



Legatus Group Road and Transport Infrastructure Advisory Committee

Agenda

Friday 7 August 2020

9am – 10.30am

Via Microsoft Teams Invite sent

1. Welcome and apologies

Chair Dr Helen Macdonald (CEO G&GVC)

2. Minutes of the committee meeting held 2 April 2020 held via Zoom

1. Welcome:

The meeting was opened at 1.40pm by Chair Helen Macdonald

2. Attendance:

Helen Macdonald (Clare & Gilbert Valleys), Dylan Strong (Orroroo Carrieton) Steve Kaesler (Barossa), Tom Jones (Adelaide Plains) Michael McCauley (Yorke Peninsula), Stuart Roberts (Wakefield), Kelly-Anne Saffin (RDA YMN), Mike Wilde (DPTI) and Simon Millcock (Legatus Group).

The meeting noted the Terms of Reference for the committee which had been distributed with the agenda and Helen Macdonald welcomed the new and ongoing members.

3. Apologies

Lee Wallis (Goyder) and Mike Burger (Flinders Ranges).

4. Minutes of the meeting held 14 February 2020

The meeting noted that the minutes of the meeting held on 14 February 2020 were presented to the Legatus Group's February 2020 meeting and the responses to the motions and actions which have been undertaken were noted. The meeting resolved that the minutes were a true and accurate record of their meeting.

5. 2030 Legatus Group Regional Transport Plan and 2020 SLRP Applications

The Legatus Group CEO provided a report with the agenda on the updates by HDS to the 2030 Regional Transport Plan, Action Plan and the Summary of the Roads Proposal.

John Olson and Tim Viner-Smith from HDS joined the meeting and provided an explanation of the process being used for the assessments. They lead the committee through the analysis of the Regional Roads Data base and the committee contributed to the regional prioritising. It was noted that for any scoring those members who had a direct conflict of interest to specific roads

being assessed would refrain from comments on the scoring. They were Helen Macdonald, Dylan Strong, Michael McCauley and Steve Kaesler and Mike Wilde also noted his conflict of interest.

With regards the assessment process the committee assessed all of the new roads submitted and reviewed assessments from those which were carry over from the previous year apart from:

- Koolunga Road From 1.3km S of Mallee Corner Rd to Boucat Rd (Wakefield)
- Frances Tce, Moonta Bay Milne Terrace to Blythe Terrace (Copper Coast)
- Moculta Road Murray Street to Truro Road (Barossa)
- Snodgrass Road Port Rilet Road to Wallaroo Plain Road (Copper Coast)
- Wallaroo Plain Road Snodgrass Road to north of Council Boundary (Copper Coast)

The meeting agreed to not undertake the Stage 2 assessment of these roads as they had not received sufficient scores during the Stage 1 assessment. As such a total of nine projects were assessed under Stage 1 and Stage 2 with the priority ranking being:

Ranking	Road + Council	Score
1	Turretfield Road Gomersal Road to Rosedale Road (Light)	92
2	Main Road 45 Waterloo Road to Steelton Road (Clare & Gilbert Valleys)	89
3	Stonewell Road Condor Lauke Way to Seppeltsfield Road (Light)	88
3	Stockwell Road Carrara Hill Road to Penrice Road (Barossa)	88
5	Orroroo Heavy Vehicle Bypass North Terrace (Orroroo Carrieton)	86
6	Basedow Road Murray Street to Light Pass Road (Barossa)	80
7	Angle Grove Road Full length (Wakefield)	76
8	North Coast Road Point Turton Township to Point Souttar Road (Yorke Peninsula)	75
9	Bay Road, Moonta Bay Coast Road to Frances Tce Community Access (Copper Coast)	68

Extended discussions were held on the list of roads to be submitted as the priorities for SLRP in 2020/2021 and the meeting noted that a comprehensive response should be provided on the process to all those had submitted applications.

The meeting noted that the amount being sought across the region for the 14 projects exceeded \$15 million with was in excess by around 5 times the expected SLRP level of funding.

The meeting noted that the roads listed apart from Copper Coast Snodgrass and Wallaroo Plains (which council should consider alternative sources of grant funding) all demonstrate a moderate to high likelihood of being funded under SLRP . As such those not endorsed in 2020-2021 have the potential for future years unless additional higher ranking projects are accepted in the meantime. It was noted that these assessments also assist in other forms of regional road funding. As such the 2020 Regional Roads Database achieved its intent of providing a minimum three year pipeline of suitable regional road projects.

The committee agreed that the top five projects listed above be endorsed for inclusion in the Legatus Group's 2020 SLRP regional submission, potentially totalling \$ 4,056,380 in grant funding.

The committee made the following recommendation:

1. That the Legatus Group approve the data base update and confirm the priority rankings and that the Legatus Group CEO provides confirmation to the relevant councils of the priority listing and for the five endorsed projects to submit their final SLRP applications to the Legatus Group CEO.
2. That the Legatus Group include in their 2020/2021 Business Plan the development of a detailed report based on the socio – economic impacts including business competitiveness associated with funding requirements to support the strategic level deficiencies identified within the Legatus 2030 Regional Transport Plan.

6. Industry Prospectus

The meeting noted that HDS as part of their 2019/2020 agreement with the Legatus Group were to provide an Industry Prospectus re the 2030 Regional Transport Plan to allow for a stronger lobbying tool for funding by March 2020. HDS advised that this draft document is yet to be completed.

John Olson and Tim Viner-Smith then left the meeting.

7. Performance review HDS

The Legatus Group CEO provided a verbal report following responses received from 7 of the constituent councils which included support for the committee recommending that there could be value in exploring the market for service providers with regards the 2030 Legatus Group Regional Transport Plan along with having a dedicated resource to assist with the coordination of regional issues and grants.

The feedback and committee were all supportive of the process to develop the plan and that it utilised sound principles and noted there are difficulties in working across 15 Councils with external providers and that the understanding of the new format is now being understood. The slowness and confusion around understanding the process across the member councils was recognised several times although it was noted this is improving.

The Legatus Group CEO is to wait till Thursday 9 April 2020 for any further responses by other councils and to provide feedback to HDS.

8. State-wide Regional South Australian Local Government Roads Priority List

The meeting noted the report by the Legatus Group CEO and that this matter is now on the draft SAROC Business Plan for 2020/2021.

9. Stage 2 Restricted Access Vehicle Route Assessment Tool (RAVRAT)

The meeting noted the report by the Legatus Group CEO and that this matter was presented to SAROC and is now being progressed by the LGA.

10. Northern Connector and Signage

The meeting noted the approach by Clare and Gilbert Valleys Council for Legatus Group to lobby Ministers and MPs re lack of signage re Clare, Barossa and Riverland on the newly opened Northern Connector. The Legatus Group CEO advised that he had sought but not received responses from councils on this matter.

11. State and Federal Road updates

Mike Wilde advised that things are still in train with no specific details and currently not clear on where the priorities are due to the current issues Governments are facing with the Coronavirus.

12. Other business Nil

13. Close and date of next meeting the meeting was closed at 3.50pm and the next meeting date to be confirmed

Dr Helen Macdonald the Chair of the committee provided a report to the 5 June 2020 Legatus Group which contained the minutes of the Legatus Group Legatus Road and Transport Infrastructure Advisory Committee meeting held 2 April 2020. Included with the report was an update that following the Legatus Group RTIAC meeting:

- (1) An on-line information's session was held by DPTI for the Legatus Group Councils on the progress of the Major Roads works across the region. Invites were distributed to all Constituent Councils. The presentation was provided on a 'without prejudice' basis to inform them of the current status of the planning works and the indicative corridor priorities. DPTI advised that they are unable to provide an electronic version of the presentation at this time. They are endeavouring to meet the requirements of the National Partnership Agreement and am currently engaging with the Commonwealth to seek their comments on the indicative scope of works. Once this is received, they will be in the position to provide the Legatus Group with an update.
- (2) The SAROC Annual Business Plan 2020-21 proposes a potential action for SAROC to facilitate coordination between regional LGAs to prepare a SAROC SA Regional Local Road Priorities report that will enable a cross regional approach to support funding applications to State and Federal Government based on an agreed priority list. The LGA Secretariat is currently liaising with other state and territory local government associations and the Australian Local Government Association regarding item 3 of the resolution.

The Legatus Group approved the updated 2030 Legatus Group Transport Plan Road Deficiency Action Plan.

For noting.

3. 2030 Legatus Group Regional Transport Plan FY 2019-20 Updates and 2020 SLRP Applications

The following Legatus Group "2020 Regional Priorities" have been provided to the Special Local Roads Program Coordinator on behalf of the LGA in time for the closing of applications. They were sorted both by "Primary Purpose" and "Overall" ranking.

Ranking	Road + Council
1	Turretfield Road Gomersal Road to Rosedale Road (Light)
2	Main Road 45 Waterloo Road to Steelton Road (Clare & Gilbert Valleys)
3	Stonewell Road Condor Lauke Way to Seppeltsfield Road (Light)
4	Orroroo Heavy Vehicle Bypass North Terrace (Orroroo Carrieton)
5	Basedow Road Murray Street to Light Pass Road (Barossa)
6	Angle Grove Road Full length (Wakefield)

They are based upon all road segment upgrades submitted for consideration re the Legatus Group 2030 Regional Transport Plan and its 2020 Roads Database as roads that are of regional significance under three categories of route either freight, tourism or community.

The following list was recorded in the RTIAC minutes and distributed to the Legatus Group Board and Legatus Group CEOs.

Ranking	Road + Council
1	Turretfield Road Gomersal Road to Rosedale Road (Light)
2	Main Road 45 Waterloo Road to Steelton Road (Clare & Gilbert Valleys)
3 equal	Stonewell Road Condor Lauke Way to Seppeltsfield Road (Light) Stockwell Road Carrara Hill Road to Penrice Road (Barossa)
5	Orroroo Heavy Vehicle Bypass North Terrace (Orroroo Carrieton)

The Barossa Council then advised the Legatus Group CEO that they will not be applying for Stockwell Road this year which was listed as equal 3rd in the rankings but will be submitting Basedow Road which was ranked 6th.

The Legatus Group CEO then advised the Legatus Group Board members and Legatus Group CEOs of the following:

- *The Legatus Group RTIA Committee had agreed that the top five projects be endorsed for inclusion in the Legatus Group's 2020 SLRP regional submission, potentially totalling \$ 4,056,380 in grant funding.*
- *By removing Stockwell Road this takes Basedow into the top 5 and reduces the total to \$2,831,380 and then by including Angle Grove Road which becomes the 6th ranked this brings the total to \$3,665,404 which still well exceeds the anticipated amount of between \$2m-\$3m.*

The Legatus Group CEO then assisted all five Councils in completing their applications. The Legatus Group 5 June 2020 meeting endorsed the assessment and prioritising for Legatus Group region SLRP roads funding for 2020/202.

Forty-nine (49) applications totalling \$23,436,885 were received for the 2020-21 SLRP. LGTAP met on 23 June 2020 and 3 July 2020 to discuss the applications. Thirty-five (35) projects with a total funding allocation of \$15,586,500 for 2020-21 were recommended by LGTAP at the meetings for submission to the SA Local Government Grants Commission for appropriate recommendation and subsequent formal announcement of successful funding allocations.

Neither the LGA nor the LGTAP provide formal notification of its recommendations as it is the prerogative of the respective State and Federal Ministers to make the public announcements once they have approved the funding allocations.

A copy of the LGTAP recommendations was tabled at the July LGA Board of Director's meeting for proposed funding which were supported the LGA Board. Note that these have now been passed onto the Grants Commission for the Ministerial approval process. As such this information is not to be taken as confirmation but as information of the process. The Legatus Group region had 5 of the 6 projects submitted recommended for proposed funding by LGTAP which is around 25% of the funding made available for Regional Roads and around 18% of the total funding. Relevant Legatus Group Council have been informed of the current status.

There is a Process and Governance Review by Hudson Howells on the Special Local Roads Program being undertaken. The review will look at the process and written materials for the program as well as the roles of the key stakeholders to provide recommendations around efficiencies and effectiveness. The review will finish around October 2020 and recommendations will be presented to the LGA Board for consideration with the anticipation that the process and

materials can be refined for the 2021-22 funding round of the program. The Legatus Group CEO has provided input to this review.

For noting.

4. Industry Prospectus

HDS completed the Legatus Group Regional Local Road Industry Engagement Document which has been distributed to all Councils and RDAs.

<https://legatus.sa.gov.au/wp-content/uploads/2020/06/Industry-Engagement-Document-.pdf>

This will assist in progressing items from the Legatus Group 2020/2021 Business Plan.

For noting.

5. Performance review HDS

The Legatus Group CEO provided the feedback to HDS on 15 April 2020 regarding their performance in relation to the development and implementation of a 2030 Regional Transport Plan for Legatus Group, covering the 3½ year period since they commenced the initial project in December 2016.

There was agreement on all of the comments provided. Noting they found the greatest challenge was how to build a strong relationship with representatives from all 15 councils, when the RTIAC generally only comprised reps from about five different councils at any one time. The other three Regional LGA's they provide similar regional transport planning services to have only had between five and eight councils in their groups, allowing all councils to be represented at their equivalent body to the RTIA Committee.

Whilst the development of a purpose driven approach to regional transport planning seemed well received by those in attendance at the RTIAC meetings it became more difficult to communicate the same information through to those not part of the RTIAC. A number of the council comments also identified this as a key challenge. By adopting a similar project methodology to that which was successful for the other Regional LGAs, HDS failed to appreciate the extra challenge borne by such a large Regional LGA as Legatus Group, with double the number of member councils. The importance of conducting three or four sub-regional workshops, or even council by council presentations, is a clear need in any future regional transport planning initiatives within Legatus Group.

HDS are formally addressing all of the issues that have been identified through their internal performance review and continuous improvement process.

For consideration and discussion.

6. State-wide Regional South Australian Local Government Roads Priority List

The Regional LGAs EOs have noted there was strong interest from the Commission as it has the potential to assist with Federal Funding. Discussion held on the GIS Road Network and its use for grants process and their current approach to look at this to be in house within DPTI. The need for road usage information would benefit a roads hierarchy and the need to include Commission and DPTI in the SAROC Regional Local Road project. A meeting has been held with

the Grants Commission, DPTI, LGA Secretariat and representatives from the Regional LGAs EOs to discuss. Comments received were:

- Concept is good – initially even just to get everyone using the same language
- Benefits could include consistency – standardisation – centralised data and data base - streamline reporting (assist with productivity)
- Assist with cross border (at local and regional levels) priority
- Greater effort to support broader regional approach to working collectively and in unison with each other
- Assist with road infrastructure grants and ability to work with national state and industry needs
- Process could identify gaps
- LGA via SAROC and some Regional LGAs along with Commission provide funding and as to who manages the project tbc
- Who would own and drive the report and its recommendations tbc
- No need for any other agency / organisation to be involved at this stage – will need to have commitment from the ground up as well (role of Regional EO's)
- Update to be provided verbally at SAROC meeting next week

DPTI and Grants Commission have had further productive conversations about the work that HDS are doing for the Murraylands Riverlands LGA (MRLGA) and broadening the scope of that work to SAROC, GAROC and the State and DPTI's potential role/involvement in that process. They are working up a discussion paper to get the benefits and challenges documented.

To be noted that DPTI is now DIT (Department of Infrastructure and Transport), Planning and Local Government has been moved to AGD (Attorney-Generals) and as such there are new Ministers. The full impacts of this process are unclear currently, but the Commission, as part of the Office of Local Government, will move to AGD. With an assumption they will keep discussions going with DIT about the GIS work they are looking to get done as well as a potential "home" for an overarching GIS based on the MRLGA work when it gets there.

For discussion.

7. LGA Heavy Vehicle Access Liaison Officer

Toni Clarke is the new LGA Heavy Vehicle Access Liaison Officer and will be attending the meeting to provide an update and discuss this new role.

Background:

The role is collaborative partnership between the LGA, the Department of Planning, Transport and Infrastructure (DPTI) and the National Heavy Vehicle Regulator (NHVR) with a specific focus in assisting local councils with heavy vehicle access and the primary purpose is to assist councils in performing the road manager function under the *Heavy Vehicle National Law*.

It is acknowledged that at times there may be competing priorities between councils and operators and developing strong partnerships with each other has the potential to improve outcomes while protecting investment in public infrastructure.

Toni has worked for DPTI in a range of heavy vehicle roles, most recently with the Heavy Vehicle Policy and Strategy Team, for the past 10 years. During this time, has provided presentations on the introduction of the Heavy Vehicle National Law as well as participated in a number of field trials with local councils.

An example of some of the topics that could discuss initially include:

1. Local road issues being experienced and worked through
2. Understanding of the Heavy Vehicle National Law
3. Guidelines for granting access
4. Local productivity initiatives

Specific topics that could be covered with individual councils include, but not limited to:

1. Applying valid and legitimate conditions via the NHVR Portal
2. Temporary detours and road works
3. Heavy vehicle access support tools
4. Recommendations from the OSOM review
5. The NHVR national harmonization program / update of notices
6. Higher productivity freight vehicles / performance-based standards
7. Assisting with the development of pre-approvals
8. The benefits of field trials for understanding vehicle on-road performance

Outlined below are several items for information:

Strategic Local Government Asset Project (SLGAAP)

The Australian Government has provided the National Heavy Vehicle Regulator (NHVR) with more than \$8 million in funding to assist road managers with the assessment of assets, bridges and culverts, on key local government heavy vehicle routes. The NHVR is delivering a set of asset assessments in partnership with Local Governments under a program work known as the Strategic Local Government Asset Assessment Project (SLGAAP). Initially the project will concentrate on assessments of bridges and culverts that support Oversize/ Overmass (OSOM) vehicle movements and the access to the national road network.

The NHVR will start to coordinate training sessions to assist road managers in accessing the road asset data via the central database. The NHVR will be reaching out soon to discuss the project in more detail.

A Local Government Asset Assessment Toolkit will be available to support road managers in applying the asset assessment framework and guide a standard approach to heavy vehicle assessments.

Information Sheet: <https://www.nhvr.gov.au/files/202002-11/24-sлгаap-info-sheet.pdf>

How to get involved?

You can become involved in two ways:

1. Visit the SLGAAP project page. <https://nhvr.engagementhub.com.au>
2. Nominate assets for consideration are asked to email their expression of interest to the project inbox: roadassetproject@nhvr.gov.au noting 'EOI SLGAAP Phase 2' in the subject.

National Notices by the NHVR

The National Heavy Vehicle Regulator (NHVR) have been coordinating the update and development of a number of notices. I will be working with the NHVR in order to provide local road managers greater visibility on what is being developed, provide input and an opportunity to identify if councils are having any particular challenges with notices that are currently produced. As an initial step, the NHVR is working through the following topics and notices:

Topic	Update
Agricultural vehicles	In mid-2019, a modernized and simplified notice was released Agricultural Vehicles titled: National Class 1 Agricultural Vehicle and Combination Mass and Dimension Exemption Notice which had a 12 month transition period.

	<p>The aim of this notice is to replace the existing state access arrangements, harmonise mass and dimension limits and operating conditions, and reduce duplication and inconsistencies across state and territory borders. Prior to revoking the state notice, the NHVR are undertaking steps to obtain consent from all affected road managers with the NHVR Stakeholder Engagement team recently contacting councils that have not yet provided their road manager consent.</p>
<p>Prime movers utilised in road train combinations with a 7.1t steer axle</p>	<p>In 2019, the <i>Heavy Vehicle (Mass, Dimension and Loading) National Regulation</i> was amended to increase mass on steer axles for road train prime movers to 7.1t. With the recent release of the updated National Class 2 Road Train Notice, operators have been seeking clarification from the NHVR in relation to the use of these prime movers, especially when uncoupled or travelling from depots to accommodation or service locations.</p> <p>The NHVR are in the process of working with state road authorities to develop a notice which will provide clarification to industry on appropriate access arrangements and will be in contact with local road manager for consent in due course.</p>
<p>Heavy vehicle access during emergencies</p>	<p>After the recent bushfire emergencies in South Australia and interstate, the NHVR are turning their attention to heavy vehicle access arrangements during an emergency. While this is still in its preliminary stages, they are commencing work on scoping the requirements and potentially looking to include access for the Australian Defence Force heavy vehicle fleet.</p> <p>Currently there is an exemption in Victoria which the NHVR is looking to expand on:</p> <ul style="list-style-type: none"> • Victoria Class 1 Emergency Management Mass & Dimension Exemption Notice • Information Sheet Victoria Class 1 Emergency Management Mass & Dimension Exemption Notice

For discussion.

8. Legatus Group Business Plan and Budget 2020/2021

Feedback is sought from the RTIAC on the way to progress the 2020/2021 Legatus Group Business Plan and Budget with reference to road and transport. The Legatus Group CEO is meeting with RDA Yorke and Mid North CEO and RTIA Committee member Kelly-Anne Saffin prior to the meeting to discuss and an update will be provided. The focus of the business plan is based on the current Legatus Group Regional Local Road Action Plan that 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 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 Funding, the Heavy Vehicle Safety and Productivity Program 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.

Funding allocations in 20/21 Legatus Group Business Plan and Budget:

- a. Legatus Regional Roads Forum 2020 allocation \$4,000 – date, theme and topics yet to be set.
- b. Regional Roads Coordinator allocation \$40,000 – a .4FTE to assist with progressing roads topics for the Legatus Group – including support in efforts to secure increased funding and cross council collaborations, the Legatus Group Regional Roads Plan and managing the 20/21 projects. Concept to develop this into an extended role for 21/22 subject to outcomes.
- c. SA Regional Road Priority \$5,000 – refer agenda item 6
- d. Legatus Socio-Economic Impacts Road Deficiency \$25,000 – consultancy to identify an initial level of impacts to community and industry in areas such as productivity and costs re connectivity due to the current level of deficiency in the funds available for the regions local roads. This is designed to complement the Legatus Group Regional Local Road Industry Engagement Document and the SA Regional Road Priority list and provided data in supporting increased assistance for funding.
- e. SLRP and Roads Database updates \$10,000 – consultancy for progressing any updates to Regional Road Action Plan and Priority Setting and independent review of SLRP applications.

For consideration and discussion.

9. Stage 2 Restricted Access Vehicle Route Assessment Tool (RAVRAT)

The LGA Secretariat is currently liaising with other state and territory local government associations and the Australian Local Government Association regarding item 3 of the resolution. Waiting on updates to be provided.

For noting.

10. Other Business

11. Close and date of next meeting