Council Development Plan is dated 24 November 2016 (Reference 14). Its major relevance to the 2030 Regional Transport Plan is Structure Plan Map Go/1 – Overlay 1 (see Appendix L), which highlights one Primary Arterial Road (Barrier Highway), plus multiple Secondary Arterial Roads. More detail is provided in each individual zone map overlay.

Burra is the main town within the area while other towns include Eudunda, Robertstown, Farrell Flat, Booborowie and Terowie. Small growth is expected in all of the townships.

Burra is a historic mining town and a popular tourist destination.

There are industrial zones located at Burra and Eudunda.

### 3.5.8 Light Regional Council

The latest release of the Light Regional Council Development Plan is dated 8 December 2016 (Reference 15). Its major relevance to the 2030 Regional Transport Plan is Structure Plan Map Lig/1 – Overlay 1 (see Appendix L), which highlights two Primary Arterial Roads (Northern Expressway / Sturt Highway and Main North Road) plus multiple Secondary Arterial Roads. More detail is provided in each individual zone map overlay.

Kapunda is the main town within the area while other towns include Freeling, Roseworthy, Wasleys, Shea-Oak Log, Greenock and Marananga. Small growth is expected in all of the townships.

There are industrial zones located at Kapunda, Freeling and Roseworthy along with other major industries including poultry, plus western Barossa wineries.

#### 3.5.9 District Council of Mount Remarkable

The latest version of the Mount Remarkable (DC) Development Plan is dated 5 September 2013 (Reference 16). Its major relevance to the 2030 Regional Transport Plan is Map MtR/1 (see Appendix L) which shows one Primary Arterial Road (Augusta Highway) plus multiple Secondary Arterial Roads. More detail is provided in each individual zone map overlay. This area also includes the Adelaide to Tarcoola Railway.

Booleroo Centre, Wilmington, Melrose, Wirrabara and Port Germein are the main towns within the area, while other towns include Weeroona Island, Murray Town and Appila. Small growth is expected in all of the townships.

Tourist destinations include the Mount Remarkable National Park, with Melrose and Wilmington the gateways to the park. Port Germein, Wirrabara and Booleroo Centre are also tourist destinations.

There are industrial zones located at Booleroo Centre, Wirrabara and Wilmington.

#### 3.5.10 Northern Areas Council

The latest release of the Northern Areas Council Development Plan is dated 12 February 2015 (Reference 17). Its major relevance to the 2030 Regional Transport Plan is Structure Plan Map NtA/1 – Overlay 1 (see Appendix L), which highlights four Primary Arterial Roads (Wilkins Highway, RM Williams Way, Goyder Highway and Beniah Road) plus multiple Secondary Arterial Roads, as well as the Adelaide to Sydney Railway which includes a major grain facility at Gladstone. More detail is provided in each individual zone map overlay.

Jamestown and Gladstone are the main towns within the area, while other towns include Spalding, Laura, Yacka, Georgetown, Caltowie and Mannanarie. Small growth is expected in all of the townships.

Bundaleer Forest Reserve is a tourist destination, along with the main towns.

There are industrial zones located at Jamestown and Gladstone, along with other industry including quarries and hay export.

#### 3.5.11 District Council of Orroroo Carrieton

The latest version of the Orroroo Carrieton Council Development Plan is dated 22 November 2012 (Reference 18). Its major relevance to the 2030 Regional Transport Plan is Overlay Map OrCar/1 – Transport (see Appendix L) which shows three Primary Arterial Roads (Willowie Road, RM Williams Way (part) and Petersburg Road) and two Secondary Arterial Roads (Black Rock-Clare Road and Hawker-Orroroo Road – both also known as RM Williams Way).

Orroroo is the main town within the area, while other towns include Carrieton and Pekina. Small growth is expected in all of the townships.

Bendleby Ranges is a popular tourist destination for camping and four wheel driving.

There is an industrial zone located at Orroroo, along with other industry including meat processing and a large feedlot.

### 3.5.12 District Council of Peterborough

The latest Development Plan for Peterborough Council is dated 10 October 2013 (Reference 19). Its major relevance to the 2030 Regional Transport Plan is Map Pet/1 (see Appendix L) which shows three Primary Arterial Roads (Barrier Highway, Beniah Road and Petersburg Road) and one Secondary Arterial Road (Black Cleary Road), as well as the Adelaide to Sydney Railway.

Peterborough is the main town within the area, with Yongala also being in the area. Small growth is expected in all of the townships.

There is an industrial zone located at Peterborough.

### 3.5.13 Port Pirie Regional Council

The latest release of the Port Pirie (RC) Development Plan is dated 10 January 2013 (Reference 20). Its major relevance to the 2030 Regional Transport Plan is Structure Plan Map PtPi/1 – Overlay 1 (see Appendix L), which shows two Primary Arterial Roads (Augusta Highway and Wilkins Highway) plus three Secondary Arterial Roads (Spencer Highway, Redhill-Koolunga Road and Warnertown Road). More detail is provided in each individual zone map overlay. This area also includes the Adelaide to Tarcoola Railway and the Adelaide to Sydney Railway.

Port Pirie and Crystal Brook are the main towns within the area, while other towns include Redhill, Koolunga, Napperby and Nelshaby. Increased industrial activity within Port Pirie may lead to growth in the town. Small growth is expected in all other townships.

Port Pirie is a historic town and a secondary tourist destination.

There are industrial zones located at Port Pirie and Crystal Brook.

### 3.5.14 Wakefield Regional Council

The latest release of the Wakefield Regional Council Development Plan is dated 6 February 2014 (Reference 21). Its major relevance to the 2030 Regional Transport Plan is Structure Plan Map WakR/1 – Overlay 1 (see Appendix L), which highlights three Primary Arterial Roads (Port Wakefield Highway, Augusta Highway and Copper Coast Highway) plus multiple Secondary Arterial Roads, as well as the Adelaide to Tarcoola Railway. More detail is provided in each individual zone map overlay.

Balaklava, Hamley Bridge and Port Wakefield are the main towns within the area, while other towns include Owen, Blyth, Brinkworth, Snowtown, Lochiel, Bowmans and Halbury. There may be some growth in Balaklava and Port Wakefield, but only small growth is expected in all other townships.

Port Wakefield experiences significant tourist volumes, being a gateway to Yorke Peninsula and areas further north.

There are industrial zones located at Balaklava, Snowtown, Owen, Hamley Bridge and Brinkworth, along with a major intermodal rail facility at Bowmans and a large landfill site near Inkerman that services Adelaide.

### 3.5.15 Yorke Peninsula Council

The latest release of the Yorke Peninsula Council Development Plan is dated 26 November 2015 (Reference 22). Its major relevance to the 2030 Regional Transport Plan is Structure Plan Map YoP/1 – Overlay 1 (see Appendix L), which highlights one Primary Arterial Road (Copper

Coast Highway) plus multiple Secondary Arterial Roads. More detail is provided in each individual zone map overlay.

Ardrossan, Maitland, Minlaton, Yorketown and Stansbury are the main towns within the area, while other towns include Wool Bay, Corny Point, Port Vincent, Price, Edithburgh, Curramulka, Artherton, Port Victoria, Balgowan, Point Turton, Marion Bay, Coobowie, Warooka, Black Point, Point Pearce, Port Rickaby and Brentwood. Small growth is expected in all of the townships.

Yorke Peninsula is a popular destination for recreation, fishing, boating and the natural environment, with coastal towns being popular, along with the Innes National Park.

There are industrial zones located at Ardrossan, Maitland and Port Giles, along with other industry including quarries and salt production.

## 4.0 REVIEW OF CURRENT TRANSPORT PLANS

### 4.1 Strategic Directions Report: Development Plan Review, DC Mallala

The Strategic Directions Report (Reference 23) by URPS, dated February 2013, reviewed a variety of issues relevant to expected significant growth within the Adelaide Plains Council (District Council of Mallala). The six key areas considered were:

*Population Projections & Community Services  
Residential Development & Townships  
Primary Production, Horticulture & Rural Living  
Environment and the Coast  
Infrastructure  
Economy.*

Strategic directions identified within the report that are relevant to transport demands include:

- *Mallala and Two Wells to be the focus of community infrastructure.*
- *Promote walking and cycling trails across the district.*
- *Preserve land identified as Primary Production Priority Areas.*
- *Enhance tourism opportunities that are sensitive to and appropriate in fragile coastal environments.*
- *Explore opportunities for integrated industrial / mixed use activity south of the Two Wells township.*

### 4.2 Local Government Strategic Plans

Local Government undertakes strategic planning to achieve a desired vision for their community. The Strategic Plan is generally a high level planning document that identifies the community's aspirations and vision. These are supported by goals, outcomes, and strategies, which may be included in the plan or as part of other supporting plans such as infrastructure and asset management plans. Strategic Plans for a number of councils are included in References 24 to 28.

### 4.3 AusLink White Paper

The AusLink White Paper titled "Building our National Transport Future" was published by the Australian Government's Department of Transport and Regional Services in June 2004 (Reference 29). It set up the framework for the planning and funding of Australia's national roads and railways, taking a long term strategic approach for the future. It provided an integrated corridor approach to infrastructure planning. This approach focussed on meeting future freight and passenger needs in the best way, irrespective of the transport mode. Only projects of high national priority were considered. As a result, the Australian Government funded projects which would have the greatest effect on the nation's long term future, including projects to improve the safety of Australia's major transport links and to make it quicker and cheaper to transport freight around the country.

The following investments were made in the Sydney to Adelaide corridor during the five year planning period of AusLink:

**Sturt Highway:** The Australian Government committed \$29 million to upgrade the Sturt Highway in the Riverland, realign the section around Truro Hills and widen sections in New South Wales. In addition, the Australian Government committed an additional \$44 million for further upgrading including passing lanes, widening, and realignment on priority sections between Gawler and Paringa.

Sydney to Adelaide / Perth Rail: The Australian Rail Track Corporation planned on-going maintenance and works to increase rail reliability and capacity.

The AusLink regional strategic investment funding stream aimed to enhance the ability of regional industry and communities to compete in the national and global marketplace.

Funding was to be targeted to local transport links of regional significance that might:

- carry out a connecting function within the regional land transport network or the national highway network;
- form an important part of the economic development strategies within a region, consistent with existing or development regional plans;
- provide access to export-related transport networks – via rail heads, higher order regional roads, freight depots, intermodal facilities, ports and major airports; and
- enhance access for regional communities to services and employment.

The AusLink White Paper encouraged strategic planning at the regional level. AusLink regional funding was therefore designed to encourage and reward collaborative and strategic planning approaches – especially those which enhance the connections between local, state and national networks and those which are responsive to improved freight logistics.

#### **4.4 Regional North South Transport Corridor**

The Regional North South Transport Corridor report, prepared in February 2006 by Limestone Ridge Project Management on behalf of the Murraylands Regional Development Board, the M&MLGA, the Mid North Regional Development Board and the Central Local Government Association (Reference 46), looked at a cross regional strategic freight transport route which would have national, state and regional significance. The report clearly defined the route and identified strategic impetus and transport demand for the proposed upgrade of the roads involved.

The report stated that upgrade of the roads proposed to form the Regional North South Transport Corridor would:

- Create a transport route of regional and state significance for not only South Australia, but also of national significance to support interstate freight access;
- Support a diverse cross section of industry needs and service a broad catchment area; and
- Link three major state and national freight corridors, namely the South East Freeway, the Sturt Highway and the Morgan to Burra Road.

The report went on to discuss the increase in freight that the region will have over the coming years and the response of both operators and users that indicated they would utilise the corridor. Furthermore, it discussed the support of local and state governments in increasing the significance of the roads that make up the corridor to ensure that they receive funding.

Finally, a set of recommendations were made to ensure that progress was made in upgrading roads in the corridor to an appropriate standard.



#### 4.5 Northlink – Adelaide Rail Bypass – Various Studies

The Northern Rail Bypass of Adelaide (now known as Northlink) was first proposed by Australian National in 1983. Further early references to the rail bypass occur in a 1999 Rail Links Report to the SA Parliament by the then Environment, Resources and Development Committee, in the 2001 Australian Rail Track Corporation (ARTC) Interstate Rail Network Audit and in a 2001 investigation by the Rail Cooperative Research Centre.

Most recently, the rail bypass was considered as part of a report titled “South Australian Rail Freight – A Bypass to Save the Heart of Adelaide” (Reference 47) commissioned by the Mitcham Community Rail Freight Task Force in 2007. This report identified significant operational and community impact problems with the existing rail line which travels through the Adelaide Hills before entering the metropolitan area in Mitcham Council’s area of responsibility. It then considered options for upgrading the existing alignment, as well as examining the considerable positive impacts of relocating major rail freight movements onto a new freight rail bypass of Adelaide (while acknowledging the considerable capital cost involved). The report concluded with a clear recommendation to consider a freight train bypass of Adelaide as the long term solution for improvement of rail freight movement between Melbourne, Adelaide and Perth/Darwin.

The Adelaide Rail Freight Movements Study was subsequently commissioned by the Australian Government Department of Infrastructure, Transport, Regional Development & Local Government to consider in more detail various options for improvement rail freight movement through the Adelaide Hills and metropolitan Adelaide. In a Discussion Paper released in October 2009 (Reference 48) and Final Report released in June 2010 (Reference 49), project consultants GHD provided an analysis of current freight rail movements and forecast growth in such movements to and through Adelaide. They also provided an analysis of the capacity of the existing Adelaide Hills rail line to meet this demand, both now and in the future, as well as an analysis of the impact of the current alignment on community amenity. Finally the existing route, along with three alternative routes, were identified in the discussion paper for further analysis and, in the final report, examined in detail. Two of the alternative routes were variants of the Northern Bypass proposal previously examined in the 2007 report (Reference 47), though the linkage at the Adelaide end was changed from Mallala in the earlier proposal to Two Wells. The third alternative route was a Southern Bypass option.

Following comparison of expected capital cost for the various options with economic and community benefits, the final report of the Adelaide Rail Freight Movements Study concluded that, while all options considered were technically feasible, none were found to be economically justifiable at this point in time. Over a 30-year evaluation period (2009 to 2039), the report stated that the combination of modest social and environmental benefits and operational efficiency benefits would not be sufficient to outweigh the much higher capital costs that would be required to build alternative alignments or to upgrade the existing alignment. However, the report also acknowledged (but considered it outside the scope of the study) that state and federal governments need to consider the implication that substantial capital investments are required to deliver solutions sought by the wider community (i.e. not just those very directly affected) and that this includes so-called “nation building” projects. It further noted that very major projects may not always deliver positive net benefits, unless consideration is given to the network-wide impact of such investment.

The latest report in relation to the rail bypass of Adelaide, titled “Northlink – Getting SA on Track” was commissioned by the Northlink Reference Group and published in December 2010. Northlink Reference Group engaged Dr Marcus Spiller of SGS Economics and Planning to prepare a review of the benefit cost analysis approach used by GHD in the Adelaide Rail Freight Movements Study Final Report. Dr Spiller’s findings expressed doubt about the GHD approach, particularly in terms of the “rapid” cost benefit analysis’ concentration on freight movement efficiencies and relative absence of cross-sectoral considerations, including economic and social benefits for urban and rural communities. The Northlink report concluded

that there were considerable benefits to the bypass proposal beyond the efficient movement of freight, and that further investigation of the rail bypass proposal was warranted.

#### **4.6 Sealing of the Strzelecki Track**

The Strzelecki Track is some 472km long and spans from Lyndhurst to Innamincka in the far north of South Australia. It is mainly an unsealed road with six sealed overtaking lanes which are 7km long and 8m wide which allow vehicles the opportunity to overtake slower moving vehicles without the hazards of reduced visibility associated with dust and loose road surfaces. It is a major transport route for not only access to the Moomba Gas and Oil Fields, but also a key tourism link between Queensland and South Australia (Reference 58).

The Strzelecki Track upgrade and sealing project is a key recommendation in the Roadmap for Unconventional Gas Projects in South Australia, released in 2012. It is also identified as a priority project in South Australia's Integrated Transport and Land Use Plan (References 38 and 39).

Sealing the Strzelecki Track has been identified within the Economic Growth and Investment Strategies for Roxby Downs region, The Flinders Ranges Council region (Reference 59) and the Outback Communities Authority. RDA Far North has been working with the Outback Communities Authority and have both committed to broadening the scope of work already undertaken (focussed on the minerals and resources sector) to include aspects such as tourism, community, emergency services, economic opportunities, freight and any other areas worth considering, which will add further merit to the case for sealing and increase opportunities in seeking support for the project.

## PART C

### 5.0 REGIONAL FREIGHT ROUTES

#### 5.1 Freight Demands

Sources of freight movements in the region comprise two fundamental types:

1. Individual properties throughout the region. In this instance, freight movements are generally of low volume and spread across various roads in the network, dictated by the needs of individual businesses. In many cases, use of B-Doubles is the preferred vehicle. These are generally approved via issue of individual permits or, if required on a regular basis, through gazettal of a Commodity Freight Route under DPTI's Heavy Vehicle Access Framework and displayed using DPTI's online RAVnet map system.

The presence of B-Doubles may dictate that these "farm/industry gate to arterial road" freight routes qualify as important freight routes within an individual council's area of responsibility. However, the routes do not necessarily qualify as regionally significant unless the daily quantity of B-Double movements is high enough that the quantity of freight being moved brings substantial economic benefit to the region. This would be the case where freight movements from a large number of individual properties start to concentrate onto a common route.

2. Industrial and logistics development zones in Key Towns and Important Centres. These zones generate significant economic activity which is of benefit to an individual council's area of responsibility and to the Region. In some cases, the centres are of importance to the state as a whole.

Various minor industrial zones exist in Important Centres throughout the Region. These are identified in the Development Plan applicable to each council (References 8 to 22). Local roads connecting minor industrial zones to a nearby arterial road will qualify as being of local importance, but to be considered of regional significance will require a sufficient number of freight movements to demonstrate economic benefit to the Region as a whole.

A summary of predicted freight generation demands, identified from each individual council's Development Plan, as well as from initial discussion with council representatives and the RDA Yorke and Mid North, is provided in the following table. The location of each freight generator is shown on the maps in Appendix G. Note that subsequent detailed review of the freight generators during one-on-one meetings with each council has slightly changed the initial assessment. Most of these changes are reflected below, as well as on the regional transport route maps that will form part of the 2030 Regional Transport Plan Final Report.

Predicted Freight Generation Demands		
Freight Generator	Current/Predicted Capacity	Regional Significance
<i>Adelaide Plains Council</i>		
Viterra Two Wells	>100,000	Major Freight Centre
Viterra Mallala	>100,000	Major Freight Centre
AWB Mallala		Major Freight Centre
IWS Landfill	>100,000	Major Freight Centre

<b>Predicted Freight Generation Demands</b>		
<b>Freight Generator</b>	<b>Current/Predicted Capacity Commentary</b>	<b>Regional Significance</b>
Viterra Long Plains		Minor Freight Centre
South Australian Livestock Exchange		Major Freight Centre
Council Quarry		Major Freight Centre
Days Eggs		Major Freight Centre
Industrial Park		Major Freight Centre
Perfection		Major Freight Centre
McArdle Transport		Minor Freight Centre
Feedlots (multiple locations)		Minor Freight Centres
Chicken Farms		Minor Freight Centre
Sand Quarry		Minor Freight Centre
Northern Food Bowl Protection Area	Planned development expected to be >100,000	Future Major Freight Centre
<b><i>The Barossa Council</i></b>		
Moppa Road South industry		Minor Freight Centre
Beckwith Park General Industry		Minor Freight Centre
Beckwith Park Mixed Use / Industry		Minor Freight Centre
Penrice Quarry	>100,000	Major Freight Centre
Adelaide Brighton Cement Quarry	<100,000	Minor Freight Centre
Basedow Road Wine and Industry Precinct		Minor Freight Centre
Wolf Blass		Minor Freight Centre
Industrial Estate		Major Freight Centre
Yalumba		Minor Freight Centre
Pernod Ricard Wine Makers		Major Freight Centre
Springton IndustryPit / Waste Transfer Station		Major Freight Centre
<b><i>District Council of Barunga West</i></b>		
SP Hay	>100,000	Major Freight Centre

<b>Predicted Freight Generation Demands</b>		
<b>Freight Generator</b>	<b>Current/Predicted Capacity Commentary</b>	<b>Regional Significance</b>
Kulpara Quarry	>100,000	Major Freight Centre
Viterra Bute		Minor Freight Centre
MA Skinner Quarry, Bute		Minor Freight Centre
Port Broughton Industrial Area		Minor Freight Centre
<b><i>Clare and Gilbert Valleys Council</i></b>		
Viterra Saddleworth	>100,000	Major Freight Centre
Viterra Tarlee	>100,000	Major Freight Centre
Clare Quarry (Quarry Road)	60,000-70,000	Minor Freight Centre
Heinrichs Lallys quarry, Farrell Flat Road Clare	50,000-60,000	Minor Freight Centre
Fulton Hogan quarry, Waterloo Road, Waterloo	80,000-90,000	Minor Freight Centre
Clare Industrial Area	40,000-50,000	Minor Freight Centre
Riverton Industrial Area	10,000-20,000	Minor Freight Centre
Johnsons Storage Hay Sheds	40,000–50,000	Minor Freight Centre
Holcim Concrete		Minor Freight Centre
Kirrihill Winery		Minor Freight Centre
Taylors Wines		Minor Freight Centre
<b><i>Copper Coast Council</i></b>		
Viterra Wallaroo		Minor Freight Centre
Wallaroo Jetty and Sea Ferry Terminal		Minor Freight Centre
Kadina Industrial Area		Minor Freight Centre
Moonta Industrial Area		Minor Freight Centre
Copper Coast Resource Recover Centre Wallaroo		Minor Freight Centre
Wallaroo Industrial Area		
<b><i>The Flinders Ranges Council</i></b>		
Quorn Industrial Area	>100,000	Major Freight Centre
Sibelco	>100,000	Major Freight Centre
Hawker Industrial Area	>100,000	Major Freight Centre

<b>Predicted Freight Generation Demands</b>		
<b>Freight Generator</b>	<b>Current/Predicted Capacity Commentary</b>	<b>Regional Significance</b>
Hawker Landfill		Minor Freight Centre
Quorn Waste Transfer Station		Minor Freight Centre
<b><i>The Regional Council of Goyder</i></b>		
Burra Industrial Area		Minor Freight Centre
Eudunda Industrial Area		Minor Freight Centre
Princess Royal Feedlot		Minor Freight Centre
<b><i>Light Regional Council</i></b>		
Freeling Industrial Area		Minor Freight Centre
JT Johnson and Sons, Kapunda		Minor Freight Centre
Mantina Quarries Concrete Supply, Kapunda		Minor Freight Centre
Shea-Oak Log Poultry		Minor Freight Centre
Viterra Roseworthy	>100,000	Major Freight Centre
Lauke Mills		Minor Freight Centre
Kingsford Estate		Minor Freight Centre
Western Barossa wineries		Major Freight Centre
Sunpork Farms		Major Freight Centre
<b><i>The District Council of Mount Remarkable</i></b>		
Melrose Viterra		Minor Freight Centre
Booleroo Centre Viterra		Major Freight Centre
Regional Landfill		Major Freight Centre
Quarry		Major Freight Centre
Cattle Feedlot		Major Freight Centre
Sheep Feedlot		Major Freight Centre
<b><i>Northern Areas Council</i></b>		
Broad P/L	Cattle transition centre road train route (potential)	Minor Freight Centre
Jamestown Sawmill	Significant industrial facility – state wide operations 50+ employees	Minor Freight Centre
Saleyards – Murchland	Live sheep market – 16 per year (maximum 30,000 head	Minor Freight Centre

<b>Predicted Freight Generation Demands</b>		
<b>Freight Generator</b>	<b>Current/Predicted Capacity Commentary</b>	<b>Regional Significance</b>
Drive	per market)	
Jamestown Industrial Estate	Various engineering, freight and construction companies	Major Freight Centre
Viterra Gladstone	Regional strategic bulk grain handling facility	Major Freight Centre
Lines MultiAg Laura	Road Train Route (potential)	Minor Freight Centre
Clare Valley Quarries, Spalding	300,000t of quarry materials	Major Freight Centre
Canowie Belt - hay export	B-Double currently	Minor Freight Centre
CC Cooper & Co. – Hay and livestock export and domestic	Road Train Route – Wilkins Highway	Minor Freight Centre
Golden North Ice Cream Factory Laura	Statewide	Minor Freight Centre
<b><i>The District Council of Orroroo Carrieton</i></b>		
Grain Silos, Orroroo (Weighbridge Road)		Minor Freight Centre
Kangaroo processing facility, Orroroo (Cnr of Ninth St / Thirteenth St)	Less than 100,000 tonnes	Minor Freight Centre
Feedlot		Minor Freight Centre
<b><i>The District Council of Peterborough</i></b>		
Peterborough Industrial Area		Minor Freight Centre
Peterborough (Cnr of Railway Tce & Silver St)		Minor Freight Centre
SAMEX Export Avenue, Price Road Peterborough	>100,000	Major Freight Centre
<b><i>Port Pirie Regional Council</i></b>		
Policy Area (Nyrstar)		Minor Freight Centre
Light industry policy area		Minor Freight Centre
Flinders Ports Port Pirie		Minor Freight Centre
Viterra Port Pirie		Major Freight Centre
Viterra Crystal Brook		Major Freight Centre
GrainFlow Crystal Brook		Major Freight Centre
Cunningham's Quarry Gulf		Minor Freight Centre

<b>Predicted Freight Generation Demands</b>		
<b>Freight Generator</b>	<b>Current/Predicted Capacity Commentary</b>	<b>Regional Significance</b>
View Road, Napperby		
Young's Quarry Collaby Hill Road, Warnertown		Minor Freight Centre
<b><i>Wakefield Regional Council</i></b>		
Balaklava Industrial Area		Major Freight Centre
Viterra Brinkworth		Minor Freight Centre
Bowmans Intermodal Facility	>100,000	Major Freight Centre
Inkerman Landfill		Major Freight Centre
Viterra Snowtown		Major Freight Centre
Snowtown Silos		Minor Freight Centre
Blyth Industrial Area		Minor Freight Centre
Owen Industrial Area		Minor Freight Centre
Hamley Bridge Industrial Area		Minor Freight Centre
Chicken Farms (multiple locations)		Minor Freight Centre
Primo Abattoir		Minor Freight Centre
Gilmac Hay Exporter		Minor Freight Centre
<b><i>Yorke Peninsula Council</i></b>		
GrainFlow Maitland and Industrial Area	120,000 t/yr plus other industry of freight, fuel etc	Major Freight Centre
Ardrossan Industrial Area and Flinders Ports Ardrossan	Combination of quarry, grain, freight, fuel etc exceeds 100,000t	Major Freight Centre
Arrium Mining		Minor Freight Centre
Clinton Sand Quarry	Sand quarry exceeds 100,000t	Major Freight Centres
Price Industrial Area and Salt Producer	Salt producer and sand quarry each exceed 100,000t	Major Freight Centres
Curramulka Industrial Area	Quarry (80-90,000t) & concrete exceed 100,000t	Major Freight Centre
Port Giles Industrial Area and Flinders Ports Port Giles	Grain exceeds 100,000t	Major Freight Centre
Flinders Ports Klein Point		Major Freight Centre



Predicted Freight Generation Demands		
Freight Generator	Current/Predicted Capacity Commentary	Regional Significance
Minlaton Industrial Area	Combination of freight, fuel, landscape & agricultural supplies & other industry does not exceed tonnage	Minor Freight Centre
Yorke town Industrial Area		Minor Freight Centre
Warooka Industrial Area		Minor Freight Centre
Port Victoria Industrial Area		Minor Freight Centre
Port Vincent Industrial Area		Minor Freight Centre

## 5.2 Definition of Regional Freight Route

The most appropriate definition of a regionally significant freight route remains that which is contained within the December 2001 Roads Infrastructure Database (RID) Project Report (Reference 2), namely that a "Freight" purpose *"Facilitates industry development by linking key industries to major transport routes and contributes to efficient movement of large volumes of heavy freight vehicles"*.

Unfortunately, the term "large volumes of heavy freight vehicles" was never fully defined in the RID Project Report, nor in any of the subsequent strategic planning documents which have been released. To therefore assist in objectively developing a set of regionally significant freight routes, the following quantifiable definition of a "large volume of heavy freight vehicles" is recommended:

- At least 10 B-Double movements per day (50 per week) on a two way basis (i.e. half may be empty or part full); or
- At least 20 semi-trailer movements per day (100 per week) on a two way basis (i.e. half may be empty or part full); or
- Any combination of the above where a B-Double counts as two semi-trailers.

As an alternative to heavy freight vehicle movements, the significance of a freight route can also be defined in terms of average tonnages moved on a daily, weekly or annual basis. Based upon creating an equivalent definition to the five fully laden B-Double movements per day (and five empty returns) mentioned above, at an average 40 tonne load, movement of 200 tonne of freight per day along the route then becomes an alternative measure of whether the road can be considered regionally significant. In turn, based upon a five day working week, 1,000 tonne of freight per week or 50,000 tonne of freight per annum also become definitions by which a road can be classified as regionally significant.

## 5.3 Methodology for Creation of Regional Freight Routes

Maps showing the source of major freight movements in the Region are included as Appendix G. The process of turning these freight generator maps into regional freight route maps is based upon the fundamental premise of linking State Freight Routes, as identified in the DPTI publication "A Functional Hierarchy for SA's Land Transport Network" (Reference 37), with regional freight generators, as identified in Section 4.1 above.

## 6.0 REGIONAL TOURISM ROUTES

### 6.1 Tourism Demands

The South Australian Tourism Commission (SATC) has established a tourism brand known as “South Australia – A Brilliant Blend”. SATC advertises key tourism locations, which are consequently considered of state significance. They are part of the “Brilliant South Australia” booklet, available in hard copy from SATC offices but not downloadable from their web site. Key tourism locations are also promoted in the “South Australia Experiences” leaflets. For the Region, key tourism destinations include the Barossa Valley, Clare Valley, Flinders Ranges and Yorke Peninsula.

Any site listed in regional tourism brochures could be considered to have regional significance. However, practical considerations in terms of the likely number of visitors, particularly those coming via organised coach or mini bus tour, should be taken into account when determining which sites need to be serviced by a regional tourism route.

Market summaries for South Australia and four tourism regions that are part of or overlap the Region, along with various other facts covering the profile of domestic visitors, attractions and events, tourism accommodation, and the profile of international visitors, are provided in regional tourism profiles published by the SATC in September 2017 (References 51 to 55). This important information further assists in defining the regional significance of various tourism destinations.

One basis of comparing tourism demand for the Region is the estimated number of overnight visitors and their source (intrastate vs interstate vs international). For December 2014 to December 2016, the regional tourism profiles provide the following information for average annual visits:

	<u>Intrastate</u>	<u>Interstate</u>	<u>International</u>
Barossa			
Visits	121,000	70,000	12,000
Nights	221,000	208,000	154,000
Clare Valley			
Visits	100,000	63,000	4,000
Nights	219,000	185,000	61,000
Flinders Ranges and Outback			
Visits	413,000	214,000	37,000
Nights	1,554,000	1,017,000	236,000
Yorke Peninsula			
Visits	429,000	50,000	5,000
Nights	1,361,000	236,000	98,000

The above table highlights the significance of the Barossa, Clare Valley, Flinders Ranges & Outback and Yorke Peninsula as tourist destinations, not only for interstate visitors (where the average length of stay is 3.0 nights for the Barossa region, 2.9 nights for the Clare Valley region, 4.8 nights for the Flinders Ranges & Outback region and 4.7 nights for the Yorke Peninsula region), but for international visitors (with an average stay of 12.8 nights for the Barossa region, 15.3 nights for the Clare Valley region, 6.4 nights for the Flinders Ranges & Outback region and 19.6 nights for the Yorke Peninsula region).

From information contained in the “Regional Tourism Profiles December 2014 – 2016” published by SATC in September 2017 (References 51 to 55), the visitor numbers for the Flinders Ranges & Outback, Yorke Peninsula, Barossa and Clare Valley tourism regions rank at third, fifth, ninth and eleventh respectively among other regions in South Australia including Adelaide (ranked as 1<sup>st</sup>), Fleurieu Peninsula (2<sup>nd</sup>), Limestone Coast (4<sup>th</sup>), Eyre Peninsula (6<sup>th</sup>), Riverland (7<sup>th</sup>), Murraylands (8<sup>th</sup>), Adelaide Hills (10<sup>th</sup>) and Kangaroo Island (12<sup>th</sup>).

## 6.2 Strategic Tourism Considerations

While there are quite a few publications which identify tourism priorities for the Region, there are very few available publications which specifically address the need for tourism transport infrastructure on a regional basis. However, an understanding of the following publications provides, at least in a broad sense, guidance for the determination of regional priorities in relation to tourism transport infrastructure:

- 2016 – 2017 Barossa Visitor Guide, [www.barossa.com](http://www.barossa.com)
- <http://southaustralia.com/places-to-go/barossa/things-to-do>
- <http://www.clarevalley.com.au/explore/things-to-do/>
- <http://southaustralia.com/places-to-go/yorke-peninsula>
- <http://southaustralia.com/places-to-go/flinders-ranges-and-outback>

## 6.3 Methodology for Creation of Regional Tourism Routes

The most appropriate definition of a regionally significant tourism route is again drawn from that which is contained within the December 2001 Roads Infrastructure Database (RID) Project Report (Reference 2), namely that a "Tourism" purpose *"Provides access to tourism sites and locations, and enables people to view scenic attractions in a safe and enjoyable manner"*.

Once again, the above definition fails to provide any quantifiable measure that differentiates between regionally significant tourism routes and locally important tourism routes (including scenic drives). To therefore assist in objectively developing a set of regional tourism routes, it is proposed that regionally significant tourism routes should be identified using the principles outlined in the following paragraphs.

Maps showing tourism destinations in the Region are included as Appendix H. An initial study of SATC state wide promotional material was undertaken in order to identify tourism destinations of state significance, along with a study of SATC regional tourism promotional material, as well as local council and private sector publications, in order to identify tourism destinations of regional significance. Tourism information was also based on a number of scenic drives indicated in regional promotional material, as well as on maps maintained at a state level by DPTI.

The difference between designation of a tourism destination as “primary” or “secondary” was therefore based on two key indicators, namely:

1. The target audience and level of advertising of the destination was the major factor. Primary destinations were considered to be those which the state government and private operators advertise interstate and overseas, thereby attracting tourists into the state. Such destinations have state significance. Obvious examples included the Barossa, Clare Valley, Flinders Ranges & Outback and Yorke Peninsula.
2. The size of vehicles that commercial tourism operators use on the route was used as a secondary indicator of route importance. For instance, routes which cater for 40 seat tourist buses were considered as primary tourism routes while routes catering for 20 seat tourist buses (e.g. coasters, etc) were considered to be secondary tourism routes.

In addition, a route which was promoted as having state significance, like the RM Williams Way or Main North Road, were considered primary tourism routes. On the other hand, well

advertised major attractions, but usually only accessed by private vehicles, were considered secondary routes. Examples of this type of route include access roads to various national parks in the Region.

As well as the tourist destinations themselves, any township offering a visitor information centre highlighting attractions in the surrounding region, such as Kadina, was also identified. This acknowledged the fact that visitor information centres serve to enhance a tourist's experience in the area by providing information on additional attractions which might not otherwise have been known to the tourist, thereby encouraging them to stay longer.

## 7.0 REGIONAL COMMUNITY ACCESS ROUTES

### 7.1 Community Access Demands

A process was undertaken to identify regionally significant community access roads by starting with identification of major demographics (i.e. population centres and available services).

Firstly, the location of town and community centres were determined using council information and other available maps. This information was then collated with the 2016 census data to establish which town and community centres had permanent populations exceeding 50. Where census data was not available for small towns (data is now packaged into regions rather than individual towns) Google Earth was used and the number of houses within the town was counted. This was then multiplied by 2.5 persons/house to give a town population.

Population data for Key Towns and for Important Centres, as per the definitions contained within the Road Classification Guidelines in SA (Reference 31), were then cross checked against data supplied by councils. Where a discrepancy existed, data from the Road Classification Guidelines has been used (refer Appendix D).

The community access network is based on town centres, which are clusters of households, rather than households scattered over a length of road. Once locations for these town centres were established, and population data received, the provision of essential services was assessed. Essential services are considered to cover the five areas of education, health, finance (banking), recreation and emergency services. The presence of an essential service was defined using various criteria. Education requires a school of any level. Health requires a doctor's surgery or hospital. Finance requires an operational bank or other lending institution (i.e. not an agency arrangement). Recreation requires use of a sporting facility and the associated existence of a sporting club not directly connected to a school. Emergency services requires at least one of Metropolitan Fire Service, Royal Flying Doctor Service base, ambulance, police or SES to be based in the township/community. CFS depots are excluded as they are in all towns and also in numerous rural locations. However, they will be considered in route planning.

### 7.2 Methodology for Creation of Regional Community Access Routes

By combining the presence of essential services with population data, town centre locations and the DPTI arterial road network, maps showing all community access requirements have been created (refer Appendix I). These maps show various colours for individual towns or community centres, based on the number of essential services available in that location, namely:

- Red – 0 services
- Orange – 1 Service
- Magenta – 2 services
- Yellow – 3 services
- Blue – 4 services
- Green – 5 services

Population is represented on the maps by the size of circles, with the ranges being:

- Small Community      50-100,
- Large Community      100-1000,
- Important Centre      1000-3000, and
- Key Town              >3000.

Most townships and communities are on the arterial road network, thereby being provided with a reliable connection to other town centres with more or different services. A number of communities, though, are not on the arterial road network.

Large communities (i.e. with a population of 100+) that are isolated from the arterial road network need to be provided with a regionally significant community access route to the nearest town centre or DPTI road. Small communities that are isolated from the arterial road network require access which is considered to be an important community access route at council level, but not at a regional level. These communities are shown on the maps to assist individual councils plan their council road network priorities.

For those towns or large communities already located on the arterial road network, it may be appropriate for councils to provide an extra regionally significant link to another service centre, where commuters would otherwise be driving a lot further out of their way to access the nearest essential services.

### **7.3 Supplementary Methodology for Adding Community Access Routes**

While not included in the development of the demand generation maps discussed in Section 6.2, it is planned to discuss with individual councils the concept of an extra warrant to develop a regionally significant community access route. This warrant involves determining the point at which local roads become a common use facility for at least 100 people, all coming from either individual farms or isolated communities each of less than 50 permanent population, and requiring access to their nearest town providing some or all of the five essential services. This would result in some local roads which feed directly in to towns being of regional significance for part of their length, but of only local significance for the remainder.

## 8.0 NON-ROADS TRANSPORT CONSIDERATIONS

### 8.1 Review of Public Transport Policy

The methodology for this component of the project involved consideration of public transport issues when reviewing the various strategic plans, development plans and transport plans previously mentioned under Sections 2 and 3, along with an additional search of publicly available transport policy documents. The review is not intended to be a detailed analysis of all public transport services in the region, nor does it include consultation with significant stakeholders or communities.

#### 8.1.1 Current Public Transport Policy – State Government

The Public Transport Division of DPTI oversees the operation of the regional passenger transport services:

Regular Route Services – timetabled and flexible intra-region bus services, which are contracted and subsidised by the state government and with transport concessions provided. Link SA is the main provider and provides bus services within The Barossa Council, Light Regional Council, Clare and Gilbert Valleys Council, and part of the Regional Council of Goyder. Premier Stateliner run a service to Port Augusta two to four times a day covering all of the main towns along the route, including Port Broughton for one service per day. Yorke Peninsula Coaches run services to Yorke Peninsula, the Copper Coast and the mid north as far as Peterborough. There is also a regular bus service to Quorn and Hawker from Adelaide provided by Genesis Transport.

Community Passenger Networks – Yorke Peninsula Coaches operate a community bus service within Yorke Peninsula and the Copper Coast. YP Community Transport is a separately incorporated body supported by Yorke Peninsula Council, Copper Coast Council and the District Council of Barunga West, which provides services within those council areas. There is a privately owned and operated bus service around the town of Port Pirie, along with an assisted access service for the disabled (e.g. walking frames, wheelchairs). The Northern Passenger Transport Network, based in Melrose to assist transport of disadvantaged persons and the aged to medical appointments, shopping and other social activities, is available in the council areas of Flinders Ranges, Mount Remarkable, Northern Areas, Ororoo Carrieton, Peterborough and Port Pirie Regional Council. The Mid North Community Passenger Network extends over four council areas of Clare & Gilbert Valleys Council, Regional Council of Goyder, Wakefield Regional Council and Adelaide Plains Council, and is available to cater for the transport of disadvantaged people and the aged and infirm to medical appointments, shopping and other social activities.

Community Passenger Networks are currently only funded by federal and state governments until June 2020, and it is uncertain as to their future with the National Disability Insurance Scheme (NDIS) coming into place.

Regional Taxi Services – 24 hour metered fares which can access the SA Transport Subsidy Scheme for people with disabilities.

The Parliament of South Australia's Environment, Resources and Development Committee had an inquiry into transport and released its findings in December 2009.

Key findings were:

#### Committee Recommendation 1

The Committee recommends that Government planning and funding for public transport in metropolitan Adelaide and regional South Australia reflect the urgent need to increase public transport's share of the passenger transport task.

#### Committee Recommendation 13

The Committee recommends that regional bus service fares be reviewed with a view to reducing the fares within country towns and between Adelaide's nearby country towns. Metropolitan and country public transport fares should be adjusted according to CPI on a regular basis and metro ticket boundaries be reviewed in light of the expanded urban area.

#### Committee Recommendation 14

The Committee recommends that public transport be considered to be an essential element contributing to the achievement of the community's social goals, such as equity, social inclusion and the welfare of disadvantaged groups, through the network's geographical and temporal coverage and the quality of services provided.

#### 8.1.2 Changing Community Attitudes to Travel

The DPTI *Travel Smart Program* may be of assistance to regional communities as a way of providing travel behavioural change. This program looks at the transport needs of individuals and local areas, then provides cultural change tools. The *Travel Smart Program* would need to be linked with other programs such as community public transport network brokerage.

#### 8.1.3 Conclusions

1. The current policy for public transport in the State of South Australia is mainly focused on revitalisation for the higher demand centres in the Adelaide Metropolitan area and a transport brokerage brief on public transport demand growth in regions.
2. Regional public transport services into the future will more than likely need to be met by Regular Route Services and the integration of services.
3. Local public transport will tend to be provided within communities by Integrated Transport Services and Community Passenger Networks (if funding continues), supplemented where viable by Regional Taxi Services.
4. Travel Change behavioural programs could assist local people and communities in cultural change to travel demand (e.g. work from home, car pooling, teleworking, etc).

### 8.2 Rail Transport Infrastructure

Existing rail infrastructure within the Region has been highlighted as part of the development plan discussions in Section 2.5 (refer also to Appendix L) and in the rail freight study previously discussed in Sections 3.5. In summary:

#### 8.2.1 Current Transport Policy – Australian Government

The Australian Government released its "National Infrastructure Priorities" in May 2009 where it identified that rail freight is becoming an increasingly significant factor in Australia's economic and environmental performance.

*Infrastructure Australia supports significant investment in Australia's rail freight network and Infrastructure Australia considers that a new National Freight Strategy needs to be developed for our freight networks to improve planning, investment and decision making, as part of a complete Integrated National Transport Plan.*



### 8.2.2 Rail Freight Considerations

Major rail freight movements are centred on the Adelaide to Tarcoola line which runs between Two Wells and Port Germein within the Region, generally along the Augusta Highway alignment, and the Adelaide to Sydney line which runs between Crystal Brook and Peterborough within the Region. These are long haul freight lines which have limited ability, and are generally not economically viable, to load/unload general freight along the rail route. However, grain silo storage and train loading facilities exist at various sites along the route. Most notably Bowmans Intermodal, Viterra and Grain Flow in Mallala, Viterra and Grain Flow in Crystal Brook, Viterra in Gladstone and Viterra in Port Pirie are utilised for shipment of large quantities of grain and other goods by rail. Some of these road/rail intermodal facilities can be classified as a major freight centre (handling greater than 100,000 tonnes per annum of grain or other goods), while the remainder would be classified as a minor freight centre. Page 8 of the Yorke and Mid North Freight Plan (Reference 56) also discusses rail freight movement within the Region.

Many industrial developments within the Region are of regional significance but, other than Bowmans Intermodal, they are highly unlikely to warrant any consideration of non-grain related road/rail intermodal transfer facilities within the timeframe of the 2030 Regional Transport Plan. The principal mode of freight transport will continue to be road based. The implication for the road network is that important local roads servicing industrial/logistics precincts will need to be capable of handling B-Double or larger freight movements.

The Northlink rail bypass remains a highly supported future infrastructure project. It would run from Murray Bridge and/or Monarto to Truro and then into northern Adelaide, also linking directly into the interstate Adelaide to Tarcoola rail line, potentially at or near Bowmans Intermodal. A number of Regional Development Australia bodies, as well as two other regional local government associations, strongly support this project.

The Leigh Creek rail line between Leigh Creek and Port Augusta is currently not operating.

### 8.2.3 Rail Tourism Considerations

Tourism considerations are generally limited to “The Ghan” train service which runs from Adelaide to Alice Spring and Darwin on one to two services per week depending on the time of year, and “The Indian Pacific” train service which runs from Adelaide to Sydney (as an add on to the Perth to Sydney route). There are no local stops in the Region on either service.

The Pichi Richi Railway is a popular tourist rail experience running from Port Augusta to Quorn on a regular basis. Other limited tourist rail experiences have operated in the past at Peterborough (now just a rail museum) and continue to operate at Moonta.

### 8.2.4 Commuter Considerations

Use of rail for commuter services is impractical due to the small population catchment with local and regional bus services providing limited serviceability for this particular user group. Practically, private vehicles will be the predominant commuter transport mode in the immediate and medium term.

## 8.3 Sea Transport Infrastructure

As discussed in the Yorke and Mid North Freight Plan (Reference 56), the Region is home to five active ports at Port Pirie, Wallaroo, Ardrossan, Port Giles and Klein Point. This infrastructure is vital within the Region, particularly for the export of minerals, grain, fertiliser and limestone.

Wallaroo and Port Giles, which are deep-water ports, are key grain export facilities for the state, with bulk grain handling facilities receiving regular shipping services for the collection and export of grain.

Port Pirie harbour handles metal ores and concentrates and has some capacity to handle containerised cargo. The role of this port has diminished over recent years as its shallow channel limits use of modern large vessels. However, it is being considered by several iron ore companies for barging operations for the export of iron ore.

#### **8.4 Air Transport Infrastructure**

Air Freight Considerations. Very little export air freight is generated from regional airports in South Australia to Adelaide because the cargo capacity of aircraft operating regional air services is very limited and few products are of high enough value to sustain the air freight cost irrespective of back loading issues. None of the regional airports in South Australia can accommodate freight flights to interstate freight consolidation points, other than a potential future site often proposed for Monarto.

Other Aerodromes and Airstrips: These exist at a number of major centres around the Region, including Port Pirie aerodrome and airstrips at Booleroo Centre, Clare, Maitland, Minlaton, Jamestown, Peterborough, Orroroo, Quorn, Hawker, Yorketown, Kadina and Rowland Flat. All are primarily available for use by RFDS, private aircraft and charter flights. Many are also used for crop duster planes and as a base for water bombers for bushfires if required. Likely future passenger numbers are insufficient to justify major upgrades at any of these sites. A commercial helicopter pad is also located near Lyndoch. Use of airport facilities on a regular basis by the RFDS is considered regionally significant due to the nature of the medical emergencies that necessitate RFDS transport. Use of aerodrome and airstrip facilities on a less frequent basis by the RFDS would not justify regional significance, with such facilities maintained on a suitable fit for purpose basis.

#### **8.5 Bicycles**

Provision of bicycle facilities for commuters and tourists is becoming of increasing importance for provincial cities and regional towns. While not directly considered in this report as part of the regional freight, tourism or community access transport networks, the presence of cycle routes has a major impact on the fit-for-purpose standard applicable to regional road infrastructure. In particular, extra road width for on-road bicycle lanes and appropriate road crossing points for off-road bicycle paths are important considerations in built up areas of regional towns, while use of suitable lane widths and sealed shoulders are very important if a rural road is declared as a bicycle route. Important cycling facilities include the Riesling and Rattler Trails for recreational cycling in Clare and Gilbert Valleys Council, and mountain bike riding around Melrose and Mt Remarkable within the District Council of Mount Remarkable.

## PART D

### 9.0 REVIEW AND UPDATE OF THE REGIONAL TRANSPORT PLAN

#### 9.1 Background

The Legatus Group (formerly Central Local Government Region) released its original Regional Transport Strategy in 2002/3, which included development of a transport infrastructure multi-criteria assessment database. A subsequent review of the RTS occurred in 2007 (Reference 1). Although the review refined the assessment process and then considered a new set of regional road submissions, there was no change to the fundamental assumptions and associated content of the original report.

Invariably, regional development priorities change over time, thereby changing the freight, tourism and community access requirements of the regional as a whole and of individual councils. This leads to roads being presented by individual councils as being of regional significance without neighbouring councils having fully considered, nor supported, the change in priorities. There is anecdotal evidence of this having occurred in recent years during annual consideration of Special Local Roads Program (SLRP) funding applications.

Inherent within the development of the 2030 Regional Transport Plan is the need to define a methodology for review and update of the underlying transport strategy and the associated regional route maps that form the basis of the 2030 Regional Transport Plan. This ensures that the 2030 Regional Transport Plan is a “living” document in which the Legatus Group is able to incrementally reflect changing regional needs by periodic updates to the plan during its expected 10 to 15 year life.

The following methodology for periodic review and update of the 2030 Regional Transport Plan, as well as activities associated with regional prioritisation of annual SLRP funding applications, is therefore proposed. It is based upon a similar successful methodology introduced by the Southern & Hills Local Government Association, the Limestone Coast Local Government Association and the Murraylands and Riverland Local Government Association as part of their respective regional transport planning processes.

#### 9.2 Overview of Process

The flowchart shown on the next page describes the review and update methodology as a six step process.

Step 1 addresses the need to periodically review all regional route plans developed as part of the 2030 Regional Transport Plan (refer to Appendix A or Enclosure 2 for the current plans). Changes to regional routes will be driven by changes to economic and social needs within the Region.

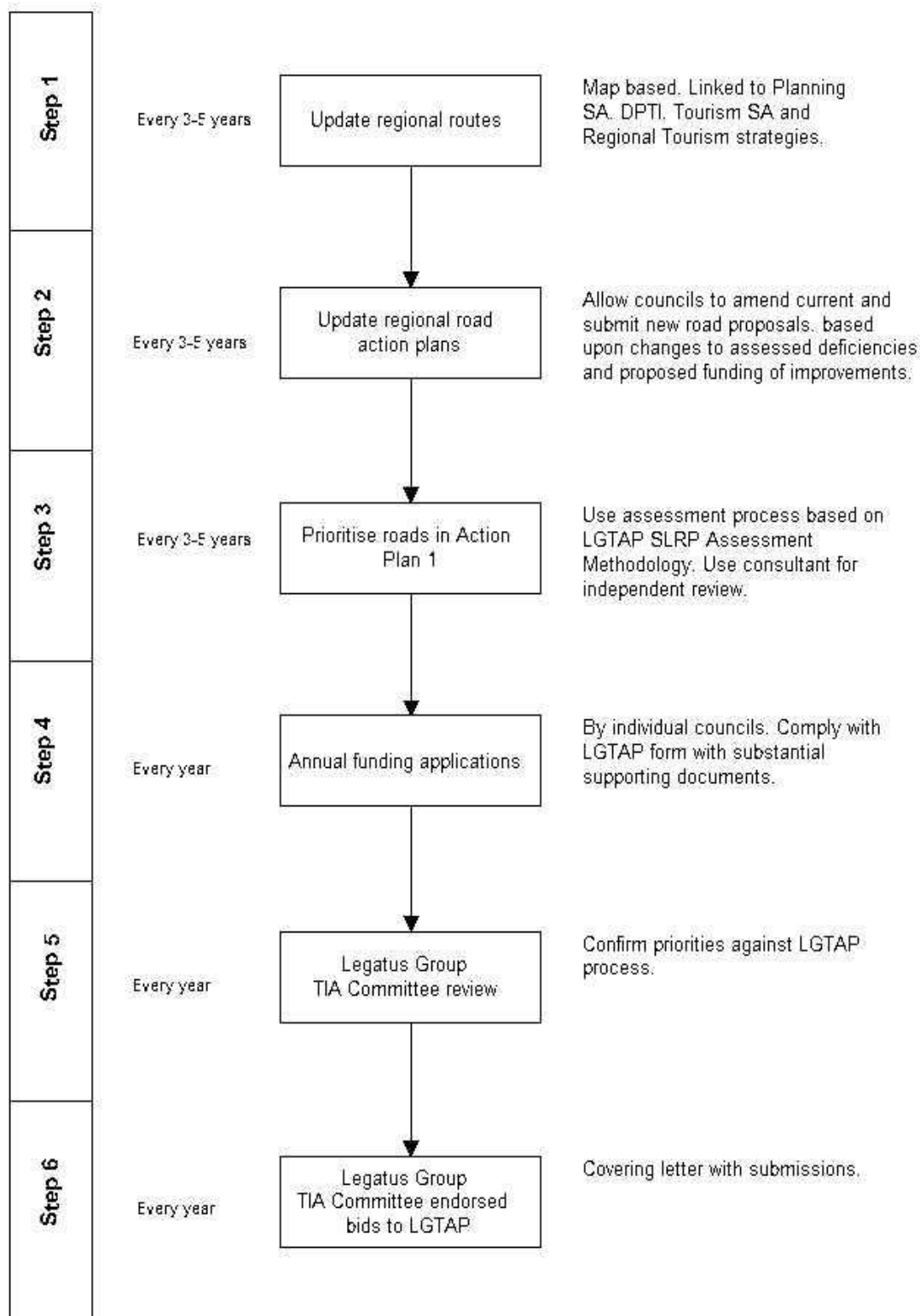
Step 2 allows councils to update the regional road action plans, which identify all regional freight, tourism and community access routes that are not fit for purpose, then establish short, medium and long term upgrade priorities (refer to Section 10 for further details).

Step 3 allows the TIA Committee, with input from a consultant as independent reviewer if desired, to prioritise all roads submitted under Action Plan 1 (i.e. those showing significant deficiencies which councils have included as a priority under their individual capital works programs (refer to Section 10).

The above three steps should be conducted every three to five years.

Steps 4 to 6 describe the annual grant funds application process, which if applied as described, should maximise the potential for road projects submitted by the Legatus Group to receive funding under the SLRP and from other sources.

### 2030 REGIONAL TRANSPORT PLAN METHODOLOGY FOR REVIEW AND UPDATE



### 9.3 Road Proposal Assessment

The annual road proposal assessment component of the 2030 Regional Transport Plan review and update methodology, which is shown as Step 4 in the flowchart on the previous page, is closely aligned with recommendations contained within the Roads Infrastructure Database (RID) Project Report released in 2001. The RID Project guidelines are used by the Local Government Transport Advisory Panel (LGTAP) as part of its annual assessment process for grant funding under the Special Local Roads Program (SLRP). Strong alignment between the Legatus Group and LGTAP assessment processes maximises the potential for the Legatus Group applications to receive SLRP funding support.

The RID Project methodology is fully described in the Roads Infrastructure Database (RID) Project Report (Reference 2). It is a single stage methodology which evaluates road proposals against six categories, namely Secondary Purpose, Regional Significance, Economic, Access, Safety and Environmental. Since publishing of the project report in 2001, all annual Special Local Roads Program and Regional Roads to Recovery funding applications from throughout the state submitted to the LGTAP are required to be in a format that facilitates assessment using the RID Project methodology.

The key to successful application of this methodology is threefold:

- a. Selecting road proposals which have been clearly identified as forming part of the regional road network under the freight, tourism and/or community access categories, to ensure that the road proposal is properly recognised as having regional and/or state significance and (preferably) having more than one purpose.
- b. Substantiating claimed benefits under the economic, access, safety and environmental categories with objective evidence. This might include supporting freight movement studies for the economic benefits section, tourism or public transport operator letters of support for the access benefits section, and road safety audit reports for the safety benefits section.
- c. Once weighted benefit assessments are complete, splitting priorities for roads which have a primary purpose of freight, tourism or community access, so that the priority of tourism or community access roads for funding is independently compared with other tourism or community access roads respectively, not with freight roads.

## **10.0 ACTION PLANS**

### **10.1 Background**

Development of a methodology for creation of short, medium and long term action plans in support of the agreed 2030 Regional Transport Plan is considered an essential second stage in the regional transport planning process.

### **10.2 Methodology**

The proposed methodology for developing action plans is based upon the four fit-for-purpose categories listed in Section 4 of the SLRP Standard Funding Application Form, namely:

- Speed Environment
- Dimensions
- Geometry
- Strength/Durability

Each regionally significant route (or section of route where a major change in road purpose or road standard occurs) is broadly assessed for compliance with its fit-for-purpose standard, based upon the road's purpose(s). Against the above four categories (i.e. not broken down any further) an assessment of "Compliant", "Minor Deficiency" or "Major Deficiency" is noted. A "Minor Deficiency" can be defined as failing to meet the fit-for-purpose standard, but not in such a way as to affect the functional performance of the road or its inherent safety for the road user or its economic value to council and the community. A "Major Deficiency" can be defined as failing to meet the fit-for-purpose standard to such a degree that the road is unable to safely and/or economically perform its purpose(s), requiring constant intervention by the responsible council using a suitable risk mitigation strategy.

Once the above assessment is made, each regionally significant route (or section of route) will be listed on one of the following three action plans, or remain on a fourth list of roads classified as "compliant".

### **10.3 Action Plan 1 – Immediate Priority (0 to 5 Years)**

Roads on this list will be based upon regionally significant routes exhibiting one or more major deficiencies in fit for purpose standard, the upgrade of which councils have included in their five year capital works programs. Initial budget allocations for these proposed upgrades will be included in the action plan.

### **10.4 Action Plan 2 – Medium Term Priority (6 to 10 Years)**

Roads on this list will be based upon regionally significant routes exhibiting at least one major deficiency in fit for purpose standard, the upgrade of which councils have not been able to include in their five year capital works programs, but for which an on-going risk mitigation strategy is in place for addressing any major deficiency.

### **10.5 Action Plan 3 – Long Term Priority (11 Years and Beyond)**

Roads on this list will be based upon regionally significant routes exhibiting no major deficiency, but one or more minor deficiencies in fit for purpose standard, the upgrade of which councils acknowledge is unlikely to occur in the next 10 years unless circumstances change significantly (e.g. road purpose, traffic volumes, further deterioration in standard, available funding).

## 10.6 Regional Roads Considered Fit-for-Purpose (i.e. Compliant)

All remaining regionally significant freight, tourism and community access roads, as identified in the 2030 Regional Transport Plan, which currently meet all fit-for-purpose standards (i.e. exhibit no major or minor deficiency) will become part of this list.

## 10.7 Sample Output

A sample spreadsheet, to be completed by each council for all of the regionally significant routes shown on the 2030 Regional Transport Plan for their area, is as follows:

Road / Segment	Speed Environment	Dimensions	Geometry	Strength / Durability	Action Plan	Cost (\$m) for Action Plan 1 Only
ABC Road	Minor	Minor	Compliant	Compliant	3	
EFG Road	Compliant	Minor	Compliant	Major	2	
HIJ Road	Compliant	Minor	Major	Major	1	1.5
KLM Road	Compliant	Compliant	Compliant	Compliant		

## PART E

### 11.0 CONCLUSIONS AND RECOMMENDATIONS

#### 11.1 Regional Transport Goals

The following six regional transport goals are suggested:

##### Goal 1 – Economic Development

- A transport system that supports economic, industry and trade development across the Central Region.

##### Goal 2 – Access

- An equitable and accessible transport network that allows for consistent and reliable travel, with the capacity to use roads for their intended purpose.

##### Goal 3 – Road Safety

- A safe transport network where the severity and risk of accidents is minimised, and where speed limits are applied to fit community need not road standard.

##### Goal 4 – Tourism

- Promote and assist regional tourism, by improving road access to tourist sites and developing a network of well signed tourist routes.

##### Goal 5 – Public Transport

- Continued development of a public transport system commensurate with the needs of the Central Region, including subsidisation of regional bus services on an equitable basis to metropolitan bus services.

##### Goal 6 – Environment

- A transport network that minimises adverse impacts on the environment and communities.

Consistent with the above goals, the following objectives will underpin the next stage in the process of developing the 2030 Regional Transport Plan:

- Establish consistent regional road transport links within the Central Region which are of an appropriate “fit for purpose” standard;
- Develop a network of regional freight routes for heavy vehicles which complement the state government managed arterial road system by linking current and future significant sources of freight to their planned destinations;
- Reduce the impact of heavy vehicle movements through key centres, using township bypasses or by adopting appropriate traffic management within townships where a bypass is not feasible;
- Reduce the number of commercial vehicles on the road network by facilitating the safe operation of higher productivity vehicles;



- Ensure intermodal facilities, such as grain storage and handling sites, can operate in a safe and efficient manner;
- Reduce potential conflict between freight, tourism and community access users of the road network, particularly at intersections;
- Promote and assist regional tourism, by improving road access to tourist sites and developing a network of well signed tourist routes;
- Ensure that all communities in the Central Region have safe and reliable access to essential community services such as health, education, financial services, recreation facilities and emergency services;
- Upgrade regional aerodromes and airstrips for use by essential services such as RFDS and for fire-fighting, along with commercial applications including banking and high value freight.
- Improve public transport facilities within the Central Region by:
  - ensuring that subsidies for Integrated Regional Transport Services are more equitable in relation to metropolitan public transport subsidies, and
  - making better use of school bus infrastructure for other services during the day.
- Encourage commuter cycling within key towns and important centres, as well as tourist cycling for selected routes, particularly along the popular coastlines such as Yorke Peninsula and Copper Coast.

## 11.2 Roads of Regional Significance – Guiding Principles

Six key recommendations were included in the 2030 Regional Transport Plan Demand Modelling Working Paper (refer to Enclosure 1). These recommendations defined the principles for development of regional transport routes in the Region. They were discussed at the TIA Committee meeting held on 22 August 2017 and were subsequently used by all councils in development of the regional routes included in this report.

The guiding principles are:

1. Regional freight routes should initially be developed by connecting industrial and logistics development zones in Key Towns and Important Centres with the state freight routes identified in the DPTI publication “A Functional Hierarchy for SA’s Land Transport Network, Department of Planning, Transport and Infrastructure”, while confirming that such routes are appropriately gazetted and shown in DPTI’s online RAVnet mapping system.
2. Councils should be able to nominate additional local roads as “regionally significant” or “locally important” freight routes based upon connection to an identified minor industry centre or as part of a broader rural region generating freight, provided that the number of B-Double or semi-trailer movements complies with the definition of a “large volume of heavy freight vehicles” as contained in Section 5.2.
3. Regional tourism routes should initially be developed by mirroring the major tourist routes promoted in South Australian Tourism Commission state and regional publications, and confirmed in the DPTI publication “A Functional Hierarchy for SA’s Land Transport Network”, along with designated scenic drives indicated in regional promotional material. Consideration should also be given to any route used by a 40 seat tourist bus.

4. Councils should be able to nominate additional local roads as regional tourism routes using locally generated information to show that a significant (say 100 plus) number of visitors see the site every day or that the route is the main access to a coastal holiday shack community of at least 100 people.
5. Regional community access routes should initially be developed based upon population data which identifies Key Towns (3000+), Important Centres (1000 – 3000) and Large Communities (100 – 1000), combined with access to the five essential services of education, health, finance (banking), recreation and emergency services.
6. Councils should be able to nominate additional local roads as regional community access routes either because a Small Community (50 – 100) is particularly isolated, or because a section of road leading to a major service centre supports a population of at least 100 dispersed over various farms and micro communities which concentrate road movement as they near the service centre.

### 11.3 Recommendations

As a conclusion to the 2030 Regional Transport Plan development project, the following seven recommendations are presented for formal adoption by the Legatus Group:

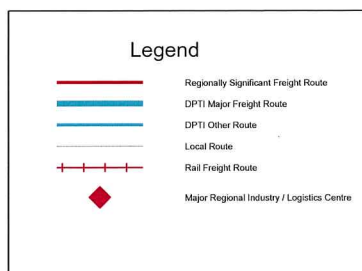
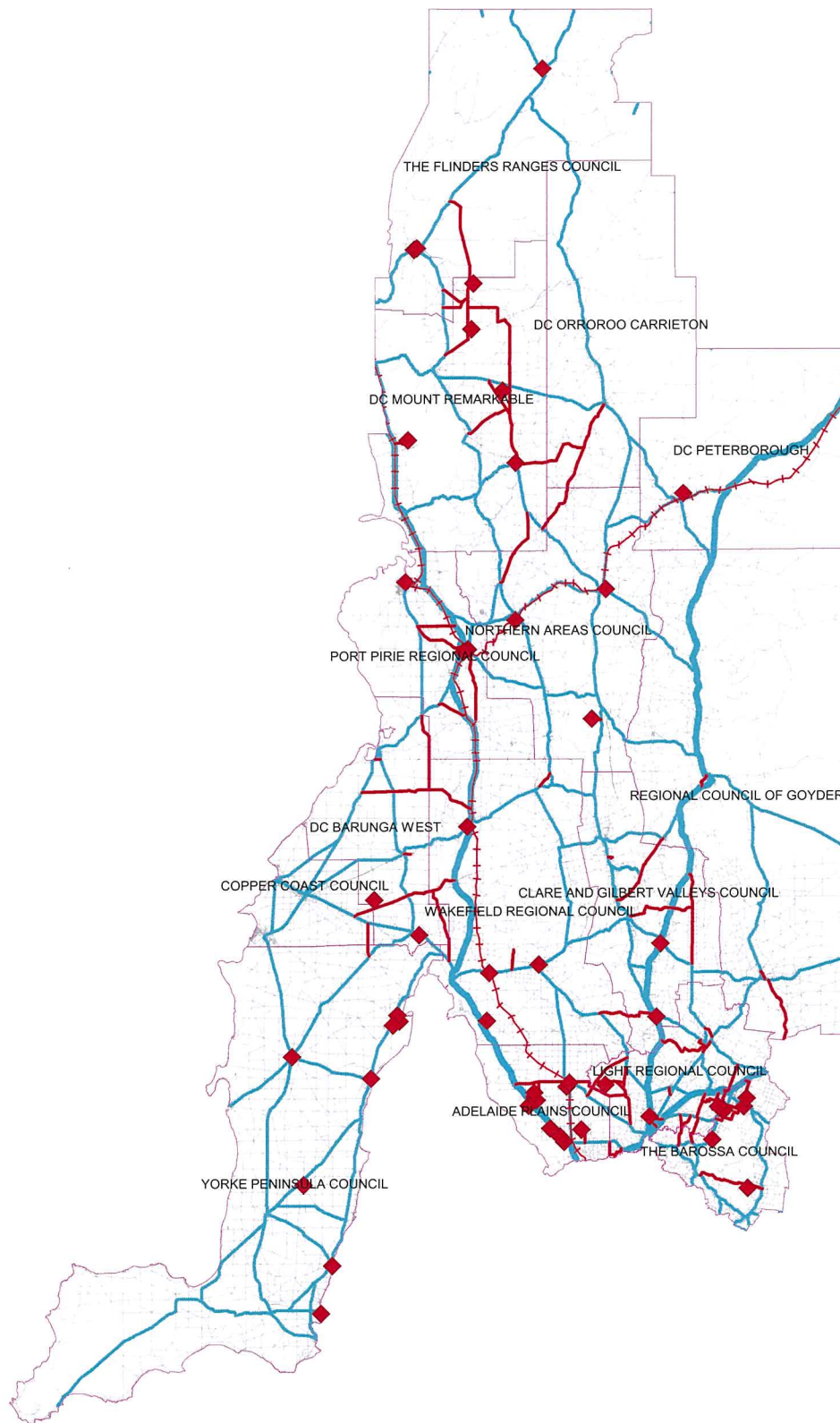
1. Regional transport goals developed as part of the 2030 Regional Transport Plan, as listed in Section 11.1, be adopted as the Regional Transport Goals for the 2030 Regional Transport Plan.
2. Regional freight routes, as shown on the regional overview, council wide maps and selected township detail maps in Appendix A and Enclosure 2, and regional tourism routes, as shown on the regional overview, council wide maps and selected township detail maps in Appendix A and Enclosure 2, and regional community access routes, as shown on the regional overview, council wide maps and selected township detail maps in Appendix A and Enclosure 2, all along with the underpinning definitions and methodology used to create the routes (as described in Sections 5, 6 and 7 respectively) be adopted as part of the 2030 Regional Transport Plan.
3. Non-roads regional transport considerations, as presented in Section 8, be adopted as a basis for further investigation and development of specific initiatives for improving public transport, rail freight, sea freight and air transport infrastructure where economically viable to do so.
4. The methodology for review and update of the 2030 Regional Transport Plan, along with preparation and submission of annual Special Local Roads Program or other funding applications, as summarised by the flowchart shown in Section 9.2 of this report, be adopted as a key element to ensure that the 2030 Regional Transport Plan remains current and relevant to the region's transport planning needs.
5. Regional road action plans, highlighting immediate, medium term and long term requirements for improvement of all regional freight, tourism and community access routes identified in the 2030 Regional Transport Plan, be developed in accordance with the guidelines and sample spreadsheet shown in Section 10 of this report, with completion by mid 2018.
6. Road upgrade nominations be called from each council, based upon roads listed in Action Plan 1 (once it is created under Recommendation 5), then formally reviewed using the SLRP assessment methodology, in order to create a new prioritised list of roads for consideration under the annual SLRP funding application process.

7. The first scheduled strategic review of the regional freight, tourism and community access routes identified in the 2030 Regional Transport Plan be set down for early 2021 (i.e. three years after release of the final report).

## **Appendix A**

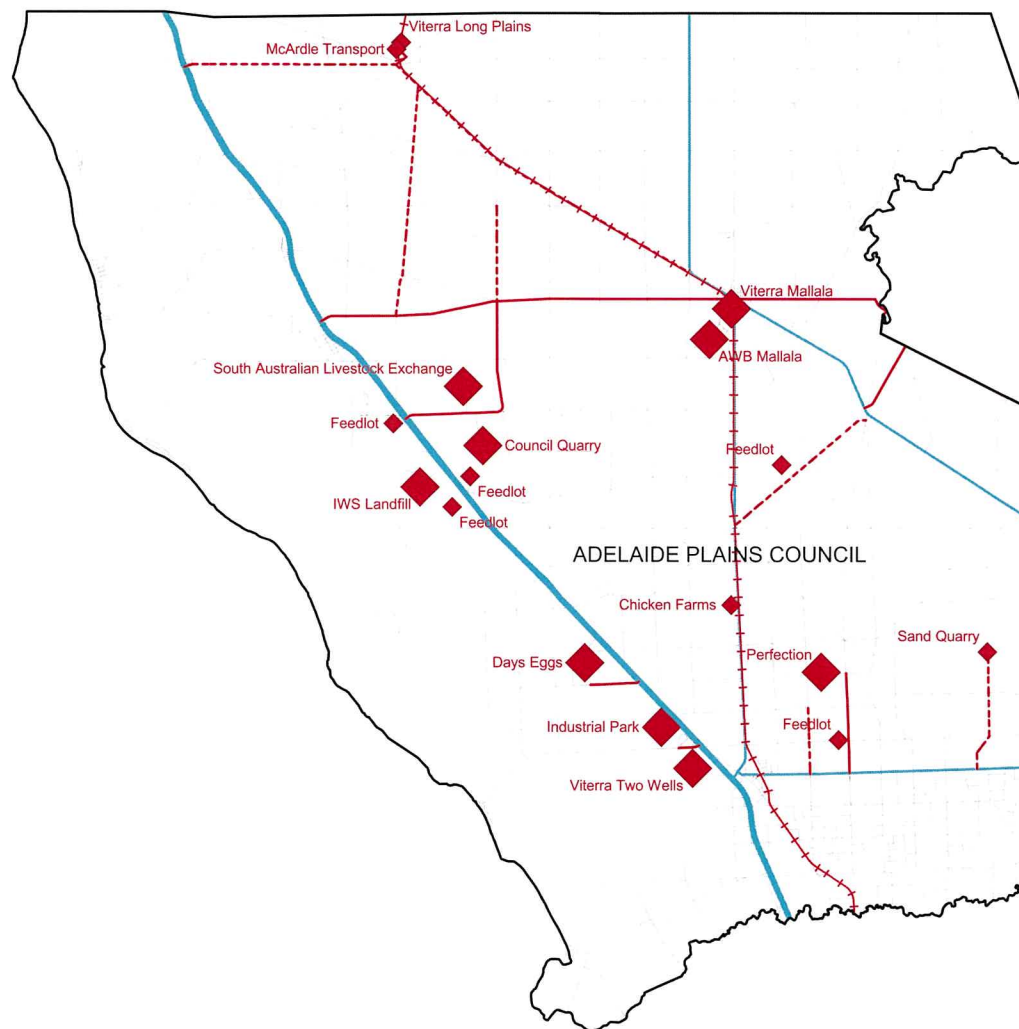
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2030 Regional Transport Plan – Regional  
Routes (as at 15 December 2017), A4 Size











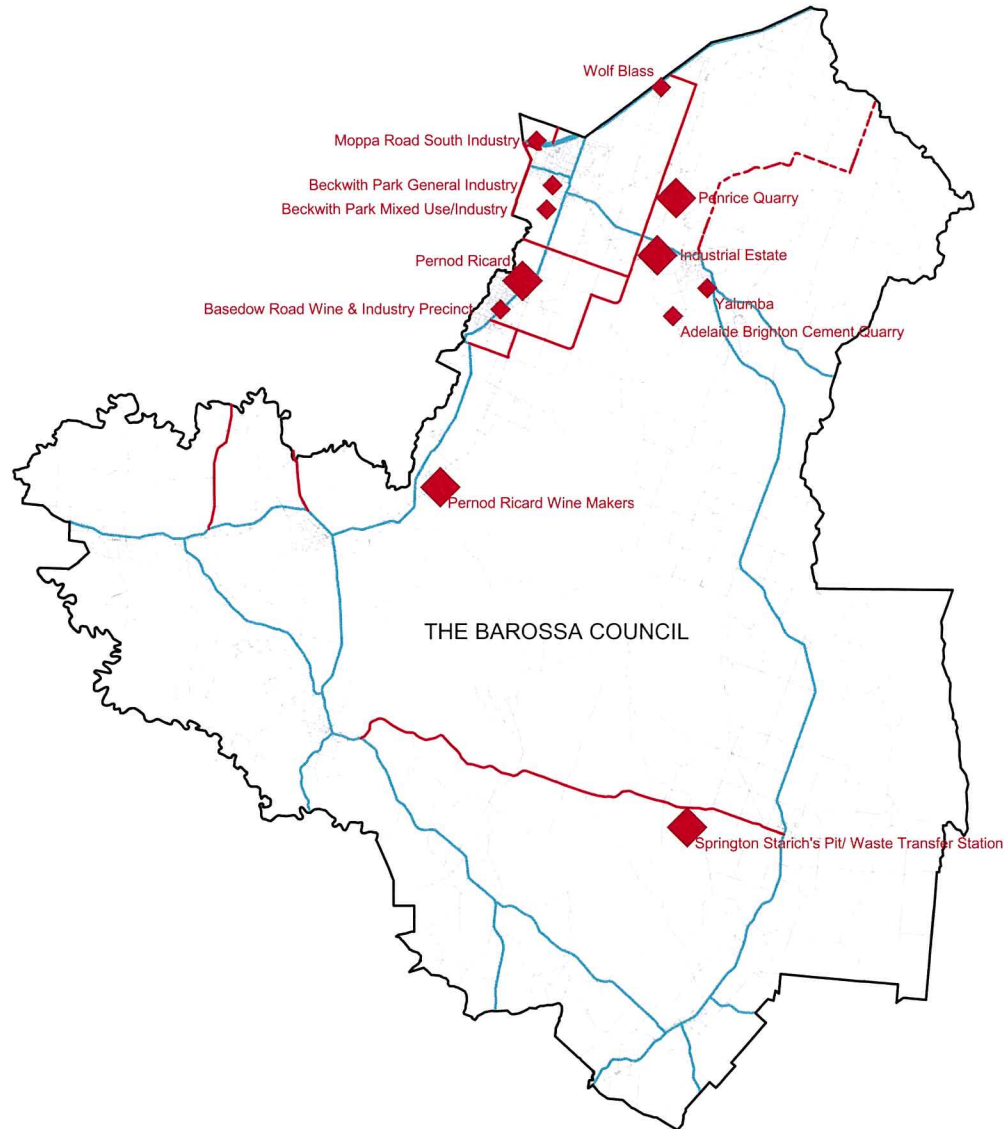
### Legend

- Regionally Significant Freight Route
- - - Locally Important Freight Route
- DPTI Major Freight Route
- DPTI Other Route
- Local Route
- + + + Rail Freight Route
- ◆ Major Regional Industry / Logistics Centre
- ◆ Minor Industry Centre



## Legend

-  Regionally Significant Freight Route
-  Locally Important Freight Route
-  DPTI Major Freight Route
-  DPTI Other Route
-  Local Route
-  Rail Freight Route
-  Major Regional Industry / Logistics Centre
-  Minor Industry Centre



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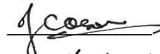


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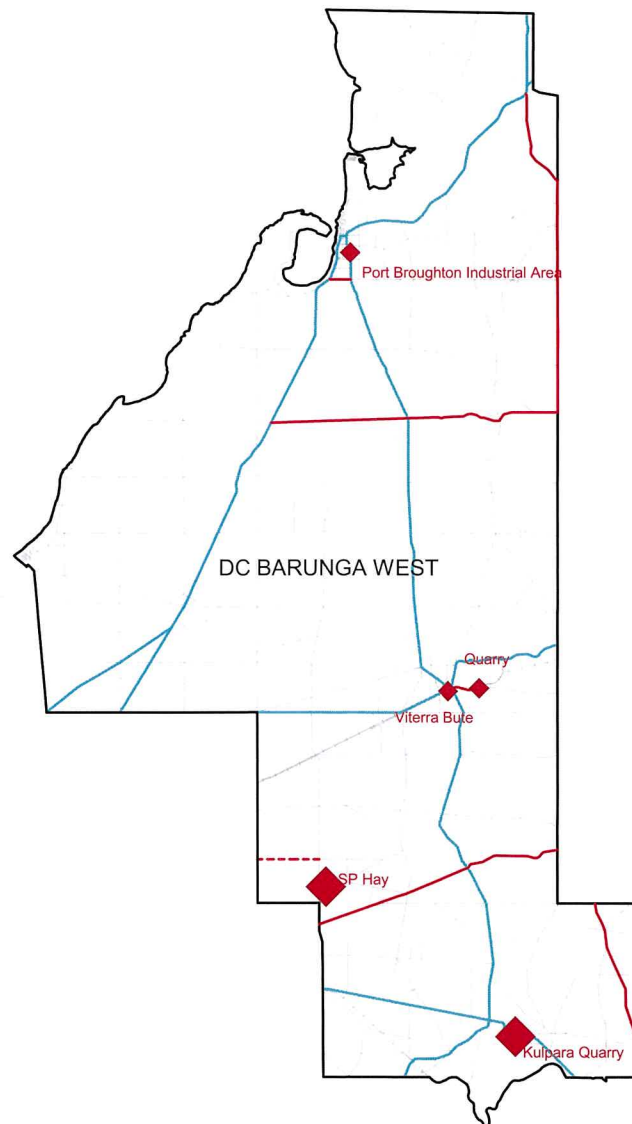
## Legatus Group 2030 Regional Transport Plan

**Regional Freight Routes**  
**The Barossa Council**

Drawing No.  
**2030TP-F-C-02**

### Legend

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-  Locally Important Freight Route
-  DPTI Major Freight Route
-  DPTI Other Route
-  Local Route
-  Rail Freight Route
-  Major Regional Industry / Logistics Centre
-  Minor Industry Centre



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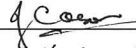
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## Legatus Group 2030 Regional Transport Plan

**Regional Freight Routes**  
District Council of Barunga West

Drawing No.  
**2030TP-F-C-03**



## Legend

-  Regionally Significant Freight Route
-  Locally Important Freight Route
-  DPTI Major Freight Route
-  DPTI Other Route
-  Local Route
-  Rail Freight Route
-  Major Regional Industry / Logistics Centre
-  Minor Industry Centre



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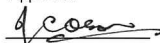
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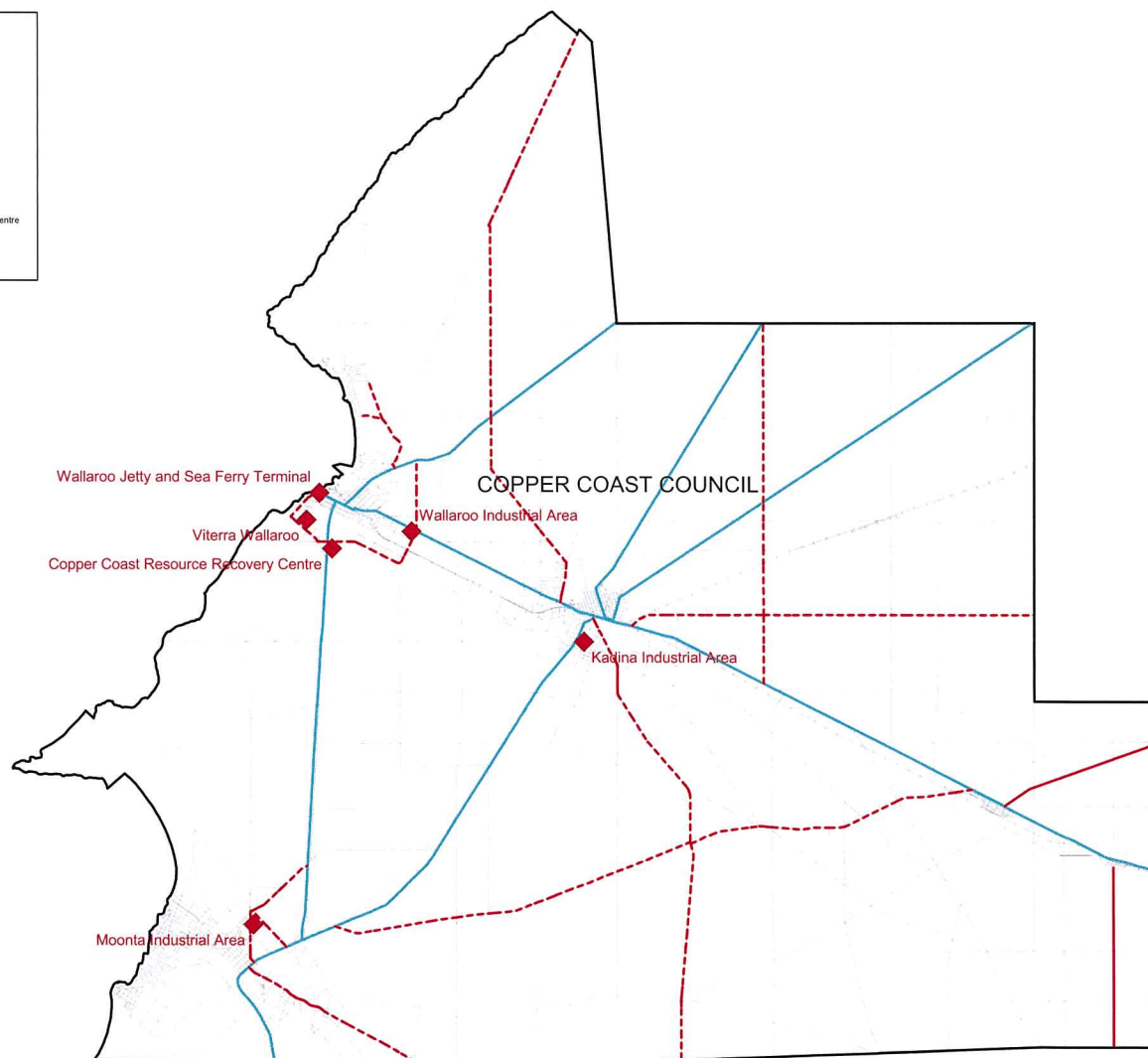
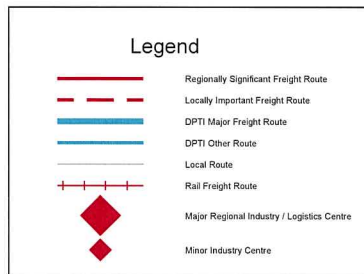
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## Legatus Group 2030 Regional Transport Plan

**Regional Freight Routes**  
**Clare and Gilbert Valleys Council**

Drawing No.  
**2030TP-F-C-04**



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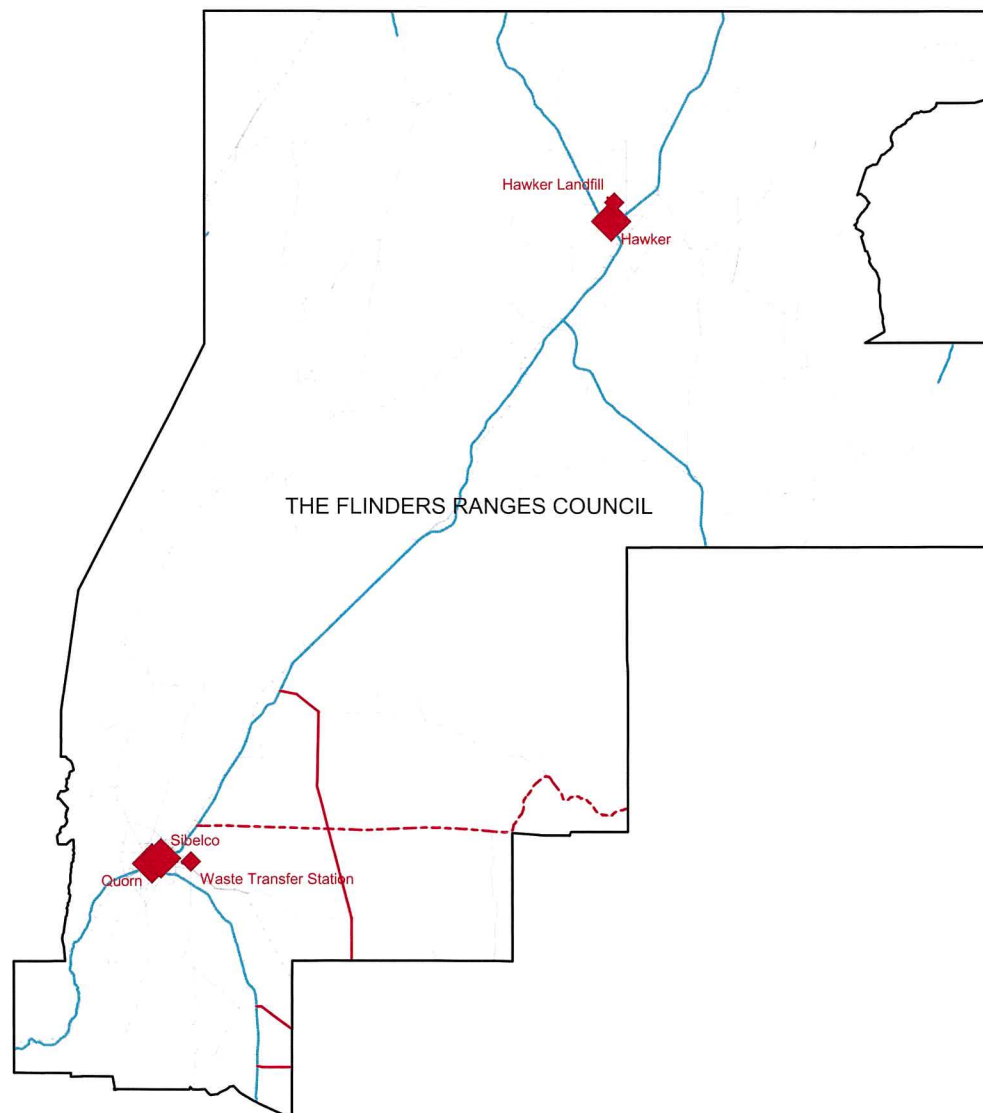
## Legatus Group 2030 Regional Transport Plan

**Regional Freight Routes**  
Copper Coast Council

Drawing No.  
**2030TP-F-C-05**

# Legend

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-  Locally Important Freight Route
-  DPTI Major Freight Route
-  DPTI Other Route
-  Local Route
-  Rail Freight Route
-  Major Regional Industry / Logistics Centre
-  Minor Industry Centre



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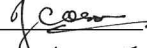
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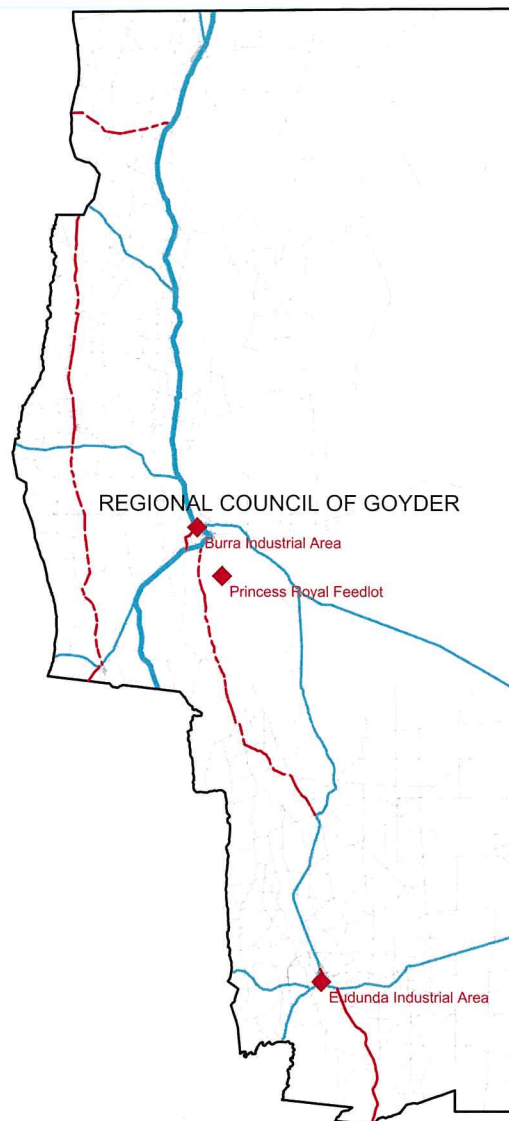
## Legatus Group 2030 Regional Transport Plan

**Regional Freight Routes**  
The Flinders Ranges Council

Drawing No.  
**2030TP-F-C-06**

# Legend

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- - - Locally Important Freight Route
- DPTI Major Freight Route
- DPTI Other Route
- Local Route
- + + + Rail Freight Route
- ◆ Major Regional Industry / Logistics Centre
- ◆ Minor Industry Centre



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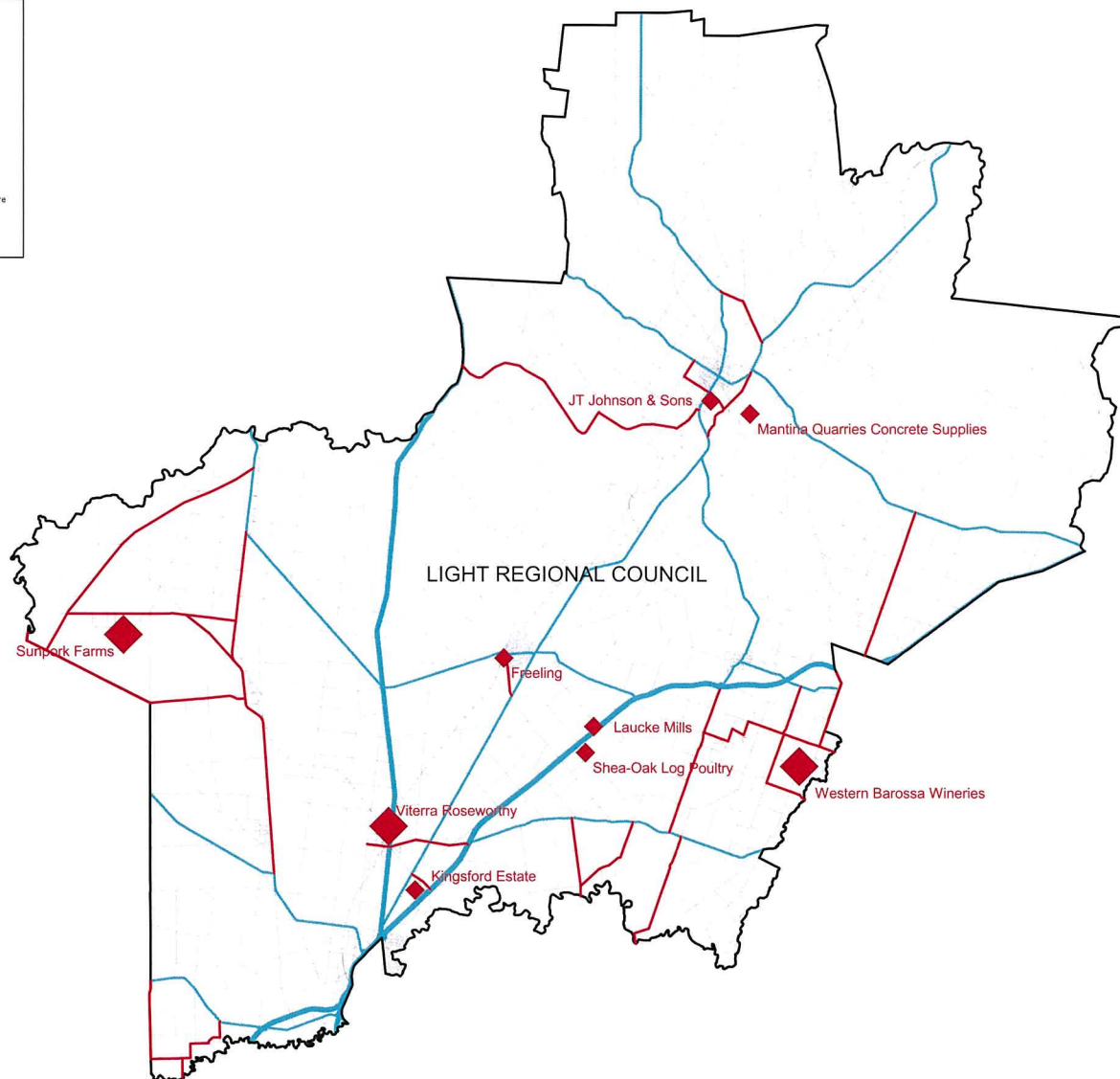
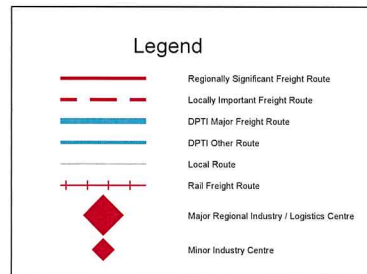
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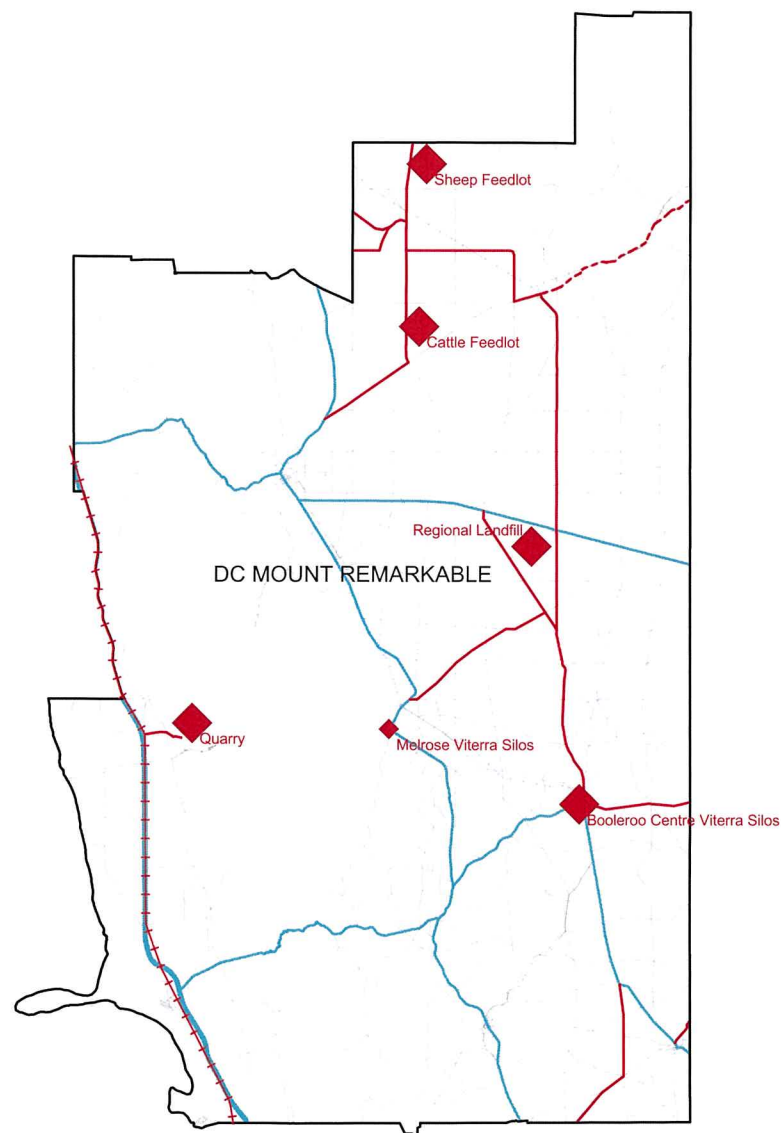
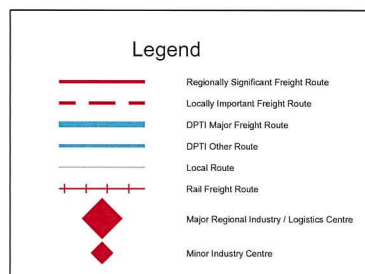
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## Legatus Group 2030 Regional Transport Plan









**Regional Freight Routes**  
Regional Council of Goyder

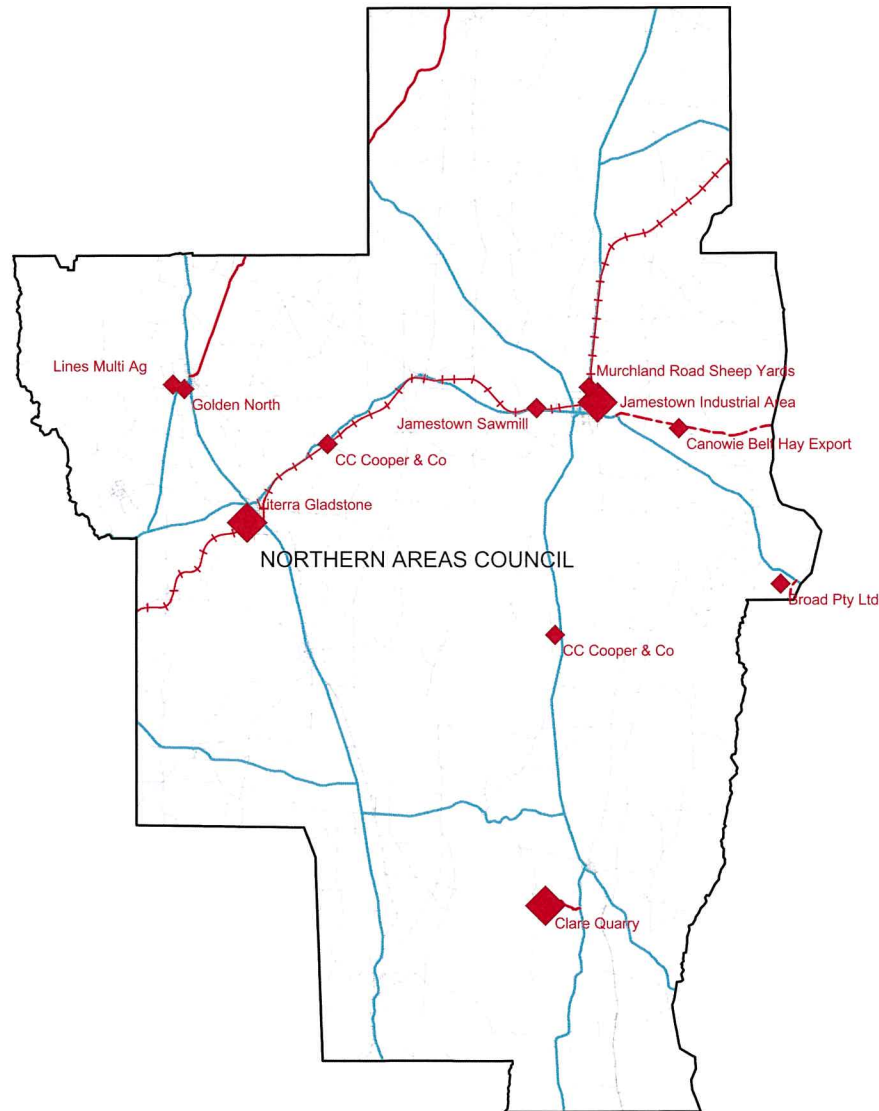
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### Legend

-  Regionally Significant Freight Route
-  Locally Important Freight Route
-  DPTI Major Freight Route
-  DPTI Other Route
-  Local Route
-  Rail Freight Route
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## Legatus Group 2030 Regional Transport Plan









**Regional Freight Routes**  
**Northern Areas Council**

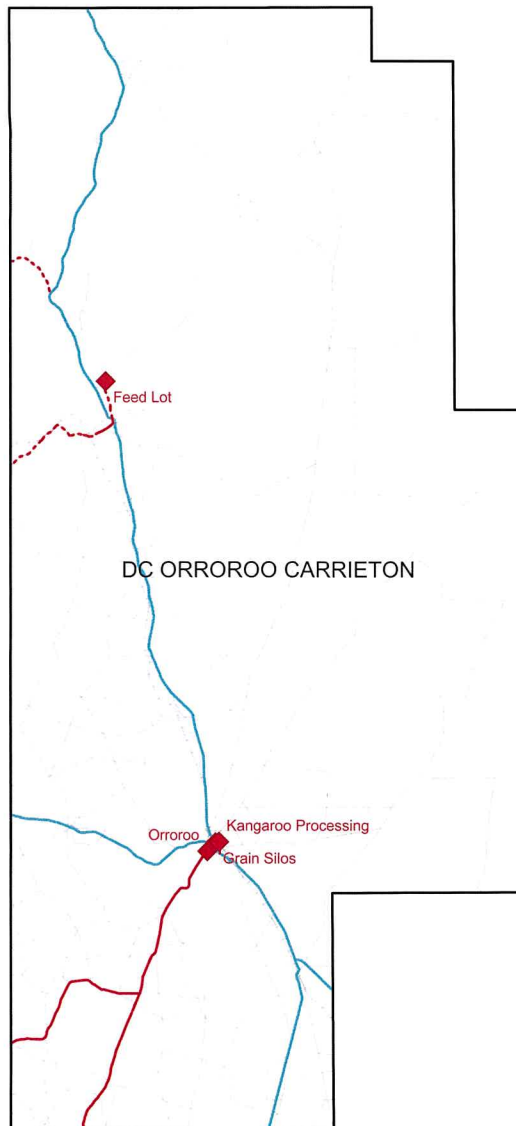
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### Legend

-  Regionally Significant Freight Route
-  Locally Important Freight Route
-  DPTI Major Freight Route
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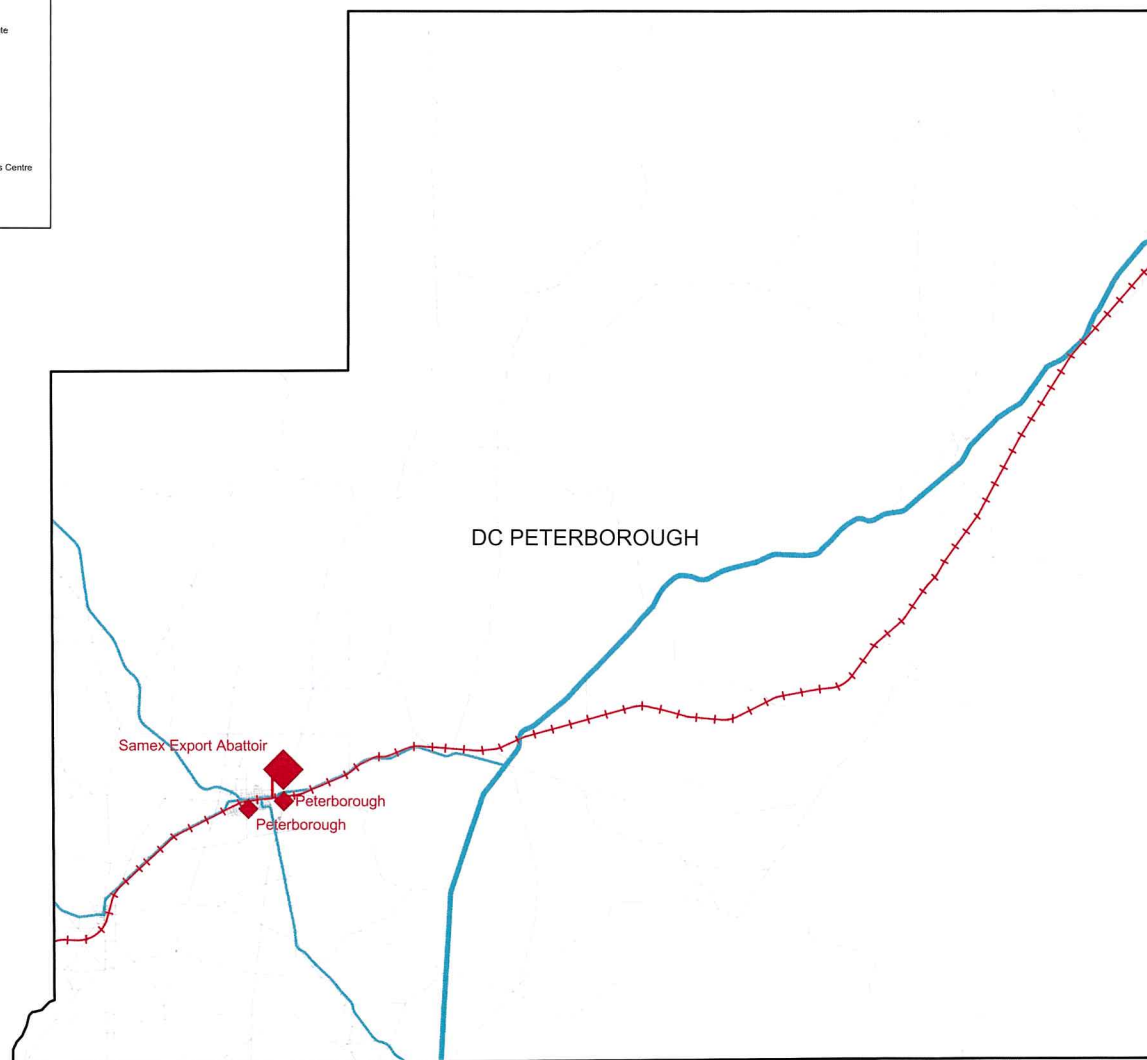
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District Council of Orroroo Carrieton

Drawing No.  
**2030TP-F-C-11**



# Legend

- Regionally Significant Freight Route
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- DPTI Major Freight Route
- DPTI Other Route
- Local Route
- + + + Rail Freight Route
- ◆ Major Regional Industry / Logistics Centre
- ◆ Minor Industry Centre



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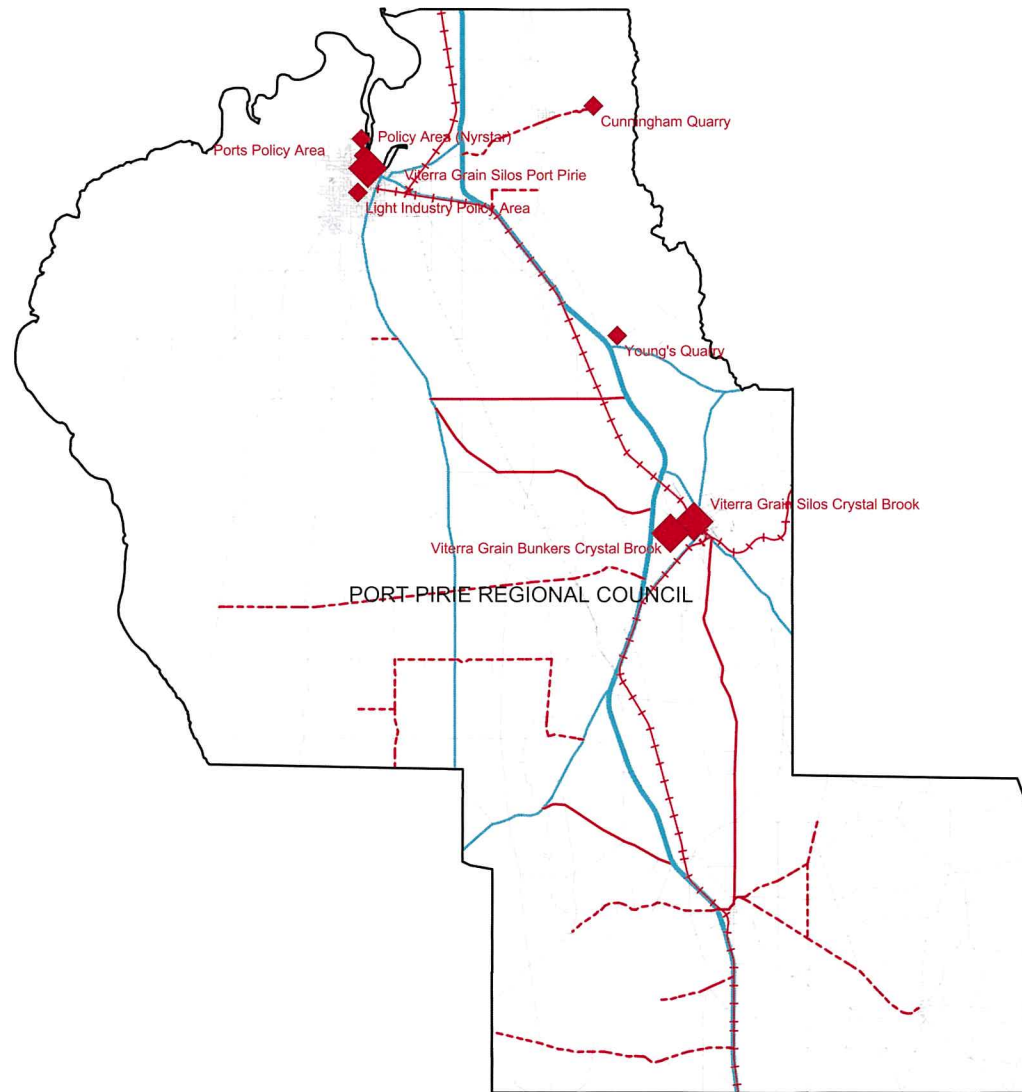
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District Council of Peterborough

Drawing No.

2030TP-F-C-12

### Legend

- Regionally Significant Freight Route
- Locally Important Freight Route
- DPTI Major Freight Route
- DPTI Other Route
- Local Route
- + + + Rail Freight Route
- ◆ Major Regional Industry / Logistics Centre
- ◆ Minor Industry Centre



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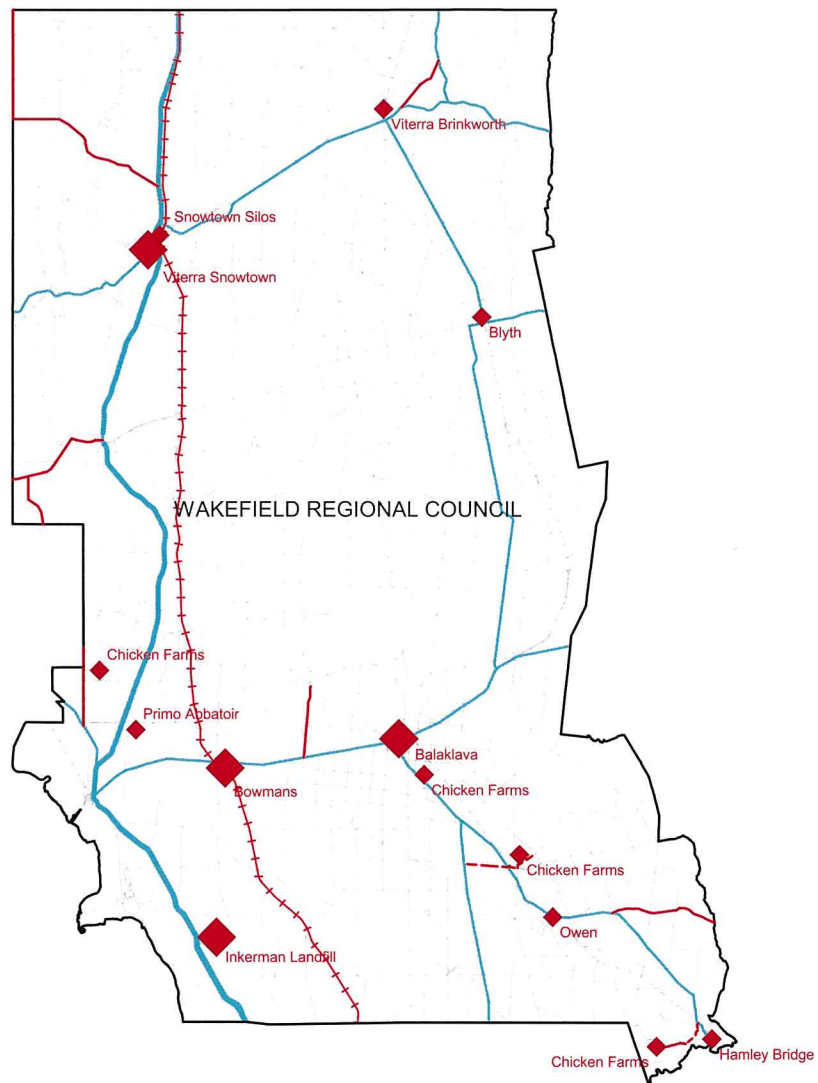
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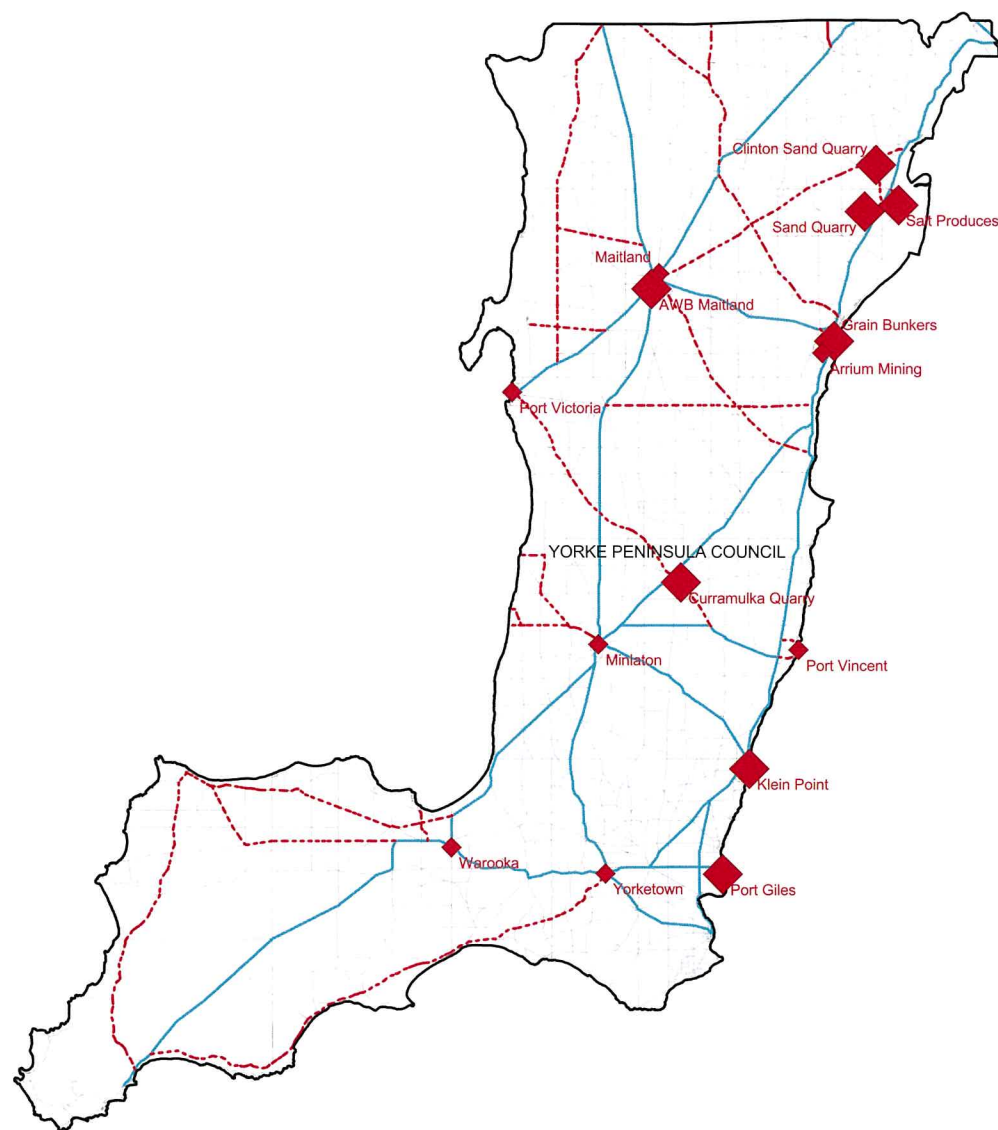
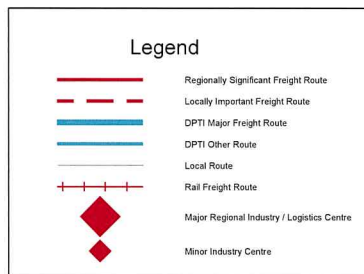
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**Port Pirie Regional Council**

Drawing No.  
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### Legend

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- — — — — DPTI Major Freight Route
- - - - - DPTI Other Route
- — — — — Local Route
- + + + + + Rail Freight Route
- ◆ Major Regional Industry / Logistics Centre
- ◆ Minor Industry Centre





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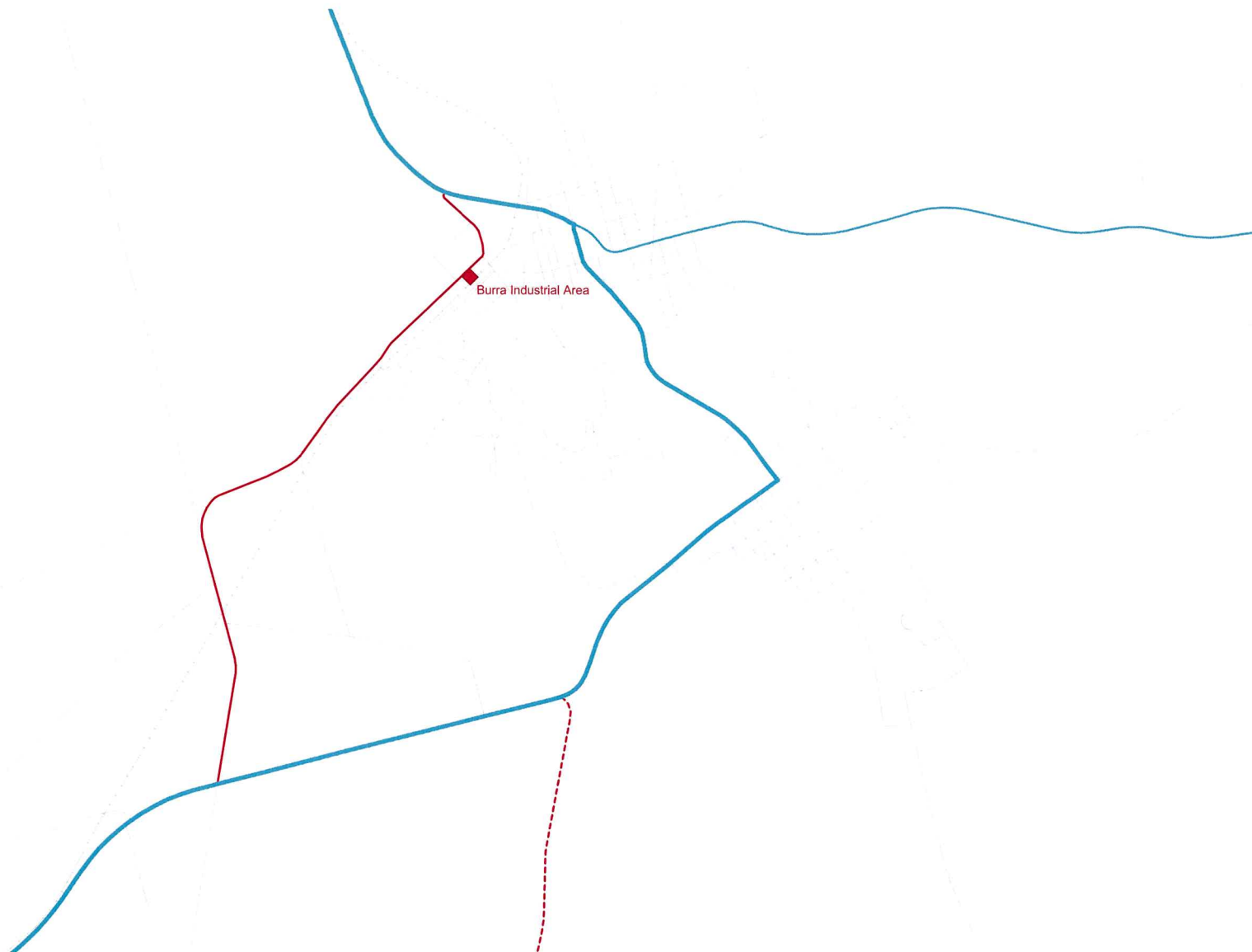
## Legatus Group 2030 Regional Transport Plan

**Regional Freight Routes**  
Yorke Peninsula Council

Drawing No.  
**2030TP-F-C-15**

# Legend

- Regionally Significant Freight Route
- - - Locally Important Freight Route
- DPTI Major Freight Route
- DPTI Other Route
- Local Route
- + + + Rail Freight Route
- ◆ Major Regional Industry / Logistics Centre
- ◆ Minor Industry Centre



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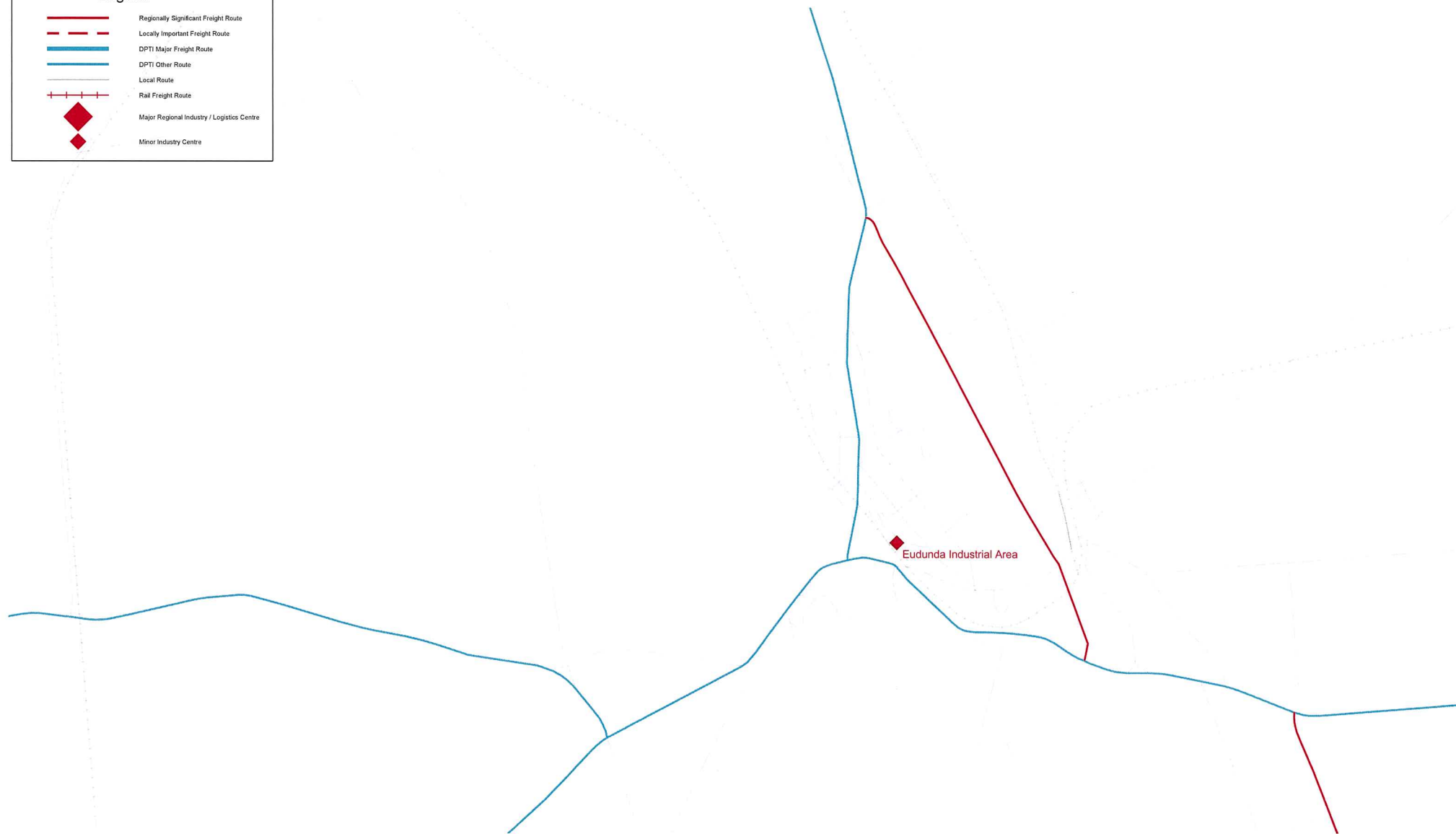
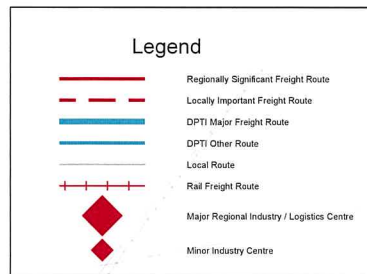
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## Legatus Group 2030 Regional Transport Plan









## Regional Freight Routes Burra

Drawing No.

2030TP-F-T-01



# Legend

-  Regionally Significant Freight Route
-  Locally Important Freight Route
-  DPTI Major Freight Route
-  DPTI Other Route
-  Local Route
-  Rail Freight Route
-  Major Regional Industry / Logistics Centre
-  Minor Industry Centre

Viterra Gladstone



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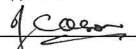
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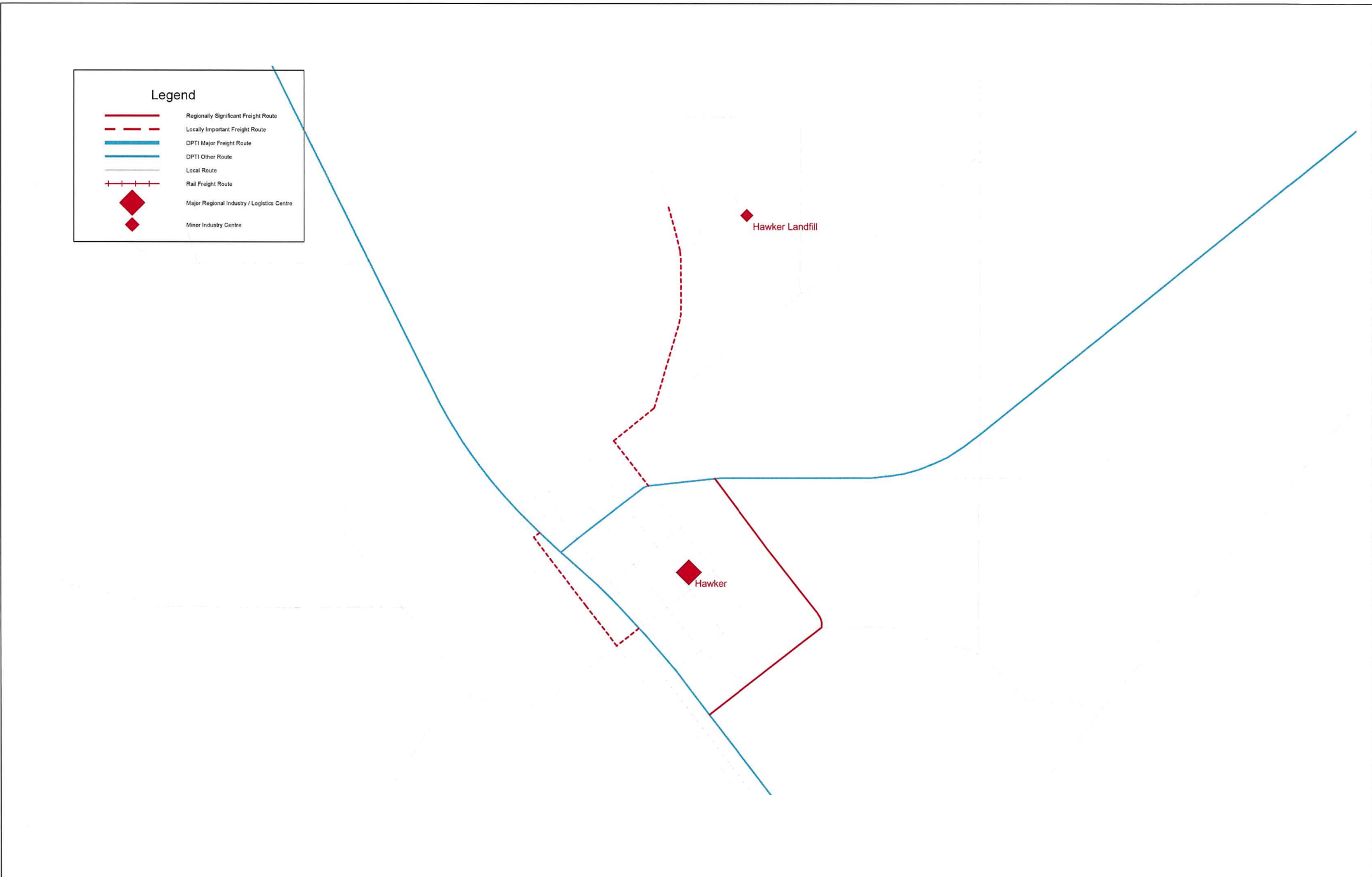
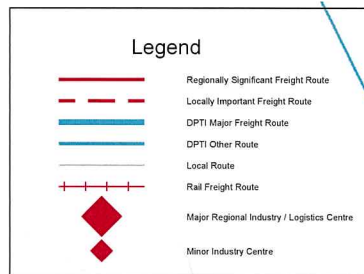
  
Date 16 Nov 17

## Legatus Group 2030 Regional Transport Plan

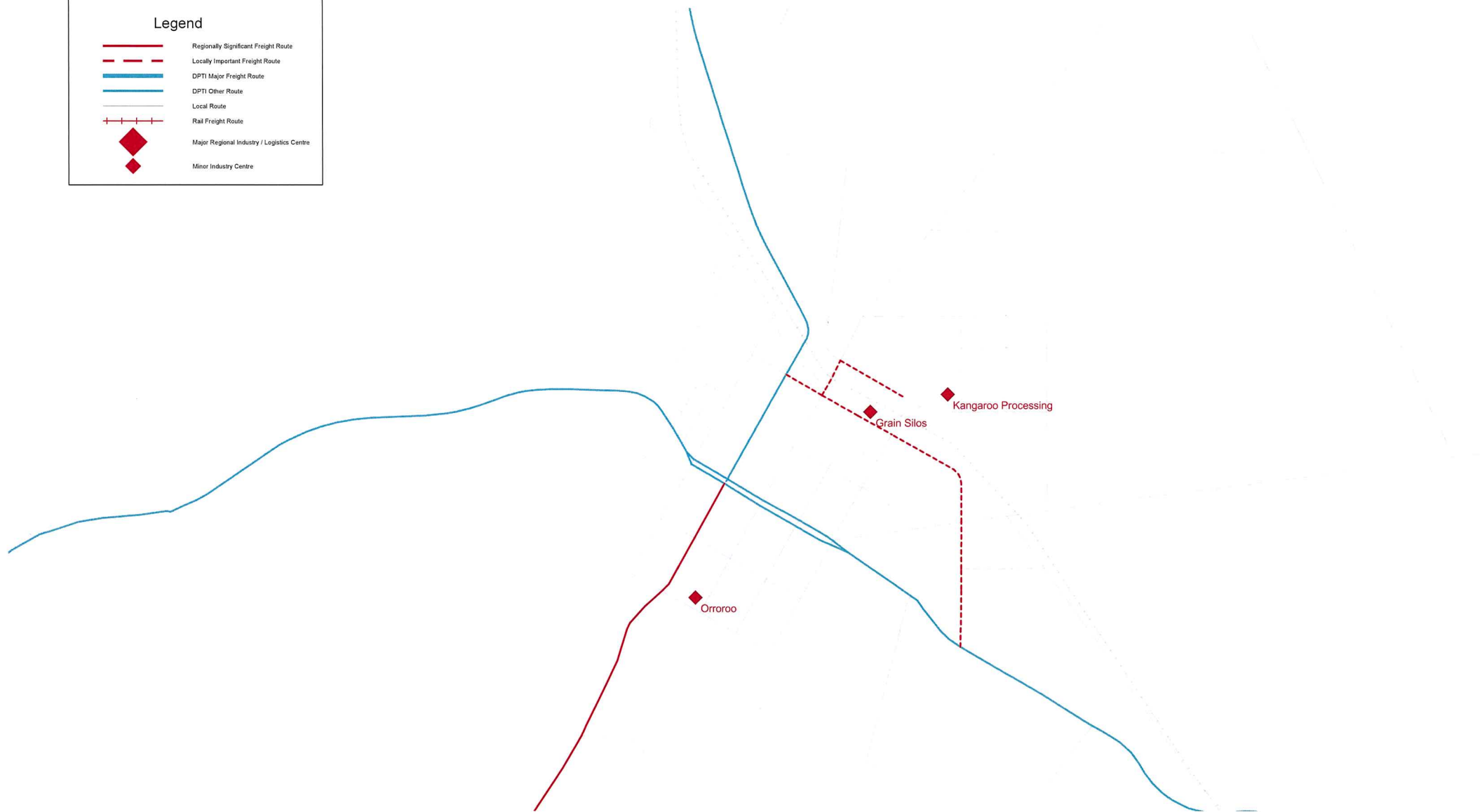
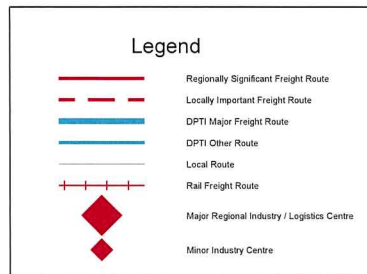
## Regional Freight Routes Gladstone

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2030TP-F-T-03

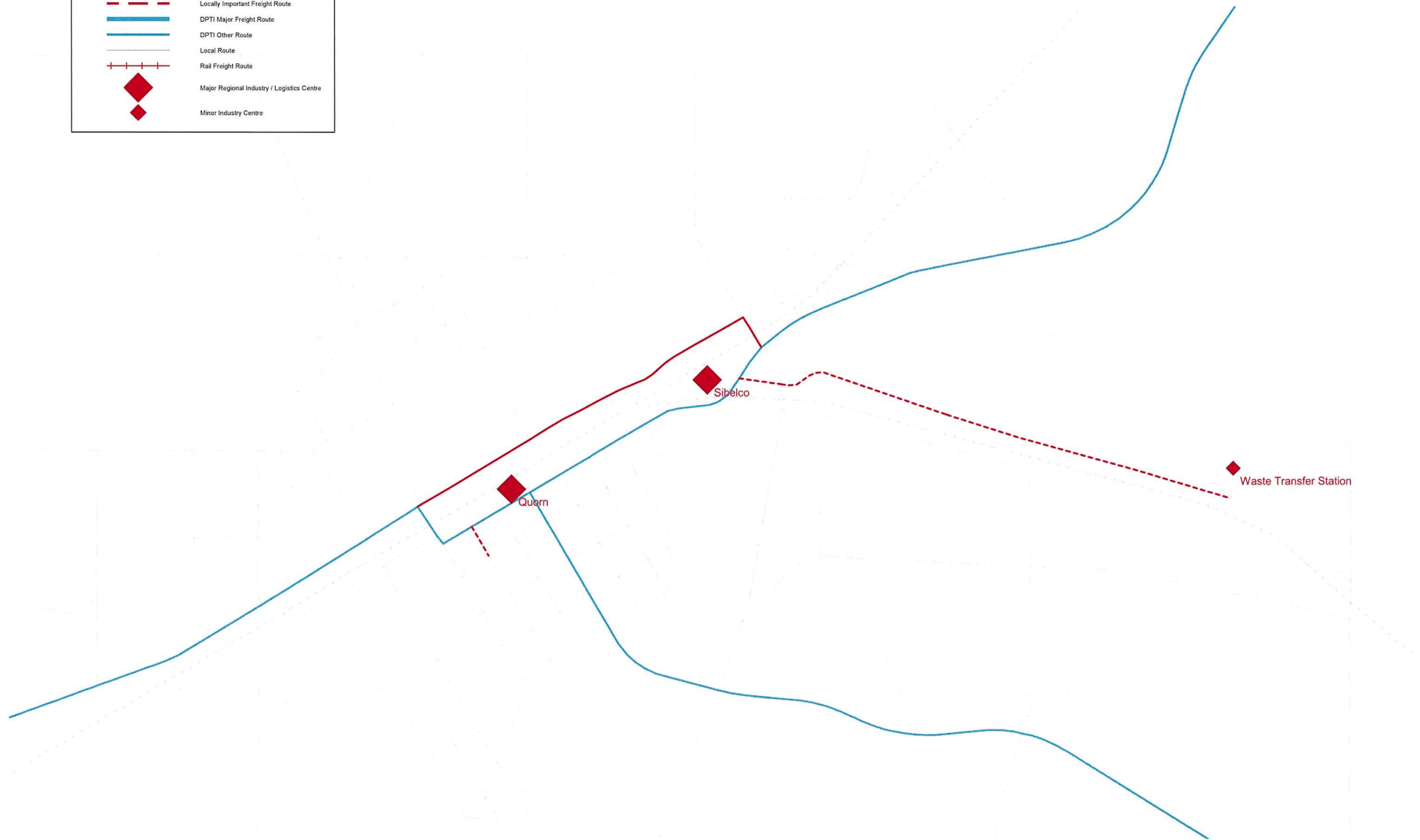


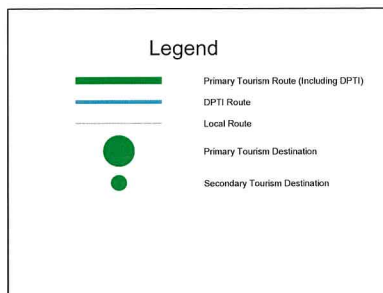
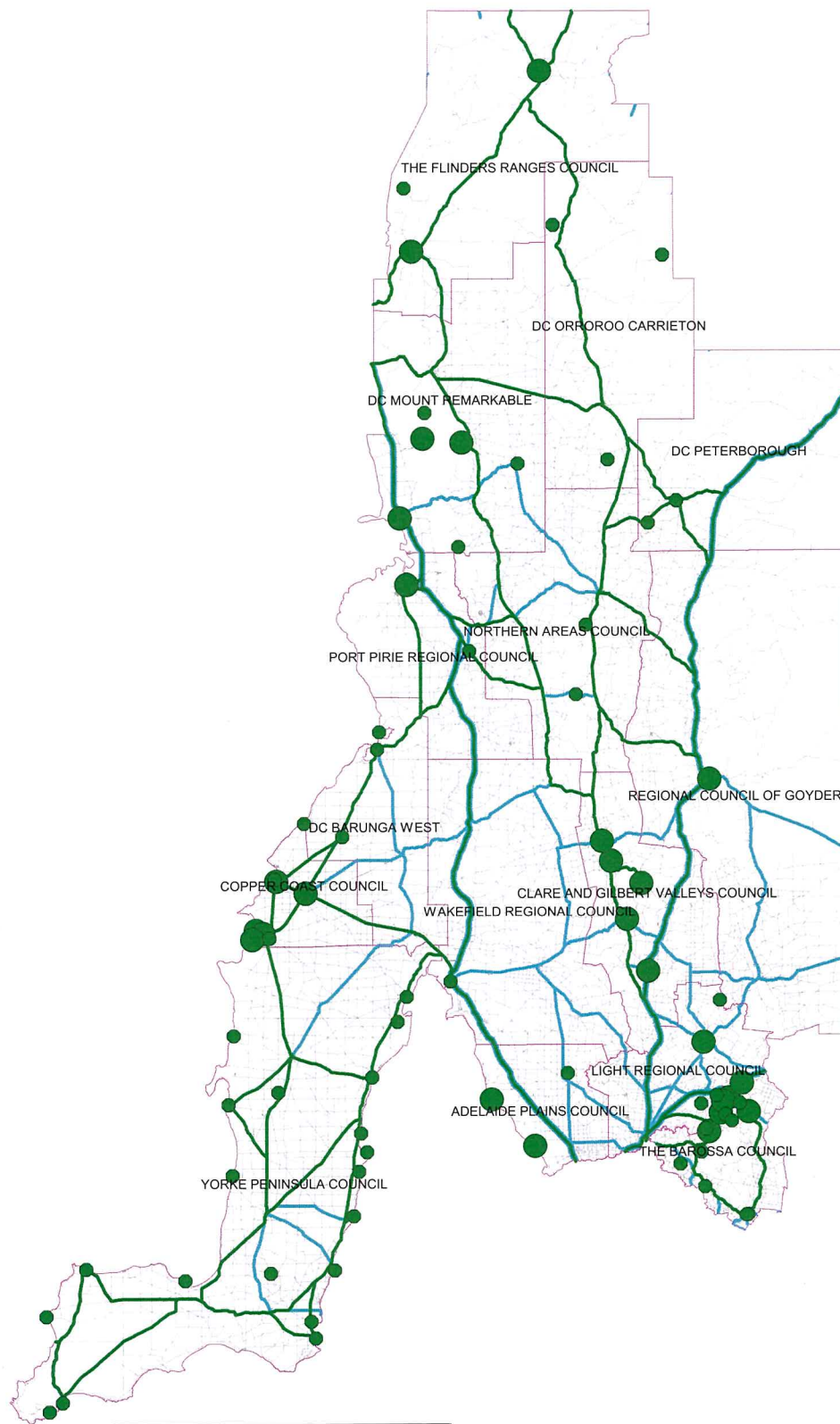













# Legend

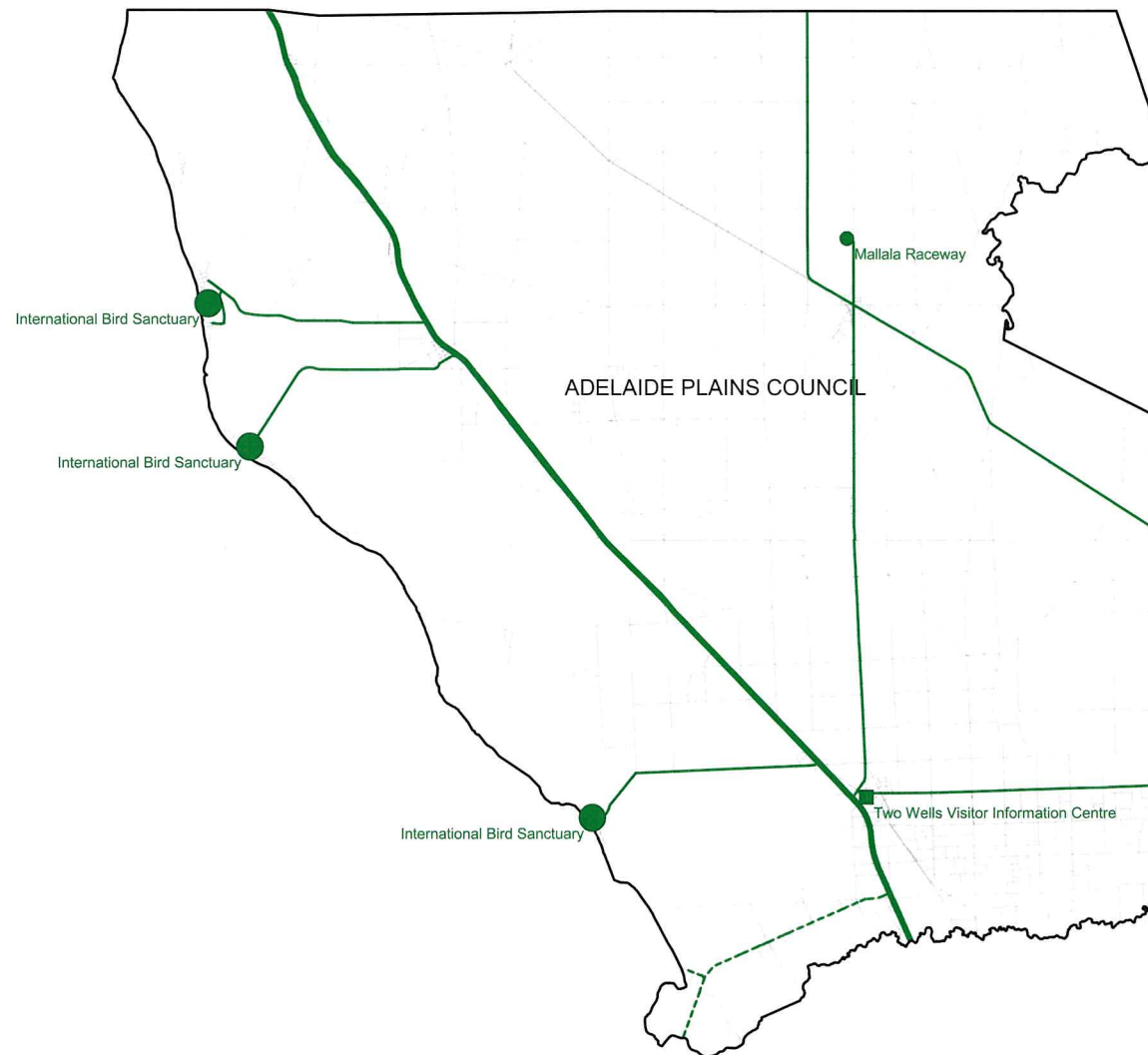
- Regionally Significant Freight Route
- - - Locally Important Freight Route
- DPTI Major Freight Route
- DPTI Other Route
- Local Route
- + + + Rail Freight Route
- ◆ Major Regional Industry / Logistics Centre
- ◆ Minor Industry Centre





## Legend

-  Primary Tourism Route (including DPTI)
-  Secondary Tourism Route (including DPTI)
-  Local Tourism Route
-  DPTI Route
-  Local Route
-  Primary Tourism Destination
-  Secondary Tourism Destination
-  Visitor Information Centre
-  Tourist Drive Marker



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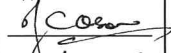
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Email: [sa@hdsaustralia.com.au](mailto:sa@hdsaustralia.com.au)



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Approved

  
Date 16 Nov 17










## Legatus Group 2030 Regional Transport Plan

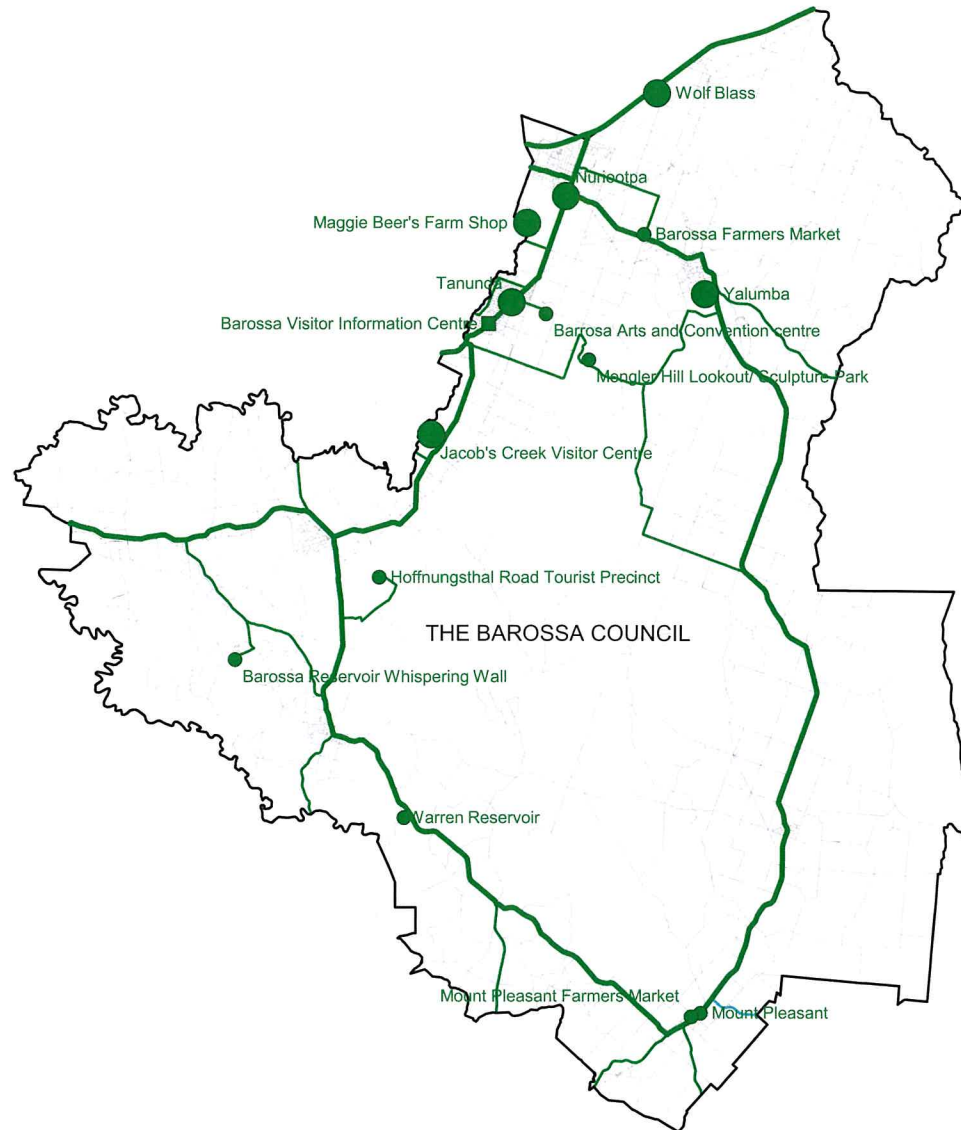
**Regional Tourism Routes**  
Adelaide Plains Council

Drawing No.

2030TP-T-C-01

## Legend

-  Primary Tourism Route (Including DPTI)
-  Secondary Tourism Route (Including DPTI)
-  Local Tourism Route
-  DPTI Route
-  Local Route
-  Primary Tourism Destination
-  Secondary Tourism Destination
-  Visitor Information Centre
-  Tourist Drive Marker



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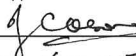
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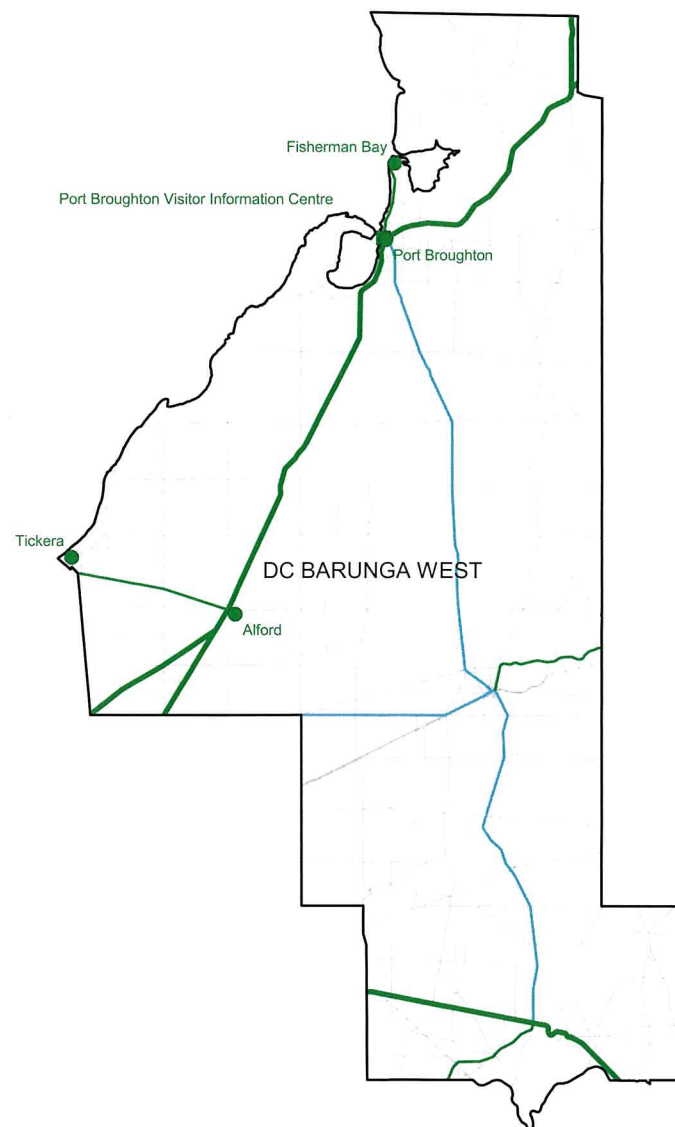
## Legatus Group 2030 Regional Transport Plan

**Regional Tourism Routes**  
The Barossa Council

Drawing No.  
**2030TP-T-C-02**

# Legend

-  Primary Tourism Route (including DPTI)
-  Secondary Tourism Route (including DPTI)
-  Local Tourism Route
-  DPTI Route
-  Local Route
-  Primary Tourism Destination
-  Secondary Tourism Destination
-  Visitor Information Centre
-  Tourist Drive Marker



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## Legatus Group 2030 Regional Transport Plan










**Regional Tourism Routes**  
District Council of Barunga West

Drawing No.

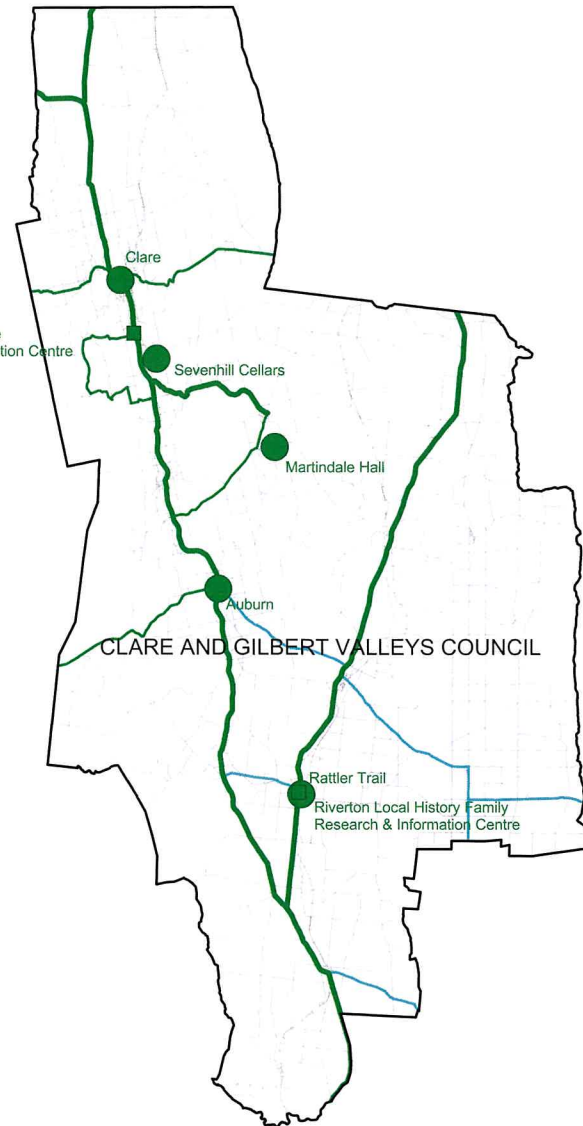
2030TP-T-C-03



# Legend

-  Primary Tourism Route (including DPTI)
-  Secondary Tourism Route (including DPTI)
-  Local Tourism Route
-  DPTI Route
-  Local Route
-  Primary Tourism Destination
-  Secondary Tourism Destination
-  Visitor Information Centre
-  Tourist Drive Marker

Clare Valley Wine, Food and Tourism Centre  
incorporating the Clare Valley Visitor Information Centre



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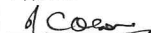
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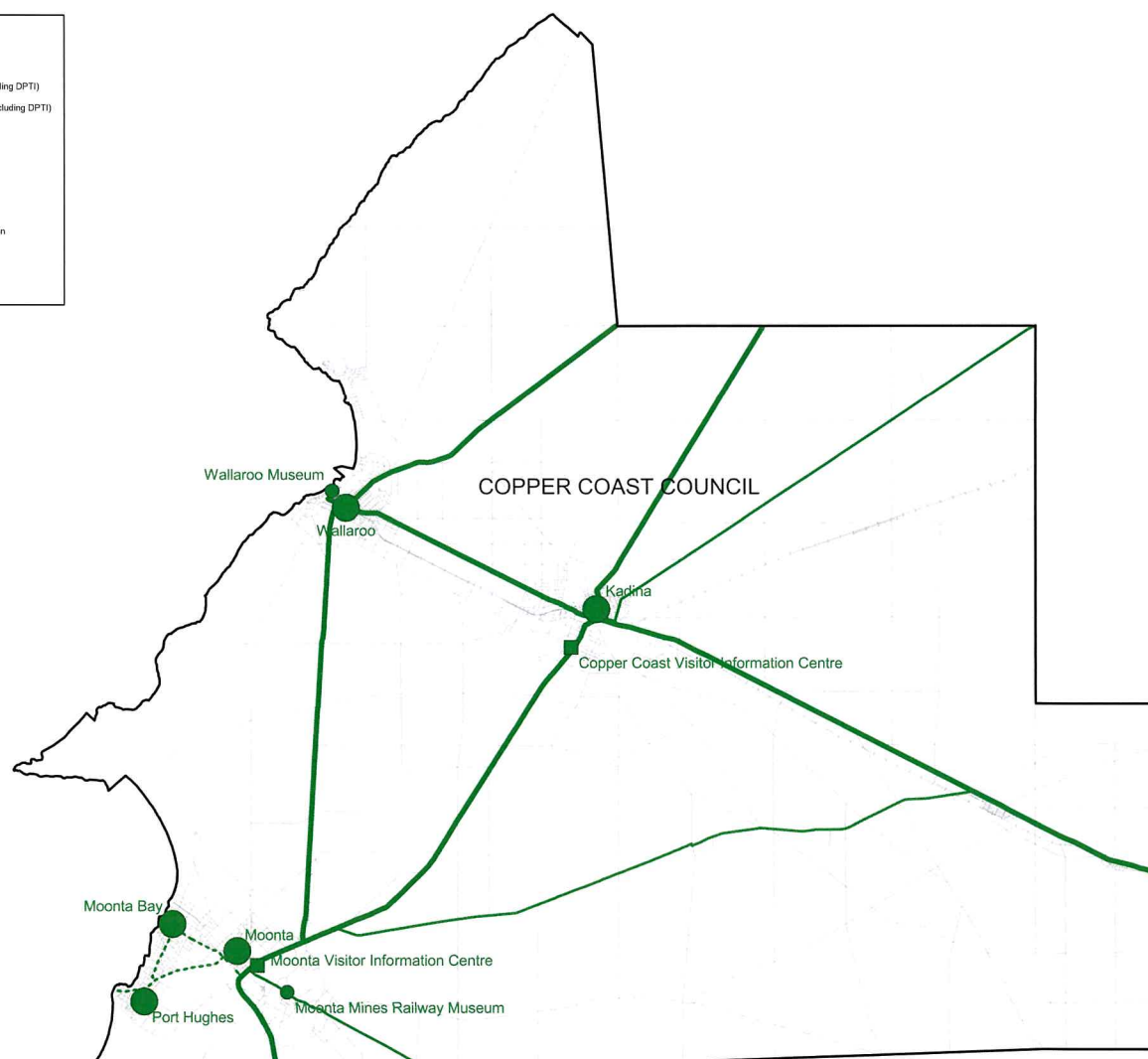
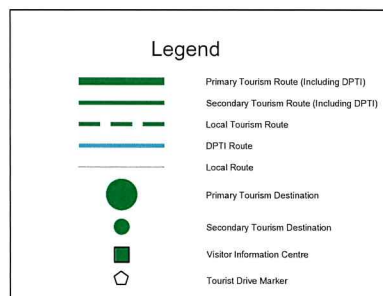
  
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**Legatus Group**  
**2030 Regional Transport Plan**

**Regional Tourism Routes**  
**Clare and Gilbert Valleys Council**










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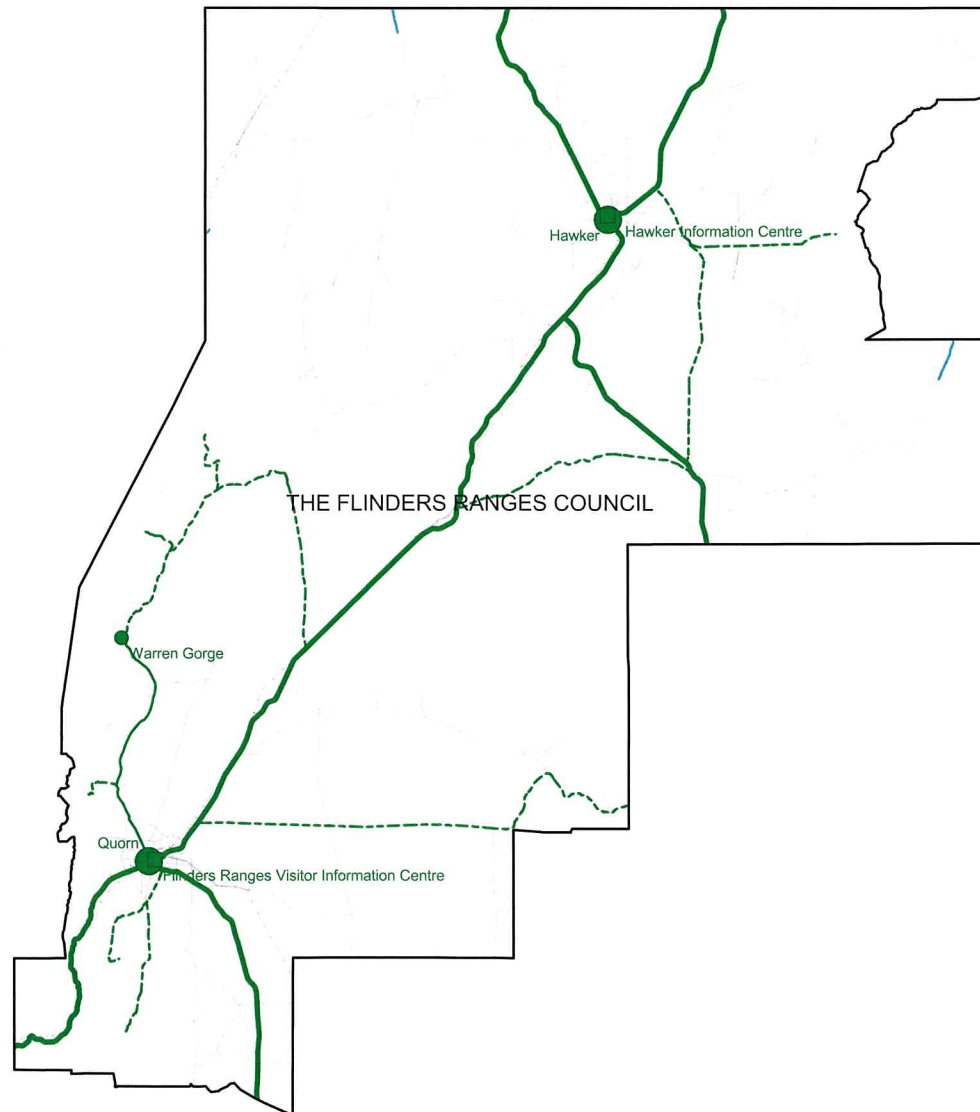
2030TP-T-C-04





### Legend

-  Primary Tourism Route (Including DPTI)
-  Secondary Tourism Route (Including DPTI)
-  Local Tourism Route
-  DPTI Route
-  Local Route
-  Primary Tourism Destination
-  Secondary Tourism Destination
-  Visitor Information Centre
-  Tourist Drive Marker



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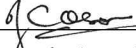
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
## Legatus Group 2030 Regional Transport Plan

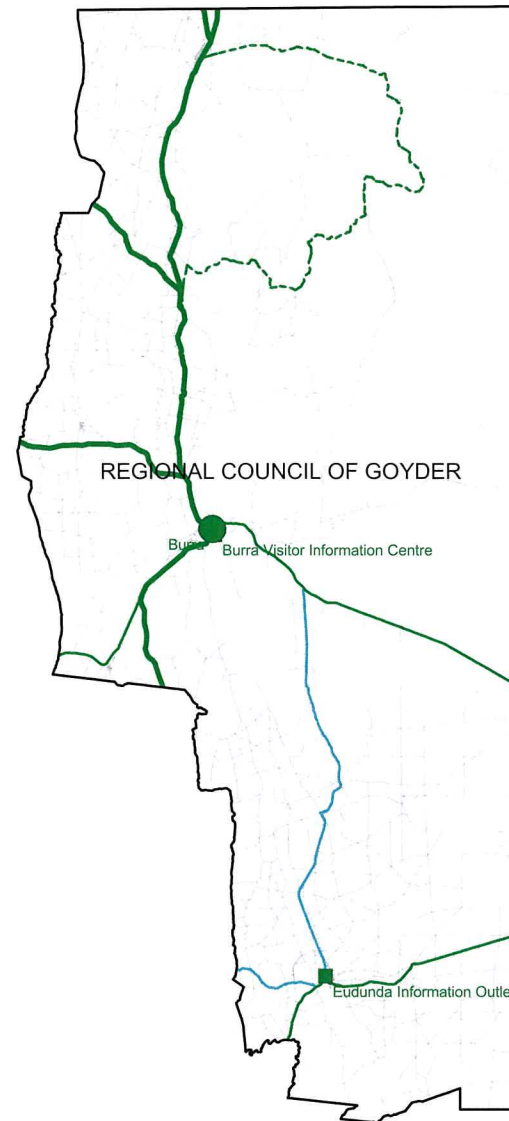
**Regional Tourism Routes**  
The Flinders Ranges Council

Drawing No.

2030TP-T-C-06

### Legend

-  Primary Tourism Route (Including DPTI)
-  Secondary Tourism Route (Including DPTI)
-  Local Tourism Route
-  DPTI Route
-  Local Route
-  Primary Tourism Destination
-  Secondary Tourism Destination
-  Visitor Information Centre
-  Tourist Drive Marker



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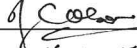
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## Legatus Group 2030 Regional Transport Plan

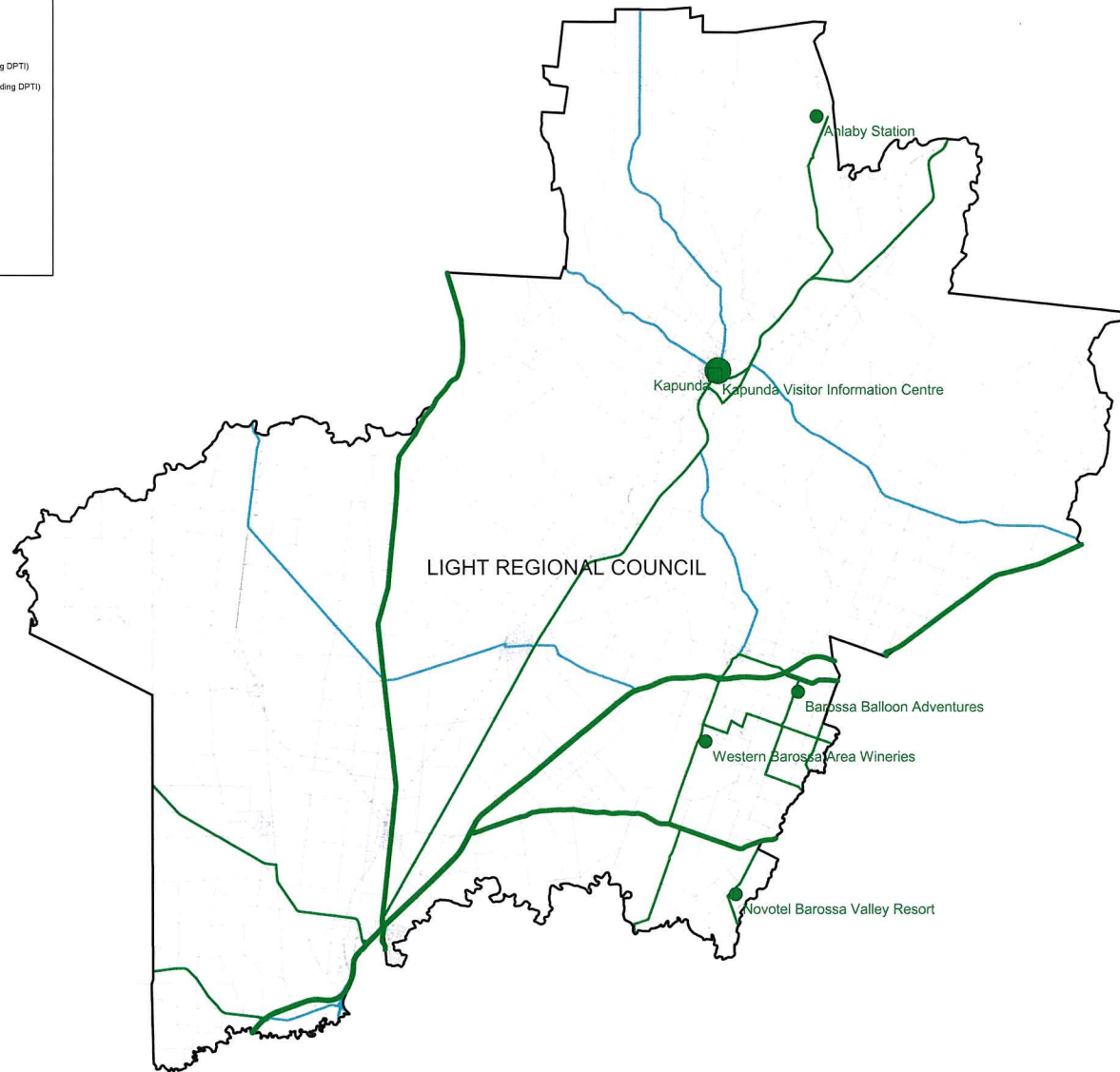
**Regional Tourism Routes**  
Regional Council of Goyder

Drawing No.

2030TP-T-C-07

# Legend

-  Primary Tourism Route (including DPTI)
-  Secondary Tourism Route (including DPTI)
-  Local Tourism Route
-  DPTI Route
-  Local Route
-  Primary Tourism Destination
-  Secondary Tourism Destination
-  Visitor Information Centre
-  Tourist Drive Marker



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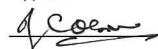
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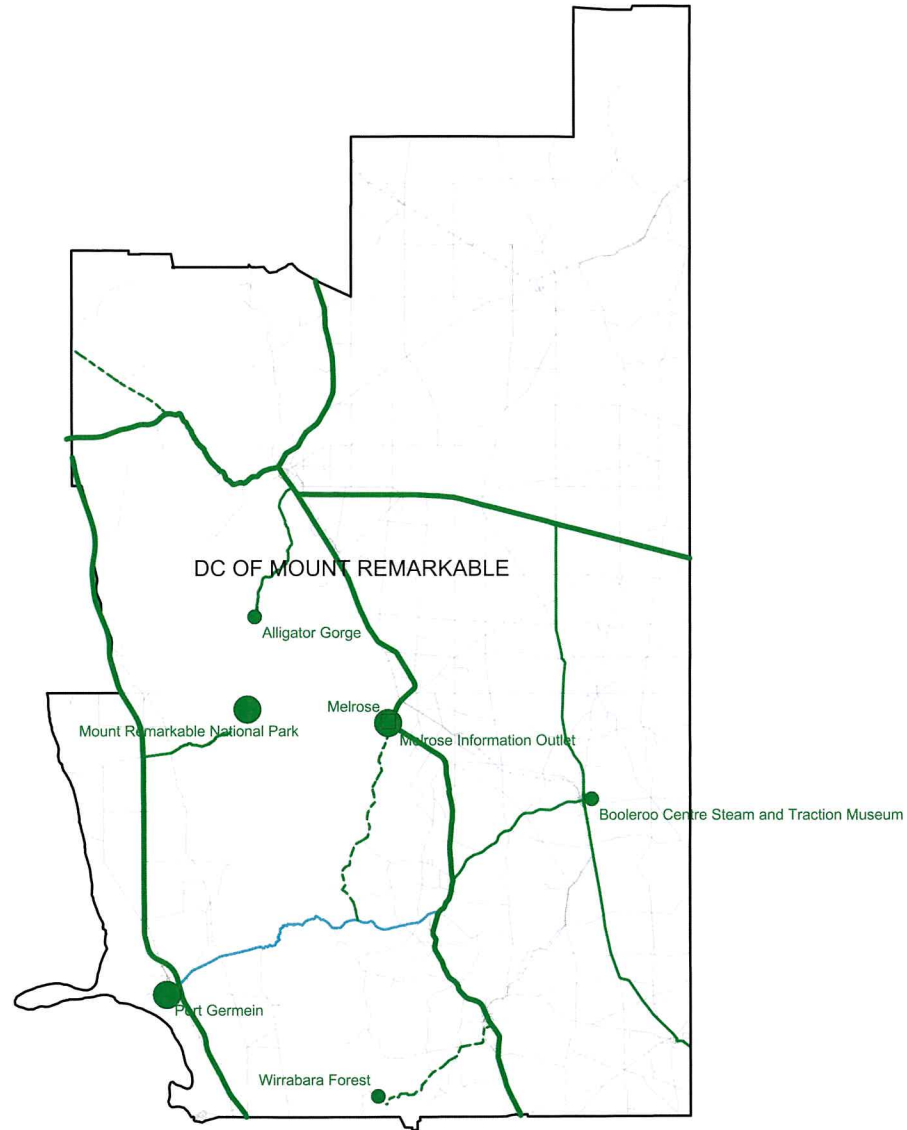
## Legatus Group 2030 Regional Transport Plan

**Regional Tourism Routes**  
Light Regional Council

Drawing No.  
2030TP-T-C-08

### Legend

-  Primary Tourism Route (Including DPTI)
-  Secondary Tourism Route (Including DPTI)
-  Local Tourism Route
-  DPTI Route
-  Local Route
-  Primary Tourism Destination
-  Secondary Tourism Destination
-  Visitor Information Centre
-  Tourist Drive Marker



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## Legatus Group 2030 Regional Transport Plan

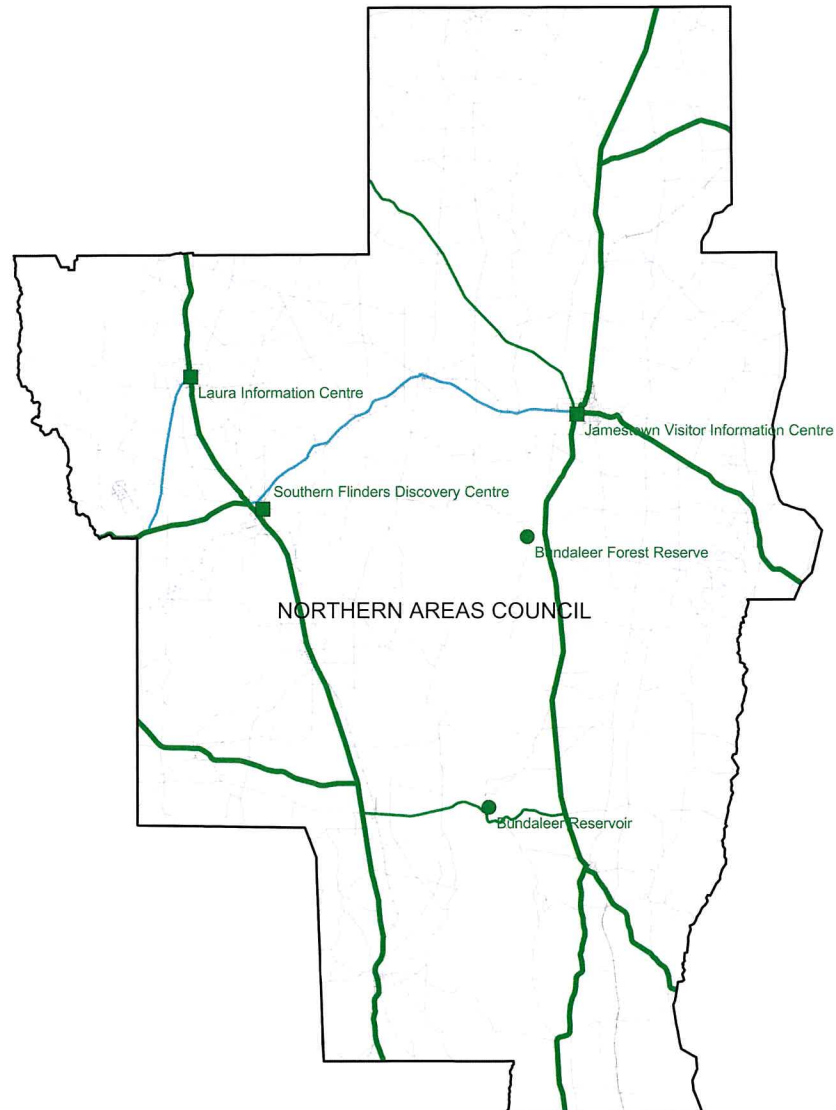
**Regional Tourism Routes**  
District Council of Mount Remarkable

Drawing No.

2030TP-T-C-09

## Legend

-  Primary Tourism Route (including DPTI)
-  Secondary Tourism Route (including DPTI)
-  Local Tourism Route
-  DPTI Route
-  Local Route
-  Primary Tourism Destination
-  Secondary Tourism Destination
-  Visitor Information Centre
-  Tourist Drive Marker



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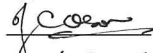
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
## Legatus Group 2030 Regional Transport Plan

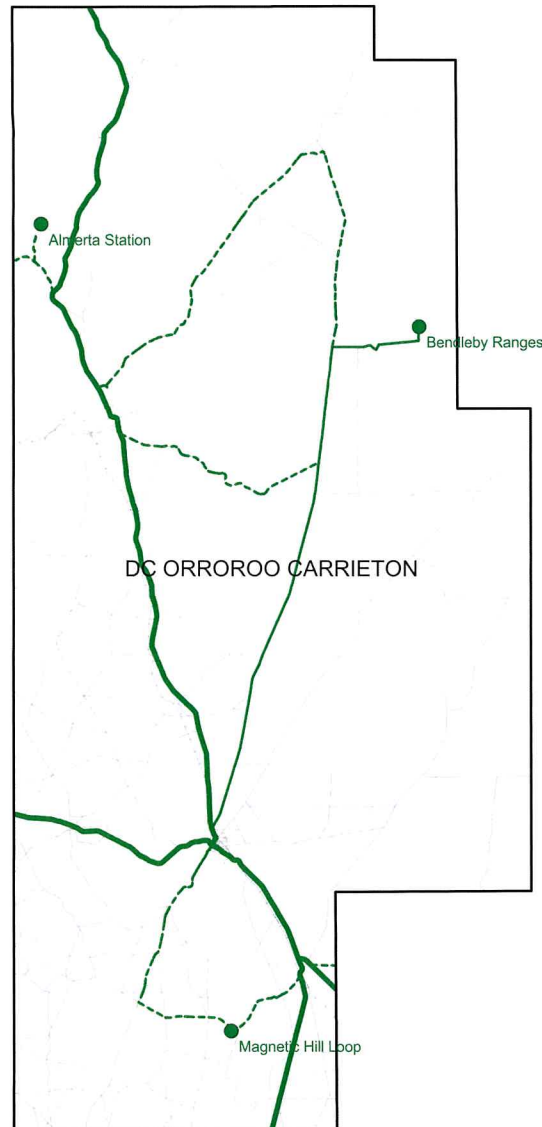
**Regional Tourism Routes**  
Northern Areas Council

Drawing No.

2030TP-T-C-10

## Legend

-  Primary Tourism Route (Including DPTI)
-  Secondary Tourism Route (Including DPTI)
-  Local Tourism Route
-  DPTI Route
-  Local Route
-  Primary Tourism Destination
-  Secondary Tourism Destination
-  Visitor Information Centre
-  Tourist Drive Marker



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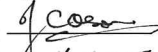
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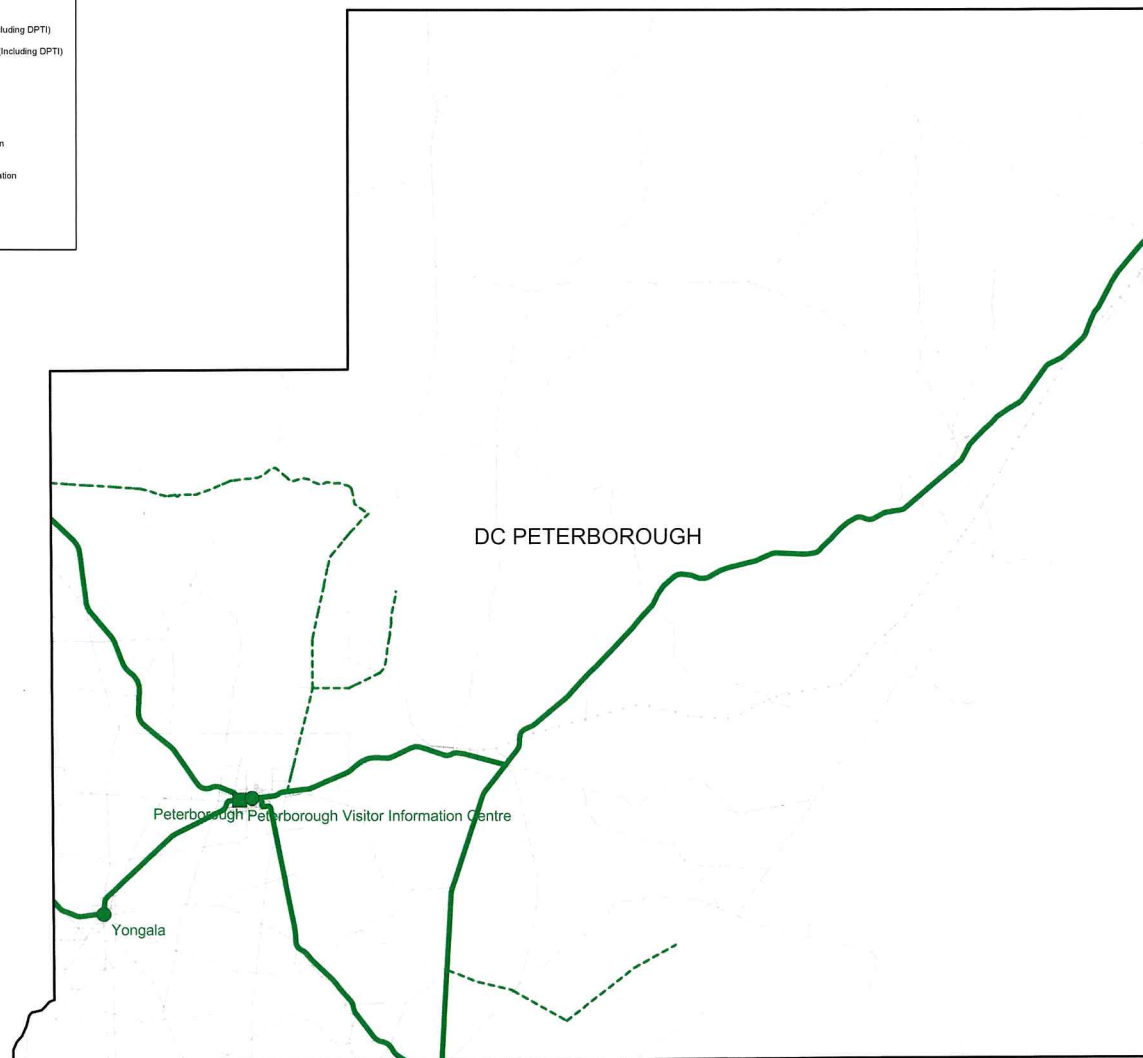
## Legatus Group 2030 Regional Transport Plan

**Regional Tourism Routes**  
District Council of Orroroo Carrieton

Drawing No.  
**2030TP-T-C-11**

# Legend

-  Primary Tourism Route (including DPTI)
-  Secondary Tourism Route (including DPTI)
-  Local Tourism Route
-  DPTI Route
-  Local Route
-  Primary Tourism Destination
-  Secondary Tourism Destination
-  Visitor Information Centre
-  Tourist Drive Marker



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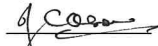
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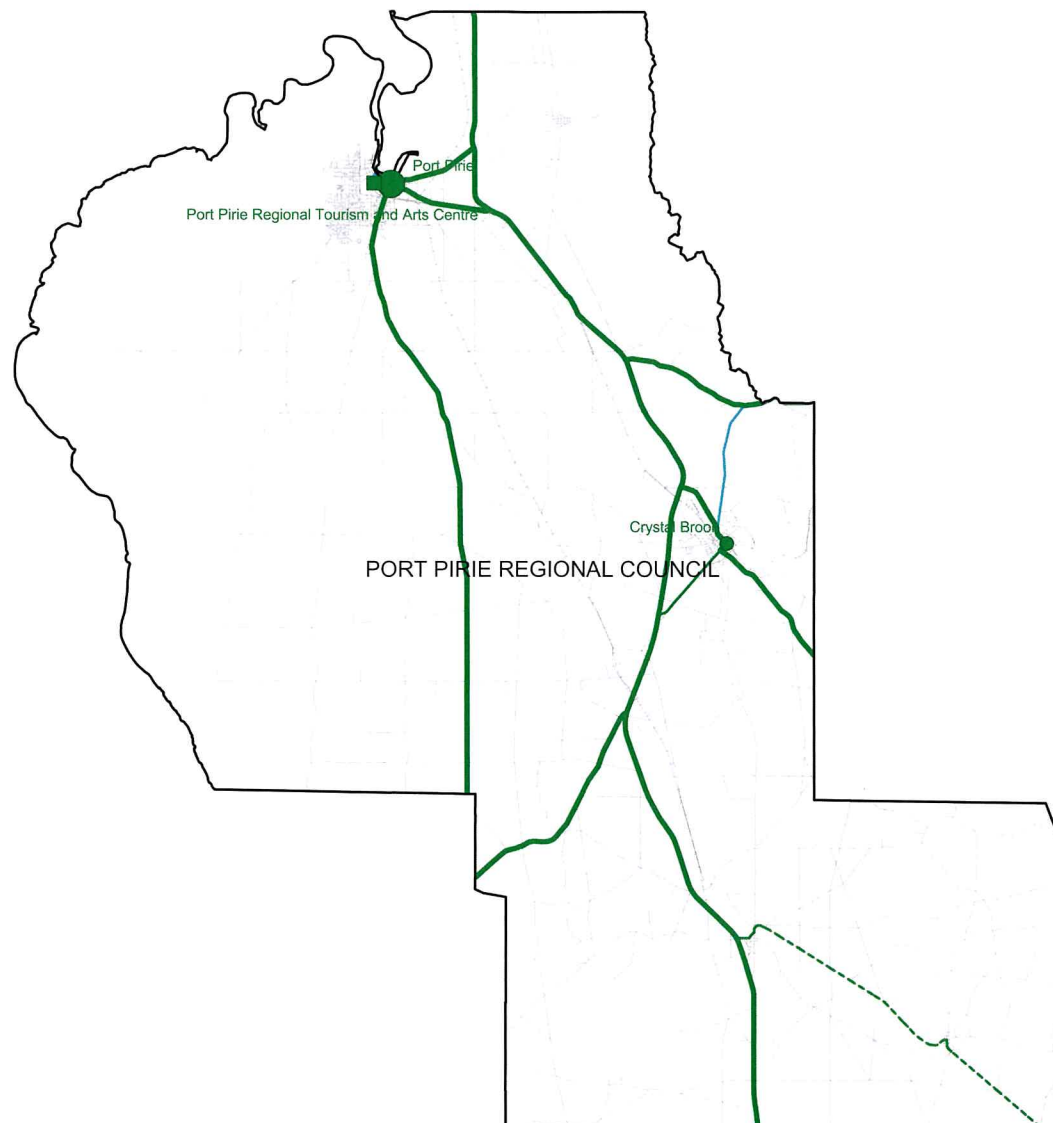
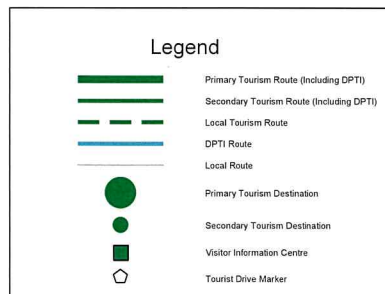
## Legatus Group 2030 Regional Transport Plan

**Regional Tourism Routes**  
District Council of Peterborough

Drawing No.










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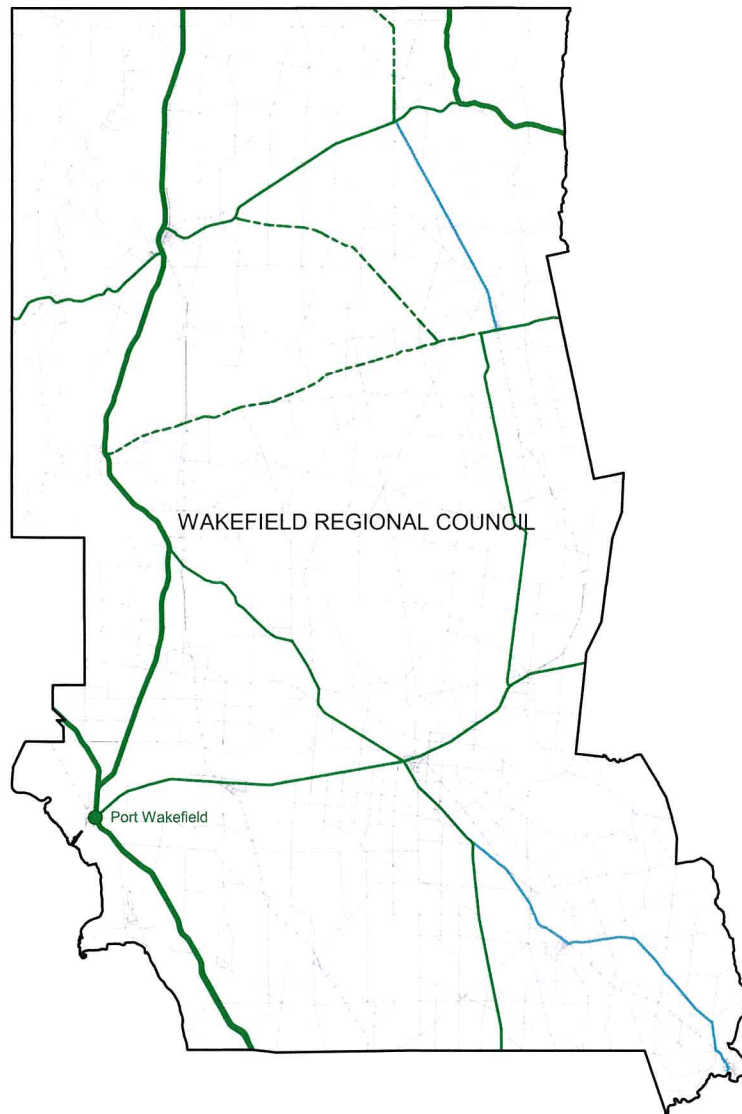






### Legend

-  Primary Tourism Route (Including DPTI)
-  Secondary Tourism Route (Including DPTI)
-  Local Tourism Route
-  DPTI Route
-  Local Route
-  Primary Tourism Destination
-  Secondary Tourism Destination
-  Visitor Information Centre
-  Tourist Drive Marker



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## Legatus Group 2030 Regional Transport Plan

**Regional Tourism Routes**  
Wakefield Regional Council

Drawing No.

2030TP-T-C-14

## Legend

-  Primary Tourism Route (Including DPTI)
-  Secondary Tourism Route (Including DPTI)
-  Local Tourism Route
-  DPTI Route
-  Local Route
-  Primary Tourism Destination
-  Secondary Tourism Destination
-  Visitor Information Centre
-  Tourist Drive Marker



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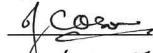
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## Legatus Group 2030 Regional Transport Plan

**Regional Tourism Routes**  
Yorke Peninsula Council

Drawing No.  
**2030TP-T-C-15**

# Legend

-  Primary Tourism Route (including DPTI)
-  Secondary Tourism Route (including DPTI)
-  Local Tourism Route
-  DPTI Route
-  Local Route
-  Primary Tourism Destination
-  Secondary Tourism Destination
-  Visitor Information Centre
-  Tourist Drive Marker



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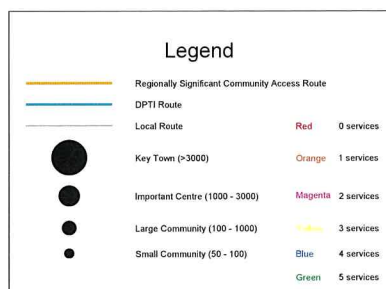
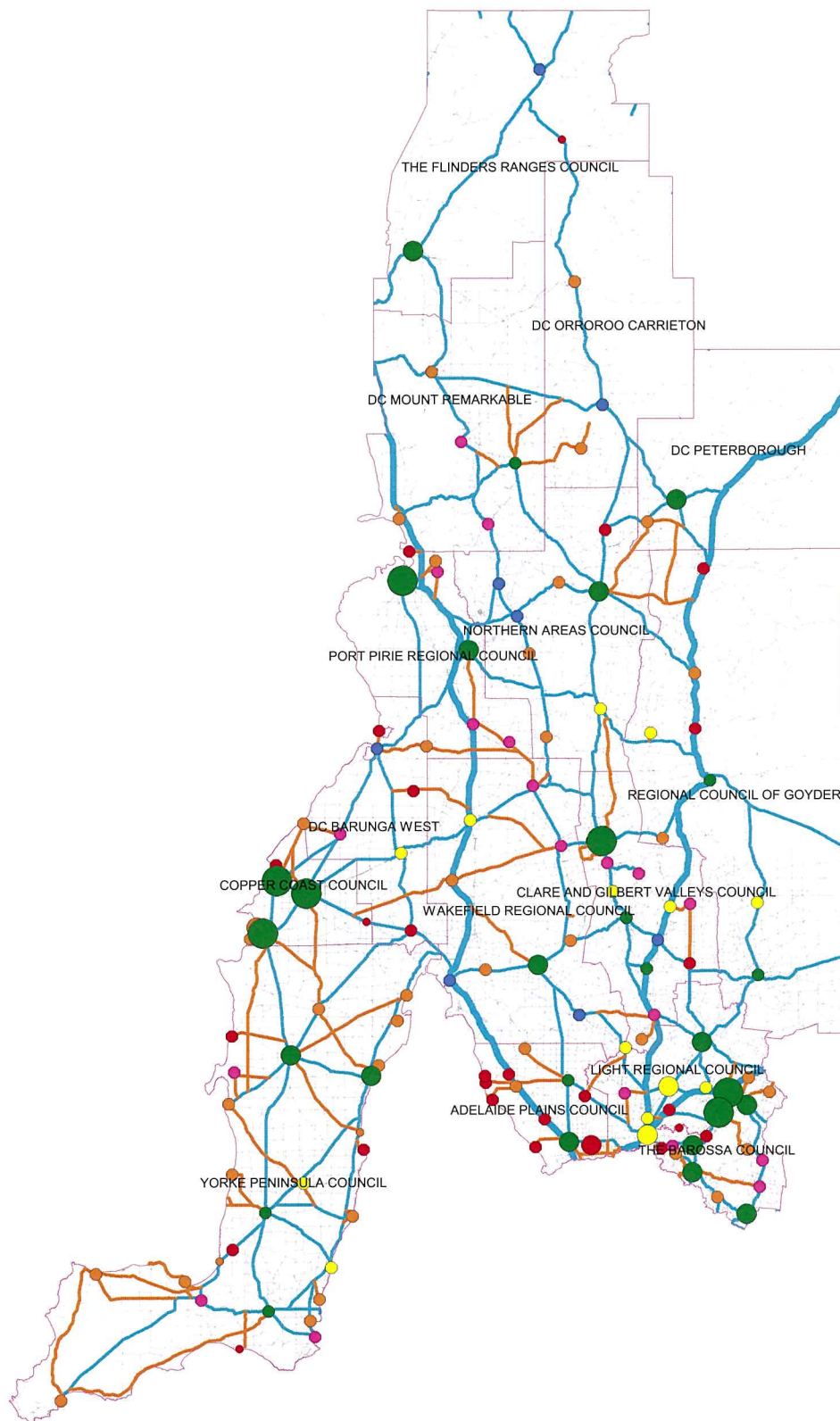
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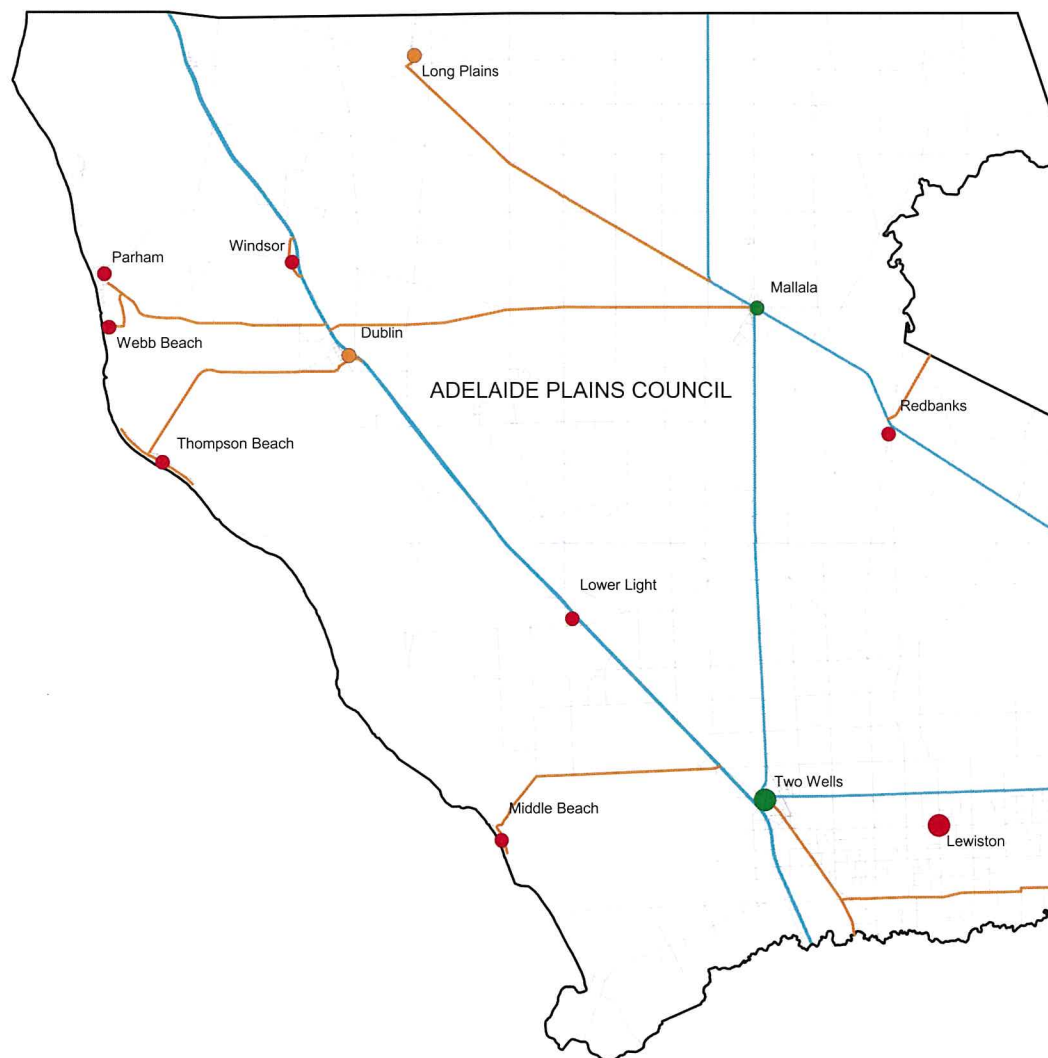
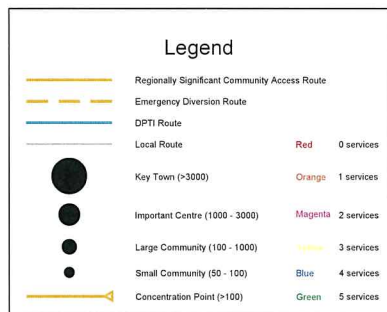
  
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**2030 Regional Transport Plan**

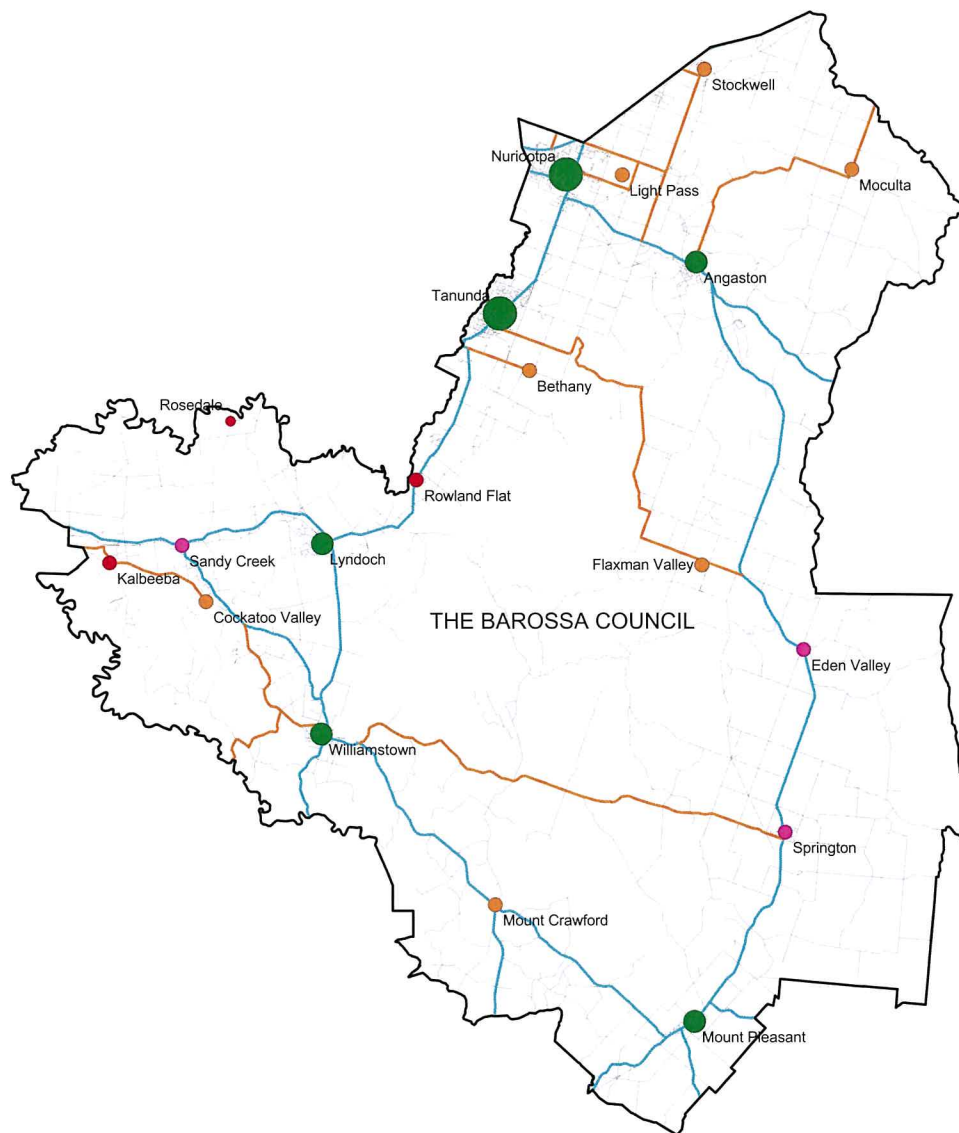
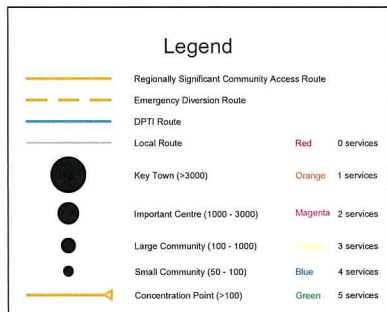
**Regional Tourism Routes**  
**Burra**

Drawing No.  
**2030TP-T-T-01**









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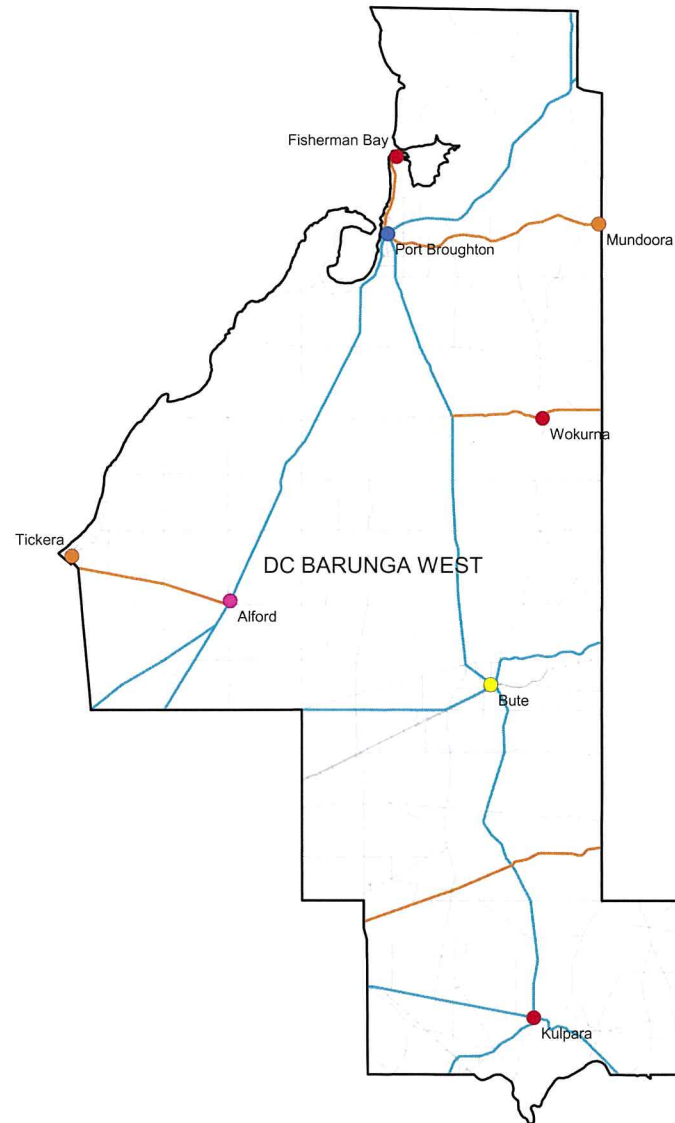
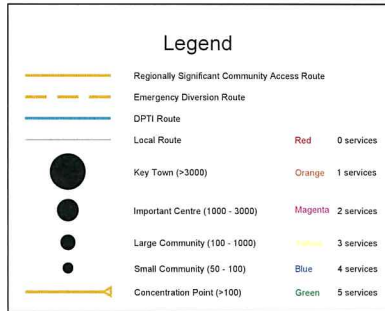
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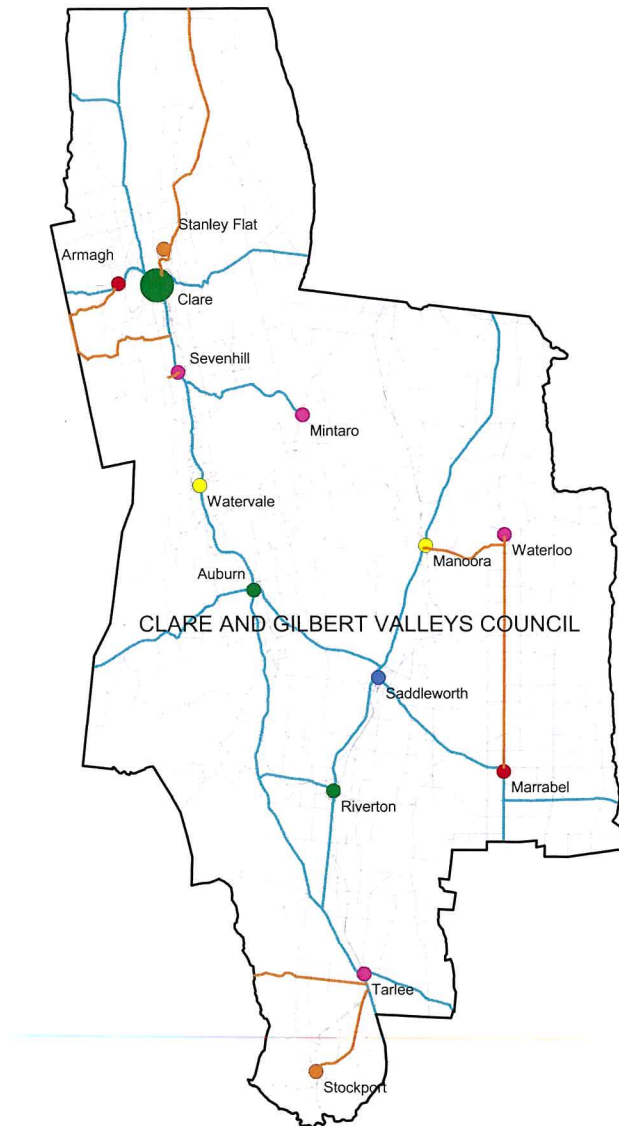
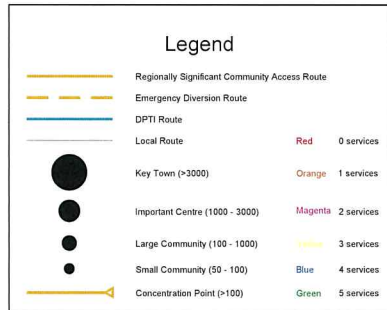
## Legatus Group 2030 Regional Transport Plan

Regional Community Access Routes  
The Barossa Council

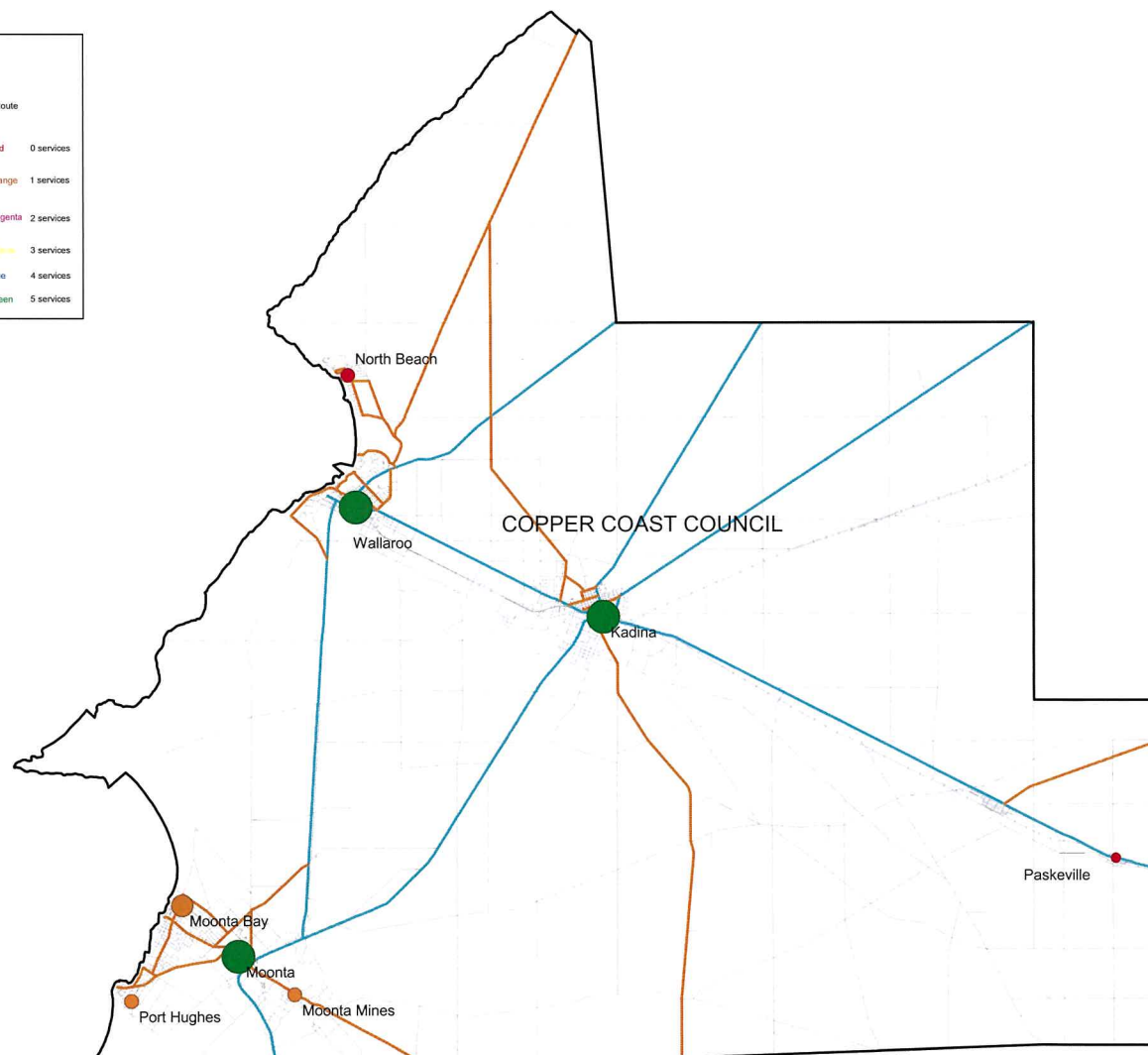
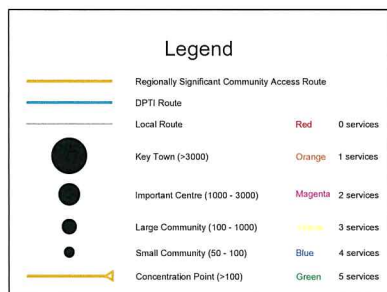
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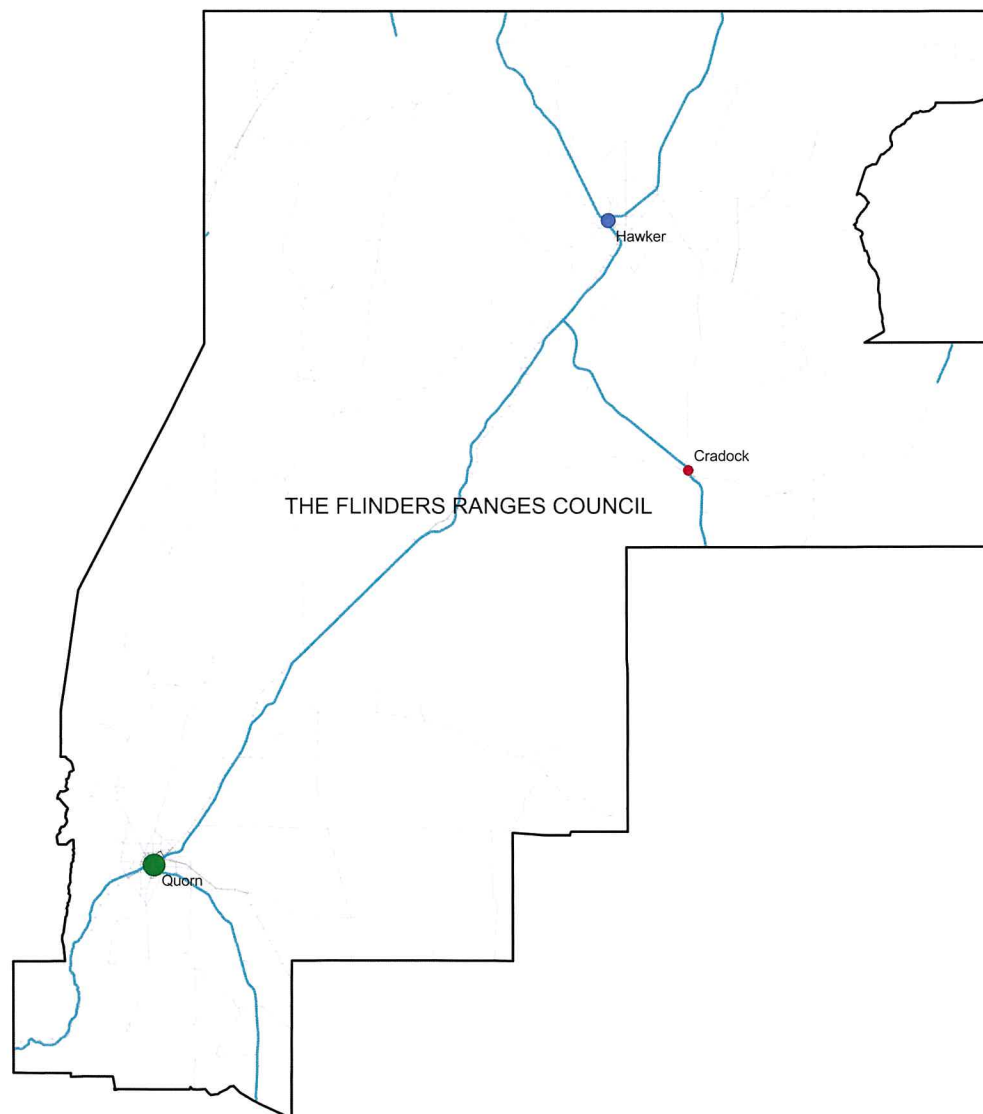
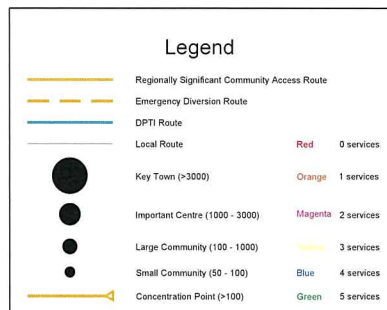
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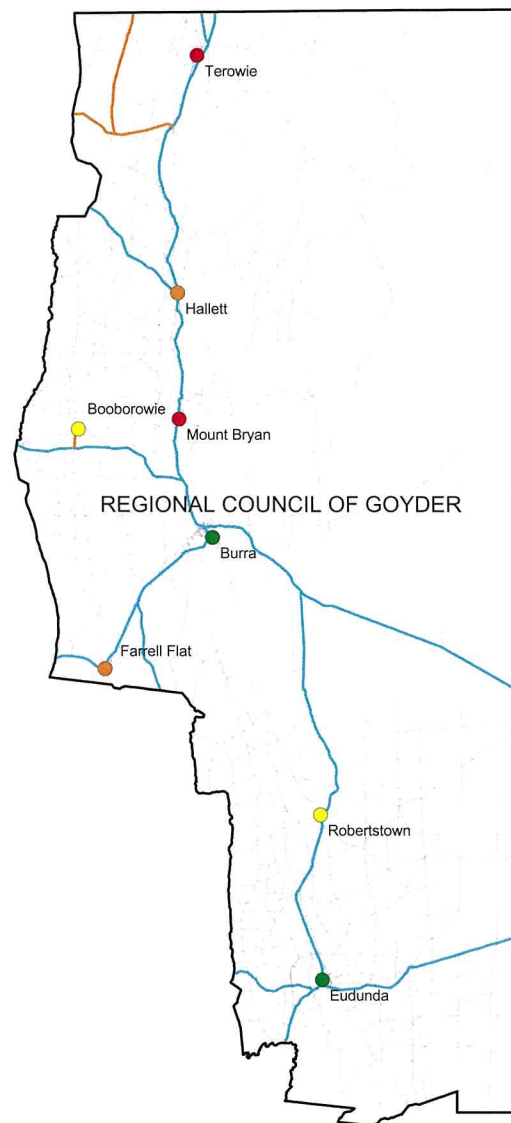
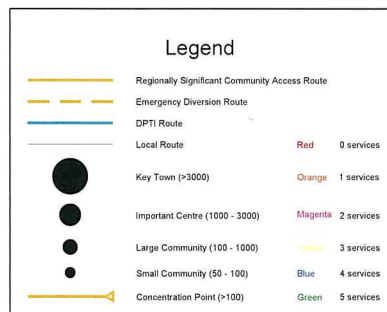


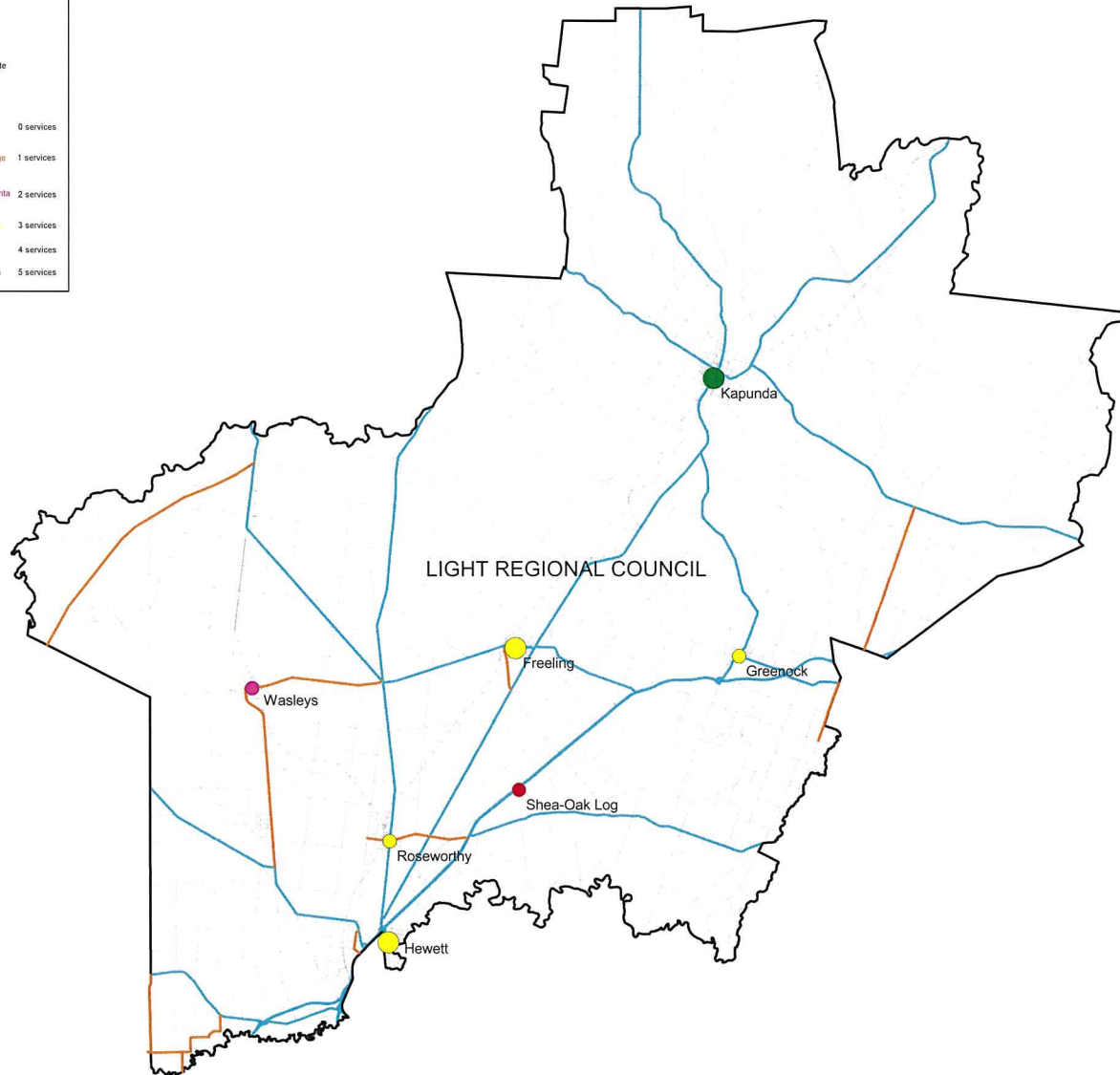
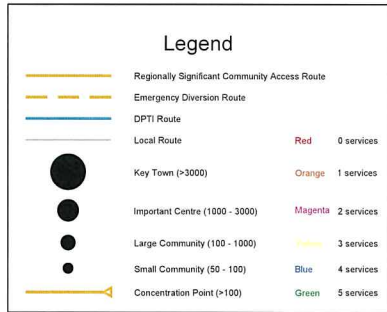


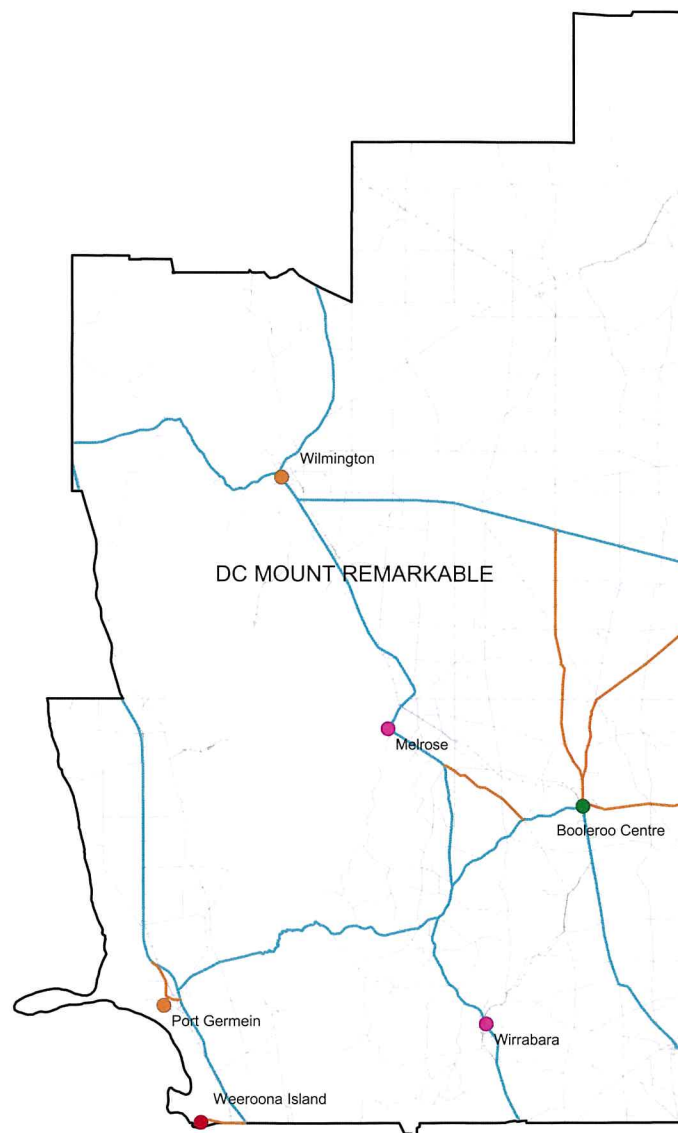
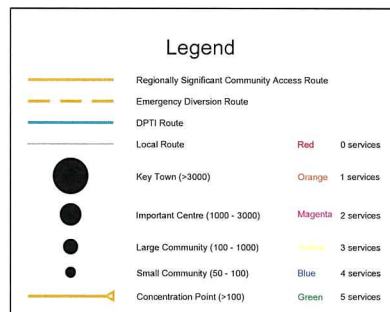












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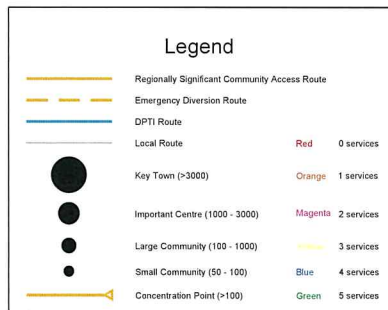
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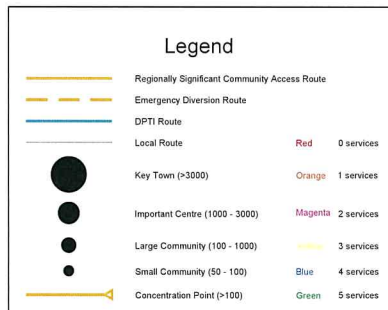
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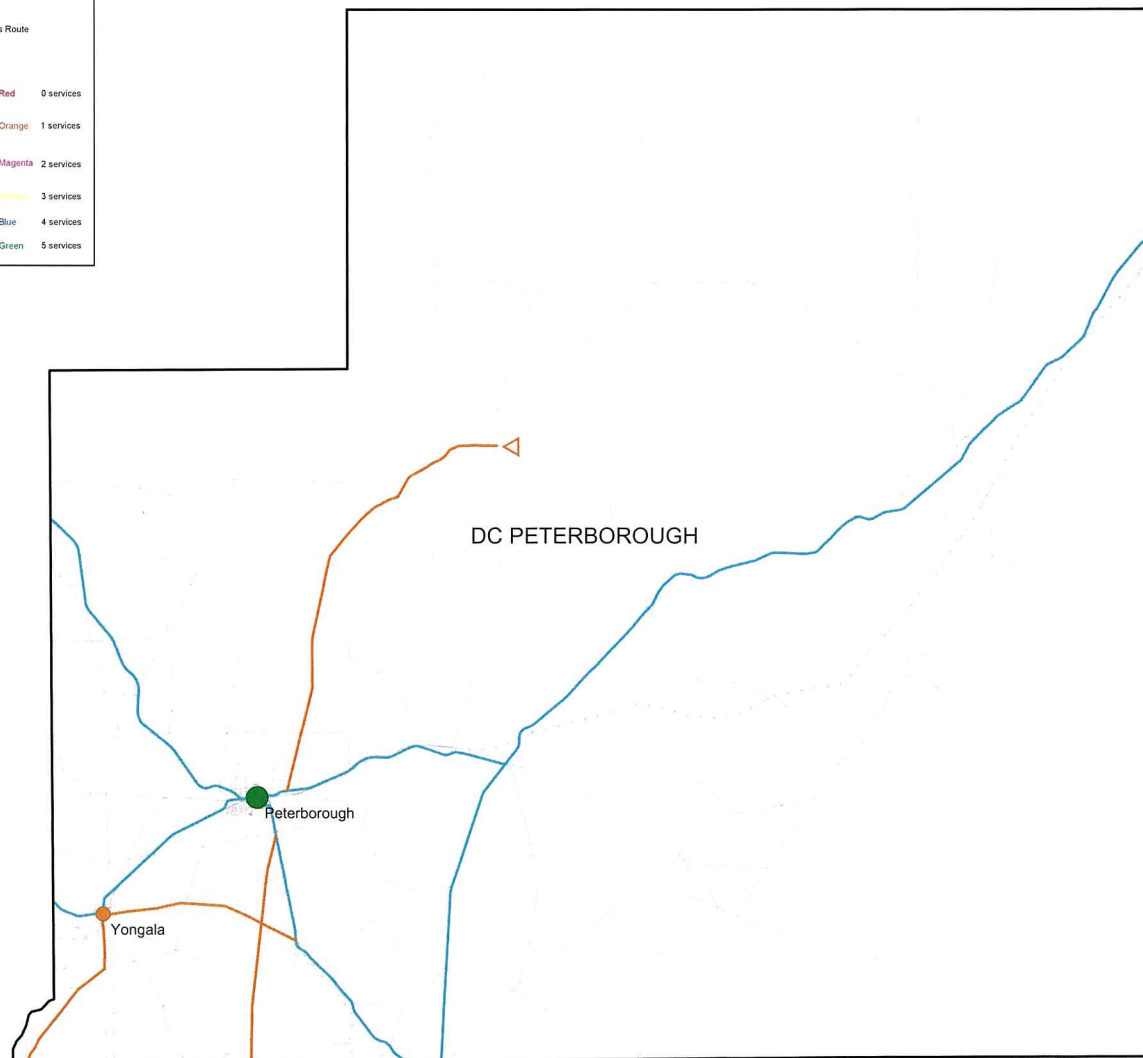
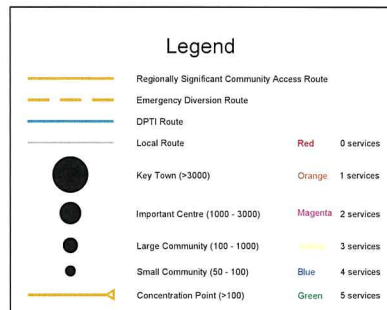
## Legatus Group 2030 Regional Transport Plan

Regional Community Access Routes  
District Council of Mount Remarkable

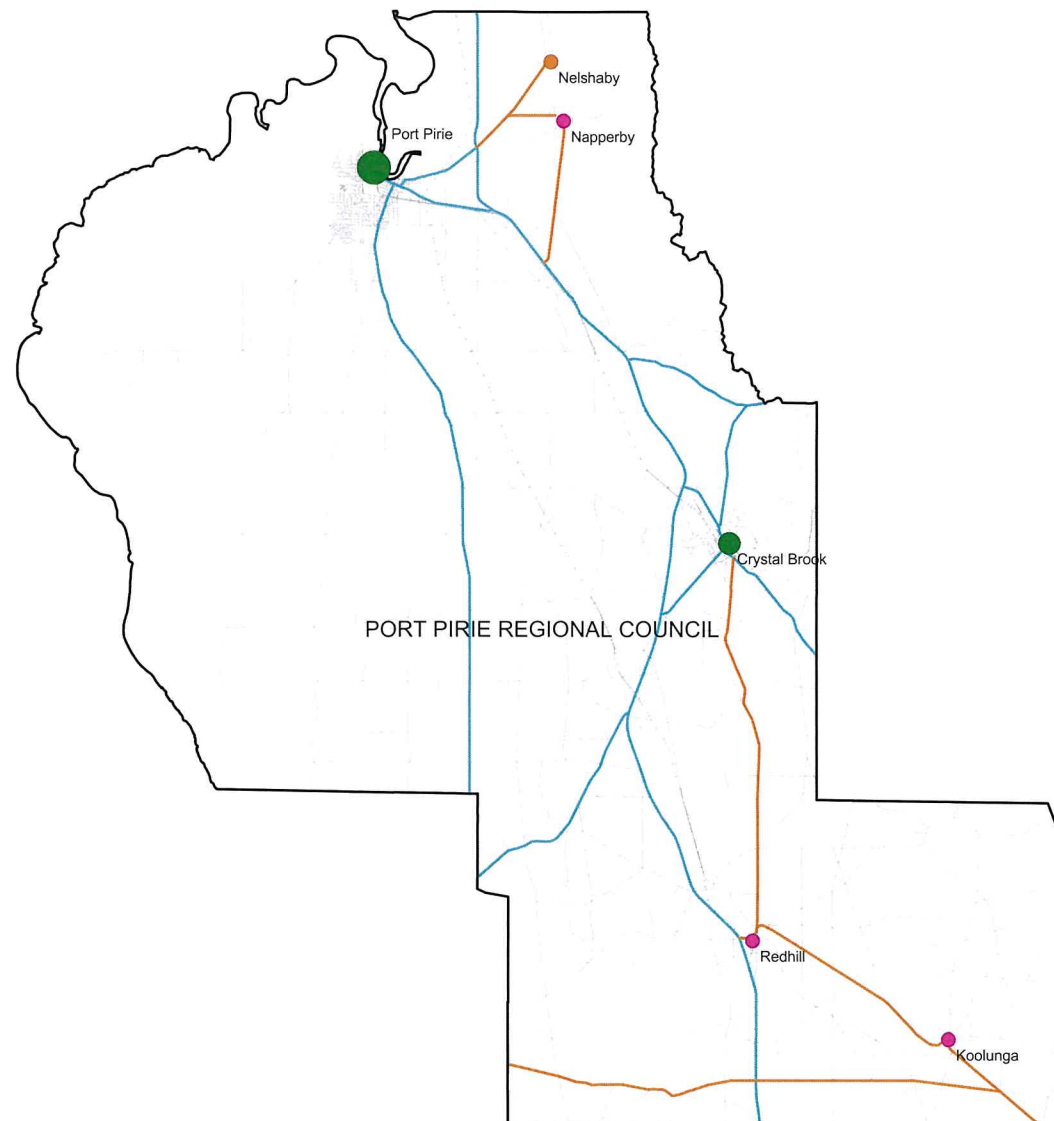
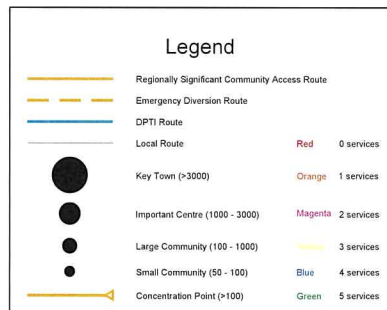
Drawing No.  
2030TP-C-C-09











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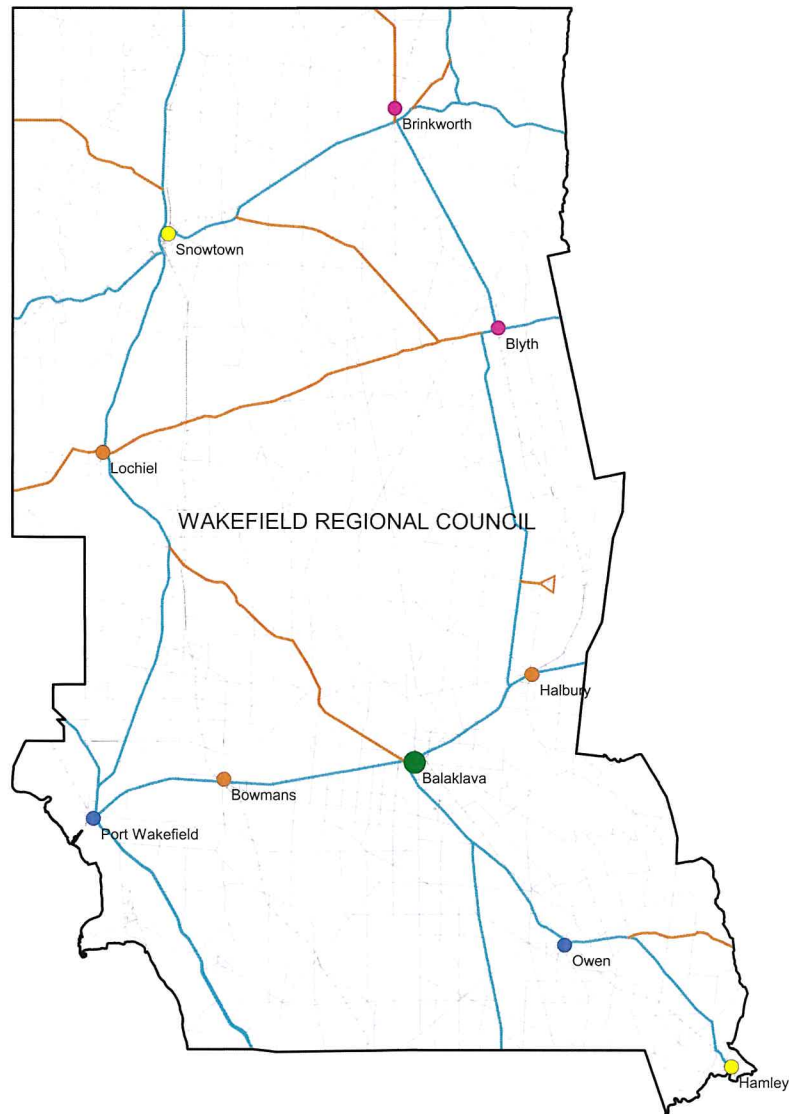
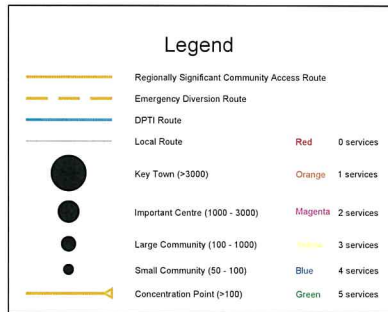
Approved

Date 16 Nov 17

## Legatus Group 2030 Regional Transport Plan

Regional Community Access Routes  
Port Pirie Regional Council

Drawing No.  
2030TP-C-C-13



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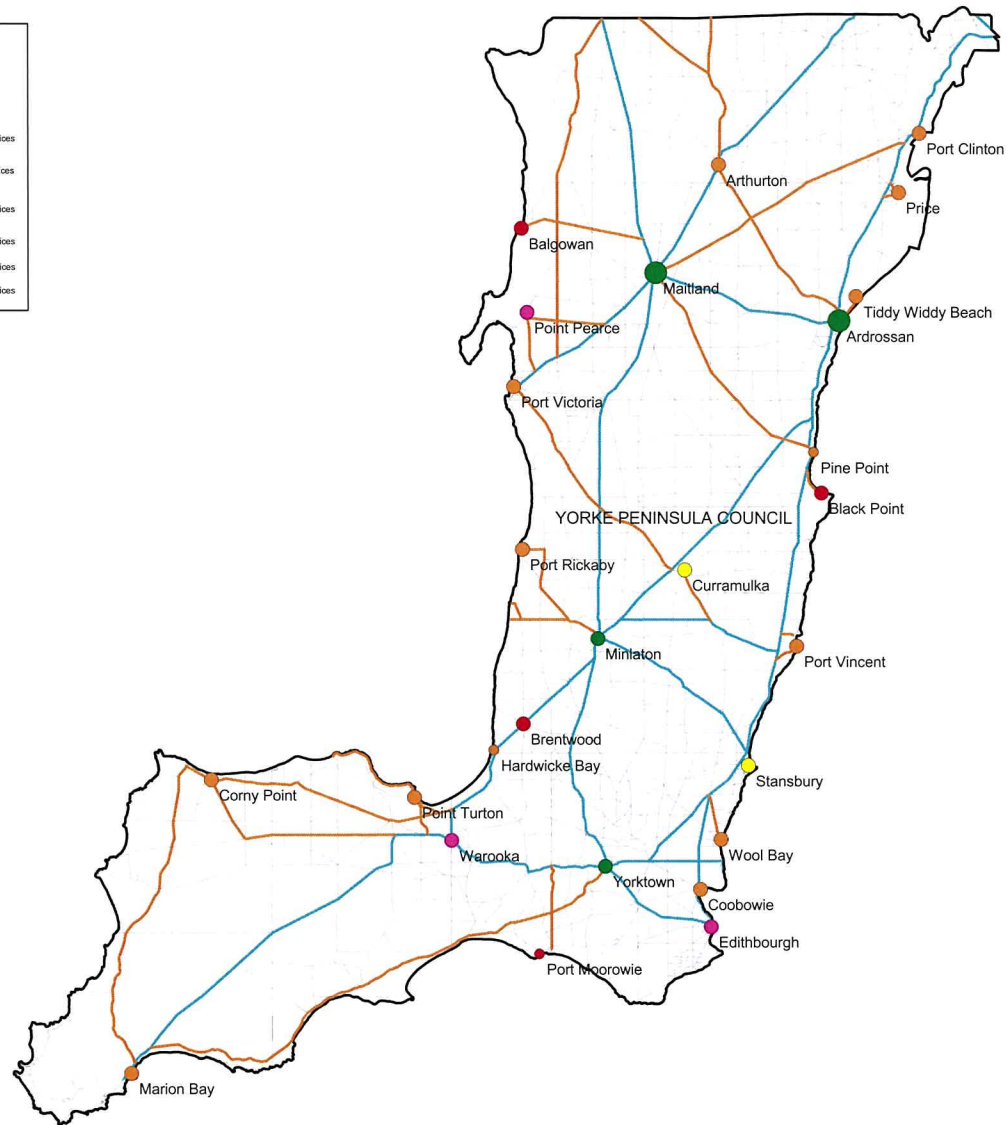
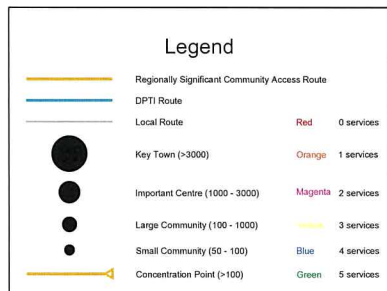
Approved

Date 16 Nov 17

## Legatus Group 2030 Regional Transport Plan

Regional Community Access Routes  
Wakefield Regional Council

Drawing No.  
2030TP-C-C-14



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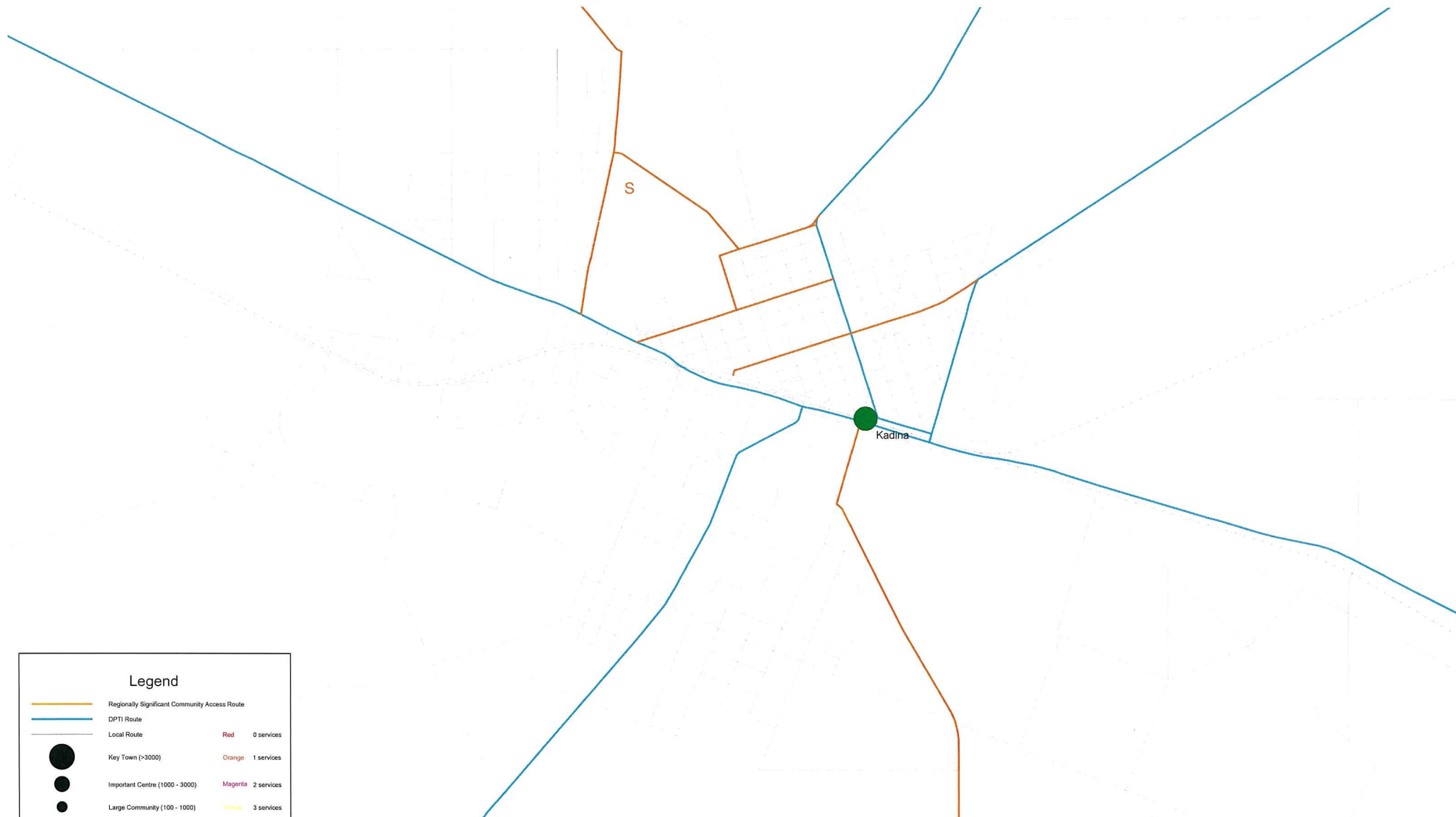
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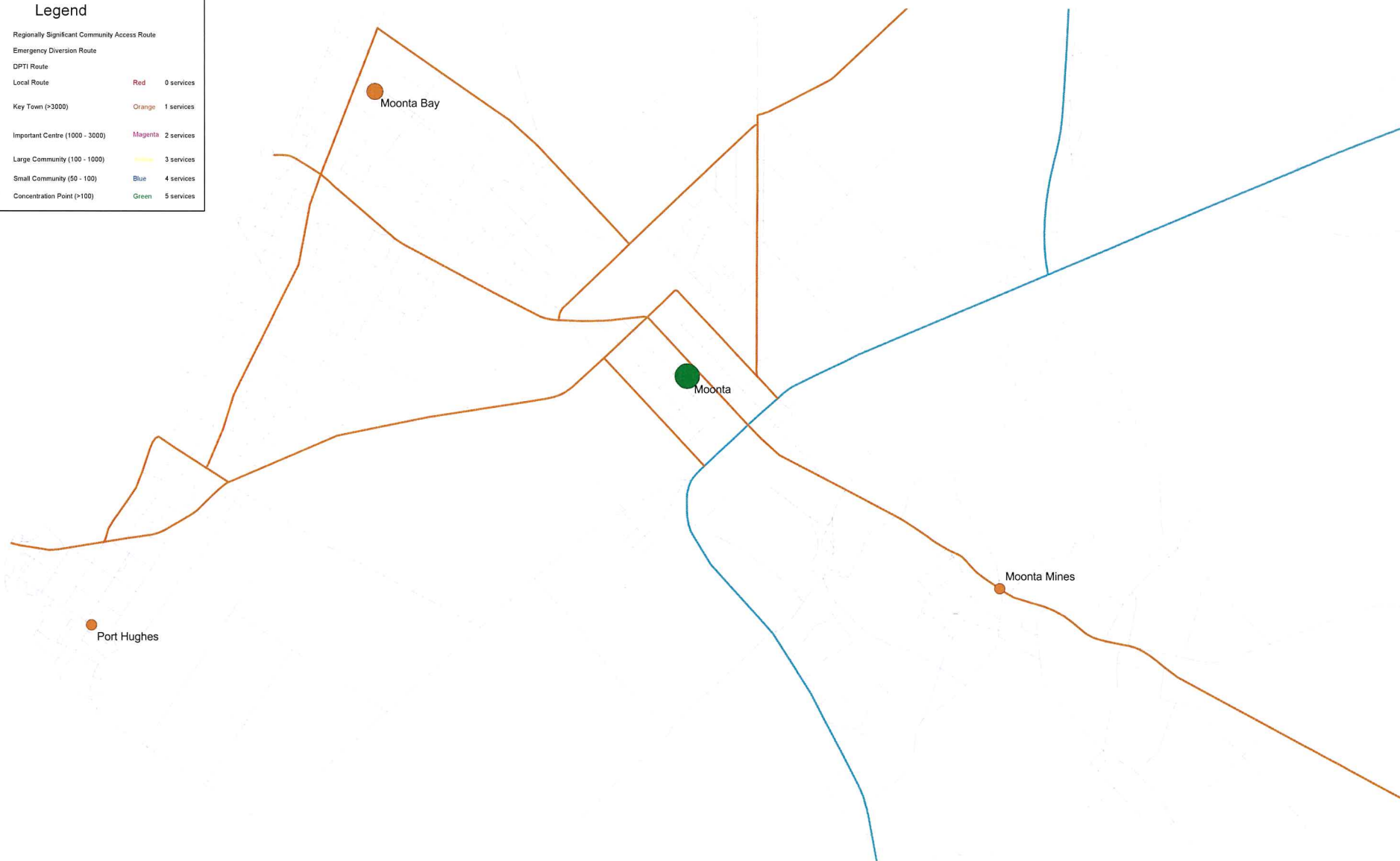
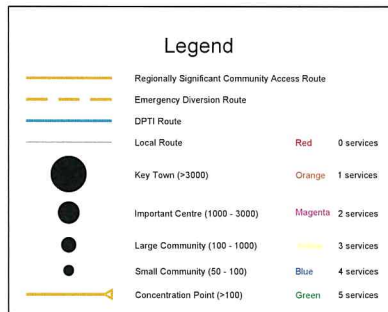
## Legatus Group 2030 Regional Transport Plan

Regional Community Access Routes  
Yorke Peninsula Council

Drawing No.

2030TP-C-C-15





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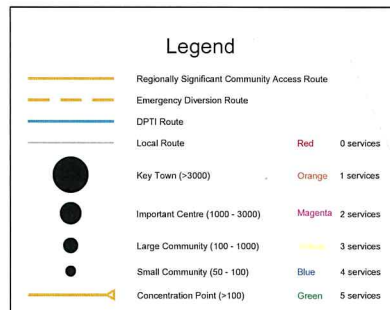
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## Legatus Group 2030 Regional Transport Plan

Regional Community Access Routes  
Moonta, Moonta Bay, Port Hughes

Drawing No.  
2030TP-C-T-02



### Legend

- Regionally Significant Community Access Route
- Emergency Diversion Route
- DPTI Route
- Local Route
- Key Town (>3000)
- Important Centre (1000 - 3000)
- Large Community (100 - 1000)
- Small Community (50 - 100)
- Concentration Point (>100)

- Red 0 services
- Orange 1 services
- Magenta 2 services
- Yellow 3 services
- Blue 4 services
- Green 5 services

