



## 2030 REGIONAL TRANSPORT PLAN INDUSTRY ENGAGEMENT

### **Overview**

The Legatus Group is the trading name of the Central Local Government Region of South Australia (SA), established under the Local Government Act. The Region covers the area from north of metropolitan Adelaide to the Flinders Ranges, including the Adelaide Plains, Barossa Valley, Clare Valley, Southern Flinders and Yorke Peninsula, 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, horticultural and tourism sectors. The Region has a population base of 123,370 (ABS 2016 Census), which is approximately 26% of the state's regional population.

The Legatus Group 2030 Regional Transport Plan comprises a strategic level assessment of regional transport needs and priorities across the 15 member Councils in the Region through to 2030. The Plan adopts a "purpose driven" approach to regional transport planning and has six agreed goals, namely:

- 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.

### **Structure of the Plan**

The 2030 Regional Transport Plan has as its core publication the December 2017 report which is and available at <https://legatus.sa.gov.au/sustainable-development-infrastructure/>. This Plan provides a strategic overview of transport needs within the Region, identifies transport goals and objectives and establishes parameters to create and maintain a regional road network that complements the state arterial network.

The Plan is supported by a comprehensive set of Regional Freight, Tourism and Community Access Route drawings, depicting regional, council and township level networks of regionally significant and locally important transport routes. The drawings are updated every two to three years as part of the Legatus Group's response to changing transport demands. Collectively, 2,137 km of local roads are currently defined as being regionally significant.

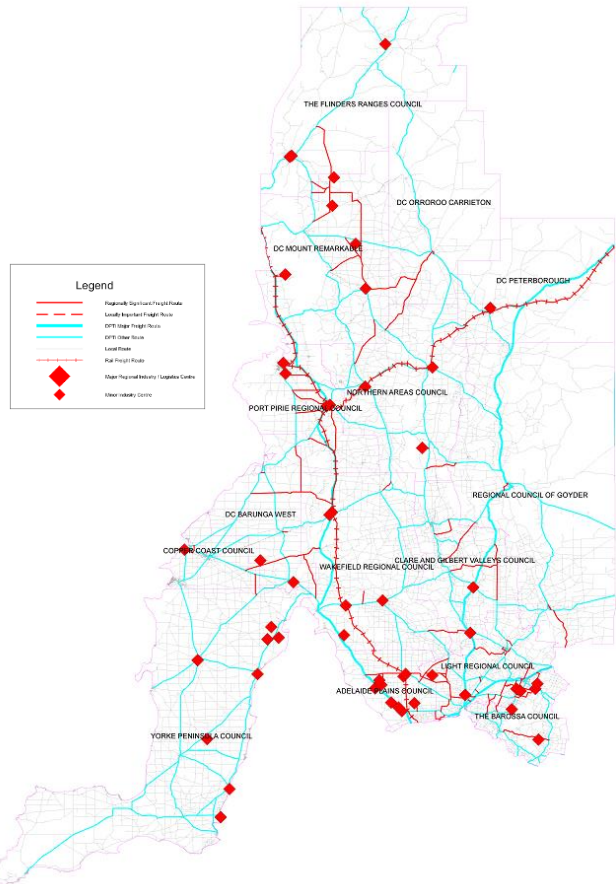
Also included as part of the regional transport planning process is a methodology for identifying regional road deficiencies. By comparing the actual speed environment, dimensions, geometry and pavement strength/durability of each regional route to a corresponding "fit for purpose" standard, a set of Regional Action Plans have been developed which summarise the current state of the regional road network. An annually updated Regional Roads Database, containing a prioritised list of regional road upgrade projects, completes the documentation.

**Regional Freight Routes**

Regional freight routes are defined as council managed roads that link important regional industry centres to state government managed major transport routes and thereby contribute to efficient movement of large volumes of heavy freight vehicles over the local road network. Typically, regionally significant freight routes carry a minimum of 50,000 tonnes of freight per year, mostly in B-Doubles or road trains. Locally important freight routes have also been defined, typically carrying between 20,000 and 50,000 tonnes of freight per year.

There have been 48 major regional industry or logistics centres identified across the Region, typically related to agriculture (grain and wine) and mining. With the reduced use of rail in the area, these industries rely heavily on regionally significant freight routes to get goods safely and economically to market.

There are 864 km of roads currently identified as regionally significant freight routes, of which 386 km have been assessed as having at least one major deficiency, with a total upgrade cost estimated to be in the order of \$46 million. A further 332 km of roads exhibit minor deficiencies, requiring higher levels of routine maintenance expenditure.

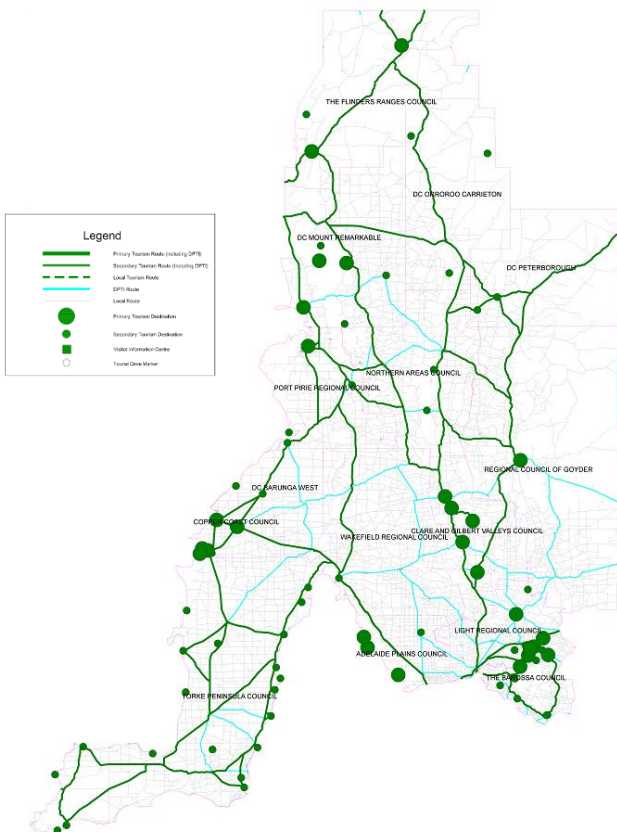


**Regional Tourism Routes**

Regionally tourism routes provide access to tourism sites and locations, these sites being defined by the target audience (international or interstate) and the size of the vehicle which can access the location. There are both primary and secondary regionally significant tourist routes which include state roads.

There have been 26 primary tourism destinations identified within the Region, with key destinations including the Barossa Valley, Clare Valley, Flinders Ranges and Yorke Peninsula. The region attracts over 50,000 international tourists, 400,000 interstate visitors and over 1,000,000 intrastate visitors annually.

There are 570 km of roads currently identified as regionally significant tourism routes, or 460 km if roads which are also regional freight routes are excluded. Of these, 118 km have been assessed as having at least one major deficiency, with a total upgrade cost estimated to be in the order of \$11 million. A further 238 km of roads exhibit minor deficiencies, requiring higher levels of routine maintenance expenditure.

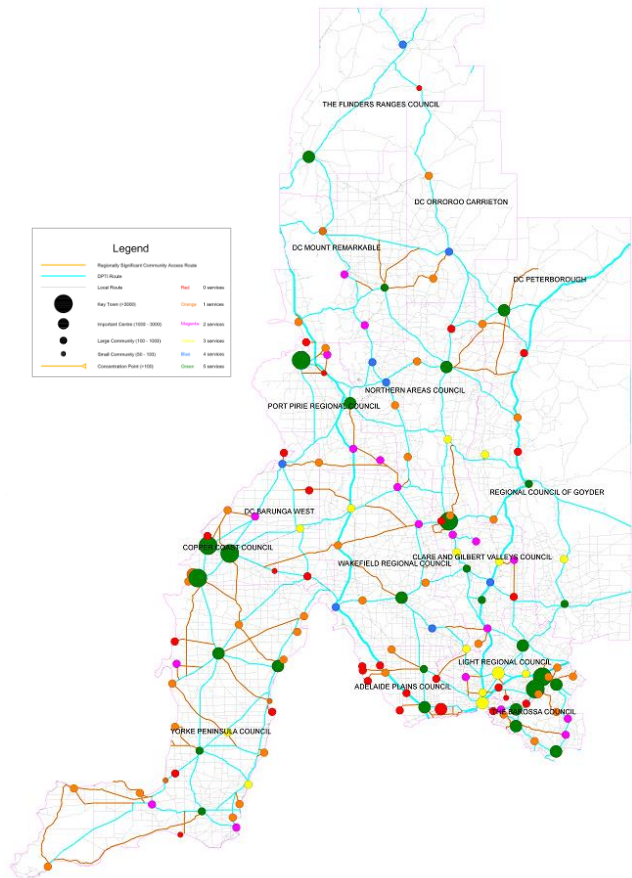


## Regional Community Access Routes

Regionally significant community access routes provide reliable all-weather connections for regional communities of 50+ residents (20+ homes) to essential services such as education, health, finance (banking), recreation and emergency services.

The publication “Road Classification Guidelines in SA” July 2008 defines Key Towns as those with a population above 3,000 permanent residents, while Important Centres are classified as those with a population between 1,000 and 3,000. The Region contains 7 key towns and 13 important centres, based upon 2016 census data, all of which provide the listed essential services. However, there are numerous smaller townships and communities across the Region without immediate access to essential services, requiring reliable road connections to the nearest centre where the services are available.

There are 1,400 km of roads currently identified as regionally significant community access routes, or 813 km if roads which are also regional freight or tourism routes are excluded. Of these, 284 km have been assessed as having at least one major deficiency, with a total upgrade cost estimated to be in the order of \$ 46 million. A further 245 km of roads exhibit minor deficiencies, requiring higher levels of routine maintenance expenditure.



## Funding of Regional Road Upgrades

The current Legatus Group Regional Action Plan 1 identifies 602 km of regional roads that exhibit one or more major deficiencies requiring upgrade to a fit for purpose standard, at an estimated total project cost in excess of \$ 81 million. Subject to the availability of appropriate grant funding, member councils of Legatus Group have included these roads on their respective forward works programs, for potential upgrade in the next five to ten years. A further 186 km of regional roads are shown on Regional Action Plan 2. These roads also exhibit one or more major deficiencies requiring upgrade to a fit for purpose standard, but are not currently identified in councils’ forward works programs. On a pro-rata basis, a further \$ 22 million would be required to rectify this unfunded liability within the next five to ten years.

Without any expansion of the regional road network, nor further deterioration in the standard of existing regional roads, Legatus Group member councils are required to make a total investment of at least \$ 103 million in regional road upgrades over the next five to ten years. The traditional source of grant funding for regional roads has been the Special Local Roads Program, administered by the Local Government Transport Advisory Panel. With a typical annual allocation of between \$ 2.5 million and \$ 3 million for Legatus Group projects, matched either on a 1/3 vs 2/3 basis or occasionally 50/50 by council funds, around \$ 4 million per annum is currently invested in regional roads within Legatus Group. This represents a shortfall of at least \$ 63 million over a ten year period (in 2020 dollar terms).

Other sources of federal road grant funding currently include the recently allocated Local Community Infrastructure and Roads (LCIR) Funding, the Heavy Vehicle Safety and Productivity Program (HVSPP) or the annual Federal Assistance Grants and R2R Grants. However, councils often have competing demands to use these funds for capital works projects on other council roads which are not regionally significant. Thus, there is currently limited scope to close the gap between available funds and funds required to achieve a fit for purpose standard across all Legatus Group regionally significant roads within the next 10 years, despite the significant economic and social benefits, as well as major road safety improvement.