



Agenda Legatus Group Road and Transport Infrastructure Advisory Committee

Friday 12 November 2021 10am

Clare and Gilbert Valleys Council Chamber
4 Gleeson Street Clare

1. **Welcome** Chair Dr Helen Macdonald
2. **Apologies** Dylan Strong
3. **Minutes of the committee meeting held 20 August 2021.**

Dr Helen Macdonald the Chair of the committee provided a report to the 3 September 2021 Legatus Group which contained the notes of the meeting held 20 August 21 (attachment A). The Legatus Group noted the report and supports the committee's approach to gain greater clarity on the Special Local Roads Program.

a. **Matters arising SLRP 21/22 outcomes (for discussion/recommendation)**

The LGTAP recommendations which were endorsed by the LGA and later approved by the Minister for funding this year provided the following outcome:

Legatus Group Priority listing	Council	Road	Approved / Not Approved	Amount
1	Orroroo Carrieton	Orroroo Heavy Vehicle Bypass	Approved	1,176,000
2	Clare & Gilbert Valleys	Main Rd 45	Approved	300,000
3	Barossa	Stockwell Road	Approved	250,000
4	Light	Muddla Wirra Road	Approved	800,000
5	Yorke Peninsula	North Coast Road	Not Approved 837,000	Nil
6	Copper Coast	Roach Street	Approved	300,000
7	Light	Gerald Roberts	Approved	990,000
Total				3,816,000

The consensus from the 20 August RTIAC meeting was for Helen Macdonald and Simon Millcock on behalf of the committee to discuss with Lea Bacon and who else he thinks is appropriate from Local Government Transport Advisory Panel (LGTAP) the process and seek guidance / clarity and ways to strengthen. This would include topics such as equity, consistency, need to vary weighting / criteria and allow us to gain greater understanding of State strategic approach as opposed to Regional Strategic approach. With a report to be provided for the next RTIAC meeting to consider.

The Legatus Group meeting of 3 September 2021 noted the report and supported the committee's approach to gain greater clarity on the Special Local Roads Program.

Helen Macdonald and Simon Millcock were invited to the LGTAP meeting on 30 September 2021.

Prior to entering discussions with LGTAP Helen and Simon were advised that there had been a formal written complaint from YPC re the outcome of the recommendations and that a formal response will be provided to the YPC. Helen and Simon outlined they were seeking feedback on:

1. Legatus Group process to identify if there are any flaws
2. The YPC application (1) issues of the size and previous request for clarification on the application and LGTAPs response & (2) had LGTAP sought clarification input from YPC as the Legatus Group RTIAC had during their assessment before recommendations made.
3. Equity for Councils without regional cross boundary neighbours.

This was to ensure that the Legatus Group had a robust process and that time was not wasted by the councils applying, Legatus Group RTIAC and LGTAP.

LGTAP advise was:

- This year was one of the more rigorous processes for assessment and that it was not uncommon for regional priorities to be not supported.
- The assessment was made across the whole of state so it was being compared to all projects.
- Statements made in the application were not supported by data and that they did seek further information from YPC.

Note: There was no information provided on what the data gaps were.

- There is no guarantee that applications submitted by regions will be successful or that each region will receive funding.
- There are variations across the Regional LGAs on a format for assessing and the systems used by each region.

Observations:

- LGTAP Committee appeared to have confidence in the Legatus Group's recommendations and process.
- The initial request for a response from Legatus Group re assessments for projects such as YPC could have been better dealt with 2 years ago.
- There has been no feedback provided from LGTAP to Legatus Group on the gaps they identified with the YPC or any other Legatus Group applications that were assessed.
- Acknowledgement that there could be the perception of equity gaps for some member councils.
- The lack of standard format by regions in their assessments means that when being assessed state-wide there is no level of consistency.

Simon Millcock also spoke with Tim Viner-Smith from HDS on 26 October 2021 to gain their input which was:

- Stage 1 of the assessment was rigorous and included changes to all projects from previous assessments. Changes were highlighted in the stage 1 scoring.
- Stage 2 of the assessment was facilitated by HDS and was more localised and discussion was held by the committee on the 5 questions used to assess. The meeting noted the discretion within the committee and noted these 5 areas continued to be important for the Legatus Group assessment. These may be more localised and included discussions around equity – this may not be reflected in the LGTAP assessment process.
- This year smarty grants did not provide the ability for HDS or Legatus Group CEO to have the level of oversight / view the applications as per previous years. This meant councils uploaded information and didn't have the 3rd party review making it difficult for any further support.
- HDS were aware of the history of this application and believe that the committee meeting handled that appropriately by asking for clarification.

- HDS were comfortable with the rigour placed into the scoring and involvement by the committee – noted that scores were close but the scoring process is very open and transparent.

Recommendation:

That the Legatus Group Road and Transport Infrastructure Advisory Committee recommends the Legatus Group provides the following response to the Local Government Association with regards SLRP:

- a) That any gaps identified in the data / applications and prioritising by the regions needs to be articulated to each Regional LGA to assist them in ensuring they have the most rigorous process that aligns with funding assessment obligations; and**
- b) there needs to be a review of the criteria to ensure equity occurs for all councils and that this should include identifying a standard format for assessment.**

4. Guest speaker

Toni Clarke the Heavy Vehicle Access Liaison Officer from the Local Government Association will attend the meeting and provide updates.

5. Legatus Group Business Plan 21/22

a. 2030 Regional Transport Plan (for discussion)

HDS have been contracted to provide the following.

Stage 1 – Project Initialisation, Minor Update to Regionally Significant Roads, Action Plans, Database

Liaison with councils will occur to clarify any further changes requested to their regional routes. This will only be done for “by exception” cases. Such changes will need to be justified by individual councils using the existing regional route definitions contained within Chapters 5, 6 and 7 of the 2030 Regional Transport Plan. This stage will also include any minor update to regional road action plans, involving reclassification of any completed road improvement projects to “Fully Compliant” or to “Action Plan 3”, plus recognition and (if needed) reclassification of any road segments showing significant deterioration in their ability to meet fit-for purpose standards (again on a “by exception” basis).

They will review and finalise any “by exception” changes to regional routes and regional road action plans during October/November 2021, for circulation and approval by the RTIAC in December 2021.

On 14 October 2021 HDS sent the following to all councils.

This year HDS Australia is assisting Legatus Group with minor updates to the 2030 Regional Transport Plan. This will involve three stages being updates to the regional routes (1) action plans (2) and roads database (3).

The first stage is for Councils to provide any ‘by exception’ nominations to add or change regional routes. This is a minor update so few changes are expected. Updates can only occur if there has been a significant recent change to the road. These changes will need to be justified by individual Councils using the existing regional route definitions contained within Chapters 5, 6 and 7 of the 2030 Regional Transport Plan. This justification can be done using traffic counts or by providing some form of evidence which meets the criteria.

All proposed changes with supporting evidence will need to be emailed to me by 1 November. Feel free to forward this email on if I have the wrong contact or let me know.

I will follow up in early November with information relating to changes to action plans and roads database.

Feel free to contact me if you have any questions or need assistance.

Tim Viner-Smith.

Stage 2 – Workshop at Legatus Group Regional Roads Forum

This stage will see the contractor involved in one workshop by undertaking a face-to-face attendance at the Legatus Group Regional Roads Forum.

Stage 3 – Prepare 2022/23 SLRP Regional Priorities List

In line with the Minor Update scope, only “by exception” regional roads database applications will be received this year. They will need to be completed by the end of February 2022. The cost of assessing and providing a regional priority ranking for these additional database applications (if required), along with updating of regional route maps, will be charged at \$ 600 (excl GST) each.

Provide an updated regional roads database priority and discuss/develop a draft SLRP priorities list for 2022/23. A final report will then be prepared, incorporating final SLRP priorities.

Update as of 5 November 2021:

HDS requested Councils provide updates to route ‘by exception’ by 1 November 2021 and feedback provided was:

Adelaide Plains – No change

Light – No Change

Clare & Gilbert Valleys – No change

Barunga West – Meeting mid-November to discuss

Goyder – No change to routes, wish to add Hill Rd to Roads Database

HDS have not heard from any other councils and they don’t expect changes given effort in previous years. As such apart from Barunga West who are working on it there will be no changes to the routes.

During the week starting 8 November 2021 HDS will circulate Road Action Plans for minor updates and ask if there are ‘by exception’ additions to the Roads Database. Apart from Hill Rd at Goyder they are not aware of any others yet. These additions will need to be approved before being added to the Roads Database.

b. Bridge Deficiencies (for discussion / recommendation)

The Legatus Group Business Plan and Budget provide an allocation for resourcing.

Following the recommendation from the 20 August 2021 meeting Simon Millcock, Stephen Kaesler and Ken Dolan met with Mace Engineering to discuss the potential progress for this work. Mace have provided the attached response.

Recommendation: That the Legatus Group Road and Transport Infrastructure Advisory Committee endorses the contracting of Mace Engineering to undertake “The Assessment of the bridges and culverts on LGA Roads for the Legatus Group”.

c. Public / Community Transport (for noting)

The reference group will be meeting prior to the Legatus Group December meeting to scope the brief for a Public / Community Transport Gap Analysis report.

d. SA Regional Road Priority (for noting)

The Legatus Group Business Plan and Budget provide an allocation for resourcing. The SAROC 21/22 Business Plan includes a project to develop a state-wide, regional mapping activity and priority report based on the current developed local road plans that identify local road priorities. This will be designed to assist with developing funding proposals from the Heavy Vehicle Safety and Productivity Program, the Better Regions Fund, the Regional Black Spot Fund and or a specific infrastructure approach to State and Federal Governments. It will also be used to assist with lobbying for equity in funding to Regional Councils.

The LGA Secretariat have not yet commenced this project and they sought interest from Regional LGAs to undertake this work. Following discussions between the Regional LGA Executive Officers the LGA sought an application for funding to undertake this project. The Legatus Group submitted the application and are waiting on approval before being able to commence.

e. Socio-Economic Impacts Road Deficiencies (for discussion)

The Legatus Group Business Plan and Budget provide an allocation for resourcing. The AEC report from earlier this year on future assessment of the cost of insufficient investment in road infrastructure maintenance for the Legatus region is likely to be focused on the quantification of the full cost associated with the estimated shortfall in investment over the next decade.

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. An assessment of the total cost of insufficient investment in road infrastructure in the Legatus region would require investigation into local IRI and SN levels and estimation of the potential lift in IRI/ reduction in SN for each road as a result of deferred or insufficient road maintenance investment.

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 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.

Recommendation: That the Legatus Group Road and Transport Infrastructure Advisory Committee recommends that there is a call for an expression of interest from member councils on who would like to identify specific road/s within their council for individual analysis and be willing to consider jointly fund this information for further consideration by the Legatus Group.

f. Legatus Roads Forum 2022 (for discussion)

The Legatus Group Business Plan and Budget provide an allocation for resourcing and the Legatus Group CEO has yet to progress in 21/22. For discussion on topics, location and date.

6. Other Business

7. Close and date of next meeting