



Legatus Group Road and Transport Infrastructure Advisory Committee

Friday 12 February 2021 10:30am – 12.00pm

Clare Council Chambers

Join Zoom Meeting

<https://us02web.zoom.us/j/87971745040?pwd=UCtXenUwMnM1QU1ZZHlqRDZURWsxzdz09>

Meeting ID: 879 7174 5040

Passcode: 794695

Agenda

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Briefing

1. Welcome and apologies

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

Dr Helen Macdonald the Chair of the committee provided a report to the Legatus Group meeting 27 November 2020 meeting which contained the minutes of the Legatus Group Legatus Road and Transport Infrastructure Advisory Committee meeting held 18 November 2020. The Legatus Group noted the report and approved obtaining a quote for consideration by the Legatus Group re a consultancy to undertake a review of the Local Bridge Network in the Legatus Group Region for consideration of a regional approach under the Bridges Renewal Program.

Legatus Group Road and Transport Infrastructure Advisory Committee

1. Welcome

The meeting was opened at 10:00am by Chair Dr Helen Macdonald

2. Attendance

Committee members: Dr Helen Macdonald (Clare and Gilbert Valley), Tom Jones (Adelaide Plains), Steven Kaesler (Barossa), Lee Wallis (Goyder), Michael McCauley (Yorke Peninsula), Dylan Strong (Orroroo-Carrieton), Mike Wilde (DPTI), Kelly-Anne Saffin (RDA YMN 10.15am), Stuart Robert (Wakefield) and Mike Burger (Flinders)

Others: Simon Millcock, Moira Coffey(Legatus) and Toni Clarke (LGASA Heavy Vehicle Access Liaison Officer)

3. Apologies

Nil

4. Introduction

The Legatus CEO provided an introduction of Moira Coffey who is appointed in a part time capacity to the role of Regional Local Roads Coordinator with the task to implement:

- Actions under the Roads Transport Plan
- Prepare reports and coordinate the SLRP updates and applications
- Coordinate this committee's meetings
- Coordinate workshops and forums on roads related issues

5. Minutes of the committee meeting held 7 August 2020

The meeting noted that minutes of the meeting held on 7 August 2020 were presented to the Legatus Roads Advisory Group. The meeting resolved that the minutes were a true and accurate record of the meeting.

The Legatus CEO raised that bridges were not noted in the reports and this is for discussion in this meeting.

6. Heavy Vehicle Access Workshops

The meeting noted the report with the agenda. Moira provided that the planned workshops for the 3rd/4th December will likely be moved to online due to COVID-19 restrictions. Toni Clarke advised that she liaise with Moira and Simon and the LGA to provide direction and support for these sessions to be online and recorded. Some Councils are providing Moira with issues to work through in these workshops. Moira shared that attendance responses are yet to be received from the Orroroo-Carrieton, Peterborough, Port Pirie, Adelaide Plains and Light Councils.

Action: Moira to circulate a list of issues the Councils have been sharing for discussions at the workshops.

7. 2030 Legatus Group Regional Transport Plan and SLRP

The meeting noted the report with the agenda. Simon Millcock outlined that there are changes to the SLRP Program with recommendations likely to be effective for the round in 2022/2023. Mike Wilde provided a response that the program is due for a review and it does require greater clarity.

Discussions were held for the forthcoming years 2021/2022 SLRP regarding contracting HDS for another year. The Committee discussed the benefits of doing this internally or through external provider. The Committee agreed to the use of HDS for this work and requested that consideration is given to ensure there is greater consistency with regards to previous issues around freight pre-existing routes and other ancillary items such as bridges. Kelly-Anne Saffin to provide clarify on these previous issues with Moir.

Action: Moira to coordinate a Legatus Group Regional Roads Forum that will include a detailed workshop on the Legatus Group Road Transport Plan in Jan/Feb for Council operational and elected members prior to the Feb meeting.

Action: Simon Millcock to seek an agreement with HDS for progressing the 2021 SLRP assessment process.

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

Mike Wilde provided an update that they are bolstering the transport analytics team and hoping for clarity and commitment before the next meeting.

9. Legatus Socio-Economic Impacts Road Deficiency

The Legatus Group CEO requested that a working group be formed from this Committee to oversee the process of developing a scope of the impacts to social and economic opportunities due to the deficiencies in the roads i.e.: what is lost by the region and what investments aren't made due to the deficiency in funding. The findings from this report will be used for advocacy purposes.

The following members volunteered: Dr Helen MacDonald, Dylan Strong and Kelly-Anne Saffin.

Action: Simon and Moira to develop a draft project brief for consideration by the working group.

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

The Legatus Group CEO provided that the LGA still needs to review the reports. The next step for the Legatus Group is to coordinate Toni Clarke, Lea Bacon (LGA) and Peta Smart (NHVR) to determine if the LGA will take on this project as it is an Australia wide issue.

Action: Moira to coordinate a meeting to determine if the LGA will take on the project to update the RAVRAT with the recommendations from the review.

11. Other Business

11.1 Bridges:

The Committee agreed to recommend that funding from the Legatus Group current budget is provided to conduct more detailed work on the bridges in our region.

The Committee discussed that this regional approach fits with the strategy and that the changing needs of road users (such as farming equipment changes) warrants a detailed review. The Committee questioned how does this link to the state program that the HV Regulator is coordinating? Toni Clarke provided that she is yet to review the outcomes of pilot program. Kelly-Anne Saffin provided that in WA, a successful regional approach involved matching funding between Councils and Industry and this model could be considered. The Legatus Group CEO stated that rail crossings could also be considered in the future.

Action: Moira to coordinate with Toni Clarke to provide an update on the findings from the Pilot Program at the upcoming workshops and forums.

Mike Wilde provided in his final comments that they are conducting scoping studies for Australian Infrastructure Funding and conducting a strategic review of the restricted access vehicle networks for bigger combinations prior to departing at 10:55am.

11.2 Silica:

The Committee agreed to conduct a review into understanding the risk management of silica content in rubble and silica exposure to Council workers. Lee Wallis shared they are conducting a monitoring campaign to understand the baseline exposures and to determine if the current levels of control are adequate. Lee also provided that the new guidelines are released and publicly available.

Action: Moira to liaise with LGA on how to assess how well the silica risk is managed.

11.3 Regional Strategy to improve the capacity of the Regions transport network

The Legatus Group CEO suggested that the work on the socio-economic impacts will form a regional strategy that should pull together the work of the RAA, RDA and Road Transport Plan. Kelly-Anne Saffin advised that work is to be done around classifications as activities change (such as silo closures). The Committee agrees that a strategy that ensures efficient linkages across the region is important. The Committee were provided with a breakdown of current funding around and that it makes sense to work at the regional level to make the most of this however they are all challenged with the capacity to pull the projects together and deliver them on time. The Committee discussed whether resources can be combined at a regional level. This can be identified in the Legatus Group Strategic and Business Plans.

Steve Kaesler left the meeting at 11:15am.

Action: Kelly-Anne Saffin to share with Moira the example of the Mt Remarkable route and the YP safety corridors and the subsequent classification issues.

12. Close and date of next meeting

Meeting closed at 11:25am

Next meeting: Friday 12 February 2021 10.30am Clare & Gilbert Valleys Council

3. Progress on actions from previous meetings

Meeting	Action	Progress	Comments
18/11/20	Create list of issues for discussion at the HV Access workshop	complete	
18/11/20	Include Road transport plan in the forum in Feb and invite representation of elected members	In progress	
18/11/20	Form a working group for the socio economic impact study	In progress	Presentation on 16/2/21 with AEC
18/11/20	Finalise agreement with HDS	complete	

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
18/11/20	Liase with LGA on silica management	complete	Section 5
18/11/20	Toni to provide briefing on bridges pilot study		

4. Items for decisions:

4.1 Committee

The Legatus Group “Road & Transport Infrastructure Advisory Committee” Terms of Reference state “Members shall be appointed to the committee for a two-year term with a maximum of two consecutive terms for any one member”.

The first two year term for Dr Helen Macdonald will conclude on 15 March 2021.

Decision Required:

1. Consideration by Dr Helen Macdonald to continue for another term.
2. Consideration on review of the Terms of Reference

4.2 Bridges Renewal Program

The January survey of Road Managers (attachment 2) identified that **10/15 (67%)** of the Legatus Group members have the need for bridge and/or culvert work and only Port Pirie, Light. Adelaide Plains and Northern Areas have success in winning funding through the Bridges for Renewal Program. Some Councils have had knock backs from this program and others find the criteria a barrier:

- Cost of engineering works and uncertainty of being successful
- Currency of engineering works (3 years)
- Budget and co-contribution to execute the works

Some Councils have successfully sourced funding from alternate grant programs to complete culvert works such as *Roads to Recovery* and the *Heavy Vehicle Safety and Productivity Programs*.

A draft project brief for this works is below:

Project Brief:

Introduction/Purpose

The Legatus Group is seeking a consultant to deliver an assessment of the bridges and culverts associated with local roads that make up the Freight, Tourism and Community transport networks outlined in the Legatus Group 2030 Regional Transport Plan (Plan). This plan establishes the local government transport network of the Legatus Group that is required to meet current and future transport requirements but does not address bridge specific deficiencies associated with the local government owned roads. Likewise, Department of Transport is not responsible for the deficiencies of bridges on local government owned roads.

The 15 member councils of the Legatus Group are seeking to identify projects for funding that meet the eligible criteria for the “Governments Bridges Renewal Program” or other such infrastructure orientated grant funding programs. The Bridges Renewal Program is typically open between March-May each year and round 6 is yet to be decided.

Project Description

Scope

The Consultant is to review the existing information available at the Councils and to provide a report to identify local government owned road bridges and culverts in the Legatus Group Area, that are on the Freight, Tourism and Community transport networks that:

- need replacement;
- require an upgrade; or
- replace a water crossing (culverts or causeways).

Please refer to the Bridges renewal Program details (https://investment.infrastructure.gov.au/files/bridges_renewal_programme/BRP_R5_Guidelines.pdf) for eligible / ineligible bridges.

The Legatus Group CEO is seeking input from the advisory committee on the types of information required as councils may have some of this already.

For each of these bridges and culverts (or potential bridges and culverts), please provide:

- a summary of the structural improvements required to improve heavy vehicle access and productivity
- a summary of the construction readiness and risks associated with being shovel ready (within 12 months)
- evidence of the safety economic and social benefits
 - Social impacts to essential services such as education, health, justice, affordable housing, small community sustainability and sporting and cultural assets.
 - Economic impacts including the productivity and costs of doing business, lost investments, lost growth in tourism, lost industry distribution networks (such as silos) lost investment decreased property values and limits to vehicle sizes,
 - Safety impacts: cost of lives and damages associated with incidents and accidents

In addition, for each bridge and culvert (or potential bridge and culvert), please provide the following details:

- annual average daily traffic readings
- executive summary of the quantity surveyors costing and (+/-30%) cost benefit ratio analysis if available
- data on the current and future needs and restrictions of the bridges
- information on the alternate route if the bridge is not available
- information on the quality of the engineering assessments, specifically if it is detailed enough for grant program requirements and more than 3 years since the assessment.
- strategic plans referencing the bridge
- if the bridge is impacted by natural disaster, an Engineers assessment of the impact.

Key Tasks

Key tasks to include:

- Consultation with working group, including an initial startup meeting to confirm scope and project approach.

- Make contact with all council members and review all existing AM Plans and other engineering information relevant to the bridges and culverts (or potential bridges and culverts) in the council areas
- Researching relevant reports including RAA and Industry Bodies.
- Provide a draft report for the working groups consideration and acceptance of final report to the Legatus Group Road Transport and Infrastructure Advisory Committee.

Potential Indicative Timeline

The work will commence on appointment of the selected consultant and be complete by end of March? 2021, in line with the milestones below:

Project Elements	Summary	Start Date	End Date	Deliverable(s)
1	Inception meeting	31 Mar 2021		Agreed final scope and project approach
2	Research	1 April 2021	30 April 2021	Works needed
3	Draft report		20 May 2021	Draft
4	Final report		27 May 2021	Final

Discussion/Decision Required:

- Committee to support that the Legatus Group conducts an assessment of the bridges and culverts requiring upgrading/installation as per the 2030 Legatus Group Regional Transport Plan?

4.3 Objectives for 2021

The Legatus Group Strategic planning day will be held on the 5th March 2021. A draft discussion paper for this is in Attachment I.

Discussion/Decision Required:

- Support the continued prioritising of Roads Transport Infrastructure as key priority – look at how to have better engagement with all Councils through the use of the Advisory Group and or sub-regional alignments
- Continued resourcing for Regional Roads Coordination
- Increase awareness of the requirement by Councils and Roads Managers to promote better planning and maintenance of transport networks
- Continue to lobby for increased resources for Regional Roads
- Increase awareness of the Legatus Group 2030 Regional Transport Plan and current legislation requirements
- Engage with Councils to fill the pipeline (database) with 5 years' worth of “shovel ready” roads and other associated infrastructure projects
- Identify the projects on Action Plan A that align with current grant funding and adopt a regional application approach

- Support Councils to complete transport network reviews and adopt harmonised classification system for roads to aid regional wide road reviews
- Update assumptions and objectives of the *Legatus Group 2030 Regional Transport Plan* with current plans.
- Advocacy for sustaining and making it easier to access passenger transport services across region/metro areas.

Potential Activities for consideration for 2021- 2024:

Goal: *Support development and infrastructure that contributes to sustainable communities by:*

Recommendations (2030 Reginal Transport Plan)	Goals	Activity
I. Agreed Transport goals	Economic development	<ul style="list-style-type: none"> • Identify missed economic opportunities related to deficient transport infrastructure • Socio-economic impact assessment • Identify projects for “Bridges for renewal” • Identify projects for “local roads and community infrastructure program” for submission 29th January (based on road length and population): <ul style="list-style-type: none"> ○ Airstrips? ○ Services hubs (electric vehicles, passenger hubs, truck related stops) ○ Cycle ways? • Identify projects for “roads to recovery program” for infrastructure impacted by disaster • Identify export related roads infrastructure needs for “regional growth fund” • Identify industry clusters / conglomerates and needs for potential industry matching funding (like WA model) • Identify regional freight routes with deficiencies for regional grants • Identify team/subcommittee to do “shovel ready” works for regional freight routes projects
	Access	<ul style="list-style-type: none"> • Harmonisation of local roads classification and get all into a single database tool (e.g.: Cascade) • Regional permits for industry routes (e.g.: cranes, silo cartage) for Heavy Vehicle routes • Road Manager Training in responsibilities, obligations, tools of trade, and changes to laws • RAVRAT improvements for unsealed roads • SA Regional Transport Plan • Autosteer tool for Council members

	Road Safety	<ul style="list-style-type: none"> Identify grant funding to improve safety of key road networks (rumble strips, widening, overtaking lanes) Identify projects for Black Spot funding Identify projects for “heavy vehicle safety and productivity program”
	Tourism	<ul style="list-style-type: none"> Improve signage to tourism attractions in region
	Public transport:	<ul style="list-style-type: none"> Investigate “Swiss Pulse Model” for Passenger Transport across the region Investigate one ticket system across region that aligns with metro ticket system Raise awareness and communicate what the regional options are already for passenger transport
	Environmental	<ul style="list-style-type: none"> Conduct a risk review of “silica in rubble” across Council related activities
2. Agreed regional freight, tourism and community routes		<ul style="list-style-type: none"> Add “new routes” to the HDS database
3. Non roads transport issues for further initiatives		<ul style="list-style-type: none"> Identify other transport infrastructure for community funding (air and rail)
4. Agree to methodology for review of Regional Transport Plan		<ul style="list-style-type: none"> Forum 26 February 2021 to increase awareness and buy-in of the methodology of the Regional Transport Plan by all Legatus Council Members
5. Action Plans		<ul style="list-style-type: none"> Update of action plans following HDS review with all roads related potential projects from all councils in 2021
6. Nominations roads process from each council		<ul style="list-style-type: none"> Roads Advisory Committee membership updates (e.g.: role of Chair 2021) Establish sub committees to ensure all councils are represented and involved in the nominations process to the roads advisory committee Ensure the elected members from each council understand and endorse the nomination process via workshop at the roads forum 26th February
7. Strategic Review 2021		<ul style="list-style-type: none"> HDS Review for updates to the SLRP by 12 Feb Review Inputs/assumptions/objectives and update the Legatus Group Transport Plan (e.g.: new development plans for each council and the ISA)

5. Items for discussions:

5.1 Silica in Rubble

In 2020, the exposure limit for silica was lowered significantly by SafeworkSA. It is also classified as a hazardous substance. This requires councils to ensure the risks of exposure are managed.

LGA (Stevie Sanders) provided that they acknowledge they need to turn their minds to this issue and they are still working through what this means for Councils. They are also discussing what the sector level value is i.e.: is it a sector level contract for the monitoring? Stevie suggests this is not a once off sampling program done by “representatives practices” due to the different environments and materials involved and that it should be well understood (measured) and an ongoing monitoring program put in place.

Christian Stott (Onkaparinga Council) recommends that Councils test their environments (health surveillance) and test their controls (health monitoring).

At Onkaparinga, Silica in Rubble is a high risk activity (as per council risk assessment) and as a result of the changes, have needed to upgrade PPE and increase the level of wetting down practices.

Monitoring programs at Onkaparinga:

- The health monitoring program was introduced 18 months ago (based on risk of exposure by activities e.g.: working with rubble, working with drainage or curbs). The workers wear the lapel monitoring device for each activity that is analysed in their lab for solids and chemicals. The upper exposure limits and lower exposure limits and time weighted averages are analysed.
- Also test the environment as per the Australian Standard and this is stated in the internal procedure and program

Christian Stott happy to present at the forum in the future on hazard management.

The Goyder Council has completed some analysis of the environment and still needs to do the personnel monitoring (exposure periods are currently not long enough to trigger changes to current controls).

Discussion Points:

- Do we want to take a regional level approach or a Council level approach?

5.2 Roads Forum 2021

The event program is presented as a vertical list of sessions on a white background, framed by a photograph of a dirt road winding through a field. The title 'EVENT PROGRAM' is at the top in large white letters. The sessions are organized into two columns. A green arrow on the left points to the 10:50am session. The text is bold and uses yellow for time slots and black for speaker names and topics.

EVENT PROGRAM

10:00am-10:05am
WELCOME
SIMON MILLCOCK

10:05am-10:20am
SIMON MILLCOCK
MOIRA COFFEY
LEGATUS REGIONAL TRANSPORT GOALS AND FINDINGS FROM THE SOCIO-ECONOMIC STUDY – WHY THE CURRENT SITUATION IS LIMITING OUR REGION SIMON MILLCOCK AND MOIRA

10:20am – 10:50am
MIKE WILDE (DIT)
STATE TRANSPORT STRATEGY AND PLANNING – ECONOMIC OPPORTUNITIES AND IMPACTS FOR LOCAL GOVERNMENT

10:50am – 11:20am
TONI CLARKE
HEAVY VEHICLE ACCESS AND LIABILITIES

11:20am-11:40am
BREAK AND NETWORKING

11:40AM-12:10PM
MATTHEW MATRICCIANI
INTERSECTIONS ASSESSMENTS

12:10pm – 12:40pm
JLT/LGA
UNSEALED ROADS GUIDE

12:40pm – 1:10pm
LUNCH BREAK

1:15pm- 1:35pm
TOPIC: BEST PRACTICE EXAMPLE – BRIDGE ASSESSMENTS STEVE KAESLER

1:35 pm – 2:00pm
LEE WALLIS
TOPIC: BEST PRACTICE EXAMPLE – LOCAL NETWORK REVIEW

2:00pm – 3:30pm
WORKSHOP: HDS
ROADS TRANSPORT PLAN HDS

3:30pm – 3:45pm
MOIRA COFFEY

WRAP UP

Please encourage Roads Managers, CEO's and elected members to attend.

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

Workshop objective

This was an interactive workshop to provide road managers and local government leadership with an understanding of; the requirements and responsibilities under the Heavy Vehicles National laws, what tools can help and who is available to assist with access related issues. Additionally the workshops provide the opportunity to meet with peers facing similar issues, build relationships with LGA representatives and present real examples for discussion.

Attendance: 19 people attended from 10/15 Councils (Attended: Barossa, Clare and Gilbert valley, Adelaide Plains, Wakefield, Goyder, Copper Coast, Northern Areas, Flinders Ranges, Port Pirie and Barunga West)

Points raised:

- We've said yes for all access requests until now, but now we need to start saying no.
- Things are changing so quickly (example grain bunkers are erected within 10 months that we didn't know about and taking up to 50 trucks – these roads can't take this.
- I know what my road looks like for a farmers trucks but not these heavy vehicle. Assumption the Road Manager understands their roads but the issue is that they don't understand the trucks. PBS vehicles are confusing for evaluations. Regulators to run session next year – share the webinars.
- Didn't know that councils can push back on putting the emphasis on the user to do roads assessment.
- You can say no and they will do it anyway– no one polices – can we upskilling the local police so they can deal with heavy vehicle issues
- Politics of councils – policing compliance is hard in a small rural community. NHVR can take an educative approach to help a community to be compliant – support them for three months
- Planning doesn't always inform roads managers of economic developments and so upgrades are not planned for - New planning legislation – they feel they have no voice.
- Consultants saying yes but we say no to access
- Saying no to tender proposals – time wasting with each tenderer instead of with the principle
- SAPN approved links – not our preferred link
- Short stacking and rails intersection – rail authority approvals (ARTC)
- Can't get everything on one permit -if cross councils – regional permits?
- Need examples of valid refusals for community complaints – normally would put conditions on day time only.
- We would like to understand consistency from regulator on intersections and access.
- New planning system done through the state not necessarily well consulted with council
- Councils need clarification on delegation authority and responsibilities of road managers
- Work shops with industry - what do both parties need to make the process more efficient

5.4 Socio-economic Study feedback

The Legatus Socio-Economic Impacts Road Deficiency has an allocation of \$25,000 in the 20/21 Legatus Group Budget for a consultancy to identify an initial level of impacts to community and industry in areas such as productivity and costs re connectivity due to the current level of deficiency in the funds available for the regions local roads. This is designed to complement the Legatus Group Regional Local Road Industry Engagement Document and the SA Regional Road Priority list and provided data in supporting increased assistance for funding.

AEC are on track to provide a draft report by the 12/2/21.

The report involves desktop research and review of assessments of road infrastructure used to identify the range of economic, social and environmental impacts that may typically be experienced as a result of insufficient investment and funding in maintaining road infrastructure. Relevant approaches for quantifying/ valuing impacts for specific projects are also outlined where appropriate.

The key structure of the report is as follows:

- Examines the potential **economic** impacts arising from insufficient investment in maintaining roads.
- Examines the potential **social** impacts arising from insufficient investment in maintaining roads.
- Examines the potential **environmental** impacts arising from insufficient investment in maintaining roads.

To date, AEC has drafted the following sections:

Impact			Progress
Economic impacts	Impacts to users	<ul style="list-style-type: none"> • Vehicle operating and fuel costs • Time cost • Cost of road accidents and crashes 	Completed for all but "time costs"
	Impacts to businesses	<ul style="list-style-type: none"> • General • Time costs • Freight transport efficiencies • Access to labour • tourism 	Not started
	Impacts to councils	<ul style="list-style-type: none"> • operating and maintenance costs • unmaintained roads • maintained roads • residual asset value 	Not started
Social impacts			Not started
Environmental impacts			Not started

Key facts:

- For the period 2015-2019, a total of 2137 accidents occurred and 88.8% of the accidents were on sealed roads, however those on unsealed roads are more likely to result in a fatality than elsewhere in SA. Conversations with the RAA revealed that the majority of these accidents were caused by hitting something (e.g.: tree) and then roll overs.

- The costs of these accidents:

Number of the accidents	outcome	cost
1270	Property damage	\$13.4M
44	Fatalities	\$342M
214	Serious injuries	\$68M
976	Minor injuries	\$64M

- The cause of the accidents cannot be linked to road conditions, however the following key defects that can contribute include:
 - Skid resistance (ability to grip and how the road drains)
 - Hazards (potholes)
 - Rutting particularly when it is wet and if rutting exceeds 20mm the road accident rate increases by 25%
 - Road shoulders to permit safe correction and protection from vegetation
 - Structural failure
 - Dust
 - Unsealed vs sealed

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

5.5.1 SLRP Program

There are anticipated to be changes following the review being undertaken of the Special Local Roads Program. There is not likely to be any material changes in the process for this years round of funding.

HDS Progress – Zoom link HDS

Stage	Due By	Progress
Stage 1 - Project Initialisation, Minor Update to Regionally Significant Roads, Action Plans, Database. This will include liaison with councils to clarify any further changes requested to their regional routes. This will only be done for “by exception” cases.	12 February 21	All Council’s contacted regarding updates to Regionally Significant Routes, Regional Action Plans and Roads Database. Given the agreed minor year update only ‘by exception’ changes will be made to the Regionally Significant Routes and Roads Databases, if there are changes to these I need to be informed as soon as possible. The main focus is updating the Roads Action Plans which are due 19 February
Stage 2 – Workshop at Legatus Group Road and Transport Conference	26 February 21	This will cover some general Regional Transport Plan information with specific examples related to this year’s updates.
Stage 3 – Prepare 2021/22 SLRP Regional Priorities List - A draft report to be available	March 21	

by mid-March 2021 to update regional roads database priorities and to discuss/develop a draft SLRP priorities list for 2021/22.		
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5.5.2 Community Infrastructure Grant (27th Jan)

Local Government Infrastructure Partnership Program

- YP Alliance and Light put in submissions that closed in January 2021.

5.5.3 Heavy Vehicle Safety Initiative (HVSI)

Applications for Round 6 of the \$5.55 million Heavy Vehicle Safety Initiative (HVSI) will close on 12 February 2021.

5.5.4 Building Better Regions

Applications for Round 5 of the Building Better Regions Fund Infrastructure Stream will close on the 5th March.

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

<Mike Wilde>

5.7 LGA feedback

5.7.1 <Toni Clarke>

5.7.2 Roads Advocacy for *Supplementary road funding*

The LGA provided the Deputy Prime Minister with a 2021-22 Pre-Budget Submission, making the case for ongoing supplementary road funding for South Australia. The LGA has produced an advocacy kit that includes an information paper, flyer and draft letter to the Federal Minister, which will enable us to speak with a strong and united voice on this issue.

Discussion:

The LGA are asking councils to get involved by filming a 30 second video that can be used as part of a “virtual delegation” to Canberra and are happy to help your marketing and communications staff produce these clips. There has been an offer by the Legatus Group to align the current socio-economic impacts report with this advocacy work. Plus, an offer to help fund with a regional video. Moira Coffey has been following up with Lea Bacon from LGA.

For consideration of extending the offer to all Legatus Group Councils.

5.8 Restricted Access Vehicle Route Assessment Tool (RAVRAT) modifications

As requested by SAROC at its meeting in March 2020, the LGA Secretariat liaised 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. While there is no immediate interest from other jurisdictions, the meeting agreed that Simon Millcock and Lea Bacon meet and include Toni Clarke and Peta Smart to discuss funding opportunities. There is continued interest in seeing how the tool can be further designed for unsealed roads from South Australian councils.

The key discussion points from a meeting 6th January between Simon Millcock (Legatus), Moira Coffey (Legatus) Toni Clarke (LGA) and Lea Bacon (LGA):

- The developments sought in the Legatus Report and not aligned with what the RAVRAT tool was designed to do.
- The RAVRAT tool does not interact with the Portal – it is a separate commercial product.
- NSW are driving changes in the RAVRAT tool that we need to understand.

Recommendation: Hold off pursuing the changes until we understand what the work done in NSW is and how we use the tool across the state.

Next steps:

1. Toni Clarke to conduct consultation with whole of state on RAVRAT use
2. Toni Clarke to share what NSW are doing with RAVRAT
3. Moira to determine how Legatus Group conduct road access decision making (who uses RAVRAT vs other tools):
 - a. Findings: RAVRAT was only used at 5/15 Legatus Councils. However 6 of the Councils are not using any tools.

6. Other Business

Key dates:

- 26th February 2021 Roads Forum (Balaklava)

7. Close and date of next meeting

Friday 14 May 2021 10.30am Clare & Gilbert Valleys Council

Attached: Discussion Paper

Attachment I



Discussion Paper – Roads - Goal 3 Legatus Group Strategic Plan

Introduction:

Goal 3 focusses on *supporting development and infrastructure that contributes to sustainable communities and includes:*

- Provide a safe, well-maintained, regional integrated and cost-effective road network that includes appropriate routes for freight, tourism and community purposes.

The 2020 survey of the Legatus Group Strategic Plan indicated that roads were ranked 2nd highest of the 6 key areas under this goal and that the current work being undertaken in alignment with the 3 Year Action Plan and Annual Business Plans ranks Regional Local Roads as the highest priority. Regional Local Roads are aligned with the Yorke Mid North Regional Roadmap 2018-2029. The relevant Legatus Group document is the *Legatus Group 2030 Regional Transport Plan* that was adopted in 2017:

Recommendations	Goals
1. Agreed Transport goals	Economic development Access Road Safety Tourism Public transport: Environmental
2. Agreed regional freight, tourism and community routes	
3. Non roads transport issues for further initiatives	
4. Agree to methodology for review of Regional Transport Plan	
5. Action Plans	
6. Nominations roads process from each council	
7. Strategic Review 2021	

This Plan provides a strategic overview of transport needs within the Region, identifies transport goals and objectives and establishes parameters to create and maintain a regional road network that complements the state arterial network. The Plan is supported by Regional Freight, Tourism and Community Access Route drawings, depicting regional, council and township level networks of regionally significant and locally important transport routes. The drawings are updated every two to three years as part of the Legatus Group’s response to changing transport demands. Collectively, 2,137 km of local roads are currently defined as being regionally significant. An annually updated Regional Roads Database, containing a prioritised list of regional road upgrade projects, completes the documentation.

The Legatus Group has an established Road Transport and Infrastructure Advisory Group and has undertaken the following work in the past 3 years:

- Legatus Group 2030 Regional Transport Plan – plus release of Industry Engagement Document 2020
- 2030 Legatus Group Regional Transport Plan Deficiency Action Plan 1&2
- Legatus Group Annual Roads Forum
- Lobbying for Highway Upgrades
- 2 reports developed relating to unsealed road functionality for the Restricted Access Vehicle Route Assessment Tool now being progressed through SAROC
- Legatus Group 2030 Regional Transport Plan socio-economic impacts associated with major roads deficiencies report commenced
- Annual SLRP assessments and priorities.

SLRP results have seen the Legatus Group as the most successful region based on the regional averages and comparison over past 14 years. The past 3 years have seen the following allocations for the Legatus Group Region.

Council	Number of applications	\$ amount
Light Regional Council	4	2,930,000
Light Regional Council + Barossa Council	1	900,00
Barossa Council	1	600,000
Clare and Gilbert Valleys Council	3	748,000
Orroroo Carrieton	2	1,210,000
Adelaide Plains Council	1	364,000
Goyder Regional Council	1	93,000

The current Legatus Group Regional Action Plan I identifies 602 km of regional roads that exhibit one or more major deficiencies requiring upgrade to a fit for purpose standard, at an estimated total project cost in excess of \$ 81 million. Subject to the availability of appropriate grant funding, member councils of Legatus Group have included these roads on their respective forward works programs, for potential upgrade in the next five to ten years.

A further 186 km of regional roads are identified in Regional Action Plan 2. These roads also exhibit one or more major deficiencies requiring upgrade to a fit for purpose standard but are not currently identified in councils' forward works programs. On a pro-rata basis, a further \$ 22 million would be required to rectify this unfunded liability within the next five to ten years.

Without any expansion of the regional road network, nor further deterioration in the standard of existing regional roads, Legatus Group member councils are required to make a total investment of at least \$ 103 million in regional road upgrades over the next five to ten years.

The traditional source of grant funding for regional roads has been the Special Local Roads Program (currently under review), administered by the Local Government Transport Advisory Panel. With a typical annual allocation of between \$ 2.5 - \$3 million for Legatus Group projects. This represents a shortfall of at least \$ 63 million over a ten-year period (in 2020-dollar terms). Other sources of federal road grant funding currently include the recently allocated Local Community Infrastructure and Roads (LCIR) Funding, the Heavy Vehicle Safety and Productivity Program (HVSPP) or the annual Federal Assistance Grants and R2R Grants.

Areas for consideration are:

1. Increase awareness of the requirement by Councils and Roads Managers to promote better planning and maintenance of transport networks
2. Increase awareness of the Legatus Group 2030 Regional Transport Plan and current legislation requirements
3. Engage with Councils to fill the pipeline (database) with 5 years' worth of "shovel ready" roads and other associated infrastructure projects
4. Identify the projects on Action Plan A that align with current grant funding and adopt a regional application approach
5. Support Councils to complete transport network reviews and adopt harmonised classification system for roads to aid regional wide road reviews
6. Update assumptions and objectives of the *Legatus Group 2030 Regional Transport Plan* with current plans
7. Advocacy for sustaining and making it easier to access passenger transport services across region/metro areas
8. Use the MoUs with Universities to research opportunities around road base materials

Workshops with Road Managers re Heavy Vehicle Access in December 2020, identified their following key issues related to managing roads networks:

- Skill/knowledge gaps were identified for those designated as "Road Managers"
- Network assessments/Data quality: the level of digital maturity and data on their roads networks at the different councils varies.
- Shovel ready projects: the level of detail required for some grant funds (or currency of details e.g. 3years for the bridges renewal program) is excessive of what is required.
- Speed of changes: Council planning processes and development processes are unable to keep up with the changes and timeframes that industry can make.

Discussion points:

1. Support the continued prioritising of Roads Transport Infrastructure as key priority – look at how to have better engagement with all Councils through the use of the Advisory Group and or sub-regional alignments
2. Continued resourcing for Regional Roads Coordination
3. Increase awareness of the requirement by Councils and Roads Managers to promote better planning and maintenance of transport networks
4. Continue to lobby for increased resources for Regional Roads
5. Increase awareness of the Legatus Group 2030 Regional Transport Plan and current legislation requirements
6. Engage with Councils to fill the pipeline (database) with 5 years’ worth of “shovel ready” roads and other associated infrastructure projects
7. Identify the projects on Action Plan A that align with current grant funding and adopt a regional application approach
8. Support Councils to complete transport network reviews and adopt harmonised classification system for roads to aid regional wide road reviews
9. Update assumptions and objectives of the *Legatus Group 2030 Regional Transport Plan* with current plans.
10. Advocacy for sustaining and making it easier to access passenger transport services across region/metro areas.

Potential Activities for consideration for 2021- 2024

Goal: *Support development and infrastructure that contributes to sustainable communities by:*

Recommendations (2030 Reginal Transport Plan)	Goals	Activity
Agreed Transport goals	Economic development	<ul style="list-style-type: none"> • Identify missed economic opportunities related to deficient transport infrastructure • Socio-economic impact assessment • Identify projects for “Bridges for renewal” • Identify projects for “local roads and community infrastructure program” for submission 29th January (based on road length and population): <ul style="list-style-type: none"> ○ Airstrips? ○ Services hubs (electric vehicles, passenger hubs, truck related stops) ○ Cycle ways? • Identify projects for “roads to recovery program” for infrastructure impacted by disaster • Identify export related roads infrastructure needs for “regional growth fund”

		<ul style="list-style-type: none"> • Identify industry clusters / conglomerates and needs for potential industry matching funding (like WA model) • Identify regional freight routes with deficiencies for regional grants • Identify team/subcommittee to do “shovel ready” works for regional freight routes projects
	Access	<ul style="list-style-type: none"> • Harmonisation of local roads classification and get all into a single database tool (e.g.: Cascade) • Regional permits for industry routes (e.g.: cranes, silo cartage) for Heavy Vehicle routes • Road Manager Training in responsibilities, obligations, tools of trade, and changes to laws • RAVRAT improvements for unsealed roads • SA Regional Transport Plan • Autosteer tool for Council members
	Road Safety	<ul style="list-style-type: none"> • Identify grant funding to improve safety of key road networks (rumble strips, widening, overtaking lanes) • Identify projects for Black Spot funding • Identify projects for “heavy vehicle safety and productivity program”
	Tourism	<ul style="list-style-type: none"> • Improve signage to tourism attractions in region
	Public transport:	<ul style="list-style-type: none"> • Investigate “Swiss Pulse Model” for Passenger Transport across the region • Investigate one ticket system across region that aligns with metro ticket system • Raise awareness and communicate what the regional options are already for passenger transport
	Environmental	<ul style="list-style-type: none"> • Conduct a risk review of “silica in rubble” across Council related activities
Agreed regional freight, tourism and community routes		<ul style="list-style-type: none"> • Add “new routes” to the HDS database
Non roads transport issues for further initiatives		<ul style="list-style-type: none"> • Identify other transport infrastructure for community funding (air and rail)

Agree to methodology for review of Regional Transport Plan		<ul style="list-style-type: none"> • Forum 26 February 2021 to increase awareness and buy-in of the methodology of the Regional Transport Plan by all Legatus Council Members
Action Plans		<ul style="list-style-type: none"> • Update of action plans following HDS review with all roads related potential projects from all councils in 2021
Nominations roads process from each council		<ul style="list-style-type: none"> • Roads Advisory Committee membership updates (e.g.: role of Chair 2021) • Establish sub committees to ensure all councils are represented and involved in the nominations process to the roads advisory committee • Ensure the elected members from each council understand and endorse the nomination process via workshop at the roads forum 26th February
Strategic Review 2021		<ul style="list-style-type: none"> • HDS Review for updates to the SLRP by 12 Feb • Review Inputs/assumptions/objectives and update the Legatus Group Transport Plan (e.g.: new development plans for each council and the ISA)

SWOT R Analysis

The helpful and harmful impacts to the Legatus objectives based on the feedback from members and Roads Managers, is summarized in the SWOTR table below:

Helpful		Harmful		
Strength	Opportunity	Weakness	Threat	Risk
<ul style="list-style-type: none"> • Membership agreement that addressing roads deficiencies is important • Legatus relative success in award of SLRP grants • Roads Advisory Committee Representation includes RDA, DIT and Toni • Best case examples Goyder (network assessments), 	<ul style="list-style-type: none"> • Grant opportunities now • Active involvement in Roads Advisory Committee by Subcommittees by all 15 member councils • Shovel Ready Program 	<ul style="list-style-type: none"> • Currency and thoroughness of information in the 2030 Legatus Regional Transport Plan • Skill and experience level of Road Managers • No regional focus projects now • Turnover in Road Managers • Impartial Elected Members/Councils in reject process • Budgets to prepare projects to be "shovel ready" 	<ul style="list-style-type: none"> • COVID restrictions continue 2021 • Passenger transport systems unviable under COVID restrictions • Tourism impacts of COVID restrictions 	<ul style="list-style-type: none"> • Stealth activity by Road Users • Increasing use of higher productivity/combination vehicles

Barossa (Bridges), Light (grant success) and database tool at Port Pirie		<ul style="list-style-type: none">• Project Managers in region to deliver projects in time• Council resources to act quick enough for industry		
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Attachment 2: January 2021 Survey feedback from Roads Managers

Legatus Group: Roads Transport Plan: Survey January 2021

Summary

The Legatus Group 2030 Regional Transport Plan defines the strategic transport network through the region and additionally provides action plans with potential projects to address deficiencies as part of the strategic goal “provide safe, well maintained regional integrated and cost effective road networks for freight, tourism and community purposes”.

A survey in which 100% of Legatus Group Road Managers responded, identified that unfortunately the buy-in and contributions by the individual Councils in the Legatus Group do not necessarily support its objective. Why?

- “Seen as a vehicle for the “Special Local Roads funding Program” and this is limited to smaller (cost) projects only. The Roads for Recovery, Heavy Vehicle Safety and State Community Infrastructure Partnership funding is easier and the projects for these grants are consequently not necessarily listed in the 2030 Legatus Regional Transport Plan.

(On grants, few Councils achieve success with the Bridges for Renewal funding that requires expensive (excessive?) engineering studies that are less than 3\three years currency and requires high co-contributions. Additionally the Black Spot Program appears to be bias to high incident numbers and Councils do not access Building Better Regions or Regional Growth Funds for roads related projects).

- Not dynamic enough – the priorities for roads projects in some Council areas change faster than the process in which the projects (e.g.: for grain bunkers), are put forward, reviewed and then approved to commence.
- Regional deficiencies are not necessarily the Councils priorities
- Turnover and staffing levels at individual Councils change the priorities of projects
- Not all members of the Legatus Group are part of the Roads Advisory Committee and the Councils not on the Committee don't necessarily understand the Legatus Group 2030 Regional Transport Plan
- Not all Councils have a strategy for addressing transport related projects
- Some Councils are reluctant to hand over all their information to “Consultants” that charge the Councils to access the data. Many Councils already pay to have their roads' information managed in a database with other Consultants.

Opportunities:

- Training for the Road Managers:
 - conducting heavy vehicle access assessments
 - tools for doing the assessments (Portal, RAVRAT, RAVNET, LGA tools, SAPP)
 - creating permits
- Procurement opportunity for:
 - Central database owned by LGA's and contracted to service provider to support this (not owned by Consultants)
 - Mapinfo (or similar tool) for all Councils

- Road count program (including roughness data), for all deficiencies as identified in the Legatus Group 2030 Regional Transport Plan
- Funding process support
 - Share information between councils on grant successes
 - Develop a grant strategy for the Legatus Group Members for all regionally significant transport network related projects.

Responses to questions

Heavy Vehicle roads access:

Q1. Who completes and who authorises the roads access requests for your council? Is it outsourced or done internally?

Q1 How roads access assessments managed	Response	Notes
Done completely internally	11/15 (73%)	Most is done by the internal Works/AM/Engineering team. These teams typically have a designated Road Manager 1 Councils assessments are done by a mixed team of Service roles (not AM)
Internal and external support for assessments	4/15	These 4 councils outsource the route assessments to consultants (3 to HDS and Peterborough use to use Rick Gaylor who is retired now)

Opportunity for training for the Road Manager on doing assessments

Q2. What tools are used for roads access assessment (e.g.: RAVRAT, the portal tool, Auto turn, other tools (spreadsheets etc).

- Only 5/15 Councils use RAVRAT
- 9/15 Councils use a combination of tools (LGA spreadsheet, portal, RAVRAT, RAVNET, photos, maps, previous records, field trial/validations)
- One Council only took pavement samples and does a visual(drive) assessment of each application
- One Council did not use any tools – totally outsourced
- One Council outsources but also does an assessment based on aerial images
- One Council has an established hierarchy for their roads and does not grant alternatives (except for farmers)
- One Council refers to a map and historic applications

Opportunity for face-to-face training in the tools available for them to do the assessments or create permits

Q3. Do you have GIS system with up-to-date electronic maps (and a database)? What tool do you have (e.g.: MapInfo, AutoCAD, CRM, etc)

Key GIS/Databases	Number	Comment
Exponaire (Civica)	1	Maps are outdated
ArcGIS	2	
ESRI	2	
Mapinfo	2 (one is in addition to Conquest and GIS cloud)	
Conquest and GIS cloud	5	Note: Conquest (=/-GIS cloud) has road condition information not necessarily HV access information. This is provided by Tonkins (usually at a cost)
Spreadsheets and/or government info such as SAPP, RACK or google	4	

Other comments:

- Bridge information is in spreadsheets or separate tool (provided by WPA)
- Some Councils commented they would like their own AM database solution rather than it being in the hands of consultants.

Opportunity for one database tool for roads and roads related information?

Socio economic impact study:

Q4. Do you have road count data for roads in your council area? When was it done and does this data discriminate by vehicle type, road type or otherwise? Can we please share this with AEC who are conducting this study for us?

- Most councils have road count data collected with metro count devices. These report count by vehicles type. These do not have any roughness information, Roughness can only be added as a comment
- Some councils have ongoing road count programs and some do it on an as-needs basis (and some it is historic data only)
- Some councils do this on both sealed and unsealed roads, some on only sealed roads and others on only unsealed roads

Opportunity: can we store roughness data with the road count data?

Bridges:

Q5. Do you have bridges or culverts in your council region that need upgrade work? Do you have current engineering assessment for this work (no older than 3 years)? What is the reason if you haven't got something ready?

- 9-10/15 (67%) of the councils have the need for bridge and/or culvert work
- Grant success:
 - Few have successful applications with the Bridges for Renewal program (Port Pirie, Light. Adelaide Plains and Northern Areas). Few have had knock backs from this program others find the criteria a barrier:
 - Cost of engineering works and uncertainty of being successful
 - Currency of engineering works (3 years)
 - Budget and co-contribution to execute the works
 - Other grants programs that successful funding is achieved for bridges/culverts: Roads to Recovery and the Heavy Vehicle Safety and Productivity Programs

Opportunity:

- *Funding for regional assessment of bridges and culvert upgrades on the regional transport key networks?*
- *Lobby to make the Bridges for renewal program "easier"*

Grants:

Q6. Do you have a strategy for which grants you will apply for, for the roads listed by your council in the Legatus Group 2030 Regional Transport Plan?

Response	Number	Comment
No strategy for grant applications for roads related projects other than SLRP	8	
Applying for a select couple of other grants	4	Local Government Infrastructure Program
Have identified multiple grants that will be applying for different projects	3	These other projects are not listed in the regional transport plan as some involve bridges and culverts and roads not identified as part of the regional transport network

Opportunity:

- *Develop a grants strategy for transport network related projects for the Legatus Group members*