



Legatus Group Road and Transport Infrastructure Advisory Committee

Friday 14 May 2021 10:00am – 12.00pm

Clare Council Chambers

Zoom:

<https://us02web.zoom.us/j/81632929028?pwd=KzVZR0xKNDZOUWRUcGtKenZlU2pIdz09>

Meeting ID: 816 3292 9028

Passcode: 228934

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1. Welcome and apologies

2. Minutes of the committee meeting held 12 February 2021

Dr Helen Macdonald the Chair of the committee provided a report to the March 2021 Legatus Group meeting which contained the notes of their meeting held 12 February 2021.

The Legatus Group noted the report and reappointed Dr Helen Macdonald as Chair to the Legatus Road and Transport Infrastructure Advisory Committee for a further 2-year term.

Legatus Group Road and Transport Infrastructure Advisory Committee Friday 12 February 2021 Clare and Gilbert Valleys Council Chamber and Zoom Unconfirmed Minutes

1. Welcome and attendance

The meeting was opened at 10:30am by Chair Dr Helen Macdonald

In person:

Committee members: Dr Helen Macdonald (Clare and Gilbert Valley), Steven Kaesler (Barossa), Michael McCauley (Yorke Peninsula), Dylan Strong (Orroroo-Carrieton), Kelly-Anne Saffin (RDA YMN from 10.55am), Mitchell Foote (Flinders Ranges)

Others: Simon Millcock, Moira Coffey (Legatus), Tim Neumann (Copper Coast)

Zoom:

Committee members: Tom Jones (Adelaide Plains), Mike Wilde (DPTI), Stuart Robert (Wakefield), Others: Toni Clarke (LGASA Heavy Vehicle Access Liaison Officer)

Others: Tim Viner-Smith (HDS) for section 5.1.1 only

Apologies:

Lee Wallis (Goyder)

2. Minutes of the committee meeting held 18 November 2020 held via Zoom

The meeting noted that minutes of the meeting held on 18 November 2020 were presented to the Legatus Group. The meeting resolved that the minutes were a true and accurate record of the meeting.

Moved: Dylan Strong, Second: Michael McCauley CARRIED

3. Progress on actions from previous meetings

Moira provided a report on the actions and new actions are included into the table at the end of the minutes.

| Meeting | Action | Progress | Comments |
|----------------|--|-----------------|---|
| 18/11/20 | Meet with Lea Bacon on whether the RAVRAT project progresses | In progress | Moira to provide feedback on RAVRAT use and Toni to discover NSW adaptations Toni is still awaiting info so we can have another meeting with Lea |
| 18/11/20 | Toni to provide briefing on bridges pilot study | | |

4. Items for decisions:

4.1 Committee

The meeting noted the first term for Dr Helen Macdonald was ending and Helen advised that she would be happy to continue for a second term as per the terms of reference. The meeting discussed maintaining the continuity of the progress of the Roads Advisory Committee and supports the recommendation that Dr Helen Macdonald remains as a member of the committee for another two-year term in the position of Chair. Dr Helen Macdonald accepted this nomination.

Motion: That the Committee recommends to the Legatus Group that Dr Helen Macdonald continues for a two year on the Legatus Group Road and Transport Infrastructure Advisory Committee and that she continues to Chair the Committee.

Moved: Dylan Strong, Second: Steve Kaesler CARRIED

In addition to the membership, the committee discussed ways to ensure that all the councils are engaged and can provide feedback to the Roads Advisory Committee. The meeting discussed the value of having 2-3 forums and an annual conference and working with neighbours on an as needs basis rather than adding more events at this stage. The meeting suggested that having a common person to channel the information through helps members. Mike and Toni added that it is valuable to be able to present to this collective group of representatives.

The recommendation of the committee is to 1) Keep the standing committee as it is at the high level; 2) Keep an annual conference and a few forums a year and 3) Create an invitation for the unrepresented councils to attend committee meetings to raise the issues that are relevant for them that aren't being addressed and other items to be channelled via LGA.

4.2 Bridges Renewal Program

The meeting discussed that the different councils have different positions with respect to their strategy on addressing deficiencies with bridges/culverts (i.e.: some councils do not have a strategy and others have a clear pipeline of works). Funding bridge assessments and project works is a challenge for many councils and Kelly-Anne provided that industry matching was a successful strategy in the Northern Areas that could be explored with other industry partners such as the windfarms. Additionally, it was discussed that bridges are currently not in the scope of the Regional Transport Plan. The recommendation of the committee is to support a RFQ (following a review of the scope) for an assessment of bridges and culverts.

4.3 Objectives for 2021/22

The Legatus Group Strategic Plan Review workshop will be held on the 5th March 2021. The draft discussion paper for this planning day is noted.

The key discussion on the objectives is summarised below:

- Public transport: The committee questioned whether "public transport" fits within the Regional Transport Plan and recommends that it sits better with Community Services and this committee's scope will be that the infrastructure is fit-for-purpose only. The RDA provided that recently (and unusually), they were asked to investigate workforce transportation around the region.
- Cycleways: The committee supports objectives for cycleways to 1) to get people off the roads (Barossa and YP) and 2) for community connectivity for services and 3) this achieves tourism, safety and community objectives. Kelly-Anne provided that DEW are preparing a trails strategy for SA at the moment.
- Airstrips: The committee agreed that it would be good to have a better understanding of what air infrastructure is across the region and that it would be better to have a regional approach to airstrips.
- Infrastructure for electric vehicles

Additionally, the committee recommends that the scope of the Regional Transport Plan (and action plans), includes all the infrastructure funding needs to support the strategic freight, tourism and community transport networks.

The meeting discussed the resourcing needed to support this work and recommends continuing to fund the Roads Coordinator Role in the short-term noting that subject to the success then councils may need to consider contributing to this role in the future.

The committee suggested creating staged objectives with a focus to improve the quality and consistency of the Regional Transport Plan and to advocate for increased funding success:

| | Objective | Outcomes |
|--------|-------------------------------|--|
| Year 1 | Get it right and get on board | <ul style="list-style-type: none"> • Fill pipeline with all roads projects that support the Regional Transport Plan objectives from all the councils • Achieve consistent understanding of what the plan is and isn't across all the councils • Identify the data we need to have to gain a competitive advantage regionally to increase funding opportunities (IRI, SR?) • Identify other projects to add to the Regional Transport Plan (bridges, cycleways) • Get data (case studies) |
| Year 2 | Get more funding | <ul style="list-style-type: none"> • Identify equity issues and understand funding landscape • Create advocacy action plan |
| Year 3 | Get onto it | <ul style="list-style-type: none"> • Implement advocacy plan |

In the meeting, the committee discussed how equity is being addressed in funding and Mike provided that the recent review of the SLRP focussed more on competence that equity and the state is more concerned that projects are not "shovel ready" and that some bigger projects are not getting off the ground when small ones could have been.

5. Items for discussions:

5.1 Silica in Rubble

The meeting recommends that as a region we request that LGA mutual provides guidance on this matter.

5.2 Roads Forum 2021

Action: All committee members are to encourage Roads Managers, CEO's and elected members to attend.

5.3 Feedback from Roads Forums 3rd/4th December 2020

The meeting notes the feedback provided from the forums held in December 2020.

5.4 Socio-economic Study feedback

The meeting notes the feedback provided on the progress of this assessment and that the working group will meet with AEC next Tuesday 16th February for a preliminary summary of the findings.

5.5 Grant Funding opportunities to support 2030 Legatus Group Regional Transport Plan FY 2020/21

The committee recommends that a short advocacy video (as requested by the LGA), is created to support the continuation of the supplementary roads funding.

5.5.1 SLRP Program

Tim Viner-Smith (HDS) joined via zoom for this part of the meeting and provided that all councils were approached and that half have not responded. Tim is working on a deadline to collate changes for the Regional Transport Plan by the end of February.

5.5.2 Community Infrastructure Grant (27th Jan)

The meeting discussed that a few councils applied for this including: YP Alliance and Barossa.

5.5.3 Heavy Vehicle Safety Initiative (HVSII)

This closed on 12 February 2021 and was more orientated at training opportunities. We do not believe anyone applied for this.

5.5.4 Building Better Regions

Applications for Round 5 of the Building Better Regions Fund Infrastructure Stream will close on the 5th March. The meeting discussed that they do not apply to this grant for roads related grants.

5.6 DIT feedback – State-wide Regional South Australian Local Government Roads Priority List

Mike provided a summary on the progress of DIT works and this will be included in his presentation at the roads conference. The meeting requested that Mike provides an update on the projects announced last year in this presentation. Additionally Mike provided that the Australia infrastructure list will open on 26th February 2021.

5.7 LGA feedback

Toni provided that she is working with the LGA mutual teams on clarifying what is the councils' liability on access decisions and is working towards providing training for this from late March in addition to assessment guidelines

6. Other Business

Dylan requested a discussion at the next meeting on the local government disaster recovery fund and the criteria attached to it.

Key dates:

- 26th February 2021 Roads Forum (Balaklava)

6. Close and date of next meeting

Friday 14 May 2021 10.30am Clare & Gilbert Valleys Council

Meeting closed at 12:25pm

3. Progress on actions

| Meeting | Action | Progress | Comments |
|----------|---|----------|--|
| 18/11/20 | Meet with Lea Bacon/Toni Clarke on whether the RAVRAT project progresses | complete | Section 5.8 |
| 18/11/20 | Toni Clarke to provide briefing on bridges pilot study | | |
| 12/2/21 | Moirra to create invitation space at roads advisory committee meetings for the councils not on the advisory group | complete | At end of document |
| 12/2/21 | All road managers to provide any information required in the scope for the bridges RFQ | complete | |
| 12/2/21 | Kelly-Anne and Moira to catch up and discuss the transport between the three cities situations | | |
| 12/2/21 | Michael, Helen, Kelly-Anne to put together script and locations for advocacy video | complete | |
| 12/2/21 | Moirra to create a database that support the Regional Transport Plan (including other roads infrastructure) | | Section 4.3 touches on what tool do you want to use? |
| 12/2/21 | Dylan and Moira to develop a paper on how challenging the disaster recovery funding criteria was | | |

4. Regional Transport Plan

4.1 Road Deficiency Action Plan

Recommendation

That the Committee receives the updates to the 2030 Regional Transport Plan and recommends that the Legatus Group adopts the variations to the Road Deficiencies Action Plan.

Background

HDS Australia provided the following summary:

Stage 1 Minor Update This year's minor update of the 2030 Regional Transport Plan has not included any major call for changes to the regional routes or regional action plans. As per our outlined scope of works, councils were originally advised that updates needed to be submitted in time for consideration at the scheduled 12 February RTIA Committee meeting. At that time, no requests had been received in relation to urgent regional route changes and only a limited number of changes to the action plans had been proposed. As per Tim's brief update at the meeting, additional time was granted for councils to finalise action plan amendments, with the deadline postponed to 31 March.

Following the workshop on 26 February, several councils have approached Tim requesting changes to the regional routes. As advised to the assembled group, it is too late for the RTIA Committee to consider such changes in this year's update. As a minor update year, such changes should only have been related to urgent variations in road condition. However, as part of the learning and development process, several councils have submitted changes which include roads that have not only deteriorated in condition, but some that have been improved by capital works completed over the past two years. These changes are normally only made during an intermediate update, which comes around every three to five years. However, because

they were submitted, and because many council reps are still learning the methodology for updating of the 2030 Regional Transport Plan, Tim has accepted all regional action plan updates for consideration in this year's minor update.

These include:

1. Adelaide Plains Council – Three road segments with deteriorating pavement have been transferred into Action Plan 1 (one from Action Plan 3 and two from Compliant Roads), while two recently improved road segments have been transferred to Compliant Roads. The Wasleys Road segment in Action Plan 1 has also been split into two segments to better facilitate future capital works planning.
2. District Council of Barunga West – Two road segments with deteriorating pavement have been transferred into Action Plan 1 (both from Compliant Roads), while a recently improved road segment has been transferred to Compliant Roads.
3. The Flinders Ranges Council – One road segment has been transferred into Action Plan 1 (from Action Plan 2) as it is now on Council's funded forward works program.
4. Light Regional Council – Five road segments have been transferred into Action Plan 1 (all showing major deficiencies in strength/durability), while all 14 road segments previously in Action Plan 1 have been transferred to Action Plan 2 (i.e. still with major deficiencies, but no longer on Council's funded forward works program) or to Compliant Roads (i.e. no longer any deficiency). Changes also include the assessment of a number of road segments in the Compliant Roads list which were showing as "Not Assessed" in the previously endorsed version of the regional action plans. Effectively, this is a total re-structure of Council's entries in the regional action plans.
5. District Council of Orroroo Carrieton – One road segment has been transferred from Action Plan 1 to Compliant Roads.
6. Yorke Peninsula Council – Four recently improved road segments have been transferred from Action Plan 1 to Compliant Roads.

The above and other minor changes are highlighted in the following table:

| Road | Segment Description (from/to) | Regional Routes(s) F/T/C or Combo | Segment Length (nearest 0.1 km) | Speed Environment | Dimensions | Geometry | Strength / Durability | Action Plan | Cost for Action Plan 1 Only (nearest \$0.1 million) |
|--|---|--------------------------------------|------------------------------------|----------------------|------------|-----------|--------------------------|-------------|--|
| Adelaide Plains Council | | | | | | | | | |
| Aerodrome Road | Balaklava Road to Mallala Motor Sport Park | T | 2.2 | Compliant | Minor | Compliant | Major | 1 | 0.7 |
| Germantown Road | Gawler Road to Kenner Road | F | 3.6 | Compliant | Compliant | Compliant | Major | 1 | 0.6 |
| Old Port Wakefield Road | Gawler Road to Brooks Road | C | 1.1 | Compliant | Compliant | Compliant | Major | 1 | 0.4 |
| Wasleys Road | Marshman Street to Cheek Road | F | 7.1 | Compliant | Minor | Major | Major | 1 | 1.6 |
| Wasleys Road | Cheek Road to Woolsheds Road | F | 5.2 | Compliant | Minor | Major | Major | 1 | 1.4 |
| Sub-Total | | | 19.2 | | | | | | |
| The Barossa Council | | | | | | | | | |
| Basedow Road | Murray Street to Light Pass Road | F, C | 3.5 | Minor | Minor | Compliant | Major | 1 | 1.1 |
| Bethany Road | Menge Road to Thiele Road | T, C | 1.1 | Compliant | Minor | Minor | Major | 1 | 0.4 |
| Calton Road | Lucks Road to Council Boundary (Sunnydale Avenue) | C | 0.7 | Minor | Minor | Minor | Major | 1 | 0.2 |
| Carrara Hill Road | Sturt Highway to Stockwell Road | F | 1.1 | Compliant | Minor | Major | Minor | 1 | 0.5 |
| Hurns Road | Long Gully Road to Eden Valley Road | T | 1.3 | Compliant | Major | Minor | Compliant | 1 | 0.3 |
| Mengler Hill Road | Light Pass Road to Tanunda Creek Road | T, C | 4.1 | Major | Compliant | Minor | Compliant | 1 | 0.1 |
| Moculta Road | Murray Street to Truro Road | C | 8.8 | Minor | Major | Minor | Compliant | 1 | 2.8 |
| Para Wirra Road | Yettie Road to Humbug Scrub Road | C | 2.9 | Minor | Compliant | Major | Compliant | 1 | 0.2 |
| Stockwell Road | Penrice Road to Carrara Hill Road | F, C | 4.7 | Compliant | Major | Compliant | Major | 1 | 3.5 |
| Sub-Total | | | 28.2 | | | | | | |
| District Council of Barunga West | | | | | | | | | |
| Bay Street | McKay Street to Harvey Street | C | 0.1 | Compliant | Compliant | Compliant | Major | 1 | 0.1 |
| Mundoora Road | Upper Yorke Road to Railway Terrace | C | 14.0 | Compliant | Compliant | Minor | Major | 1 | 1.2 |
| Ninnes Road | Upper Yorke Road to Council Boundary (Green Road) | F, C | 6.3 | Compliant | Minor | Minor | Major | 1 | 1.3 |
| Sub-Total | | | 14.0 | | | | | | |
| Clare and Gilbert Valleys Council | | | | | | | | | |
| Alma Road | Giles Corner Road to Range Road | F, C | 3.2 | Compliant | Compliant | Minor | Major | 1 | 1.0 |
| Burra Street | Burton Street to Merildin Road | F | 0.6 | Compliant | Major | Compliant | Major | 1 | 0.5 |
| Copper Ore Road | Merildin Road to Wookie Creek Road | F | 2.8 | Compliant | Minor | Minor | Major | 1 | 0.3 |
| Giles Corner Road | Vandeleur Road to Alma Road | F | 1.2 | Compliant | Major | Compliant | Major | 1 | 0.4 |
| Burra Street (formerly Leasingham Road) | Jacka Road to Burton Street | F, T | 0.8 | Compliant | Major | Compliant | Minor | 1 | 0.4 |
| Main Road 45 | North of Steelton Road (end of seal) to Waterloo Road | F, C | 6.3 | Compliant | Minor | Minor | Major | 1 | 1.9 |
| Mount Rufus Road | Farrell Flat Road to Ystalyfera Avenue | F | 4.9 | Compliant | Major | Compliant | Major | 1 | 1.5 |
| Quarry Road | Horrocks Highway to Edwards Road | F | 4.7 | Minor | Major | Major | Compliant | 1 | 0.8 |
| Vandeleur Road | Horrocks Highway to Giles Corner Road | F | 3.9 | Compliant | Compliant | Minor | Major | 1 | 1.2 |
| Ystalyfera Avenue | Mount Rufus Road to Edwards Road | F | 2.5 | Compliant | Compliant | Compliant | Major | 1 | 0.8 |
| Sub-Total | | | 30.9 | | | | | | |
| Copper Coast Council | | | | | | | | | |
| Bay Road | Frances Terrace to 167 Bay Road (carpark) | C | 2.5 | Compliant | Compliant | Compliant | Major | 1 | 10 |
| Frances Terrace | Blyth Terrace to Milne Terrace | C | 0.6 | Compliant | Compliant | Compliant | Major | 1 | 3 |
| Ninnes Road | Copper Coast Highway to Pine Forest Road | F, C | 1.1 | Compliant | Compliant | Compliant | Major | 1 | 0.1 |
| Wallaroo Plain Road | Snodgrass Road to Council Boundary | C | 7.2 | Compliant | Compliant | Compliant | Major | 1 | 0.4 |
| Sub-Total | | | 11.4 | | | | | | |

| | | | | | | | | | |
|--|--|------|--------------|-----------|-----------|-----------|-----------|---|-----|
| The Flinders Ranges Council | | | | | | | | | |
| Arden Vale Road | Park Terrace to Warren Gorge Access | T | 19.5 | Minor | Compliant | Major | Compliant | 1 | 0.3 |
| Sub-Total | | | 19.5 | | | | | | |
| Regional Council of Goyder | | | | | | | | | |
| Booborowie Road | Whyte Road to Council Boundary (Sleep Road) | C | 15.4 | Compliant | Minor | Compliant | Major | 1 | 0.4 |
| Booborowie Road | Goyder Highway to South Terrace | C | 1.9 | Compliant | Compliant | Compliant | Major | 1 | 0.1 |
| Claremont Road | Farrell Flat Road to Quarry Entrance | F | 0.1 | Compliant | Major | Compliant | Major | 1 | 0.4 |
| Copperhouse Street | West Street to Barrier Highway | F | 3.5 | Compliant | Compliant | Major | Major | 1 | 0.6 |
| Eudunda Road | Thiele Highway to Council Boundary (Oaklands Road) | F | 18.5 | Compliant | Major | Compliant | Major | 1 | 0.5 |
| Hill Road | Goyder Highway to Princess Royal Feedlot | F | 0.6 | Compliant | Compliant | Compliant | Major | 1 | 0.3 |
| West Street | Barrier Highway to Copperhouse Street | F | 0.5 | Compliant | Minor | Major | Major | 1 | 0.4 |
| Sub-Total | | | 40.5 | | | | | | |
| Light Regional Council | | | | | | | | | |
| Argent Road | Sturt Highway to Thiele Highway | F | 1.2 | Compliant | Compliant | Minor | Major | 1 | 1.1 |
| Gerald Roberts Road | Gomersal Road to Seppeltsfield Road | F, T | 5.0 | Compliant | Minor | Major | Major | 1 | 1.1 |
| Gray Street | Thiele Highway to Hanson Street | F, C | 2.0 | Compliant | Minor | Minor | Major | 1 | 0.8 |
| Nurse Road | Sturt Highway to Thiele Highway | C | 3.6 | Compliant | Compliant | Minor | Major | 1 | 0.9 |
| Templers Road | Goss Road to Owen Road | C | 5.7 | Compliant | Compliant | Minor | Major | 1 | 1.7 |
| Sub-Total | | | 16.3 | | | | | | |
| District Council of Mount Remarkable | | | | | | | | | |
| Abbott Road | Carling Road to Voigt Road | F | 0.6 | Compliant | Compliant | Minor | Major | 1 | 0.1 |
| Alligator Gorge Road | Main carpark to Blue Gum carpark | T | 0.8 | Minor | Major | Major | Minor | 1 | 0.1 |
| Bruce Road | Voigt Road to Council Boundary | F | 3.4 | Minor | Major | Minor | Major | 1 | 0.1 |
| Buffham Road | Carling Road to Well Road | F | 8.1 | Compliant | Major | Compliant | Major | 1 | 0.2 |
| Carling Road | Wilmington Road (gate) to Coolangatta Road (gate) | F | 4.7 | Major | Major | Major | Major | 1 | 0.1 |
| Carling Road | Coolangatta Road (gate) to Buffham Road | F | 4.1 | Minor | Major | Compliant | Major | 1 | 0.1 |
| Carling Road | Buffham Road to Rogers Road | F | 4.8 | Compliant | Minor | Compliant | Major | 1 | 0.1 |
| Carling Road | Rogers Road to Northern Boundary Road | F | 3.6 | Compliant | Major | Minor | Major | 1 | 0.1 |
| Dickson Road | McCallum Road to Reichstein Road | F | 8.8 | Compliant | Compliant | Compliant | Major | 1 | 0.2 |
| Gladstone Road | Greyhound Track Road to Applia-Laura Road | F | 7.3 | Compliant | Compliant | Minor | Major | 1 | 0.2 |
| Hammond Road | Willowie Road to Kennedy Terrace | F | 18.5 | Compliant | Minor | Minor | Major | 1 | 0.3 |
| Morchard Road | Booleroo Road to Council Boundary (McCallum Road) | C | 15.8 | Compliant | Compliant | Minor | Major | 1 | 0.4 |
| Pinda Road | Willowie Road to Booleroo Road | F | 11.1 | Compliant | Compliant | Minor | Major | 1 | 0.2 |
| Voigt Road | Abbott Road to Buffham Road | F | 2.9 | Minor | Minor | Major | Minor | 1 | 0.1 |
| Wilmington Road | Horrocks Highway to Carling Road | F | 7.9 | Compliant | Compliant | Compliant | Major | 1 | 0.2 |
| Sub-Total | | | 102.4 | | | | | | |
| Northern Areas Council | | | | | | | | | |
| Sub-Total | | | 0.0 | | | | | | |
| District Council of Orroroo Carrieton | | | | | | | | | |
| Sub-Total | | | 0.0 | | | | | | |
| District Council of Peterborough | | | | | | | | | |
| Cotton Road | Main Street to Samex Export Abattoir | F | 1.6 | Compliant | Major | Compliant | Major | 1 | 0.3 |
| Sub-Total | | | 1.6 | | | | | | |

2030 REGIONAL TRANSPORT PLAN
ROAD DEFICIENCY ACTION PLAN 1
(For RTIA Committee Endorsement - 9 Apr 21)

| | | | | | | | | | |
|------------------------------------|---|-------|-------------|-----------|-----------|-----------|-----------|---|-------------|
| Port Pirie Regional Council | | | | | | | | | |
| Collinsfield Road | Augusta Highway to Koolunga Road | C | 12.8 | Compliant | Compliant | Compliant | Major | 1 | 1.4 |
| Ingram Gap Road | Augusta Highway to Council Boundary (Mundoora Boundary Road) | C | 13.4 | Compliant | Compliant | Compliant | Major | 1 | 1.4 |
| Koolunga Road | First Street to Council Boundary (Power Station Road) | C | 6.4 | Compliant | Major | Compliant | Minor | 1 | 1.3 |
| Main Road (Koolunga to Redhill) | River Terrace to Fifth Street | C | 12.4 | Compliant | Major | Compliant | Minor | 1 | 2.5 |
| Nelshaby Road | Augusta Highway to Flinders View Drive | C | 5.8 | Compliant | Major | Compliant | Compliant | 1 | 1.2 |
| Oaks Road | Nelshaby Road to Scenic Drive | C | 2.9 | Compliant | Major | Compliant | Minor | 1 | 0.6 |
| Scenic Drive | Augusta Highway to South Terrace | C | 7.4 | Minor | Major | Minor | Compliant | 1 | 1.5 |
| The Cattle Track | Goyder Highway to Main Road | F, C | 19.8 | Compliant | Major | Minor | Compliant | 1 | 4.0 |
| Sub-Total | | | 80.9 | | | | | | |
| Wakefield Regional Council | | | | | | | | | |
| Angle Grove Road | Stone Cutter Road to Horrocks Highway | F, C | 4.9 | Compliant | Minor | Compliant | Major | 1 | 1.5 |
| Koolunga Road | Belling Street to Power Station Road | C | 7.8 | Compliant | Compliant | Compliant | Major | 1 | 0.9 |
| Muanu Road | Council Boundary (Eldredge Road) to Boconnoc Park Road along the boundary with | C | 2.0 | Compliant | Minor | Compliant | Major | 1 | 0.1 |
| Mundoora Boundary Road | Wokurna Road to Pattingale Road along the boundary with District Council of Bar | F | 8.6 | Compliant | Compliant | Compliant | Major | 1 | 0.1 |
| Wokurna Road | Augusta Highway to Council Boundary (Mundoora Boundary Road) | F, C | 13.8 | Compliant | Compliant | Compliant | Major | 1 | 0.3 |
| Sub-Total | | | 37.1 | | | | | | |
| Yorke Peninsula Council | | | | | | | | | |
| Brutus Road | Point Turton Road to Corny Point Road | T, C | 2.6 | Compliant | Compliant | Minor | Major | 1 | 0.3 |
| Clinton Road | Robert Street to Davey Road | T, C | 28.2 | Compliant | Minor | Compliant | Major | 1 | 0.3 |
| Clinton Road | Davey Road to Yorke Highway | T, C | 6.0 | Compliant | Minor | Minor | Major | 1 | 2.0 |
| Corny Point Road | Brutus Road to Yorke Highway | T, C | 1.6 | Compliant | Compliant | Compliant | Major | 1 | 0.6 |
| Gardner Terrace | Yorke Highway to Bowman Terrace | T, C | 1.3 | Compliant | Major | Major | Major | 1 | 0.8 |
| Gardner Terrace | Bowman Terrace to One And All Road | C | 0.2 | Compliant | Major | Major | Major | 1 | 0.8 |
| North Coast Road | End of seal to Point Souttar Road | C (T) | 11.9 | Compliant | Compliant | Minor | Major | 1 | 9.2 |
| Sub-Total | | | 51.8 | | | | | | |
| TOTAL | | | 454 | | | | | | 80.9 |

| Road | Segment Description (from/to) | Regional Routes(s) F/T/C or Combo | Segment Length (nearest 0.1 km) | Speed Environment | Dimensions | Geometry | Strength / Durability | Action Plan | Cost for Action Plan 1 Only (nearest \$0.1 million) |
|--|--|--------------------------------------|------------------------------------|----------------------|------------|-----------|--------------------------|-------------|--|
| Adelaide Plains Council | | | | | | | | | |
| Unnamed road | Alternative short section of road east of The Esplanade to caravan park | C | 0.2 | Compliant | Minor | Major | Minor | 2 | |
| Sub-Total | | | 0.2 | | | | | | |
| The Barossa Council | | | | | | | | | |
| Burings Road | Murray Street to the end of Burings Road | F | 1.0 | Compliant | Major | Minor | Compliant | 2 | |
| Hermann Thumm Drive | Barossa Valley Way to Council Boundary (North Para River) | F, T | 2.1 | Compliant | Major | Major | Compliant | 2 | |
| Hoffnungsthal Road | Lyndoch Valley Road to the end of seal | T | 2.6 | Minor | Minor | Major | Compliant | 2 | |
| Hoffnungsthal Road | End of seal to end of road | T | 0.8 | Minor | Major | Major | Compliant | 2 | |
| Humbug Scrub Road | Para Wirra Road to Council Boundary (South Para River) | C | 1.0 | Minor | Minor | Major | Compliant | 2 | |
| Peramangk Road | Moppa Road to dead end | F | 0.4 | Compliant | Major | Minor | Compliant | 2 | |
| Rosedale Road | Barossa Valley Way to Council Boundary (North Para River) | F | 5.2 | Compliant | Minor | Minor | Major | 2 | |
| Seven Steps Road | Heggies Range Road to Eden Valley Road | T, C | 4.3 | Compliant | Compliant | Major | Compliant | 2 | |
| Smyth Road | Langmeil Road to Council Boundary (North Para River) | F, T | 0.1 | Compliant | Major | Major | Major | 2 | |
| Sub-Total | | | 17.5 | | | | | | |
| District Council of Barunga West | | | | | | | | | |
| Arbon Road | End of seal to Upper Yorke Road | F | 1.0 | Compliant | Minor | Compliant | Major | 2 | |
| Fisherman Bay Road | North Terrace to 2 Whiting Road | T, C | 4.3 | Minor | Compliant | Major | Minor | 2 | |
| Mundoora Boundary Road | Wokurna Road to Pattingale Road along the boundary with Wakefield Regional Council | F | 8.6 | Compliant | Compliant | Major | Compliant | 2 | |
| Mundoora Boundary Road | Pattingale Road to end of seal | F | 2.4 | Compliant | Compliant | Major | Compliant | 2 | |
| Sub-Total | | | 16.3 | | | | | | |
| Clare and Gilbert Valleys Council | | | | | | | | | |
| Bocconoc Park Road | Start of seal to Council Boundary (90 degree bend) | C | 2.1 | Compliant | Minor | Major | Major | 2 | |
| Bond Street | Horrocks Highway to Railway Terrace | C | 0.2 | Compliant | Major | Compliant | Major | 2 | |
| Hill Road | Railway Terrace to Giles Corner Road | C | 4.8 | Minor | Major | Major | Minor | 2 | |
| Muanu Road | Spring Gully Road to Woodlands Brae Road | C | 2.3 | Minor | Minor | Major | Minor | 2 | |
| Saw Mill Road | Spring Gully Road to Trevarrick Road | T | 3.5 | Minor | Compliant | Major | Compliant | 2 | |
| Spring Gully Road | Horrocks Highway to Muanu Road | T, C | 4.9 | Minor | Minor | Major | Compliant | 2 | |
| Spring Gully Road | Muanu Road to Saw Mill Road | T | 3.1 | Compliant | Compliant | Major | Compliant | 2 | |
| Trevarrick Road | Jeanneret Road to Sawmill Road | T | 1.2 | Minor | Major | Major | Major | 2 | |
| Trevarrick Road | Hughes Park Road to Jeanneret Road | T | 0.5 | Minor | Major | Major | Minor | 2 | |
| Willow Glen | Hughes Park Road to Horrocks Highway | T | 1.4 | Major | Major | Major | Major | 2 | |
| Sub-Total | | | 24.0 | | | | | | |
| Copper Coast Council | | | | | | | | | |
| Bowman Road | Spencer Highway to Copper Coast Highway | F | 2.3 | Compliant | Minor | Compliant | Major | 2 | |
| Graves Street | East Terrace to Copper Coast Highway | C | 1.5 | Compliant | Compliant | Major | Major | 2 | |
| Heritage Drive | Sailing Club to Jetty Road | C | 0.3 | Compliant | Compliant | Compliant | Major | 2 | |
| Hopgood Road | North Beach Road to Woodforde Drive | C | 1.3 | Compliant | Compliant | Compliant | Major | 2 | |
| Magazine Road | Sharples Road to Spencer Highway | F | 2.5 | Minor | Minor | Compliant | Major | 2 | |
| Roach Street | Copper Coast Highway to Agery Road | C | 0.4 | Compliant | Compliant | Compliant | Major | 2 | |
| Sharples Road | Copper Coast Highway to Magazine Road | F | 1.2 | Compliant | Minor | Compliant | Major | 2 | |
| Sub-Total | | | 9.5 | | | | | | |

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| The Flinders Ranges Council | | | | | | | | | |
| Buffham Road | Horrocks Highway to Council Boundary (Foster Road) | F | 2.8 | Compliant | Minor | Minor | Major | 2 | |
| Carling Road | Flinders Ranges Way to gate | F | 1.3 | Major | Major | Compliant | Major | 2 | |
| Carling Road | Gate to Boolcunda Road (gate) | F | 3.6 | Major | Major | Major | Major | 2 | |
| Druid Range Drive | End of seal to Flinders Ranges Way (unsealed section) | F | 1.0 | Compliant | Major | Compliant | Compliant | 2 | |
| Sub-Total | | | 8.7 | | | | | | |
| Regional Council of Goyder | | | | | | | | | |
| Three Chain Road | South Terrace to Bruce Street | F | 1.9 | Compliant | Compliant | Compliant | Major | 2 | |
| Sub-Total | | | 1.9 | | | | | | |
| Light Regional Council | | | | | | | | | |
| Bethel Road | Thiele Highway to end of seal | F | 1.5 | Compliant | Minor | Major | Compliant | 2 | |
| Bethel Road | End of seal to Horrocks Highway | F | 12.4 | Compliant | Compliant | Major | Compliant | 2 | |
| Coleman Road | Forrest Road to Currie Road | F | 5.5 | Compliant | Compliant | Minor | Major | 2 | |
| Coleman Road | Currie Road to Mudla Wirra Road | F | 2.4 | Minor | Major | Compliant | Major | 2 | |
| Currie Road | Coleman Road to Mudla Wirra Road | F | 3.1 | Compliant | Compliant | Minor | Major | 2 | |
| Forrest Road | Wasleys Road to Owen Road | F, C | 13.0 | Compliant | Compliant | Minor | Major | 2 | |
| Gawler River Road | Two Wells Road to Heaslip Road | F, C | 3.2 | Compliant | Minor | Major | Major | 2 | |
| Gofflinks Road | Gomersal Road to Council Boundary (North Para River) | T | 4.5 | Compliant | Minor | Major | Compliant | 2 | |
| John Eden Road | Sturt Highway to Thiele Highway | F | 2.0 | Compliant | Compliant | Minor | Major | 2 | |
| Mudla Wirra Road | End of seal to Owen Road | F | 6.2 | Compliant | Compliant | Minor | Major | 2 | |
| Peramangk Road | Moppa Road to dead end | F | 0.4 | Compliant | Major | Minor | Compliant | 2 | |
| Rosedale Road | Gomersal Road to Council Boundary (North Para River) | F | 4.5 | Compliant | Minor | Minor | Major | 2 | |
| Roseworthy Road | Sturt Highway to Horrocks Highway | F, C | 3.7 | Compliant | Compliant | Minor | Major | 2 | |
| Seppeltsfield Road | Sturt Highway to Kraehe Road | F, T | 4.5 | Compliant | Major | Major | Minor | 2 | |
| Wasleys Road | Mudla Wirra Road to Council Boundary (Woolsheds Road) | F | 4.4 | Compliant | Compliant | Minor | Major | 2 | |
| Sub-Total | | | 71.3 | | | | | | |
| District Council of Mount Remarkable | | | | | | | | | |
| Alligator Gorge Road | Horrocks Highway to carpark | T | 11.7 | Major | Major | Major | Compliant | 2 | |
| Applia-Laura Road | Gladstone Road to Council Boundary (300mm before Pine Creek) | F | 7.0 | Compliant | Major | Minor | Compliant | 2 | |
| Hammond Road | Kennedy Terrace to Main Street | F | 0.3 | Compliant | Major | Compliant | Compliant | 2 | |
| Main Street | West Terrace to Hammond Road | F | 0.3 | Compliant | Major | Compliant | Compliant | 2 | |
| McCallum Road | Schmidt Road to Dickson Road | F | 0.8 | Compliant | Compliant | Major | Compliant | 2 | |
| Sub-Total | | | 20.1 | | | | | | |
| Northern Areas Council | | | | | | | | | |
| Broughton Valley Road | R M Williams Way to Quarry | F | 2.5 | Compliant | Major | Minor | Minor | 2 | |
| Sub-Total | | | 2.5 | | | | | | |
| District Council of Orroroo Carrieton | | | | | | | | | |
| Booleroo Road | Price Maurice Road to Council Boundary (Schwark Road) | F, C, T | 13.8 | Minor | Compliant | Minor | Major | 2 | |
| Crotta Road | Johnburgh Road to cattle grid | T | 3.7 | Compliant | Minor | Major | Minor | 2 | |
| Crotta Road | Cattle grid to Bendleby Ranges Homestead | T | 4.9 | Minor | Minor | Major | Major | 2 | |
| Morchard Road | Willowie Road to Council Boundary (McCallum Road) | C | 6.4 | Compliant | Compliant | Major | Minor | 2 | |
| Sub-Total | | | 28.8 | | | | | | |
| District Council of Peterborough | | | | | | | | | |
| Sub-Total | | | 0.0 | | | | | | |

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| Port Pirie Regional Council | | | | | | | | | |
| Wandearah Road | Augusta Highway to Spencer Highway | F | 10.4 | Compliant | Major | Compliant | Compliant | 2 | |
| Sub-Total | | | 10.4 | | | | | | |
| Wakefield Regional Council | | | | | | | | | |
| Sub-Total | | | 0.0 | | | | | | |
| Yorke Peninsula Council | | | | | | | | | |
| Daly Head Road | Marion Bay Road to waterfront junction | T | 7.6 | Compliant | Minor | Major | Minor | 2 | |
| Ilfracombe Road | Marion Bay Road to waterfront | T | 1.1 | Compliant | Minor | Compliant | Major | 2 | |
| Main Road | St Vincent Highway to Port Vincent Road | T, C | 1.7 | Compliant | Compliant | Major | Major | 2 | |
| Mceacherns Beach Road | St Vincent Highway to Waterloo Bay Road | C | 5.9 | Compliant | Minor | Major | Major | 2 | |
| Sub-Total | | | 16.3 | | | | | | |
| TOTAL | | | 228 | | | | | | |

| Road | Segment Description (from/to) | Regional Routes(s) F/T/C or Combo | Segment Length (nearest 0.1 km) | Speed Environment | Dimensions | Geometry | Strength / Durability | Action Plan | Cost for Action Plan 1 Only (nearest \$0.1 million) |
|--------------------------------|---|--------------------------------------|------------------------------------|----------------------|------------|-----------|--------------------------|-------------|--|
| Adelaide Plains Council | | | | | | | | | |
| Gawler River Road | Old Port Wakefield Road to Boundary Road | C | 8.0 | Compliant | Compliant | Compliant | Minor | 3 | |
| George Street | Webb Beach Road to July Street | T, C | 0.4 | Compliant | Minor | Compliant | Compliant | 3 | |
| Middle Beach Road | Unnamed road to Shortbird Road | T, C | 8.0 | Compliant | Compliant | Minor | Minor | 3 | |
| Port Parham Road | Port Wakefield Highway to First Street | T, C | 8.2 | Compliant | Compliant | Minor | Minor | 3 | |
| Shortbird Road | Middle Beach Road to The Esplanade | C | 0.5 | Compliant | Compliant | Minor | Compliant | 3 | |
| South Terrace | Old Port Wakefield Road to Clonan Road | T, C | 0.8 | Compliant | Compliant | Minor | Compliant | 3 | |
| Webb Beach Road | Port Parham Road to George Street | T, C | 1.2 | Compliant | Compliant | Minor | Compliant | 3 | |
| Sub-Total | | | 27.1 | | | | | | |
| The Barossa Council | | | | | | | | | |
| Balmoral Road | Williamstown Road to Lucks Road | C | 5.4 | Minor | Compliant | Minor | Compliant | 3 | |
| Bethany Road | Barossa Valley Way to Menge Road | F, T, C | 1.6 | Compliant | Minor | Compliant | Compliant | 3 | |
| Golflinks Road | Barossa Valley Way to Council Boundary (North Para River) | T | 0.6 | Compliant | Compliant | Minor | Compliant | 3 | |
| Heggies Range Road | Tanunda Creek Road to Seven Steps Road | T, C | 1.1 | Compliant | Minor | Minor | Compliant | 3 | |
| Kalimna Road | Murray Street to Stockwell Road | C | 3.5 | Compliant | Minor | Minor | Minor | 3 | |
| Light Pass Road | Bethany Road to Basedow Road | T | 1.3 | Compliant | Compliant | Minor | Compliant | 3 | |
| Light Pass Road | Basedow Road to Menglers Hill Road | F, T, C | 0.6 | Compliant | Minor | Compliant | Compliant | 3 | |
| Light Pass Road | Menglers Hill Road to Vine Vale Road | F | 1.6 | Compliant | Minor | Compliant | Compliant | 3 | |
| Lucks Road | Balmoral Road to Calton Road | C | 0.7 | Compliant | Compliant | Minor | Compliant | 3 | |
| Moppa Road South | Council Boundary (Peramangk Road) to Old Kapunda Road | F | 0.7 | Compliant | Compliant | Minor | Compliant | 3 | |
| Old Kapunda Road | Moppa Road South to Sturt Highway | F | 0.2 | Compliant | Minor | Minor | Compliant | 3 | |
| Penrice Road | Murray Street to Stockwell Road | T, C | 3.6 | Compliant | Compliant | Minor | Compliant | 3 | |
| Penrice Road | Stockwell Road to Angaston Road | C | 4.4 | Compliant | Compliant | Minor | Compliant | 3 | |
| Radford Road | Long Gully Road to Hurns Road | T | 0.9 | Compliant | Minor | Compliant | Compliant | 3 | |
| Seppeltsfield Road | Barossa Valley Way to Council Boundary (North Para River) | F, T | 1.0 | Compliant | Minor | Compliant | Compliant | 3 | |
| Siegersdorf Road | Barossa Valley Way to Stockwell Road | F | 3.5 | Minor | Compliant | Compliant | Compliant | 3 | |
| Springton Road | Warren Road to L Staricks Road | F, C | 18.2 | Compliant | Minor | Minor | Compliant | 3 | |
| Stelzer Road | Langmeil Road to Council Boundary (North Para River) | T | 0.1 | Compliant | Minor | Minor | Compliant | 3 | |
| Stockwell Road | Vine Vale Road to Angaston Road | F | 2.9 | Compliant | Minor | Compliant | Compliant | 3 | |
| Stockwell Road | Carrara Hill Road to Duck Ponds Road | C | 0.6 | Compliant | Minor | Compliant | Compliant | 3 | |
| Tanunda Creek Road | Mengler Hill Road to Heggies Range Road | T, C | 5.4 | Compliant | Compliant | Minor | Compliant | 3 | |
| Vine Vale Road | Light Pass Road to Stockwell Road | F | 1.1 | Compliant | Minor | Compliant | Compliant | 3 | |
| Whispering Wall Road | Yettie Road to Whispering Wall | T | 0.8 | Compliant | Minor | Minor | Compliant | 3 | |
| Williamstown Road | L Staricks Road to Eden Valley Road | F, C | 0.8 | Compliant | Minor | Compliant | Minor | 3 | |
| Sub-Total | | | 60.6 | | | | | | |

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| District Council of Barunga West | | | | | | | | | |
| Arbon Road | 191 Arbon Road to end of seal | F | 0.9 | Compliant | Compliant | Minor | Compliant | 3 | |
| Bicentennial Road | Railway Terrace to Spencer Highway, there is a section of road along the boundary | F | 9.2 | Compliant | Compliant | Compliant | Minor | 3 | |
| Bypass Road | Spencer Highway to Upper Yorke Road | F | 1.4 | Compliant | Compliant | Minor | Compliant | 3 | |
| East Terrace | Ingram Gap Road to Railway Terrace along the boundary with Port Pirie Regional C | F | 0.4 | Compliant | Compliant | Compliant | Minor | 3 | |
| Harvey Street | Bay Street to North Terrace | T | 0.5 | Compliant | Compliant | Compliant | Minor | 3 | |
| McKay Street | North Terrace to Bay Street | C | 0.5 | Compliant | Compliant | Compliant | Minor | 3 | |
| Mundoora Boundary Road | End of seal to Ingram Gap Road | F | 0.9 | Compliant | Minor | Compliant | Minor | 3 | |
| Ninnes Road | Council Boundary (Church Road) to Upper Yorke Road | F, C | 10.4 | Compliant | Minor | Minor | Minor | 3 | |
| North Terrace | Harvey Street to Fisherman Bay Road | T | 0.1 | Compliant | Compliant | Compliant | Minor | 3 | |
| Railway Terrace | Mundoora Road to East Terrace | C | 0.8 | Compliant | Minor | Compliant | Minor | 3 | |
| Tickera-Alford Road | Spencer Highway to Coast Road | T, C | 10.8 | Compliant | Compliant | Minor | Minor | 3 | |
| Wokurna Road | Upper Yorke Road to Mundoora Boundary Road | F, C | 10.3 | Compliant | Compliant | Compliant | Minor | 3 | |
| Youngs Road | Spencer Highway to Upper Yorke Road | F | 8.9 | Compliant | Compliant | Minor | Minor | 3 | |
| Sub-Total | | | 55.1 | | | | | | |
| Clare and Gilbert Valleys Council | | | | | | | | | |
| Barinia Road | White Hut Road to Dudley Road | C | 1.5 | Compliant | Compliant | Minor | Compliant | 3 | |
| Barton Hill Road | Barrier Highway to Hardings Road | F | 3.2 | Minor | Minor | Minor | Compliant | 3 | |
| Bates Hill Road | Dudley Road to Hilltown Road | C | 4.2 | Minor | Compliant | Minor | Compliant | 3 | |
| Bayes Road | Horrocks Highway to Gillentown Road | C | 0.9 | Compliant | Minor | Minor | Compliant | 3 | |
| Boconnoc Park Road | End of seal to Blyth Road | C | 2.0 | Compliant | Compliant | Minor | Compliant | 3 | |
| Brothers Hill Road | Flaxmill Road to Weymouth Street | F | 13.6 | Minor | Minor | Minor | Compliant | 3 | |
| Cooper Ore Road | Wookie Creek Road to Council Boundary (Airport Road) | F | 6.3 | Compliant | Minor | Minor | Minor | 3 | |
| Hilltown Road | End of seal to Council Boundary (1300 Hilltown Road) | C | 7.5 | Compliant | Compliant | Minor | Compliant | 3 | |
| Hughes Park Road | Trevarrick Road to Willow Glen | T | 0.2 | Compliant | Minor | Minor | Compliant | 3 | |
| John Street | Weymouth Street to George Street | F, C | 0.4 | Compliant | Compliant | Minor | Compliant | 3 | |
| Main Road 45 | Saddleworth Road to north of Steelton Road (end of seal) | F, C | 9.4 | Compliant | Compliant | Compliant | Minor | 3 | |
| Main Road 45 | Waterloo Road to Sydney Street | F, C | 0.5 | Compliant | Minor | Compliant | Minor | 3 | |
| Main Road 45 | Sydney Street to end of seal | F | 2.0 | Compliant | Minor | Compliant | Compliant | 3 | |
| Main Road 45 | End of seal to Hardings Road | F | 4.0 | Compliant | Minor | Compliant | Minor | 3 | |
| Mintaro Road | Horrocks Highway to Jacka Road | F, T | 10.0 | Compliant | Minor | Minor | Compliant | 3 | |
| Muanu Road | Eldridge Road to Woodlands Brae Road | C | 0.9 | Compliant | Minor | Compliant | Compliant | 3 | |
| Smith Street | Stockport Road to Gardiner Terrace | C | 0.5 | Compliant | Compliant | Minor | Minor | 3 | |
| Stockport Road | Horrocks Highway to Smith St | C | 6.9 | Compliant | Compliant | Minor | Compliant | 3 | |
| Waterloo Road | George Street to Main Road 45 | F, C | 5.7 | Minor | Minor | Minor | Compliant | 3 | |
| White Hut Road | Farrell Flat Road to Barinia Road | C | 7.2 | Compliant | Compliant | Minor | Compliant | 3 | |
| Sub-Total | | | 86.9 | | | | | | |

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| Copper Coast Council | | | | | | | | | |
| Abraham Rydberg Drive | Chatfield Terrace to Hall Street | F | 0.4 | Compliant | Minor | Compliant | Compliant | 3 | |
| Agery Road | Roach Street to Kochs Road | C | 1.3 | Compliant | Compliant | Compliant | Minor | 3 | |
| Arthurton Road | Moonta-Cunliffe Terrace to Council Boundary (Pedler Road) | T, C | 3.6 | Compliant | Compliant | Compliant | Minor | 3 | |
| Doswell Terrace | Frances Terrace to Waring Street | C | 1 | Compliant | Compliant | Compliant | Minor | 3 | |
| Dowling Drive | Harrys Point Road to Minnie Terrace | C | 0.7 | Compliant | Compliant | Compliant | Minor | 3 | |
| Eighth Street | School Terrace to Railway Terrace | F | 0.1 | Compliant | Minor | Compliant | Compliant | 3 | |
| Ernest Terrace | Erlington Street to Athena Drive | C | 0.4 | Compliant | Compliant | Compliant | Minor | 3 | |
| Hall Street | Cornish Terrace to Abraham Rydberg Drive | F | 0.2 | Compliant | Compliant | Compliant | Minor | 3 | |
| Heritage Drive | Spencer Highway to Sailing Club | C | 1.1 | Compliant | Compliant | Minor | Compliant | 3 | |
| Kainton Road | School Terrace to Council Boundary (Holman Road) | F | 5.9 | Compliant | Minor | Compliant | Minor | 3 | |
| Lydia Terrace | Abraham Rydberg Drive to Hughes Street | F | 0.2 | Compliant | Compliant | Compliant | Minor | 3 | |
| Wallaroo Plain Road | North Beach Road to Snodgrass Road | C | 7.5 | Compliant | Compliant | Compliant | Minor | 3 | |
| Sub-Total | | | 22.4 | | | | | | |
| The Flinders Ranges Council | | | | | | | | | |
| Arden Vale Road | Silo Road to Park Terrace | T, C | 0.3 | Compliant | Compliant | Minor | Minor | 3 | |
| Bruce Road | Rodgers Road to Council Boundary | F | 3.0 | Compliant | Minor | Compliant | Minor | 3 | |
| Carling Road | Boolcunda Road (gate) to Northern Boundary Road | F | 19.9 | Compliant | Minor | Minor | Minor | 3 | |
| Druid Range Drive | Flinders Ranges Way to end of seal (sealed section) | F | 0.4 | Compliant | Minor | Compliant | Compliant | 3 | |
| Oval Road | Park Terrace to Flinders Ranges Way | C | 0.5 | Compliant | Compliant | Minor | Compliant | 3 | |
| Park Terrace | Silo Road to Flinders Ranges Way | C | 2.4 | Compliant | Compliant | Minor | Compliant | 3 | |
| Silo Road | Park Terrace to Oval Road | F | 0.6 | Compliant | Minor | Compliant | Compliant | 3 | |
| Silo Road | Oval Road to Flinders Ranges Way | F, C | 0.8 | Compliant | Minor | Compliant | Compliant | 3 | |
| Warren Gorge Access | Adren Vale Road to Warren Gorge | T | 0.5 | Compliant | Compliant | Minor | Compliant | 3 | |
| Sub-Total | | | 28.4 | | | | | | |
| Regional Council of Goyder | | | | | | | | | |
| Andrews Road | Council boundary to Goyder Highway | F | 4.2 | Compliant | Compliant | Compliant | Minor | 3 | |
| Whyte Road | Barrier Highway (Railway South Terrace) to Council Boundary (Kidman Stock Route) | C | 13.6 | Compliant | Compliant | Minor | Compliant | 3 | |
| Sub-Total | | | 17.8 | | | | | | |
| Light Regional Council | | | | | | | | | |
| Boundary Road | Two Wells Road to Gawler River Road | F, C | 3.6 | Compliant | Compliant | Minor | Compliant | 3 | |
| Lyndoch Road | Gomersal Road to Schmaal Road | F, T | 0.9 | Compliant | Minor | Compliant | Compliant | 3 | |
| Moppa Road (south) | Greenock Road to Council Boundary (Peramangk Road) | F | 0.9 | Compliant | Compliant | Minor | Compliant | 3 | |
| Sub-Total | | | 5.4 | | | | | | |

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| District Council of Mount Remarkable | | | | | | | | | |
| Appila-Tarcowie Road | Appila Road to Council Boundary | F | 2.2 | Compliant | Minor | Minor | Compliant | 3 | |
| Arthur Street | Stephens Street to Borgas Street | F, C | 0.5 | Compliant | Compliant | Compliant | Minor | 3 | |
| Booleroo Road | End of seal to Morchard Road | F, T, C | 19.5 | Compliant | Compliant | Minor | Compliant | 3 | |
| Buffham Road | Voigt Road to Council Boundary (Foster Road) | F | 2.1 | Compliant | Minor | Compliant | Minor | 3 | |
| Coe Road | Augusta Highway to Cattle Track (gates) | F | 2.0 | Compliant | Minor | Minor | Compliant | 3 | |
| Greyhound Track Road | Appila Road to Gladstone Road | F | 0.1 | Compliant | Compliant | Compliant | Minor | 3 | |
| Park Road | Augusta Highway to Mambray Creek Track (parking area) | T | 6.1 | Compliant | Minor | Minor | Compliant | 3 | |
| Stephens Street | Colin Street to Authur Street | T, C | 0.6 | Compliant | Compliant | Compliant | Minor | 3 | |
| Well Road | Buffham Road to Wilmington Road | F | 4.0 | Compliant | Minor | Minor | Minor | 3 | |
| White Cliffs Road | Borgas Street to Council Boundary (Schwark Road) | F, C | 8.0 | Compliant | Compliant | Minor | Compliant | 3 | |
| White Well Road | Horrocks Highway to Nukunu Yarta Way | C | 7.7 | Compliant | Compliant | Minor | Compliant | 3 | |
| Wilmington Road | Well Road to West Terrace | F | 1.8 | Compliant | Compliant | Compliant | Minor | 3 | |
| Sub-Total | | | 54.6 | | | | | | |
| Northern Areas Council | | | | | | | | | |
| Appila-Laura Road | East Terrace to Council Boundary (300mm after Pine Creek) | F | 9.8 | Compliant | Minor | Compliant | Compliant | 3 | |
| Appila-Tarcowie Road | Council Boundary to Caltowie-Tarcowie Road | F | 8.0 | Compliant | Compliant | Minor | Compliant | 3 | |
| Belalie North Road | Jamestown-Whyte Yarcowie Road to Council Boundary (Downing Road) | C | 14.2 | Compliant | Minor | Minor | Minor | 3 | |
| Caltowie-Tarcowie Road | Appila-Tarcowie Road to Stagg Road | F | 2.1 | Compliant | Minor | Minor | Compliant | 3 | |
| Hill River Road | Goyder Highway to Andrews Road | C | 9.0 | Compliant | Minor | Compliant | Compliant | 3 | |
| Jamestown-Whyte Yarcowie Road | Wikins Highway to Council Boundary (Kidman Stock Route) | C | 11.7 | Compliant | Compliant | Minor | Compliant | 3 | |
| North Terrace | Mill Street to East Terrace | F | 0.3 | Compliant | Minor | Compliant | Minor | 3 | |
| Unnamed road at Gladstone | Horrocks Highway to Vittera facilities | F | 0.8 | Compliant | Minor | Minor | Compliant | 3 | |
| Sub-Total | | | 55.9 | | | | | | |
| District Council of Orreroo Carrieton | | | | | | | | | |
| Almerta Road | Boolcunda Road to Almerta Station | T | 2.8 | Compliant | Compliant | Compliant | Minor | 3 | |
| Boolcunda Road | RM Williams Way to Almerta Road | T | 3.0 | Compliant | Compliant | Compliant | Minor | 3 | |
| Fourth Street | Second Street to South Terrace | F, C | 0.5 | Compliant | Compliant | Compliant | Minor | 3 | |
| Johnburgh Road | R M Williams Way to Crotta Road | T | 40.5 | Compliant | Compliant | Minor | Minor | 3 | |
| Price Maurice Road | South Terrace to Booleroo Road | F, C, T | 13.3 | Compliant | Compliant | Minor | Compliant | 3 | |
| Railway Terrace | RM Williams Way to Weighbridge Road | F | 1.0 | Compliant | Compliant | Compliant | Minor | 3 | |
| Weighbridge Road | Railway Terrace to RM Williams Way | F | 0.8 | Compliant | Compliant | Compliant | Minor | 3 | |
| Sub-Total | | | 61.9 | | | | | | |
| District Council of Peterborough | | | | | | | | | |
| Booborowie Road | Cleary Road to end of seal | C | 1.0 | Compliant | Compliant | Compliant | Minor | 3 | |
| Booborowie Road | End of seal to Earle Road | C | 3.8 | Compliant | Compliant | Compliant | Minor | 3 | |
| Booborowie Road | Earle Road to Council Boundary (Sleep Road) | C | 7.5 | Compliant | Compliant | Compliant | Minor | 3 | |
| Main Street | Beniah Road to South Terrace | C | 0.3 | Compliant | Compliant | Compliant | Minor | 3 | |
| Sub-Total | | | 12.6 | | | | | | |

2030 REGIONAL TRANSPORT PLAN
ROAD DEFICIENCY ACTION PLAN 3
(For RTIA Committee Endorsement - 9 Apr 21)

| | | | | | | | | | |
|------------------------------------|---|---------|--------------|-----------|-----------|-----------|-----------|---|--|
| Port Pirie Regional Council | | | | | | | | | |
| Abattoirs Road | Augusta Highway to Spencer Highway | F, C, T | 10.0 | Compliant | Compliant | Minor | Minor | 3 | |
| Bicentennial Road | Ingram Gap Road to Spencer Highway, there is a section of road along the boundary | F | 9.2 | Compliant | Minor | Minor | Minor | 3 | |
| Ellis Street | Augusta Highway to River Terrace | C | 0.7 | Compliant | Compliant | Compliant | Minor | 3 | |
| Gap Road | Augusta Highway to Clements Road | F | 7.9 | Compliant | Compliant | Minor | Minor | 3 | |
| Milcowie Road | Spencer Highway to Augusta Highway | F | 10.6 | Compliant | Minor | Minor | Compliant | 3 | |
| Nurom Road | The Whim Road to Augusta Highway | F | 9.2 | Compliant | Minor | Minor | Minor | 3 | |
| River Terrace | Ellis Street to Main Road | C | 0.4 | Compliant | Compliant | Compliant | Minor | 3 | |
| Sixth Street | Third Street to First Street | C | 0.4 | Compliant | Compliant | Compliant | Minor | 3 | |
| The Whim Road | Spencer Highway to Nurom Road | F | 4.8 | Compliant | Minor | Compliant | Minor | 3 | |
| Sub-Total | | | 53.2 | | | | | | |
| Wakefield Regional Council | | | | | | | | | |
| Alma Road | Owen Road to Council Boundary (Range Road) | F, C | 8.5 | Compliant | Minor | Minor | Minor | 3 | |
| Nantawarra Road | Augusta Highway to Templeton Road | T, C | 12.2 | Compliant | Compliant | Minor | Compliant | 3 | |
| Ninnes Road | Hugh Terrace to Council Boundary (Green Road) | F, C | 8.1 | Compliant | Minor | Minor | Compliant | 3 | |
| Smith Street | Augusta Highway to Hugh Terrace | F, C | 0.6 | Compliant | Minor | Compliant | Compliant | 3 | |
| Sunny Hill School Road | Ninnes Road to Pump Station Road | F | 1.8 | Compliant | Minor | Compliant | Compliant | 3 | |
| Sub-Total | | | 31.2 | | | | | | |
| Yorke Peninsula Council | | | | | | | | | |
| Ardrossan Road | Arthun Road to Upper Yorke Road | C | 22.7 | Compliant | Compliant | Compliant | Minor | 3 | |
| Arthun Road | Upper Yorke Road to Council Boundary (Pedler Road) | T, C | 21.9 | Compliant | Compliant | Minor | Minor | 3 | |
| Bluff Road | Maitland Road to Rickaby Road | T, C | 4.3 | Compliant | Compliant | Minor | Minor | 3 | |
| Bluff Road | Rickaby Road to Davit Drive | C | 7.7 | Compliant | Compliant | Minor | Compliant | 3 | |
| Corny Point Road | Marion Bay Road to Liddiard Road | T, C | 3.5 | Compliant | Minor | Compliant | Minor | 3 | |
| Corny Point Road | Liddiard Road to Brutus Road | C | 28.8 | Compliant | Compliant | Compliant | Minor | 3 | |
| Dans Road | Port Vincent Road to South Terrace | C | 6.6 | Compliant | Compliant | Minor | Minor | 3 | |
| Esplanade, Point Turton | Savio Road to dead end | C | 1.6 | Minor | Compliant | Compliant | Minor | 3 | |
| Kalinton Road | Upper Yorke Road to Council Boundary (Holman Road) | F | 3.2 | Compliant | Minor | Compliant | Compliant | 3 | |
| Marion Bay Road | Yorke Highway to Corny Point Road | T, C | 39.7 | Compliant | Compliant | Minor | Compliant | 3 | |
| Mount Rat Road | Main Street to Spencer Highway | C | 13.3 | Compliant | Compliant | Compliant | Minor | 3 | |
| One And All Road | Yorke Highway to Bowman Terrace | T, C | 1.6 | Compliant | Compliant | Compliant | Minor | 3 | |
| One And All Road | Bowman Terrace to Gardner Terrace | C | 0.4 | Compliant | Compliant | Minor | Compliant | 3 | |
| Park Terrace | Vista Grove to Yorketown Road | C | 0.5 | Compliant | Compliant | Compliant | Minor | 3 | |
| Pine Point Road | Vista Grove to end of seal | C | 4.4 | Compliant | Compliant | Compliant | Minor | 3 | |
| Port Vincent Road | Main Road to Young Avenue | T, C | 0.6 | Compliant | Compliant | Compliant | Minor | 3 | |
| Reserve Terrace | South Terrace to Main Street | C | 0.3 | Compliant | Minor | Compliant | Minor | 3 | |
| Rickaby Road | Bluff Road to Maurialta Drive | T, C | 12.5 | Compliant | Compliant | Minor | Compliant | 3 | |
| Tiddy Widdy Beach Road | Gordon Road to Esplanade | C | 2.2 | Compliant | Compliant | Compliant | Minor | 3 | |
| Waterloo Bay Road | McEacherns Beach Road to Warooka Road | C | 9.5 | Compliant | Compliant | Minor | Compliant | 3 | |
| White Hut Road | Hayes Road to Yorke Highway | T, C | 18.2 | Compliant | Compliant | Compliant | Minor | 3 | |
| Sub-Total | | | 203.5 | | | | | | |
| TOTAL | | | 777 | | | | | | |

2030 REGIONAL TRANSPORT PLAN
COMPLIANT ROADS
(For RTIA Committee Endorsement - 9 Apr 21)

| Road | Segment Description (from/to) | Regional Routes(s) F/T/C or Combo | Segment Length (nearest 0.1 km) | Speed Environment | Dimensions | Geometry | Strength / Durability | Action Plan | Cost for Action Plan 1 Only (nearest \$0.1 million) |
|--------------------------------|--|--------------------------------------|------------------------------------|----------------------|------------|-----------|--------------------------|-------------|--|
| Adelaide Plains Council | | | | | | | | | |
| Carslake Road | Port Wakefield Road to Shannon Road | F | 3.5 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Boundary Road | Gawler Road to Gawler River Road | F, C | 3.6 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Calomba Road | Traeger Road to Shannon Road | C | 8.2 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Cheek Road | Redbanks Road to Wasleys Road | F, C | 2.7 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Daniel Road | Shannon Road to Lawrie Road | C | 5.0 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Dublin Road | Port Wakefield Road to Balaklava Road | F, C | 15.1 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Hart Road | Port Wakefield Road to Richardson Road | F | 1.8 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Lawrie Road | Daniel Road to McArdle Terrace | C | 0.5 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Middle Beach Road | Port Wakefield Road to unnamed road | F, T, C | 0.8 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Old Port Wakefield Road | Port Wakefield Highway to Beach Road, then to Port Wakefield Highway | C | 2.5 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Old Port Wakefield Road | Port Wakefield Highway to Sanders Avenue - RAMP | C | 0.3 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Old Port Wakefield Road | Sanders Avenue to South Terrace | T, C | 0.1 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Old Port Wakefield Road | Brooks Road to Council Boundary | C | 4.8 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Ruskin Road | Clonan Road to unnamed road | T, C | 8.2 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Ruskin Road | Unnamed road to The Esplanade | C | 0.2 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Sanders Avenue | Port Wakefield Highway to Sanders Avenue - RAMP | T, C | 0.2 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Shannon Road | Carslake Road to Dublin Road | F | 4.0 | Compliant | Compliant | Compliant | Compliant | N/A | |
| The Esplanade | Shortbird Road to 1 The Esplanade | C | 0.6 | Compliant | Compliant | Compliant | Compliant | N/A | |
| The Esplanade | 1 The Esplanade to Thompsons Beach Road | C | 3.2 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Wasleys Road | Adelaide Road to Marshman Street | F | 0.6 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Sub-Total | | | 65.9 | | | | | | |
| The Barossa Council | | | | | | | | | |
| Belvidere Road | Sturt Highway to Council Boundary (Kalimna Road West) | F, C | 0.7 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Bethany Road | Thiele Road to Light Pass Road | T | 1.1 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Duck Ponds Road | Stockwell Road to Sturt Highway | C | 0.8 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Elizabeth Street | Langmeil Road to Ellen Place | T | 0.2 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Langmeil Road | Para Road to Elizabeth Street | T | 1.7 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Light Pass Road | Penrice Road to Kalimna Road | C | 1.2 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Magnolia Street | Murray Street to Barossa Arts & Convention Centre | T | 1.3 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Menge Road | Bethany Road to Basedow Road | F | 1.2 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Mengler Hill Road | Tanunda Creek Road to Radford Road | T | 3.0 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Para Road | Murray Street to Langmeil Road | T | 1.2 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Stockwell Road | Angaston Road to Penrice Road | F, T, C | 1.8 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Truro Road | Moculta Road to Council Boundary | C | 3.1 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Yettie Road | Williamstown Road to Whispering Wall Road | T, C | 1.2 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Yettie Road | Whispering Wall Road to Queen Street | C | 5.3 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Sub-Total | | | 23.8 | | | | | | |

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|--|---|------|-------------|-----------|-----------|-----------|-----------|-----|--|
| District Council of Barunga West | | | | | | | | | |
| Mail Road | Bush Road to Beaufort Road | F | 11.5 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Mail Road | Beaufort Road to Scott Road | F | 0.5 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Wallaroo Plain Road (Copper Coast Council) | Tickera-Alford Road to Council Boundary | C | 0.2 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Whiting Road | 2 Whiting Road to Dolphin Road | T, C | 0.3 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Sub-Total | | | 12.5 | | | | | | |
| Clare and Gilbert Valleys Council | | | | | | | | | |
| Boconnoc Park Road | Council Boundary (90 degree bend) to Muanu Road along the boundary with Wakef | C | 0.6 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Hilltown Road | Bates Hill Road to end of seal | C | 0.4 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Sub-Total | | | 1.0 | | | | | | |
| Copper Coast Council | | | | | | | | | |
| Agery Road | Kadina-Cunliffe Road to Council Boundary (Pedler Road) | C | 2.2 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Athena Drive | Cooper Coast Highway to Spencer Highway | C | 1.5 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Blyth Terrace | Blanche Terrace to Frances Terrace | C | 0.9 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Charles Terrace | Cooper Coast Highway to Spencer Highway | C | 0.9 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Chatfield Terrace | Cresco Road to Abraham Rydberg Drive | F, C | 1.0 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Chatfield Terrace | Abraham Rydberg Drive to Jetty Road | C | 0.6 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Clayton Drive | North Beach Road to Riley Road | C | 1.2 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Coast Road | North Terrace to Harrys Point Road | C | 2.8 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Cresco Road | Chatfield Terrace to Spencer Highway | C | 1.4 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Drain Road | Rickera Road to Port Road | C | 1.3 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Draper Street | Graves Street to Frances Terrace | C | 0.1 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Ernest Terrace | Spencer Highway to Erington Street | C | 0.5 | Compliant | Compliant | Compliant | Compliant | N/A | |
| George Street | Blanche Terrace to Frances Terrace | C | 0.9 | Compliant | Compliant | Compliant | Compliant | N/A | |
| George Street (Newtown Road) | Drain Road to Lindsay Terrace | C | 0.8 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Hallett Street | Lindsay Terrace to Doswell Terrace | C | 0.3 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Harrys Point Road | Port Hughes Road to Dowling Drive | C | 0.5 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Haylock Road | Moonta-Wallaroo Road to Bay Road | C | 1.7 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Howard Street | Woodforde Drive to Oceanview Drive | C | 0.1 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Jetty Road | Emu Street to Chatfield Terrace | C | 0.7 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Kadina-Cunliffe Road | Kochs Road to Agery Road | C | 11.6 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Lindsay Terrace | Hallett Street to Port Broughton Road | C | 0.5 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Milne Terrace | Blanche Terrace to Frances Terrace | C | 0.9 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Minnie Terrace | Harrys Point Road to waterfront | C | 1.4 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Moonta-Wallaroo Road | Blyth Terrace to Spencer Highway | C | 4 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Ninnes Road | Pine Forest Road to Council Boundary (Church Road) | F, C | 4.3 | Compliant | Compliant | Compliant | Compliant | N/A | |
| North Beach Road | Spencer Highway to Hopgood Road | C | 1.9 | Compliant | Compliant | Compliant | Compliant | N/A | |
| North Beach Road | Hopgood Road to Clayton Drive | C | 0.7 | Compliant | Compliant | Compliant | Compliant | N/A | |
| North Terrace | Haylock Road to Coast Road | C | 2 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Oceanview Drive | Riley Road to Woodforde Drive | C | 0.7 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Owen Terrace | Emu Street to Spencer Highway | C | 0.3 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Owen Terrace | Spencer Highway to Copper Coast Highway | C | 0.3 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Pamir Court | Pommern Way to waterfront | C | 0.2 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Pommern Way | North Beach Road to Pamir Court | C | 1.2 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Port Hughes Road | Milne Terrace to Harrys Point Road | C | 2.4 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Railway Terrace (Paskeville) | Eighth Street to Copper Coast Highway | F | 0.3 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Riley Road | Clayton Drive to Oceanview Drive | C | 0.1 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Snodgrass Road | Spencer Highway to Point Riley Road | C | 3.1 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Snodgrass Road | Point Riley Road to Wallaroo Plain Road | C | 3.2 | Compliant | Compliant | Compliant | Compliant | N/A | |

2030 REGIONAL TRANSPORT PLAN
COMPLIANT ROADS
 (For RTIA Committee Endorsement - 9 Apr 21)

| | | | | | | | | | |
|------------------------------------|--|---------|-------------|-----------|-----------|-----------|-----------|-----|--|
| Thrington Road | Mines Road to Kadina-Cunliffe Road | T | 12.3 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Thrington Road | Kadina-Cunliffe Road to Copper Coast Highway | T | 9.6 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Tickera Road | Spencer Highway to Drain Road | C | 5.6 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Verran Terrace | Blanche Terrace to Moonta-Cunliffe Terrace | T, C | 2.7 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Woodforde Drive | Oceanview Drive to Howard Street | C | 0.4 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Woodforde Drive | Hopgood Road to 86 Woodforde Drive (90 degree bend) | C | 0.5 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Sub-Total | | | 89.6 | | | | | | |
| The Flinders Ranges Council | | | | | | | | | |
| Park Terrace | Railway Terrace to Silo Road | F, C | 0.2 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Richman Valley Road | South Terrace to Wolseley Terrace | C | 0.3 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Rodgers Road | Horrocks Highway to Bruce Road | F | 0.4 | Compliant | Compliant | Compliant | Compliant | N/A | |
| West Terrace | Railway Terrace to South Terrace | C | 0.5 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Sub-Total | | | 1.4 | | | | | | |
| Regional Council of Goyder | | | | | | | | | |
| Copper Ore Road | Farrell Flat Road to Council Boundary (Airport Road) | F | 2.3 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Three Chain Road | Thiele Highway to South Terrace | F | 0.5 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Sub-Total | | | 2.8 | | | | | | |
| Light Regional Council | | | | | | | | | |
| Anlabay Road | Thiele Highway to 829 Anlabay Road | T | 8.2 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Annie Terrace | Mudla Wirra Road to Goss Road | C | 0.7 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Belvidere Road | Truro Road to Sturt Highway | F, C | 7.0 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Cliff Road | Gartrell Street to College Road | F, C | 0.6 | Compliant | Compliant | Compliant | Compliant | N/A | |
| College Road | Mudla Wirra Road to Cliff Road | F, C | 4.3 | Compliant | Compliant | Compliant | Compliant | N/A | |
| East Terrace | Thiele Highway to Perry Road (northern sealed section) | F, T | 2.1 | Compliant | Compliant | Compliant | Compliant | N/A | |
| East Terrace | Perry Road to Thiele Highway (southern unsealed section) | F | 1.6 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Gartrell Street | Horrocks Highway to Cliff Road | F, C | 1.1 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Gawler River Road | Heaslip Road to Boundary Road | F, C | 1.5 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Hancock Road | Adelaide Road to Kidman Road | F | 1.5 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Hatcher Road | Oates Road to Wilkinson Road | F | 2.0 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Heaslip Road | Gawler River Road to Council Boundary (Gawler River / Metta Watte) | F, C | 1.0 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Kentish Road | Redbanks Road to Parkers Road | C | 0.9 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Kidman Road | Hancock Road to Tarlee Road | F | 0.9 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Kings Bridge Road | Thiele Highway to Marrabel Road | F | 3.2 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Lyndoch Road | Schmaal Road to Council Boundary (North Para River) | F, T | 4.8 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Mudla Wirra Road | Redbanks Road to Annie Terrace | F, C | 8.7 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Mudla Wirra Road | Annie Terrace to end of seal | F | 1.5 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Oates Road | Redbanks Road to Hatcher Road | F | 3.2 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Perry Road | Adelaide Road to East Terrace | F, T | 1.0 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Parkers Road | Kentish Road to end of road | C | 0.4 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Samuel Road | Greenock Road to Seppeltsfield Road | F, T, C | 2.8 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Seppeltsfield Road | Kraehe Road to Stonewell Road | F, T | 2.4 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Seppeltsfield Road | Stonewell Road to Council Boundary (North Para River) | F, T | 2.5 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Smyth Road | Stonewell Road to Council Boundary (North Para River) | F, T | 1.9 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Stelzer Road | Seppeltsfield Road to Council Boundary (North Para River) | T | 1.8 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Stonewell Road | Sir Condor Laucke Way to Seppeltsfield Road | F, T | 2.3 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Stonewell Road | Seppeltsfield Road to Smyth Road | F, T | 2.4 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Turretfield Road | Gomersal Road to Rosedale Road | F, C | 3.2 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Wilkinson Road | Hatcher Road to Two Wells Road | F | 2.5 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Sub-Total | | | 69.8 | | | | | | |

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| District Council of Mount Remarkable | | | | | | | | | |
| Booleroo Road | Willowie Road to end of seal | F, T, C | 0.4 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Booleroo Road | Morchard Road to Colin Street | F, T, C | 1.6 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Causeway Road | North Flinders Esplanade to Augusta Highway | C | 3.1 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Colin Street | Stephens Street to Nukunu Yarta Way | F | 1.0 | Not Assessed | Not Assessed | Not Assessed | Not Assessed | N/A | |
| Mambray Creek Track | Park Road to the Y junction on Mambray Creek Track | T | 0.2 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Port Germein Road | Augusta Highway to Augusta Highway via township | C | 4.2 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Reichstein Road | Dickson Road to Horrocks Highway | F | 0.6 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Schmidt Road | Pinda Road to McCallum Road | F | 2.8 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Sub-Total | | | 13.9 | | | | | | |
| Northern Areas Council | | | | | | | | | |
| Andrews Road | RM Williams Way to Council Boundary | F | 8.2 | Not Assessed | Not Assessed | Not Assessed | Not Assessed | N/A | |
| Hill River Road | Andrews Road to The Bluff Road (Council Boundary) | C | 7.0 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Price Maurice Road | Chappies Road to Council Boundary | F | 0.5 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Stagg Road | Caltowie-Tarcowie Road to Chappies Road | F | 1.7 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Sub-Total | | | 17.4 | | | | | | |
| District Council of Orreroo Carrieton | | | | | | | | | |
| Price Maurice Road | Booleroo Road to Council Boundary | F | 12.5 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Sub-Total | | | 12.5 | | | | | | |
| District Council of Peterborough | | | | | | | | | |
| Belalie Road | South Terrace to Council Boundary (Downing Road) | C | 9.5 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Chomel Street | East Terrace to O'Dea Road | C | 0.5 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Dawson Road | Main Street to High Street | C | 24.3 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Earle Road | O'Dea Road to Cleary Road | C | 10.2 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Second Street | Beniah Road to East Terrace | C | 0.2 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Sub-Total | | | 44.7 | | | | | | |
| Port Pirie Regional Council | | | | | | | | | |
| Boundary Road (Port Pirie) | Spencer Highway to Warnertown Road | F | 1.0 | Not Assessed | Not Assessed | Not Assessed | Not Assessed | N/A | |
| Darbon Terrace | Firth Road to Goyder Highway | F, C | 0.6 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Dunstall Road (Port Pirie) | Warnertown Road to end | F | 0.1 | Not Assessed | Not Assessed | Not Assessed | Not Assessed | N/A | |
| Firth Road | Augusta Highway to Darbon Terrace | F, C | 2.4 | Not Assessed | Not Assessed | Not Assessed | Not Assessed | N/A | |
| Flinders View Drive | Scenic Drive to Nelshaby Road | C | 0.5 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Mundoora Boundary Road | Pattingale Road to Ingram Gap Road along the boundary with District Council of Bar | F | 3.3 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Pirie Blocks Road | Railway Terrace to Warnertown Road | C | 0.1 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Railway Terrace (Port Pirie) | Waits Road to Pirie Blocks Road | C | 0.1 | Not Assessed | Not Assessed | Not Assessed | Not Assessed | N/A | |
| Scenic Drive (North) | North Terrace to Flinders View Drive | C | 2.7 | Not Assessed | Not Assessed | Not Assessed | Not Assessed | N/A | |
| Sixth Street | South Terrace to North Terrace | C | 0.5 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Third Street | Fifth Street to Sixth Street | C | 0.2 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Waits Road | Abattoirs Road to Railway Terrace | C | 4.8 | Not Assessed | Not Assessed | Not Assessed | Not Assessed | N/A | |
| Sub-Total | | | 16.3 | | | | | | |

| | | | | | | | | | |
|-----------------------------------|--|------|--------------|-----------|-----------|-----------|-----------|-----|--|
| Wakefield Regional Council | | | | | | | | | |
| Blyth Road | Augusta Highway to Blyth Plains Road | C | 30.8 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Magpie Creek Road | Condowie Plain Road to Blyth Road | C | 19.4 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Mail Road | Pump Station Road to Council Boundary (Bush Road) | F | 2.4 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Mail Road | Copper Coast Highway to Scott Road, there is a section along the boundary with Dis | F | 6.2 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Main Street | Condowie Plain Road to Belling Street | C | 1.7 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Saint Station Road | Templeton Road to Balaklava Road | F | 5.6 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Stow Road | Blyth Plains Road to Halbury School Road | C | 1.6 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Templeton Road | Nantawarra Road to Hudson Road | T, C | 12.9 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Whitwarta Road | Hudson Road to Railway Terrace | T, C | 0.5 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Sub-Total | | | 81.1 | | | | | | |
| Yorke Peninsula Council | | | | | | | | | |
| Agery Road | Arthurton Road to Council Boundary (Pedler Road) | C | 6.7 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Arthurton Road | Yorke Highway to Ardrossan Road | C | 0.7 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Balgowan Road | Spencer Highway to Melaleuca Court | T, C | 15.0 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Bayview Road | Brutus Road to North Coast Road | C | 2.1 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Black Point Road | St Vincent Highway to 68 Black Point Road | C | 3.5 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Bookyanna Road | Port Victoria Road to Hughes Avenue | C | 7.1 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Davit Drive | Bluff Road to Edwards Street | C | 0.4 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Hayward Park Road | St Vincent Highway to First Street | C | 5.4 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Liddiard Road | Corny Point Road to Hayes Road | T, C | 8.2 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Lime Kiln Road | St Vincent Highway to Buttfield Avenue | T, C | 1.5 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Main Street | Reserve Terrace to Mount Rat Road | C | 0.1 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Main Street | Melaleuca Court to Ocean Parade | C | 0.2 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Mceacherns Beach Road | Waterloo Bay Road to First Street | C | 4.3 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Nalyappa Road | Spencer Highway to Balgowan Road | C | 26.1 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Nalyappa Road | Balgowan Road to Port Victoria Road | C | 16.2 | Compliant | Compliant | Compliant | Compliant | N/A | |
| North Coast Road | Bayview Road to end of seal | C | 0.7 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Parsons Beach Road | Bluff Road to Leonard Court | C | 1.2 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Pine Point Road | End of Seal to St Vincent Highway | C | 24.0 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Point Pearce Road | Port Victoria Road to Bookyanna Road | C | 9.5 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Point Turton Road | Yorke Highway to Brutus Road | T, C | 3.9 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Savio Road | Brutus Road to Esplanade | C | 0.4 | Compliant | Compliant | Compliant | Compliant | N/A | |
| South Coast Road | Yorke Highway to Greenhill Road | C | 47.9 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Waterloo Bay Road | Greenhill Road to McEacherns Beach Road | C | 7.0 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Wauralte Road | Spencer Highway to Port Victoria Road | T, C | 17.9 | Compliant | Compliant | Compliant | Compliant | N/A | |
| Sub-Total | | | 210.0 | | | | | | |

TOTAL

663

4.2 21/22 SLRP Priorities

Recommendation

That the Committee receives the Stage 1 Assessment from HDS and undertakes the Stage 2 Assessment and recommends the Legatus Group endorses the final priority list.

Background

The application process for the SLRP funding changed this year with the introduction of the smartygrants tool with further changes expected after this year. The Legatus Group CEO is attending a meeting with the LGA Secretariat and Regional LGA EOs on 13 May to gain greater clarity on proposed changes after this year.

On the 9 April the Legatus Group CEO advised all councils for the following:

That applications for the 2021-22 Special Local Roads Program will need to be submitted via the LGA's online grant application service, powered by SmartyGrants.

The Legatus Group Road and Transport Infrastructure Advisory Committee will be considering a draft priorities list and any updates to the Regionally Significant Roads, Action Plans, Database. They will then endorse a final list of regional priorities for SLRP funding applications which will be provided to the 11 June 2021 Legatus Group meeting for ratification. Note the timelines:

- Councils: applications are to be lodged electronically in SmartyGrants by 28 May 2021. Regional LGA's will be provided with access to the online applications and this information will be communicated by email.*
- Legatus Group: recommendations to be provided by 11 June 2021*

*HDS will be assisting with preparing the 2021/2022 Legatus Group SLRP Regional Priorities List and as such I require advise not later than **Monday 19 April** on which of your road upgrade proposals are ready to start (if funded) in 2021-22 and that have received Council approval for a SLRP funding application to be submitted. Eligible projects are based upon the endorsed regional roads database from last year (see attached), together with three additional projects that councils indicated would be ready for 21/22 - Stockwell Road (BC), Gray Street (LRC) and Claremont Road (RCG).*

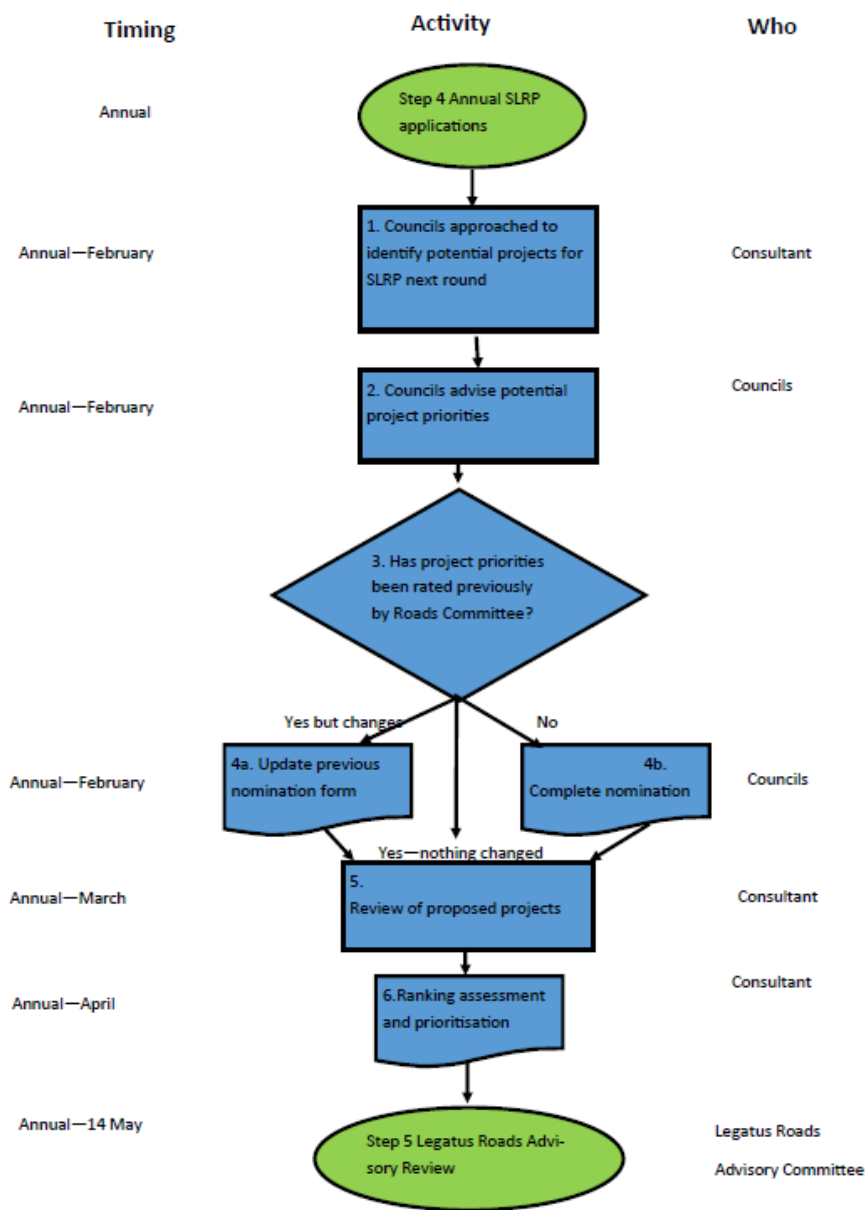
| | | | |
|-----|-------------------------|---|------------------|
| WRC | Angle Grove Road | Full length | Freight |
| YPC | North Coast Road | Point Turton Township to Point Souttar Road | Community Access |
| CCC | Bay Road, Moonta Bay | Coast Road to Frances Tce | Community Access |
| WRC | Koolunga Road | From 1.3km S of Mallee Corner Rd to Boucat Rd | Community Access |
| CCC | Frances Tce, Moonta Bay | Milne Terrace to Blythe Terrace | Community Access |
| BC | Moculta Road | Murray Street to Truro Road | Community Access |
| CCC | Snodgrass Road | Port Rilet Road to Wallaroo Plain Road | Community Access |
| CCC | Wallaroo Plain Road | Snodgrass Road to north of Council Boundary | Community Access |

HDS had been contracted on the basis that this year was due to be a "minor update" year as far as the 2030 Regional Transport Plan review and update methodology is concerned.

The Legatus Group CEO recommended that due to several factors including recent grants such as the state government partnerships program then all roads submitted by councils should be assessed and recommendations made by the Legatus Group based on all the applications submitted.

As such the contract with HDS was varied for this year to be an intermediate update” not a “minor update”. This has placed an extra time requirement on HDS to achieve this as such there is a delay in getting the committee required information. Note this was due to the Legatus Group CEO’s request and the variations and timing by LGA re the call for applications. As such there should be no adverse comments re HDS who have been flexible to include this extra work into their workload.

The process for recommending the priorities for this year considered a variation to this methodology and is summarised in the diagram below:



The following list of roads are being submitted by councils for consideration:

Main Road 45 – C&GVC
Orroroo Bypass - DCOOC
Roach St – CCC
Mudla Wirra Rd – LRC
Gerald Roberts Rd - LRC
North Coast Road - YPC
Stockwell Rd – Barossa

HDS will provide a report for the meeting which will include the Stage I Assessment as per previous years and the meeting will then undertake the Stage 2 Assessment which HDS will facilitate.

4.3 Data collection (and data storage tool) to validate Socio-economic Impact Study

Background

Additional data (and a data storage tool) is required to allow the Legatus Region to enable capturing of critical data and reporting on the progress of improving the regional local roads and related infrastructure. Currently the Councils have different providers and different arrangements for storing and accessing their asset information. A central tool that captures the critical regional roads and roads related data is needed that is owned by a regional organisation. The kind of information that could be captured includes: the regional road network, summary of grant funding and programs supporting information, data such as safety statistics, vehicle counts and road surface data. The risk is that this data is not centralised and harmonised and is in the hands of consultant who charge to access it. Additionally, the recent socio-economic impact study suggested that the region could improve the estimate of the true cost of not investing in maintaining local roads through the collection of additional data listed below: (The decision to capture this additional data and to establish as tool will be subject to approval of the 21/22 Legatus Business Plan and Budget and securing additional funding),

- **Data Needed**

Vehicle operating costs, travel time costs, costs of accidents, air pollution and greenhouse gas emissions were identified as quantifiable impacts of insufficient investment in roads infrastructure. A hypothetical example was presented in the socio-economic impact assessment report and further investigation into key data for the region is required. In particular, annual traffic counts by vehicle type, IRI and SN estimates to lift the IRI and reduce in SN for each road.

- **Cost benefit analysis**

Most commonly, cost benefit analysis is conducted on a project-by-project basis, rather than across large geographical areas. A selection of key roads known to be problem zones within the region could be identified and analysed individually. These assessments would enable the quantification of a baseline (a scenario in which infrastructure maintenance investment is sufficient over the assessment period, and the quality of the road is maintained) and a scenario of insufficient road infrastructure investment (in which the quality of the road deteriorates over time) which can be compared. Such an assessment would limit the scope and scale of the required data gathering exercise, whilst providing proof of concept case studies for other roads in the region. Development of a cost-benefit analysis for each identified case study would be estimated to cost approximately \$10,000.

- **Contextual information**

Contextual information regarding social impacts or perceptions of the state (or future state) of road infrastructure in the region could be collected (via a community and business survey) to develop a more comprehensive understanding of costs unable to be quantified.

Discussion/Decision Required:

Note: Any recommendations will be subject to the Legatus Group 21/22 Business Plan and Budget.

- Decide the database tool and who will collate the data (Contractor or internal)?
- Decide on which roads IRI and SN will be gathered and by whom (Contractor/ University):
 - Option 1: Suggested roads from Roads Managers include:
 - Copper Coast: Ninnes Rd and Wallaroo Plain Rd
 - Light Regional Council: nil
 - Yorke Peninsula: first 3.9km of Northern Coast Road
 - Barossa Valley: Hermann Thumm Drive, Moculta Road, Stockwell Road
 - Clare Gilbert Valley: Vandeleur/Giles Corner/Alma Road. This is part of the regional network that connects three councils (Light, CGVC and Wakefield) carrying considerable freight and Main Road 45.
 - Option 2: Roads nominated for SLRP 21/22
- Decide on cost/benefit analysis Y/N?
- Decide on whether contextual information will be gathered Y/N and by Whom (Contractor or internal)?

5. General items

5.1 Legatus Group 21/22 Business Plan

The Legatus Group 21/22 Draft Business Plan and Budget has been submitted to Councils for feedback and then for a decision at the 11 June 2021 Legatus Group meeting and relevant recommendations include:

1. **Resources:** Include to extend the contract for the Roads Coordinator

Income via possible grant \$12,500 from LGA R&D

Expenses: (1) Roads Forum \$2,500 (2) SA Regional Road Priority \$5,000 (3) Socio-Economic Impacts Road Deficiency \$25,000 (subject to above grant) (4) SLRP and Roads / Bridges Database updates \$50,000

2. **Focus Area:** This Business Plan is developed with an effort to increase the advocacy role of the Legatus Group and for 2021/2022 with a focus in the areas of:

- Roads
- Waste / Wastewater
- Wellbeing – Regional Health
- Water
- Attraction and retention of population including education and housing.

3. **Key Priorities and Actions:** 2021/2022 Action Plan (this is the third year of the Action Plan July 2019 – June 2022)

| | |
|--------------|---|
| Road Network | Q1 |
| | <ul style="list-style-type: none">• Identify partners and roads for assessing and apply for funding to assist with next stage of the Socio-Economic Impacts report on local road deficiencies• Progress with the Bridges deficiency report |
| | Q2 – Undertake investigation into and collation of several key datapoints for the region will be required to facilitate such an assessment. In particular, annual traffic |

| | |
|--|---|
| | counts by vehicle type, IRI and SN estimates for local roads are identified as prominent data gaps |
| | Q3 – Progress with updates for the Legatus Group Transport Plan and develop priority listings for the 22/23 SLRP |
| | Q4 – Review the progress and commence an extended lobby campaign based on the reports and submit regional prioritising for SLRP |

5.2 Advocacy

Key activities:

- Input for LGA supplementary road funding video by 5th March 2021 provided by the Council of Clare and Gilbert Valley (https://youtu.be/71M-XHW_op8)
- Legatus Group Video (<https://www.facebook.com/107553917635408/videos/198310948570861>) and media brief to advocacy for additional roads funding (election strategy).
- Key messages for the media brief:
 - Why we need to advocate: A fair funding model should consider the identified significant roads infrastructure requirements (findings from Transport Plans) rather than competitive or formulaic based on demographics.
 - More investment is needed in the road transport infrastructure in the Legatus region to grow the region through improving the freight productivity, reducing the socio-economic cost to the community and increasing visitation through improving access.
 - The lack of sufficient investment in the transport infrastructure is costing the region – at least 2.5x cost of investment as per the findings of the recent socio-economic impact assessment, and increasing the risk of road incidents and accidents that cost our region over \$488M between 2015-2019
 - This region is an important NS and EW transport corridor for Australian freight movement.
 - This region has the #3 and #5 most visited destinations in SA
 - What do we need: More funding (at least \$80M over the next 3 years).
 - Thankyou for the current programs. We are able to make use of an average of \$18M per year from: Black Spot, Bridges for Renewal, Heavy Vehicle Safety Initiative, Supplementary Road Funding, Local Government Investment Partnership, Local Government Community Investment Program, and Roads to Recovery.
 - However, the gap between what we can attract and what we need is large.
 - Some of the current funding programs are competitive and other are based on a capita and kilometre formula. This is not a fair system – our region is characterised by small, low socio-economic populations and has large kilometres of road networks.
 - We need \$80m to address the 454km deficiencies in the key freight, tourism and community access roads that is in the forward works plans and Action Plan I. An additional 1005km of roads with deficiencies are identified in Action plan 2&3 (not in councils forward works plans), that are yet to be evaluated.
 - What and How: We've got a process and a plan to identify and improve our regionally significant roads infrastructure, the "Legatus Group Regional Transport Plan 2030". This plan identifies 2137km of regional freight, tourism and community access roads. Of these significant local government roads, 1459km (68%) of these have at least 1 major deficiency identified. *Note: bridges and other transport infrastructure are excluded from this plan at the moment.

Media Brief:

Funding equity for local road upgrades

The Central Local Government Region of SA trading as the Legatus Group are seeking to increase the level of productivity, safety and community connectivity through increased funding for local significant roads.

The Legatus Group 15 member councils extend from the Adelaide Plains to the Flinders Ranges and Barossa Valley to the Yorke Peninsula and are seeking support for fairer funding models to address the regions local roads infrastructure deficiencies.

Mayor Peter Matthey Chair of the Legatus Group says, “Our member councils need at least \$80 Million over the next 3 years to address the regionally significant roads. These roads have at least one major deficiency and are in our councils forward works plans. We are appreciative of the Federal and State Government assistance, but this is insufficient and disproportionate to the costs experienced in the region. Without this assistance it is limiting growth and productivity for the increases in freight transport and visitation by tourists. “

The Legatus Group have released a report into the socio-economic impacts by not funding these roads and it is estimated that the cost to the community of not addressing roads deficiencies costs at least 2.5 times the cost of investment. The continuing degradation of the roads is also increasing the risk of road accidents that has cost the region over \$488M (between 2015-2019).

The Legatus Group councils are making good use of the current limited funding programs. However, the gap between what is gained and what is needed is large. The current funding programs are either competitive or based on a capita and kilometre formula and reduce the equity for a region characterised by several smaller, low population and with massive road networks.

The Legatus Group have a process and a plan to identify and improve these regionally significant local roads infrastructure, the “Legatus Group Regional Transport Plan 2030”. This plan identifies 2,137km of regionally significant freight, tourism and community access roads. Of these significant local government roads, 1,459km (68%) have at least 1 major deficiency identified. At least \$80 million is needed to address the 454km deficiencies in the key freight, tourism and community access roads that are already in the forward works plans. An additional 1,005km of roads with deficiencies are identified which are not in councils forward works plans, that are yet to be evaluated.

Mayor Matthey says, “We have identified the significant local road infrastructure needed to support the regional, state and nation but Councils cannot afford to fund this alone and significant additional funding is sought to address the imbalance between the costs experienced and the investment levels by the Federal Government.

The media release and video were distributed to all regional media, MPs, Member Councils, LGA and Regional Partners.

Discussion: What further recommendations could go to the Board for consideration

5.3 Feedback from Roads Forum 2021

Objective:

- Update on issues impacting the Legatus Group Road Transport Plan
- Workshop to raise engagement and awareness of the 2030 Legatus Regional Transport Plan at a Council level.

Attendance:

- 86% of Councils represented (Orroroo and Mount Remarkable did not have representatives at the forum)
- 52 total attendees. Some did not respond to the Eventbrite tickets.

Workshop:

- Light did not stay for workshop. All other Councils (Other than Orroroo-Carrieton and Mount Remarkable), participated in the workshop activities.

Feedback from participants:

| Plus (good) | Delta (change) | Priorities/ Other |
|---|---|--|
| Thanks Simon and Moira | At the opening of the day, introduce who has attended broadly so that everyone knows who's attended | Workshop: How can recently acquired roads be added to the RRTP? |
| Great day – provided good information | Don't see a lot of this information passed through council | Unsealed Roads manual is a priority (ARRB) |
| Matthew was very informative – liked his presentation | Remind people to provide feedback for any comments | Regional Road Hierarchy |
| Workshop has been informative and assisted in my general knowledge | Microphone not working in the morning was an issue | Adelaide Plains is urgently waiting for DIT to build roundabouts at Two Wells (700 new houses just approved, primary school now open, huge risk to public safety on freight routes – Malala Road , Two Wells |
| A good regional forum today. Keep thinking regionally and connecting regionally | | Unify Road categories and have levels breaking down sealed and unsealed |
| Catering was great | | Wakefield interested in the unsealed roads review |
| Good space for the event | | Workshop: Can roads be reassessed in our region (Copper Coast) Agery Road and Artherton Road? |
| | | Any risk roles around R&D (RE: data). Partner with Unis-NHVR-Councils and DIT |
| | | Top challenges: not enough time |
| | | Council roads in the state to be categorized the same |
| | | Approach to roads. Less bodies planning and more focus on road upgrade delivery |
| | | View the CGV video for advocacy work |
| | | Workshop – The Pirie tourism and freight maps have changed since this version. The spreadsheet is out of date. |
| | | Tourism - cycling |
| | | Changes to Traffic Management Training – 20 hours training before being accredited – what a load of #####! |
| | | Would like a greater involvement in the proposals side of things |

Notes from workshop

1) Mike Wilde (DIT)

Key take-away messages:

- Roads of strategic importance
 - Barrier HWY, Stuart HWY, Eyre HWY, Terowie, Horrocks HWY
- Move to 3A bridges on these routes
- The strategic network development will focus on projects that drive economic activity and growth, boost productivity and enhance liveability and land values (food, wine and agribusiness, red meat, wool, energy and mining)
- Historically dealt with councils on issues at a local level haven't necessarily had a regional perspective, and hence now want to get to know the regional transport plans.

Questions:

| Questions/comments to Speaker | Speakers Response |
|--|---|
| What do you think about land use planning | Think about where you want industry to grow and infrastructure costs, lengthy first/last mile connections challenging to fund. Need to avoid constraining existing businesses – think about new opportunities. Conversations about the right access on right roads in right places |
| New announcement today, Infrastructure Australia Infrastructure Priority List update. This is the most initiatives in SA for a while | High priority initiative to address SA road network (know there is a backlog of maintenance and recognise there is a problem with SA roads Priority initiative SA High Productivity Vehicle access network Priority initiative Barossa Valley water network |
| Shoulder widening – concerned that they are breaking up already (Koolunga) - don't think we've got it right. | Agreed shoulder sealing vs widening, line marking critical to ensure vehicles are running on formed ground – reforming road maintenance works and strategy to optimise outcomes |
| Strzelecki track – bigger picture – what is the northern pastoral route (cattle movement from QLD via our councils to Thomas food - What is going on with the broader route? | Recently announced network initiative addresses broader north south and east-west connectivity is something The challenge is getting value and identifying opportunities for key anchor points in the mid north – where to from Orroroo? How do get from Orroroo to Half Way House) PBS level 4a network will be for the high volume movements, need to managing expectations as need to optimise vehicles to supply chains. A good example is b-doubles in the Adelaide hills where Lobethal integrated well for abattoir but produce supply chains were more effective with semi trailers. Important to remember that almost everything that we touch in our daily lives, needs roads transport |
| There is a new grain player in the market – now new directions for grain movements on Eyre Peninsula– now shifting west rather than south.....major impact on network | It is a challenge and proponents are starting a conversation in government about this The shift away from rail to road was due to cost. Need to understand why Gladstone works on rail and Crystal Brook doesn't. Complex sector with different owners/ -bulk handlers and traders. |

| | |
|--|--|
| We have an equity issue... what are the ways we can work with the department ? | Build on existing engagement at a Council/DIT level as well as forums such as today and the ongoing Legatus interaction. |
| How do we help to argue for more resources? | Develop the evidence to support investment decisions, particularly productivity improvement and economic growth. |
| Do you see value in the work – road hierarchy? | Definitely, opportunity to align with National and State activity in this area, improve alignment across road managers. |

2) Toni Clarke (LGA)

Key take-away messages:

- What we are working on:
 - Webinar road managers training, ARRB, NHVR portal or can come out
 - Compliance and enforcement. Educational approach for operators
 - Developing maturity model – please get in touch if you want to be involved – like the AM cycle
 - Notice development - lots of notices coming this year – particularly for emergency movements
 - Webinars – not embraced – can be useful
 - Looking at forums with LGA mutual from May - risk tools
 - Looking at guidelines from LGA. Please share any internal ones you have.

Questions:

| Questions/comments to Speaker | Speakers Response |
|-------------------------------|---|
| Permits – consented routes | We assisted NAR to gazetted routes – d-double routes gazetted. Ravnet doesn't have this ability (national spatial program) – need to do a permit for now. Feedback from operators have to still apply. All councils should have access to high density maps - permits – Matthew to help |

3) Matthew Matricciani (DIT)

Key take-away messages:

- Lots of technical information for Road Managers in the Presentation and useful links to share.

Questions:

| Questions/comments to Speaker | Speakers Response |
|---|--|
| Road Access responsibility (Local government vs state)? | 30m from highway centre line is the state road manager and state provides access, after this is the local road manager |
| Is there research opportunities with DIT? | |

4) Jacqui Quarton (JLT)

Key take-away messages:

- Investigating what training information needs changing e.g.: unsealed roads, workzone (CD Rom – looking at new delivery techniques that are non-CD) – who is using (Goyder only),
- Web-based tools – workzone -will be harmonised across Australia – course will be split into 2 courses:
 - (1) people doing the traffic management in the field and 2) the auditor and planner)
 - Training will have 3 levels based on the volumes of traffic per day
 - Big difference will be the requirement for 20 hours competency training - may have to share across councils/worksites
- Looking for a working group for developing the training.

Questions:

| Questions/comments to Speaker | Speakers Response |
|--|--|
| Can JLT engage with SAROC representatives rather than council by council | |
| Have you thought about synergise with DIT tools state wide tools | VIT (DIT tool and app called adminsite? that shows roadworks)? Some tools don't work with access vehicles that don't have steering wheels (e.g.: graders, excavators) |

5) Steven Kaesler (Barossa Council)

Key take-away messages:

- Has 96 bridges and still finding more!
- Issues and initiatives
 - NHVR applications
 - Bridges audits – our definition is something that is 2.1m wide – others say 6m wide
- Lessons learned in successfully attracting grant money for bridge works:
 - 2a to 2b improvement would improve productivity 23% and over \$250kpa
 - Identify your risks (e.g.: not wide enough for 2 way trucks and knee height guardrails are not safe enough
 - Should you seek the design or a grant first? - believe should design first
 - consider improving the mix of users – this is key to the application (e.g.: social aspects such as cyclists)
 - use each peak representative bodies,
 - convincing councillors to long term vision,
 - consultants don't know your bridge as well as you – your community outcomes – close guidance needed
 - Bridges for renewal – difficult to get (tried many) but a good one to get
 - Other initiatives that are good:
 - NHVR STRATEGIC LOCAL GOVERNMENT ASSEST ASSESSMENT PROJECT (SLGAAP)
 - LOAD LIMITS – DON'T JUST LOAD LIMIT to manage access to bridges – there are other ways to manage.

Questions:

| Questions/comments to Speaker | Speakers Response |
|--|-------------------|
| Environmental considerations - did you keep one lane open during construction? | |

| | |
|--|--|
| Cost - did you look at replacement vs widening | |
|--|--|

6) Lee Wallis (Goyder Council)

Key take-away messages:

- Local commodity freight network review
 - Kept this basic as not a lot of funds to work with - Started with where do we need to go? Now we have more data
 - We reviewed our data on the portal and used HDS to assess
 - Challenge – removing 400km of gazetted network that wasn't fit for purpose. We didn't have commodity database and had to rely on DIT– there were roads we couldn't even find that were in the DIT system. We also found our maintenance practices were not compatible with the standards needed (such as width weren't right).
- Key findings: we needed to improve intersections, signages, carriageway width, and tree trimming
- What we've done- added extra width each year in stages, added \$200kpa to the road works program
- Category 4 were removed from gazette – now dealt with using permits for those who actually need to use it – not suitable for a permanent network. There was very little objection from locals – weren't actually being used
- Looking to remove B/C classifications

Questions:

| Questions/comments to Speaker | Speakers Response |
|--|-------------------|
| How do you plan your re-sheeting program | 5 year plan |

7) John Olsen (HDS Australia)

Key take-away messages:

- We want to develop a database of critical projects for any funding – not just SLRP to allow councils to progress with 5 year vision of projects
- Want to establish some common standards about what a regionally significant road is. You know what is important in your council
- The action plans include roads with major deficiencies:
 - Action plan 1: funded liability – on 5 year forward plan but need funds (major deficiency)
 - Action plan 2: unfunded liability – not on our 5 year plan (major deficiency)
 - Action plan 3: minor deficiency
- Regional roads hierarchy – recommend reviewing the Murraylands LGAs work in this area
- Take a regional approach when it comes to funding:
 - SLRP, HVSP, Bridges for renewal, Road Safety Program, Financial Assistance Grants, Local Roads and Community Infrastructure, Better regions fund
 - Local MP lobbying

Activities: Maps were provided to each council with the freight, tourism and community access routes marked. Participants worked together through the following activities:

Activity 1: Freight routes: Is the freight routes right and key freight centres? Does that road have a major deficiency? And would council fund this?

Activity 2: Tourism routes: Are the primary destinations from major roads identified in your council. We also need to identify the multi-use roads, these have increased risks (i.e.: if harvest and tourist use same road, we need to increase the width of the road to 8m. We also need to add projects that are proposed. Does that road have a major deficiency? And would council fund this?

Activity 3: Community Access routes: Are these reliable all weather road that connects every community to essential services for the permanent populations? Other considerations for Community Access Roads – are all connection points identified (i.e.: where farms roads might merge to access a community town)? Does that road have a major deficiency? And would council fund this?

5.4 Proposed webinar and forums

The suggested webinars and forums for the remainder of this year:

| When | Who | Format | What |
|---------------------------------------|--|----------------------------------|--|
| Wednesday 26 May 10am-11:30am | Riverlands Murraylands LGA Tim Smyth | Webinar | Harmonised local roads classification scheme |
| Thursday 27 th May 10am | Eric Mc Inerney from the Mining and Quarrying OHS Committee | Zoom | Silica in Rubble |
| August? | ARRB | Sub regional forums | New local government roads best practices guide |
| November? | Councils | Face to face sub regional forums | Sharing best practices / innovations / grant success stories Eg: grants strategy – Richard Dodson |

5.5 Silica in Rubble

Stevie Sanders (WHS and Risk Manager LGA) provided in response to the action from last meeting:

“The Time Weighted Average (TWA) for Silica has been halved from 0.1 mg/m³ to 0.05 mg/m³. This when combined with the requirement of Regulation 50 of the WHS regulations; for a PCBU to;

“ensure that air monitoring is carried out to determine the airborne concentration of a substance or mixture at the workplace to which an exposure standard applies if—
(a) the person is not certain on reasonable grounds whether or not the airborne concentration of the substance or mixture at the workplace exceeds the relevant exposure standard; or
(b) monitoring is necessary to determine whether there is a risk to health; would seem to point to a need to do some monitoring of the activities that the councils undertake that involves materials that may contain silica.

This seems to be reinforced by the results of the monitoring that Onkaparinga have conducted, which while not necessarily directly transferable to the Legatus councils (Type and constitution of material used, work methods etc. will all be specific to each council and will potentially

generate a different outcome in terms of the potential concentration/exposure), would also seem to support the need for monitoring.

In relation to the position “The Legatus members discussed that for the amounts of work they do involving silica is not long enough (exposure times). While it is entirely possible that the work practices may not need to change, I am unable to comment, without having specifics of the work they do and how they do it, what controls they employ and whether any monitoring has been undertaken before (and the results), beyond stating the following two points;

- It would not take a long exposure time in a respirable silica rich environment to exceed this new exposure level (as an example, in the Onkaparinga tests conducted in November 2019, The operator performed 62 cuts on pavers in a 29 minute period and the level of Respirable Quartz was 0.08 mg/m³ i.e significantly above the “new” 8 Hour TWA)
- The requirement to monitor airborne contaminants is not conditional on your controls, it is a requirement where you are not certain of the concentration on reasonable grounds of whether or not the concentration of the substance at the workplace will exceed the exposure limit.
(Reasonable grounds - I.E. you have some evidence other than monitoring that points strongly to the level of material that will be in the workplace, some things that might meet this criteria are;
 - o previous monitoring reports, or reports from other workplaces that have the same material, from the same supplier and that use the same operational methods and equipment in relation to the material
 - o a statement from the material supplier explicitly declaring the material to be free of silica, or at such a low level that given your operational activities the exposure limit would be impossible to exceed)

In summary, I would suggest that some air monitoring will be required in order to meet the requirement of Regulation 50. However, I am aware that the RRC’s for your region have arranged for a representative from the Mines and Queries OHS Committee (MAQOSHSC) to attend their next forum in your region to discuss this amongst other things mines and quarries related, so you could approach Jacqui Quarton to see if you can attend and discuss the issue with the MAQOSHSC rep.

Opportunity:

- Eric Mc Inerney from the Mining and Quarrying OHS Committee (MAQOSHSC) booked to do a presentation on occupational dust and silica exposure at our Central Regions WHS& Risk practitioner forum Thursday 27 May via Zoom at 10am.

5.6 DIT Progress and upcoming programs

Mike Wilde to present.

5.7 LGA relevant notices

5.7.1 Toni Clark to present.

5.7.2 Other

John Olson (HDS Australia) provided the following information from the most recent report by the LGA to SAROC:

- Regional local roads – mapping and priorities SAROC Actions in 2020-21 (ongoing)
- 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. It has \$15,000 set aside in its 2020-21 budget to progress this work, which is anticipated to be supplemented by regional LGAs.

- Potential Actions in 2021-22
 - Continue to prepare a SAROC 'SA Regional Local Road Priorities' report.
 - Development of a SAROC 'SA Regional Local Road Priorities' report has yet to progress, however discussions between the LGA Secretariat, the Legatus CEO, and officers within the Department for Infrastructure and Transport and the SA Local Government Grants Commission have confirmed there is broad support for the concept and scope of the project, with recognised benefits including harmonisation of individual regional transport plans, and centralised information and database with streamlined reporting. In 2021-22, SAROC will maintain this issue in its Annual Business Plan to be ready to progress the action as informed by the following:
 - During 2021-22 it is anticipated that work being progressed at the State Government level to accommodate the transfer of the Office of Local Government and the SA Local Government Grants Commission to the Attorney General's Department, while exploring hosting the Commission's GIS data with the relevant departments.
 - Further discussions may be forthcoming regarding a broader proposal for a centralised local roads database, to which SAROC and its member councils would be critical stakeholders. Further progression of any SAROC commissioned work would be best informed and timed with some meaningful progression by the state government agencies. Further potential 'Financial Sustainability and Governance'

5.8 RAVRAT modifications

Background:

In March 2020, the SAROC committee resolved to "note that the LGA secretariat will liaise with other state and territory local government associations and the Australian Local Government Association regarding the possibility of coordinating a discussion with Australian Road Research Board and the National Heavy Vehicle Regulator the further development of the Restricted Access Vehicle Route Assessment Tool for unsealed roads".

Having liaised with LGAs in other state/territories, I can advise that there has been very limited feedback from their member councils on the use and application of the RAVRAT tool in its current form. There isn't any interest from councils across Australia in investment to broaden RAVRAT for unsealed roads, at least to the point where it is being raised with their LGAs. Also within South Australia there are a limited number of councils that use RAVRAT regularly to inform their decisions.

RAVRAT is intended to allow heavy vehicle route assessments to be completed in line with the Performance Based Standards network classification guidelines and designed to primarily assess the geometric requirements for heavy vehicles. In 2020, a number of enhancements were undertaken

| Enhancement options | Implementation |
|--------------------------------|--|
| Land widths and curve widening | <ul style="list-style-type: none"> • Added a rural unsealed roads option to the Route Editor to classify the road type. <ul style="list-style-type: none"> • Aligned the assessment of carriageway widths for rural unsealed roads with the NTC (2007) guidelines to provide the correct PBS classifications. • Aligned the assessment of curve widening requirements for rural unsealed roads with the NTC (2007) guidelines to provide the correct PBS classifications. • Created a distinction between carriageway widths for straight road sections and curved road sections to allow for |

| | |
|--------------------------------------|--|
| | <p>independent assessment, using the lowest PBS classification between the two for the Carriageway Width attribute.</p> <ul style="list-style-type: none"> Allowed for multiple curves on a single road to be assessed through the carriageway width attribute. PBS classification of carriageway width will be determined using the lowest classification of all curves. |
| Vegetation | <ul style="list-style-type: none"> Added a Vegetation attribute in the Local Considerations assessment to identify areas that may be restricted due to vegetation overgrowth |
| Verge Heights | <ul style="list-style-type: none"> Added a Verge Height attribute in the PBS Expert to identify rural unsealed roads where verges may restrict overtaking and passing opportunities. |
| Sight distance (due to dust) | <ul style="list-style-type: none"> At present time this is considered as an amenity issue in the PBS guidelines and no updates will be made |
| Grades on unsealed roads | <ul style="list-style-type: none"> Currently RAV RAT aligns with the guidance provided in the PBS local guidelines for maximum grades, however it may be worth further investigation in a separate project to determine if this is suitable for use on unsealed roads |
| Vehicle tracking on unsealed corners | <ul style="list-style-type: none"> The tracking of heavy vehicles is not a criteria for assessment under the PBS guidelines and is instead a requirement of the vehicle itself. No updates were made and would require a separate technical project to be undertaken. |

A number of amenity issues or requirements that are outside the scope of the PBS guidelines were not implemented. In some circumstances there are manual work arounds that can be used to record the local considerations. ARRB have also advised that there have been enhancements to RAVRAT that were implemented in mid-April to assist with sight distance and the inclusion of a clearance time calculator.

There are a number of projects that are currently being progressed that will impact on RAVRAT and assessments including:

- National Heavy Vehicle Assessment System Study:
 - WSP has been engaged by Austroads to develop the research report 'Options Evaluation for a National Heavy Vehicle Access Assessment System (NHVAAS)'. The proposed system would:
 - Provide a platform to support road managers in their heavy vehicle access assessment role under national and jurisdictional legislation
 - Effectively integrate operator vehicle inputs, infrastructure data and the analysis tools needed to complete assessments
 - Increase the level of automation for access decisions working towards transparent and near-real time access decisions

It is anticipated that the study will report on the analysis and results of the research in September 2021

- National Spatial Program
 - The NHVR are undertaking a project to improve the accuracy, consistency and timeliness of route planning for the industry and to enable road managers access to manage their own networks.

The program will:

- address data quality issues in the existing route planner
- deliver a single national map that will display all gazetted and pre-approved networks nationally and allow industry to route against those networks in the first instance
- upgrade the existing Route Planner to enable intelligent routing and mapping capabilities. This will give road managers access to a

centralised tool to update their networks based on changing conditions, and allow the NHVR to provide instant alerts (e.g. natural disaster alerts) and near real-time spatial route data directly to industry via in-cab devices and mobile phones

- allow the NHVR to share data sets directly to councils and jurisdictions
- provide road managers with self-service capabilities to update gazetted and pre-approved routes with local conditions in near real-time.

For noting:

Between the projects mentioned above and the limited appetite to undertake further investigations, technical research and associated implementation at this point in time, the LGA Secretariat recommends that no further development of RAVRAT for unsealed roads be pursued.

5.9 DIT last mile projects

Matthew Matricciani (Principal Policy Officer for Heavy Vehicle Policy and Strategy Department for Infrastructure and Transport) approached Legatus informally to identify potential projects with:

- “last mile” issues where the state-owned road network can be improved/upgraded to facilitate higher productivity vehicle access on local roads specifically intersections (state roads adjoining council roads) that are prohibiting heavy vehicle access to the local council road network or
- any deficient bridges/culverts on state-owned roads that are giving rise to heavy vehicle detours through council roads.

The information received will be collated into a register and evaluated by Matthews team and shared to various areas within the Department to create awareness about the issues and hopefully create an approach to address them over time.

| Council | Location | Type of improvement required (intersection upgrade, line marking amendment, bridge strengthening/widening) | Productivity improvement (access expanded to PBS L3 vehicles etc) | Priority |
|------------------------|--|---|--|---|
| Peterborough | Cotton Road Upgrade | Compliant swept path for road trains. | The Orreroo HV Bypass will see 53.5m road trains come into our area | High – bypass will be finished within a year |
| Light Regional Council | John Eden Road at Shea-Oak Log (between Thiele highway and the Stuart Highway) | Seal John Eden Road and upgrade junction with Thiele Highway to enable better turning paths | PBS L3 | Medium - Identified in Year 2 2022/2023 of Councils 4 year Capital Program subject to receiving HVSPF funding |

| | | | | |
|---|--|---|--|-----------------------|
| Goyder | Whyte Road / Barrier Highway Intersection, Whyte Yarcowie | Compliant swept path for road trains. | Improvement to 36.5m access to Barrier Highway Goyder section (eastern end) is currently limited to 26m B Double commodity and Northern Area (western end) gazetted for 26m freight B D double. Gazette as 26m general freight route. Potential for 30m or 36.5 commodity | |
| Goyder | Claremont Rd and Farrell Flat Rd, Farrell Flat | Claremont Rd not gazetted for general or commodity freight, numerous permits issued for 35/36.5m combinations. Compliant swept path for road trains. Extensive damage to existing edge of sealed highway. Sight distance? | Access needed for commercial quarry. Gazette as 26m general freight route. Continue to manage 30/36.5 under permit. Future increasing approved heavy vehicle gazette of Farrell Flat Rd? | |
| Flinders Ranges | Intersection of Flinders Ranges Way / Silo Road / West Terrace and Arden Vale Road | Intersection upgrade, widening and traffic control, roundabout | HV access, B Double access to Arden Vale Road | Med-High 1-2 years |
| Barossa Valley / Light Regional Council | Greenock Road/ Samuel Road | Intersection / Roundabout | | High |
| Barossa Valley | Angaston Road / Stockwell Road | Intersection upgrade | Not sure if 30m A-Doubles will be able to safely cross this intersection even when 80/50 km/h VSLS are implemented in June by DIT. | High - june |
| Barossa Valley | Eden Valley Road / Hurns Road | Intersection upgrade | | Medium |

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|--------------------------|--|--|--|--------|
| Barossa Valley | Eden Valley Road / Lovers Lane and Stott Highway | Intersections upgrades | | Medium |
| Copper Coast | Kadina / Copper Coast Hwy from Thrington Road to the entrance of Kadina (this section wasn't upgraded on last upgrade) | Reconstruction of undulated road 3km in length | Safe access for all HV and tourists | High |
| Wakefield | Balaklava Road/ Hudson Road access to Agfert | Intersection upgrade | Left in and right out for 30m road trains and no access to 36.5m road trains/PBS Level 3A | High |
| Wakefield | Balaklava Road/ Whitwarta access to Viterra site | Intersection upgrade | Right in and left out or straight on Gwy Tce for 30m and 36.5m | High |
| Adelaide Plains | Calomba Road/Balaklava Road at Mallala | Intersection upgrade, line marking amendment, bridge strengthening/widening. On the intersection – protect turning lanes north and south on Balaklava Road | Access expanded to PBS L3 vehicles etc) – Currently illegally used as a township bypass, not gazetted as a heavy vehicle route due to safety issues on Balaklava Road and the train line. Upgrade to allow for PBS L3 vehicles | Medium |
| Yorke Peninsula | 1x GML PI project 17x commodity route projects as per network summary risk assessment document | | | |
| Clare and Gilbert Valley | Junctions within the low speed zones in the 50kmh zones are: Auburn: <ul style="list-style-type: none"> Junction of King St Junction of Balaklava Road Junction of Saddleworth Road Rhynie: <ul style="list-style-type: none"> Junction of Horrocks and Riverton Road | | | |
| Clare and Gilbert Valley | Entrance to Clare on the Farrell Flat Road in particular for the | Intersection | Currently creates issues | |

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|--|--|--|--|---------------|
| | <p>intersection with Pioneer avenue.</p> <p>Additionally the narrow bridge on Farrell Flat Road</p> | | <p>for 30m road trains.</p> <p>This could be an option to open the Farrell Flat Road for major freight</p> | |
| <p>Clare and Gilbert Valley</p> <p>*general concern is the lack of maintenance and general deterioration of intersections with DIT roads</p> | <p>There are a number of DIT Roads crossing through the CGVC district that need to be inspected by DIT: Horrocks Highway, Barrier Highway, RM Williams Way, Blyth Road, Farrell Flat Road, Jolly Way, Balaklava Road, Saddleworth Road, Riverton Road, Tarlee Road, Marrabel Road and Curio Road</p> | | | |
| Port Pirie | Abattoirs Road/National Hwy | Intersection upgrade | <p>Restricting HV use</p> <p>Wont gazette due to stacking issues are rail intersection</p> <p>HV use will increase due to construction activities on this road and ADM grain</p> | High |
| Port Pirie | Abattoirs/Spencer Hwy | Intersections | <p>Turning restrictions in place on intersection</p> <p>HV use will increase due to construction activities on this road and ADM grain</p> | High |
| Port Pirie | | <p>Other</p> <p>HV detours for accident on the national hwy – some of the bridges have load limits</p> | | Medium |
| Orroroo-Carrieton | Orroroo crossing (1km of Orroroo on RM Williams Way) | S bends with old rail corridors. Poor shoulders – need realignment (remove S bends) | | Medium - high |

| | | | | |
|------------------|---|--------|---|------|
| | Black Rock on RM Williams Way (priority) – 8inch drop | | | High |
| Mount Remarkable | Pine Creek Bridge | Bridge | <p>Bridge is unable to be used by B-Double and above.</p> <p>It is not on a State Road (Northern Areas Council). This has created a major issue for us as all vehicles from north of our Council area and west of our Council area use this road to transport to Gladstone. This means a large amount of vehicles that are not rate payers of the DCMR who are using a bypass route (Gladstone Road). We cannot currently keep up with the maintenance on this road.</p> <p>We require either the Pine Creek Bridge be improved to cater for vehicles or funding for the upgrade of our roads for carrying state traffic.</p> | |

| | | | | |
|----------------|--|--------------|---|--|
| Mt Remarkable | Horrocks Highway Bridge (Geddes Bridge) situated south of Wirrabara | Bridge | cannot cater for the vehicles the Horrocks Highway is being upgraded for. The upgrade to PBS3 vehicles and \$55 million upgrade can not be achieved as this bridge makes the whole system impassable. DIT had considered a bypass around the bridge using Councils roads as a suitable solution to this issue. Council has now taken the measure of closing this bypass for vehicle types as we have a bridge on this route that is in worst condition than the DIT Bridge. | |
| Northern Areas | Jamestown – Bridge across Belalie Creek on Ayr Road | Bridge | Trucks have trouble turning left onto (B79) Wilkins Highway when coming from the (B80) RM Williams Way (Spalding Road), bridge is not wide enough to be able to turn into one lane often take the 2 lanes to turn over the bridge. Bridge is often damaged. | |
| Northern Areas | Jamestown – Trucks coming from Port Augusta using Appila – Jamestown | Intersection | The intersections need improving | |

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|--------------|---|-----------------------|---|--|
| | Road (B79) then onto OD 5 (which is the Jamestown town detour) then onto the B78 Wilkins Highway Hallett Road to Burra | | to allow easier access for the trucks. | |
| Barunga West | <ul style="list-style-type: none"> • Upper Yorke Road between Port Broughton • Upper Yorke Road between Kulpara and Melton • Spencer Highway between Alford and Wallaroo some segments far worse than others (near Wenberley Boundary, Brucefield Roads | Undulating Roads | Very undulating and difficult to negotiate for trucks | |
| Barunga West | <ul style="list-style-type: none"> • Turning lane at Kulpara – intersection of Upper Yorke Road and Copper Coast Highway Kulpara • Turning lane at intersection of Ninnes Road and Upper Yorke Road heading to both Paskeville and Lochiel | Install turning lanes | | |
| Barunga West | <ul style="list-style-type: none"> • Mundoora Road and Upper Yorke Road – traffic rumble blocks for safety • Willamulka/Lanner Park Road and Bute Road • Sandy Garfield & Upper Yorke Roads – this one we receive complaints about, road rises and obstructs oncoming traffic view (most complaints) • Moyes & Upper Yorke Roads (corner) | Intersections | | |

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|--|--|--|--|--|
| | <ul style="list-style-type: none"> • Wards Hill Road & Spencer Highway – northern end near Port Broughton • Summerton Road & Spencer Highway – near corner coming in to PB from Pt Pirie | | | |
|--|--|--|--|--|

5.10 Other Grant Funding opportunities to support 2030 Legatus Group Regional Transport Plan FY 2020/21

Other grant and other funding opportunities for roads and roads related infrastructure projects:

| | Scope | Co-contribution | Application status | Other criteria |
|---|--|---|--|--|
| Bridges Renewal Program | Annual upgrade and replacement to enhance access for higher productivity vehicles to 23/24 | | Round 6 not decided | Limit \$2M Reports <3years Engineers impact of natural disaster 5 proposals per proponent Bridges for replacement, up-grade, approach road associated with bridge, to replace water crossing (culvert or causeway) |
| Black Spot Program | Annual program to 23/24 Typically July-October DPTI | 33%-50% contribution | Not open yet June-August for following year | \$20k-\$2M Criteria: <ul style="list-style-type: none"> • 3 casualties in last 5 years • 0.2 crashes/km/yea in last 5 years • Benefit:cost >2 |
| Local Roads and Community Infrastructure Program | Federal Govt funding approved by Deputy PM LGA Goal create jobs through construction | Not required | | *formula considers 1/3 LRCI formula (road length) and 2/3 population. |
| Local Government Infrastructure Partnership Program | | 50% contribution (reserves or borrowing) or other organisations Can leverage other funding | Closed 29 Jan 2021 | Must be in 12 month council budget and shovel ready within 12 months Already funded federal or state programs not eligible Projects at least \$1M |

| | | | | |
|---|---|--|--|--|
| Financial Assistance Grants | Federal Govt provides untied funding to local government bodies (General purpose, local roads and SLRP) | At least 30% contribution required | SLRP - 28 May Priority Projects loaded into Smartygrants | |
| Heavy Vehicle Safety and Productivity Program | | | Round 8 not yet decided | |
| Heavy Vehicle Safety Initiative | Alignment with National Road Safety Strategy i.e.: safer road use Administered by NHVR | Not required | Closed 12 February 2021 | |
| Roads to Recovery Program | Annual allocation to 23/24 based on local government grant commission | Direct funding to councils based on formula (road length and population) | | |
| Drought Futures Fund | Through to 2024 Enhance public good.....strengthen resilience to droughts and encourage innovation into profitable agricultural sector Future Drought Fund Bill 2019 | Competitive grant | | |

5.11 Infrastructure Australia Survey and Report.

(Kelly-Anne to provide feedback).

5.12 SA Freight Council Forum

The Roads Coordinator and Steve Kaesler attended the Regional Freight Forum in the Barossa on Thursday 29th April. This was facilitated by Evan Knapp from the SA Freight Council.

The purpose of this forum was to identify the top freight issues in the Barossa Region (Light-Clare-Adelaide Plains and Barossa Councils) that are not already recognised. A cross section of RDA, Councils and businesses were present

Key issues raised:

- Long time to complete tailgate inspections
- Carlslake road upgrade – will it really meet the need for PBS4 vehicles
- DIT doesn't publish what council's want to gazette in the portal
- Roads being used in unauthorised manner
- Need road train staging sites in the Barossa – infrastructure is not OK for 36m road trains – especially roundabouts that are still being built to specification for 26m vehicles
- Short term needs from Stockwell Road vs long term

- Safety/rest areas will be as per the standard at every 50m but wont include facilities because of disagreement in who manages and pays for these
- Will rail be revitalised (due to greenhouse reduction targets)
- E-vehicles – current position is that e-trucks will not be sold into Australia (5cm too wide), additionally what will the pace of e-cars be? Issues with sales volumes and penalties to makers
- Port costs are going up significantly and many ships are bypassing Adelaide. Additionally, there is a glut of containers at the moment. It is being explored if airlines can offer a more reliable transportation mode – currently a problem under IFAM
- The YMN Forum is planned to be an online survey – It would be better in person!

5.13 Road Safety Week (May)

[National Road Safety Week](#)

6. Other Business

7. Close and date of next meeting

Friday 6 August 2021 10.30am Clare & Gilbert Valleys Council

Invitation for non-member Councils:

| Meeting Date | Council |
|---------------|------------------------|
| February 2021 | Copper Coast |
| May 2021 | Peterborough |
| August 2021 | Port Pirie |
| November 2021 | Light Regional Council |
| February 2022 | Mount Remarkable |
| May 2022 | Northern Areas |
| August 2022 | Barunga West |