



Agenda Legatus Group Road and Transport Infrastructure Advisory Committee

**Thursday 28 July 2022 11am
Clare and Gilbert Valleys Council Chambers
4 Gleeson Street Clare**

- 1. Welcome** Chair Dr Helen Macdonald
- 2. Apologies**
- 3. Conflict of Interest**
- 4. Membership & Chair**

Following the extension by the Legatus Group of the Road and Transport Infrastructure Advisory Committee (RTIAC) and the call for nominations the following have been approved as RTIAC members for two years commencing from 10 June 2022:

- Dr Helen Macdonald (CEO Clare and Gilbert Valleys)
- Kelly-Anne Saffin (CEO RDA Yorke Mid North)
- Lee Wallis (Goyder)
- Stuart Roberts (Wakefield)
- Tim Neumann (Copper Coast)
- Steven Kaesler (Barossa)
- Mitchell Foote (Flinders)
- Andrew Kompler (Yorke Peninsula)
- Karen Lee-Jones (DIT)

The tradition has been that a Council CEO Chairs the Legatus Group Road and Transport Infrastructure Advisory Committee.

Recommendation: That Helen Macdonald is appointed as Chair of the Legatus Group Road and Transport Infrastructure Advisory Committee.

- 5. Minutes of the committee meeting held 5 May 2022**

<https://legatus.sa.gov.au/wp-content/uploads/2022/05/Minutes-5-May-2022.pdf>

Dr Helen Macdonald Chair of the Committee provided a report to the Legatus Group 10 June 2022 meeting which contained the minutes of the RTIAC meeting held 5 May 2022. The Legatus Group noted the report.

Recommendation: That the Legatus Group Road and Transport Infrastructure Advisory Committee minutes of the 5 May 2022 be taken as read and confirmed.

6. Matters Arising

6.1 SA Regional Roads Plan

The Legatus Group noted the report and congratulated the SA Regional Organisation of Councils for releasing the SA Regional Local Road Priorities report and supports the Legatus Group RTIAC investigating the recommendations for further consideration by the Legatus Group.

The report can be found at: <https://legatus.sa.gov.au/wp-content/uploads/2022/06/001-Regional-Road-Priority-Project-Final-Report.pdf>

The SA Regional Organisation of Council noted that a working group will be established comprising representatives from LGA Secretariat, the Department for Industry and Transport, the Local Government Transport Advisory Panel and Regional LGA EOs to assist with reviewing the recommendations. The LGA Secretariat has yet to action the resolution to establish a working group although this has been raised by the Regional LGA EOs.

Relevant recommendations from the report with regards the Legatus Group and the RTIAC:

- Individual Regional LGAs budget for and implement separate annual support arrangements to ensure that additional regional data stored within the main SAROC dataset (potentially including road differentiators and road action plans) is maintained and periodically updated, along with provision of continued access to and help-desk support for authorised council users of their regional dataset through QGIS Cloud.
- The LCLGA, Legatus Group, EPLGA and SGC identify any Class 2 Key Freight Routes within their respective regions, using the SAROC Regional Road Hierarchy Framework.
- One full revision of the SAROC Regional Road Hierarchy digital maps be budgeted for (either by SAROC or by individual Regional LGAs) to occur in December 2022, allowing for anticipated updates mainly by the EPLGA and SGC, but with consideration of DIT road classification changes and other Class 2 road classification upgrades by Regional LGAs.

Recommendation: That the Legatus Group RTIAC note the recommendations and undertakes further consideration following the formation by the LGA of the SA Regional Roads Plan Working Group.

6.2 Legatus Group SLRP Priorities 2022

The Legatus Group supported the recommendation by the Legatus Group RTIAC that the Legatus Group response to the 2022 SLRP is based on the priority listing of the 4 roads North Coast Road (Yorke Peninsula), Gray Street (Light), Moculta Road (Barossa) and Hills Road (Goyder) which were identified and assessed in the Legatus Group Roads Data Base.

The Legatus Group CEO was subsequently advised of a further application by the Light Regional Council for Wilkinson Road & Gawler River Road which was not assessed by the Legatus Group.

Wilkinson Road and Gawler River Road are not on the roads database and therefore no assessment or ranking was undertaken. This was discussed with HDS who confirmed and noted that they are Regionally Significant Routes and both are currently on the compliant action plan. It would make sense for this project to be put up in a future year once it has been included on the roads database.

The Light Regional Council advised “It is simply bringing forward an application which is what it would have submitted in the 2023/2024 year into this year’s funding program.”

They advised their Council has “essentially cleared up all of its backlog and is now working its way through its next iterations and is wanting to get them on the agenda early. By the time we made our decision, Legatus Group had already undertaken its initial screening process for the 2022/2023 year.”

LGTAP were advised of the priority listing and that the Light Regional Councils Wilkinson Road & Gawler River Road had not been assessed.

LGTAP informed the Legatus Group CEO that they have assessed Light Regional Councils Wilkinson Road & Gawler River Road and that they sought further clarity from the Legatus Group and the Yorke Peninsula Council re the North Coast Road. They advised they did not require further clarification of the other 3 roads.

Both organisations provided responses to LGTAP and the Legatus Group response is Attachment A and they both attended a meeting with LGTAP and the following response has been provided:

Thank you for attending the LGTAP meeting on 29 June 2022 to assist with the 2022 SLRP round.

LGTAP is still considering the 2022-23 SLRP Grant round and forming its recommendations to the LGA Board of Directors.

At this point in time, I am not in position to comment on the particular status of Yorke Peninsula Council's application for North Coast Road. We are liaising directly with the council on some specifics of their proposed works. I emphasise that LGTAP's assessment of the SLRP applications is being undertaken within the confidence afforded the LGA's Meeting Procedures. This same confidence is extended to the LGA Board of Directors when considering LGTAP's recommendations. As outlined in the LGTAP Terms of Reference, it is the prerogative of the relevant State and Federal Minister to approve and announce successful projects.

In response to your comments about the Legatus process for SLRP assessments; your line of questioning at the 28 July meeting indicated that the Legatus Group may benefit from referring to and considering the processes outlined in the [SLRP Policy Manual](#). These processes were discussed with all Regional LGAs and a the Legatus Roads Committee during consultation on establishing the process.

I specifically highlight that:

When an application comes from a council who is a member of a regional grouping of councils, the application is referred to Regionals LGA or MSRC who:

- *Reviews applications against Regional Transport Plan, and any other relevant information*
- *Provide advice to LGTAP*

I have noted your comments regarding the extra expense to Legatus in providing additional advice to LGTAP. The SLRP Policy Manual confirms that, “LGTAP reserves the right to seek further information from applicants at any point in the assessment process. This includes the ability for LGTAP to invite applicants to attend LGTAP meetings to discuss their application.” In seeking further information from Legatus on the North Coast Road application, there was no intention on our behalf for Legatus to incur further costs. I will certainly provide this feedback to LGTAP and we will take into account before seeking supplementary advice from Legatus in future rounds.

A final reference point that I hope will assist Legatus in its 2023 SLRP assessments, is to draw your attention to the following as it relates to ‘shovel ready’ nature of any proposed works.

- *SLRP funding is intended to be used for construction and maintenance of sealed and unsealed roads, and bridges (Special Local Roads Program Policy Manual, 7.1). While projects over multiple years are encouraged, each stage must be submitted on an annual basis as a separate application; and each*

application will be assessed independently on its merits. Commitment of funding for one stage does not provide any guarantee or commitment that future stages will be funded (Policy Manual, 4.5).

- *Further, the SLRP assessment criteria (Policy Manual 6.1) requires that proposed works are shovel ready in order to ensure that SLRP funds are directed to works undertaken to bring the road to the desired standard.*

Considering these factors in combination, LGTAP considers that to meet the SLRP criteria and be 'shovel ready' the proposed project should seek to deliver construction of a section of road, in any one year, to an acceptable scope of works to support the road's desired purpose.

I hope this information is of assistance.

At the time of preparing the agenda the LGA have SLRP listed as a confidential item for their 22 July 2022 meeting and the Legatus Group CEO has requested any update be provided in time for the RTIAC meeting on 28 July 2022.

Recommendation: That the Legatus Group RTIAC recommends:

- 1. That the Legatus Group writes to LGTAP and Legatus Group member Councils requesting that any SLRP projects which are to be reviewed for advice to LGTAP from the Legatus Group are to follow the Legatus Group's agreed methodology outlined in its 2030 Regional Transport Plan.**
- 2. That the Legatus Group seeks advice from the Yorke Peninsula Council re any advocacy it may require with regards any decisions by LGTAP on the outcome of the North Coast Road SLRP application.**
- 3. That the Legatus Group and the RTIAC take into consideration the matters raised by LGTAP in their response to the assessment processes used by the Legatus Group with regards SLRP applications.**

6.3 Bridges and Culverts

The Legatus Group approved the publication of the Legatus Group Bridges and Culverts Report. They also approved that the report recommendations be referred to the Legatus Group RTIAC including support for commissioning of further work relating to funding opportunities for the region based on this report. The report can be found at: <https://legatus.sa.gov.au/wp-content/uploads/2022/06/Legatus-Group-Bridges-and-Culverts-Report.pdf>

There are a series of recommendations outlined in the report including:

- That Local Government Authorities invest in survey and detailed design for potential future bridge and culvert upgrades. As a minimum, a survey and preliminary design should be completed to allow the development of a reasonable project budget and for a benefit cost analysis to be undertaken.
- That Local Government Authorities commit to undertaking all maintenance works detailed in condition assessment reports, unless the upgrade of the structure is in the programmed scheduled of works within the next few years and the project has an allocated budget.
- Traffic counters should be positioned in the field during normal traffic conditions, and also during peak periods such as harvest, vintage, or holiday periods. Traffic counters should be positioned on the road with the bridge or culvert structure, and also strategically within the surrounding road network to gain an understanding of the number of vehicles which may be detouring the structure.
- The project description needs to highlight the benefits of the project and paint a picture of the importance of structure within the region and to the local community.

- Local Government Authorities should liaise with Regional Development Australia, Department for Infrastructure and Transport (DIT), other local government authorities, local industry and the local community during project development and construction.
- LGA's should consider undertaking benefit cost analysis to support the application, particularly for projects where there is a high capital cost.

This was a preliminary overview of the bridges and culverts on Local Government Authority roads within the Legatus Group. It is recommended that a review of available information is undertaken regularly, as the LGA's update their condition assessments report and Asset Management Plans to reflect the current condition of assets. Regional significance may also change over time, due to population growth and industry development.

Recommendation:

1. **That the RTIAC note the response by the Legatus Group and recommends that the Legatus Group CEO writes to all member councils to ascertain their interest in further progressing the recommendation in the Bridges and Culverts report.**
2. **That subject to sufficient members councils interest the Legatus Group CEO establishes a Bridges and Culverts reference group for the RTIAC.**

7. Other Business

7.1 Legatus Group 2022/2023 Business Plan and Budget

The Legatus Group have endorsed their 2022/2023 Business Plan: <https://legatus.sa.gov.au/wp-content/uploads/2022/06/2022-23-Business-Plan-.pdf> and Budget: <https://legatus.sa.gov.au/wp-content/uploads/2022/06/2022-23-Business-Plan-.pdf>

This includes an allocation of \$15,000 for Progressing the Transport Plan and the Bridges Culverts Report and \$2,000 towards the Annual legatus Group Roads Forum. An approach was made to HDS who have provided two quotations.

The first quotation (Attachment B) covers services related to the annual update of the 2030 Regional Transport Plan, which this year becomes an "intermediate update" due to substantial depletion of regional road upgrade project proposals in the current 2021 Regional Roads Database.

The second quotation (Attachment C) is for expansion of the Legatus Group Regional Road GIS to replace reliance upon hard copy regional route maps in the 2030 Regional Transport Plan, including provision of annual support.

HDS have noted they are conscious that Legatus Group annual budgets are not unlimited and there are always conflicting regional priorities. As such, they have identified in both quotations the essential tasks that need to be completed in the next 12 months, and then itemised several optional tasks which could be deferred if sufficient funds are not available.

For discussion.

8. Close and next meeting.