STRATEGIC PLANNING REVIEW AND FUTURE DIRECTIONS
PART A OF THE 2040 REGIONAL TRANSPORT PLAN



hds AUSTRALIA

NYLGA NORTHERN & YORKE LOCAL GOVERNMENT ASSOCIATION

2040 Regional Transport Plan – Part A
Strategic Planning Review and Future Directions

July 2026

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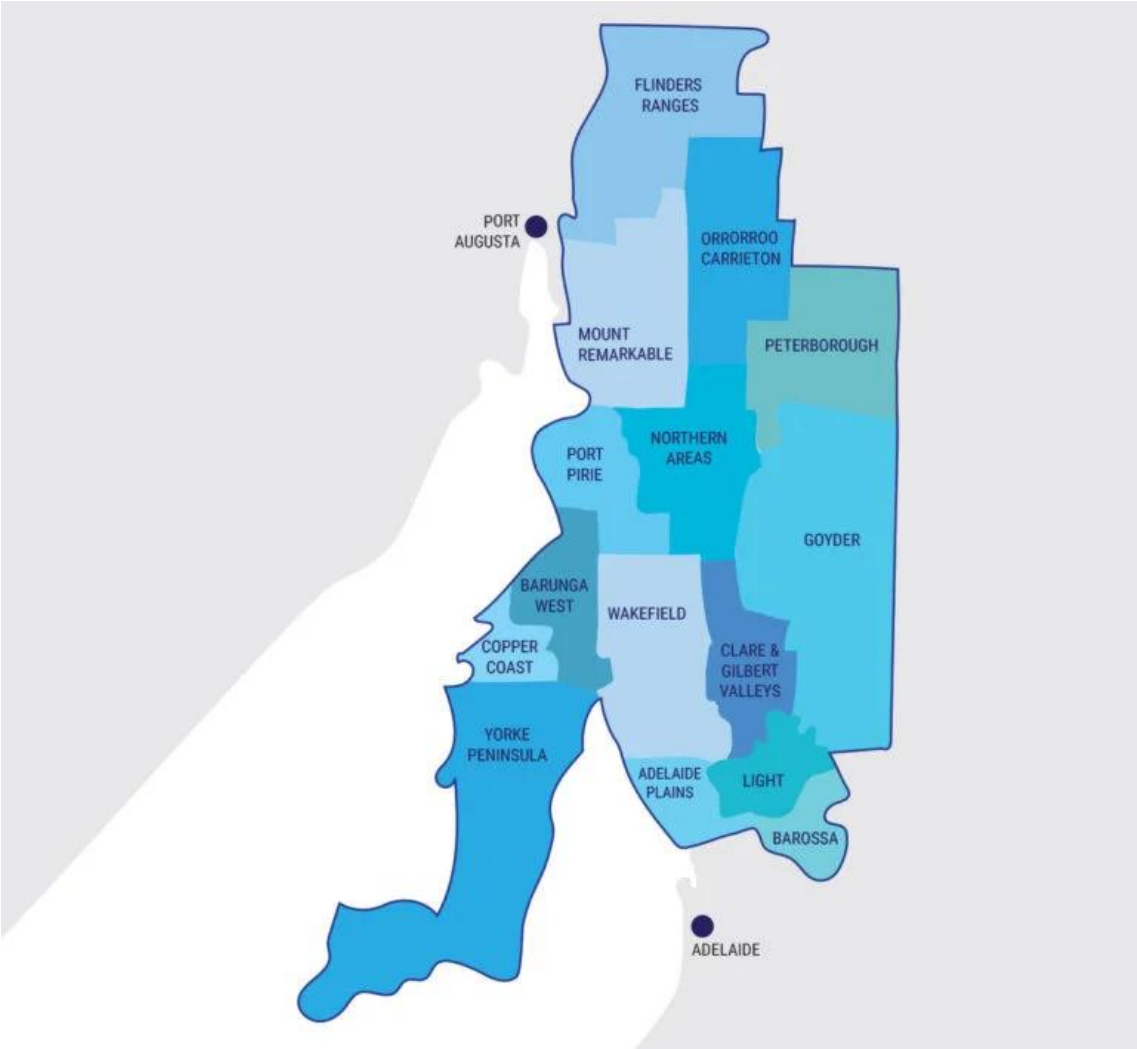
NYLGA PROJECT ROLE AND APPROACH



NYLGA Project Role

- 15 Member Councils of the Northern and Yorke Local Government Area (NYLGA).
- NYLGA co-ordinates, advocates and represents the constituent councils at a regional level.
- Co-ordinated approach improves benefits to member councils for road and transport planning.

Approach for 2040 Transport Plan

- Reviewed relevant planning documents.
- Held key Stakeholder discussions regarding existing and future economic development and transport infrastructure plans
- Researched transport demand and movement patterns of freight, tourism and community access in the NYLGA area

Image source: https://nylga.sa.gov.au/about-2/

MEMBER COUNCILS

Adelaide Plains Council

Barunga West Council – Lifestyle for the future

Clare & Gilbert Valleys Council

Copper Coast Council

District Council of Mount Remarkable

District Council of Orroroo Carrieton

District Council of Peterborough

Light Regional Council

Northern Areas Council

Port Pirie Regional Council

Goyder – South Australia's Heartland

The Barossa Council

The Flinders Ranges Council

Wakefield Regional Council

Yorke Peninsula Council – Agriculturally rich–Naturally beautiful

VISION AND KEY OBJECTIVES

VISION: A safe, connected, resilient and efficient regional transport system that supports economic prosperity, tourism, community access and sustainable movement across the Northern and Yorke region.

KEY OBJECTIVES

- Provide safe and reliable access to communities and essential services.
- Support efficient freight movement and regional economic development.
- Improve visitor access and strengthen regional tourism connections.
- Integrate road, rail, port, air, public transport and active transport networks.
- Establish an evidence-based framework for future investment, advocacy and funding.

SAFE SYSTEM APPROACH



The Safe System recognises that people make mistakes and that the human body has a limited tolerance to crash forces. Roads, speeds, vehicles, road-user behaviour and post-crash response must work together so that mistakes do not result in death or serious injury.

Source: Department for Infrastructure and Transport (2021), South Australia's Road Safety Strategy to 2031 – The Safe System Approach.

STRATEGIC PLANNING CONTEXT

While planning for local transport needs, NYLGA transport plans need to integrate with a larger framework of state and federal transport plans and broader strategies

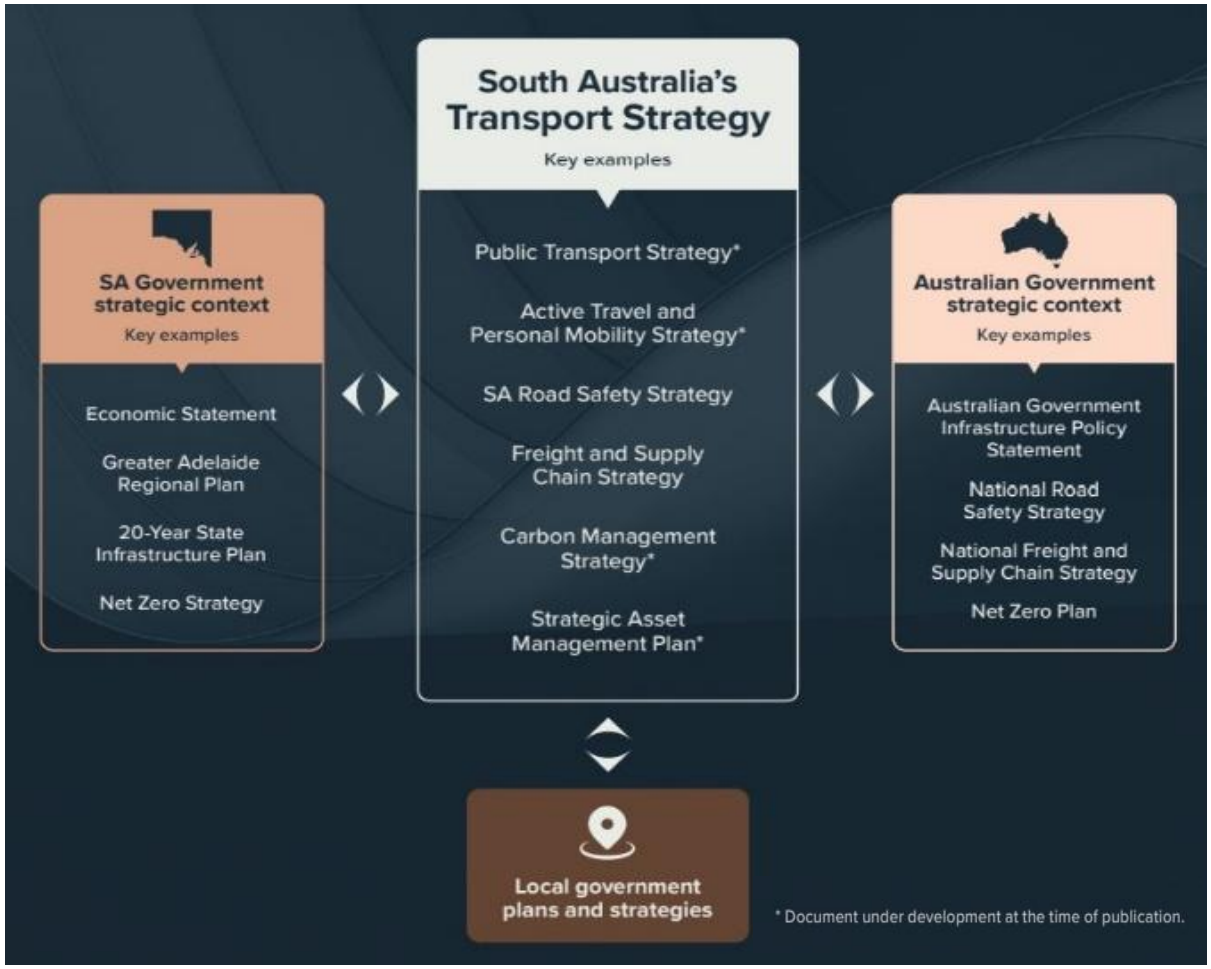


Image source: South Australia's Transport Strategy Snapshot, Government of South Australia Department for Infrastructure and Transport, March 2025, pg8

PREVIOUS 20 YEAR STATE INFRASTRUCTURE STRATEGY

The report is quite focused on the Greater Adelaide Area, but some priorities apply to transport in the NYLGA region



PRIORITY 23:
IMPROVE THE SAFETY OF THE ROAD NETWORK

A significant proportion of the State's road network is in poor condition that compromises safety and does not have appropriate treatments to improve safety. Road maintenance programs need to be more fully funded and should incorporate safe-system principles to fund treatments that will improve road safety and contribute to lowering the road toll.

PRIORITY 26:
IDENTIFY KEY ECONOMIC CORRIDORS THROUGH ADELAIDE AND THE REGIONS AND PLAN INTERVENTIONS TO CREATE MORE EFFICIENT SUPPLY CHAINS

Key economic corridors should be identified and the relevant supply chains understood so that triggers for asset upgrades are recognised and targeted investment can be used to improve efficiency and reliability by addressing pinch points. This should involve a rolling program that is developed through engagement with industry and local government. User charging should be considered where there is an economic case to ensure efficiency gains can be realised from investments that may otherwise be delayed.

PRIORITY 28:
IMPROVE LANDSIDE ACCESS TO INTERNATIONAL GATEWAYS

The State's sea and air ports are its gateways to international markets, and having efficient supply chains through to those markets is key to making South Australia globally competitive and growing the economy. The last mile of landside access to these gateways often sees a concentration of volumes that have negative impacts on congestion and efficiency. Planning studies need to identify inefficiencies and potential solutions. Focus is needed on access to Outer Harbour and the interaction between road and rail, and commercial vehicle access to Adelaide Airport, particularly in light of any change in traffic patterns as Airport East is developed. Further road improvement on the Eyre Peninsula in light of the closure of the rail to Port Lincoln must also be considered.

CURRENT 20 YEAR STATE INFRASTRUCTURE STRATEGY

The report is still quite focused on the Greater Adelaide Area, but some priorities apply to transport in the NYLGA region.



Four outcomes

1. Paving the way to prosperity

Infrastructure is a catalyst for unlocking economic growth

2. Liveable today, flourishing tomorrow

Well-planned infrastructure creates resilient, inclusive and vibrant communities

3. Shaping a sustainable future

Infrastructure decisions advance climate readiness, safeguard nature and culture and promote a circular economy

4. Elevating impact

Optimised infrastructure investments drive economic, environmental and social value

Figure 1:
2025 Strategy outcomes

The 2025 Strategy places greater emphasis on efficient freight corridors and intermodal infrastructure. Road safety and maintenance remain relevant considerations for planning and investment in the regional network.

A listed priority is improved intermodal infrastructure to divert freight away from roads and therefore reduce road maintenance costs.

8. Identify key freight corridors and improve our competitiveness by planning for strategic investment to improve their end-to-end efficiency and resilience of these corridors.

9. Investigate future needs for intermodals, including a detailed origin and destination analysis.

11. Identify locations for open access material offloading facilities and associated supply chain needs to support the state's economic priorities.

26. Prepare a state-wide electric vehicle charging plan that establishes the medium and long-term approach to charging infrastructure and associated network impacts.

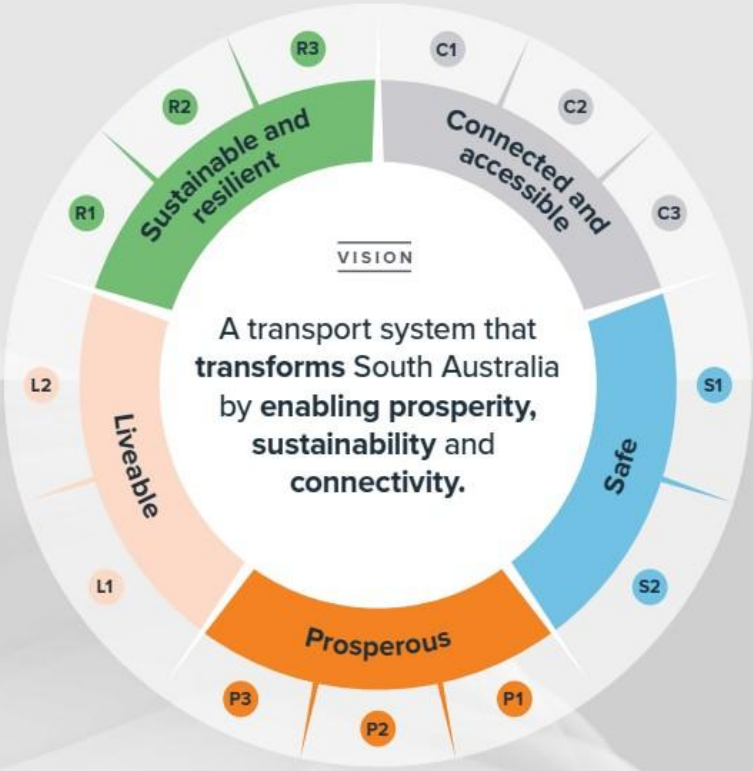
SOUTH AUSTRALIA'S TRANSPORT STRATEGY

Strategic responses

What we will prioritise

Thirteen strategic responses will guide how we achieve the vision and outcomes for our transport system.

Outcome	Response	Description
Connected and accessible	C1 Delivering an integrated multimodal system	Create a transport system where various modes of transport are seamlessly connected, to provide efficient and accessible transport options for all.
	C2 Enhancing regional connectivity	Enhance regional connectivity by improving the quality of services and providing greater choice in how people travel.
	C3 Delivering a connected and efficient freight network	Develop a fit-for-purpose multimodal freight and supply chain network that provides efficient connectivity to serve an evolving freight task in South Australia.
Safe	S1 Providing a safe transport system, working towards zero lives lost	Deliver a transport system that focuses on the safe movement of people, reduces risk to users, and minimises harm from crashes.
	S2 Ensuring people are safe and confident when travelling	Prioritise personal safety and security to create an environment where all transport users feel safe, equally protected and assured.
Prosperous	P1 Improving links to economic opportunity	Improve links to places of employment and economic opportunities, including emerging industries such as tourism, technology, mining, defence, hydrogen and renewable energy.
	P2 Integrating transport with land use planning and growth trends	Plan and develop transport infrastructure in line with urban growth planning to ensure a fit-for-purpose transport system.
	P3 Improving transport productivity	Develop an integrated, efficient transport system that increases capacity, reduces disruption, and boosts productivity across the State.
Liveable	L1 Enabling local living and placemaking	Create local environments that enhance community wellbeing and quality of life through improved shared amenities and investment in healthy transport choices.
	L2 Supporting inclusive travel for all	Create a transport system that puts users first by offering easy-to-use and inclusive options that meet a variety of needs.
Sustainable and resilient	R1 Transitioning the transport system towards net zero	Adopt a comprehensive approach to decarbonisation and environmental sustainability to achieve South Australia's emission reduction targets and net zero goals.
	R2 Providing a resilient transport system that adapts to change	Strengthen the transport system's resilience against major weather events and disruptions.
	R3 Prioritising asset optimisation and value for money	Ensure value for money is a primary focus, including how we build, manage and maintain the State's transport assets.



30-year vision released March 2025

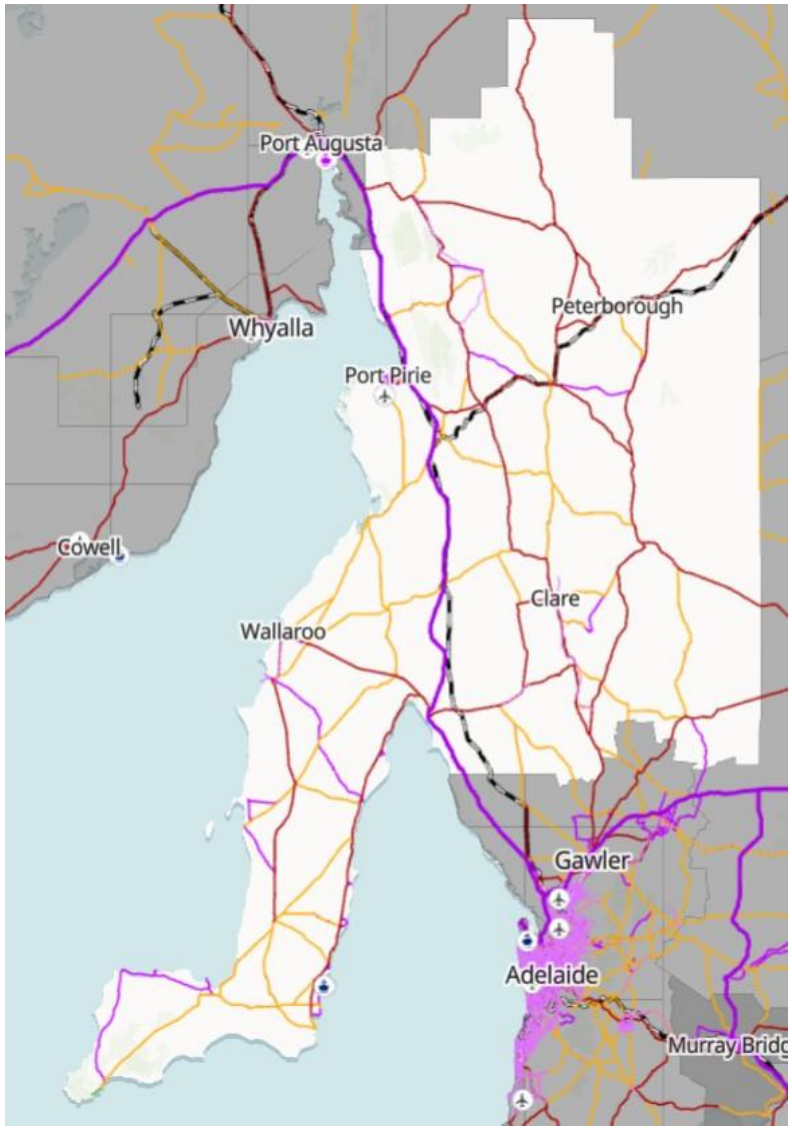
Applicable to local government transport planning in general.

Key Regional focus areas:

- Enhanced regional connectivity and links to key places such as employment and tourist sites
- Efficient freight network
- Improved road safety
- Improved amenity of local places

Image source: South Australia's Transport Strategy Snapshot, Government of South Australia Department for Infrastructure and Transport, March 2025, pg15

YORKE PENINSULA AND MID NORTH REGIONAL PLAN



Planning vision for the region through to 2051

Long-term strategic objectives

1. **Facilitate an efficient, reliable and safe transport network that connects business to markets and people to places (including where they live, work, visit and recreate).**
2. **Identify and protect the operations of key strategic transport passenger and freight infrastructure.**
3. **Allow for the future expansion and intensification of strategic transport infrastructure and service provision for passenger and freight movements.**
4. **Support an efficient transport system that contributes to reducing emissions.**

Link to NYLGA Regional Transport Plan:

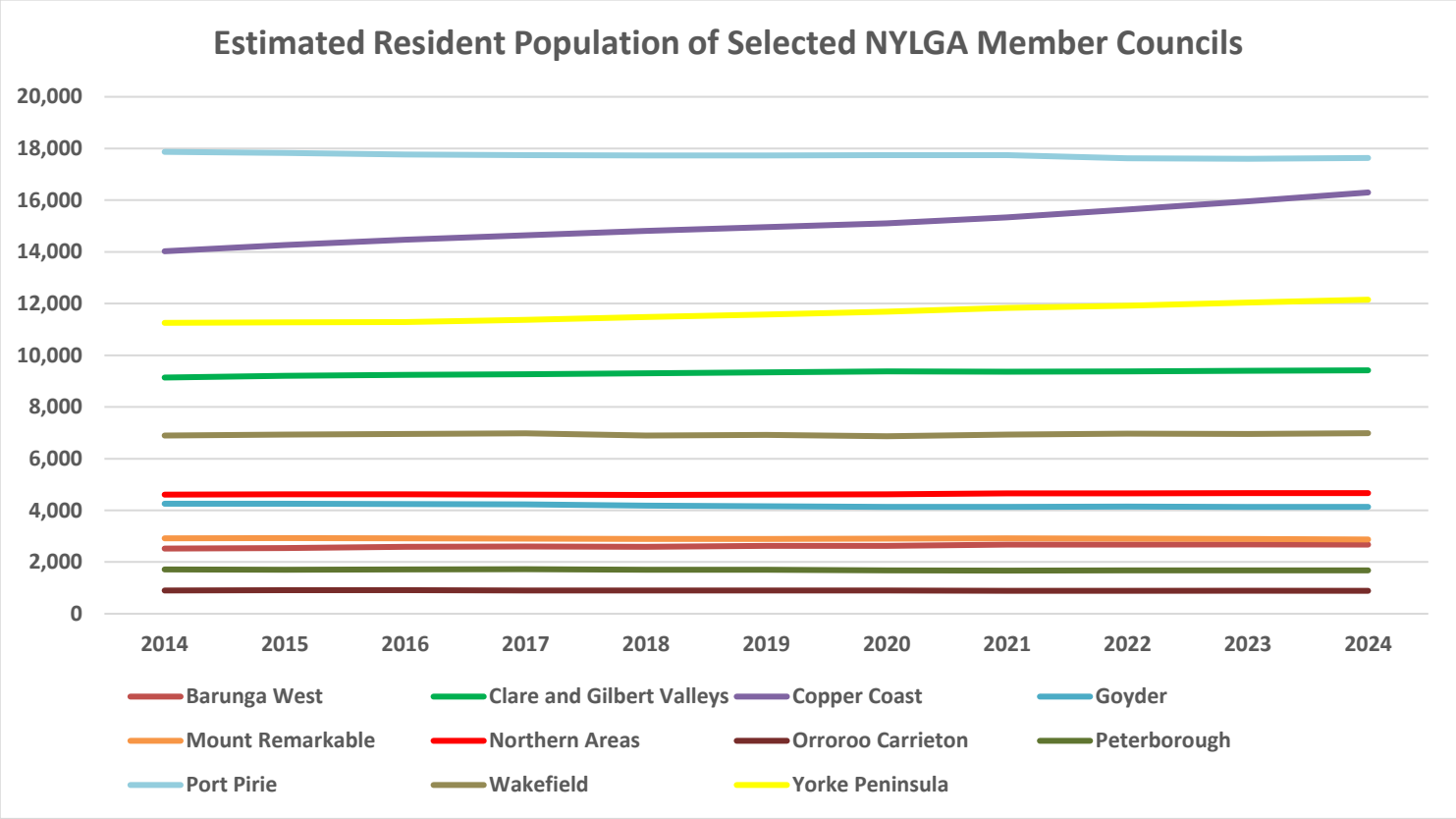
Local transport networks are planned at the local government level and include roads, cycling and walking routes. These networks feed into and are supported by strategic transport networks provided by the Australian and state governments and are crucial for linking people with places.

Image(s) source: https://regional.plan.sa.gov.au/regional-plans/yorke-peninsula-and-mid-north - Outcome 4, Strategic Transport Infrastructure

POPULATION TRENDS

Awareness of population changes helps match supporting infrastructure to areas of growth.

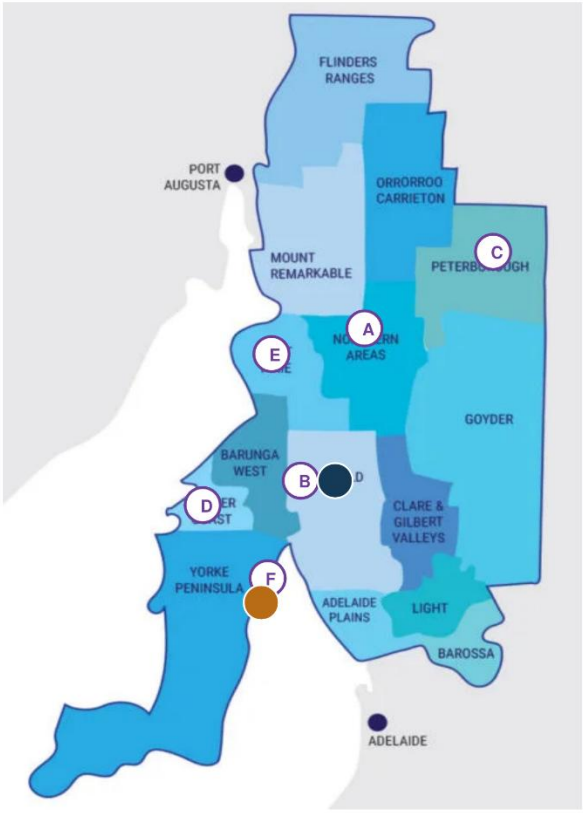
Population growth has been strongest in Copper Coast and has also occurred in Yorke Peninsula. The adopted *Yorke Peninsula and Mid North Regional Plan* projects the region's population increasing from 78,166 in 2021 to 95,843 in 2051 under its high-growth scenario. This points to growing demand for connections to housing, employment and services, while seasonal tourism adds demand beyond the resident population (State Planning Commission, 2026, p. 20).



Data source: Australian Bureau of Statistics, Regional Population, obtained from Regional Development Australia Yorke and Mid North Region Overview www.yorkeand midnorth.com.au/region-overview/

GROWTH DRIVERS AND TRANSPORT INVESTMENT PIPELINE

The following figure shows selected existing and emerging influences on the regional transport network. It identifies Bowmans Intermodal as an operating freight facility, the Hillside project as a development influence, and towns identified in the adopted Yorke Peninsula and Mid North Regional Plan as possible future industrial employment precinct locations. The potential precincts are planning opportunities, not committed developments.



Bowmans Intermodal

Existing freight and rail interchange

Hillside project

Under development south of Ardrossan

Potential precinct towns

Locations identified in the adopted Regional Plan

A Jamestown
B Bowmans
C Peterborough
D Kadina
E Port Pirie
F Ardrossan

Potential precincts are planning opportunities, not committed developments.

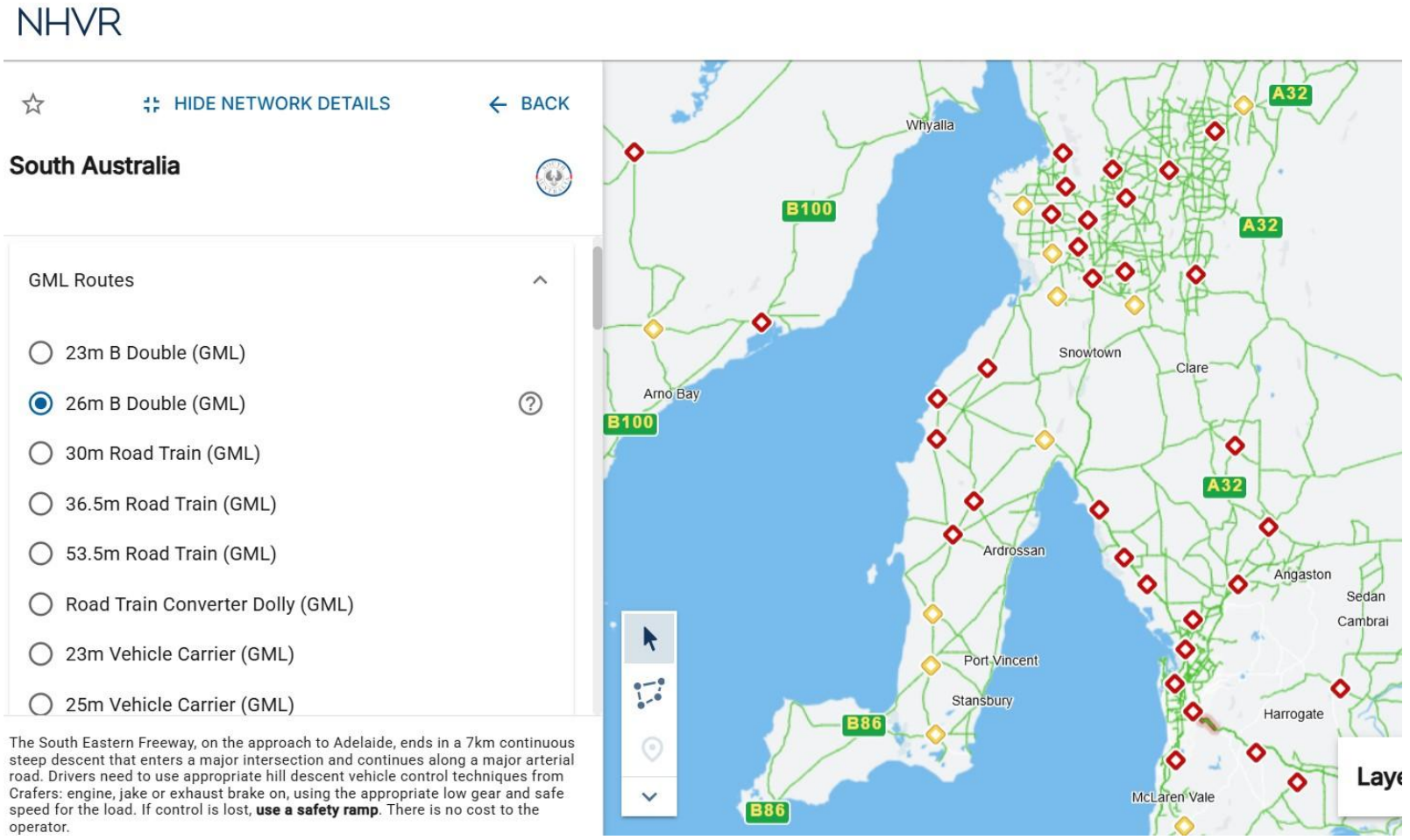
Selected development influences in the NYLGA area. Locations are indicative; road alignments and project access routes are not shown.

These locations should be monitored as projects progress and their transport requirements become clearer. Any proposed regionally significant freight route should still be assessed against the plan's freight route criteria and supported by evidence of ongoing freight demand.

EXISTING HEAVY VEHICLE ROUTES

Heavy vehicle route maps are now managed by the National Heavy Vehicle Regulator

- Route Planner available on the nhvr.gov.au website
- Maps show approved (fit for purpose) routes for various heavy vehicles.
- Maps show permit requirements where applicable
- Inclusion as heavy vehicle route does not mean route is a regionally significant freight route – volume requirements need to be met



IDENTIFICATION OF REGIONALLY SIGNIFICANT FREIGHT ROUTES

Regionally Significant Freight Routes link state freight routes with regional freight generators, ensuring efficient movement of regionally significant volumes of heavy freight vehicles

Freight Demand Sources

- Individual properties (widespread demand, but freight from multiple properties can converge to form a regionally significant freight route)
- Industrial or Logistics centres
- Extraction industries

Regionally Significant Freight volumes

- At least 10 B-Double movements per day (50 per week) on a two-way basis (i.e. half may be empty or part full); or
- At least 20 semi-trailer movements per day (100 per week) on a two-way basis; or
- Any combination of the above where a B-Double counts as two semi-trailers.

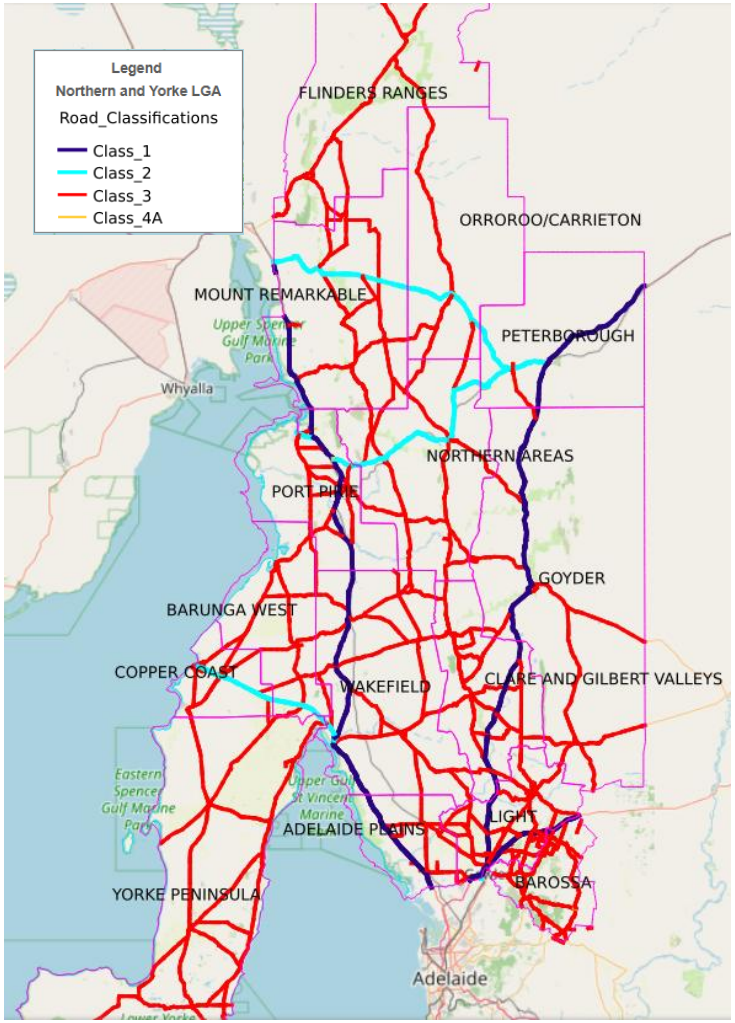
OR the equivalent approximate tonnage:

- **200 tonnes of freight per day; or**
- **1,000 tonnes of freight per week; or**
- **50,000 tonnes of freight per annum**

Daily and weekly movement thresholds describe a sustained freight task.

Seasonal freight movements: Freight may meet the annual threshold even where most movements occur during a short period, such as harvest. For a nominated road section, councils should demonstrate that at least 50,000 tonnes per annum travels along that section, whether from a significant freight generator or from multiple origins whose movements converge onto it. Peak-period truck movements should also be considered when identifying road capacity and safety issues. A seasonal peak does not, by itself, qualify a road that falls below the annual tonnage threshold.

Temporary freight movements associated with a one-off construction project, such as building a wind farm, do not by themselves qualify a road as a regionally significant freight route, even if movements exceed the threshold during construction. Any ongoing freight task after construction should be assessed separately.



FREIGHT DEMAND SOURCES

The NYLGA QGIS mapping identifies major and minor freight generators and regionally significant freight routes. The mapping and Regional Roads Database will be maintained to reflect verified changes in generators, freight demand and route classifications.

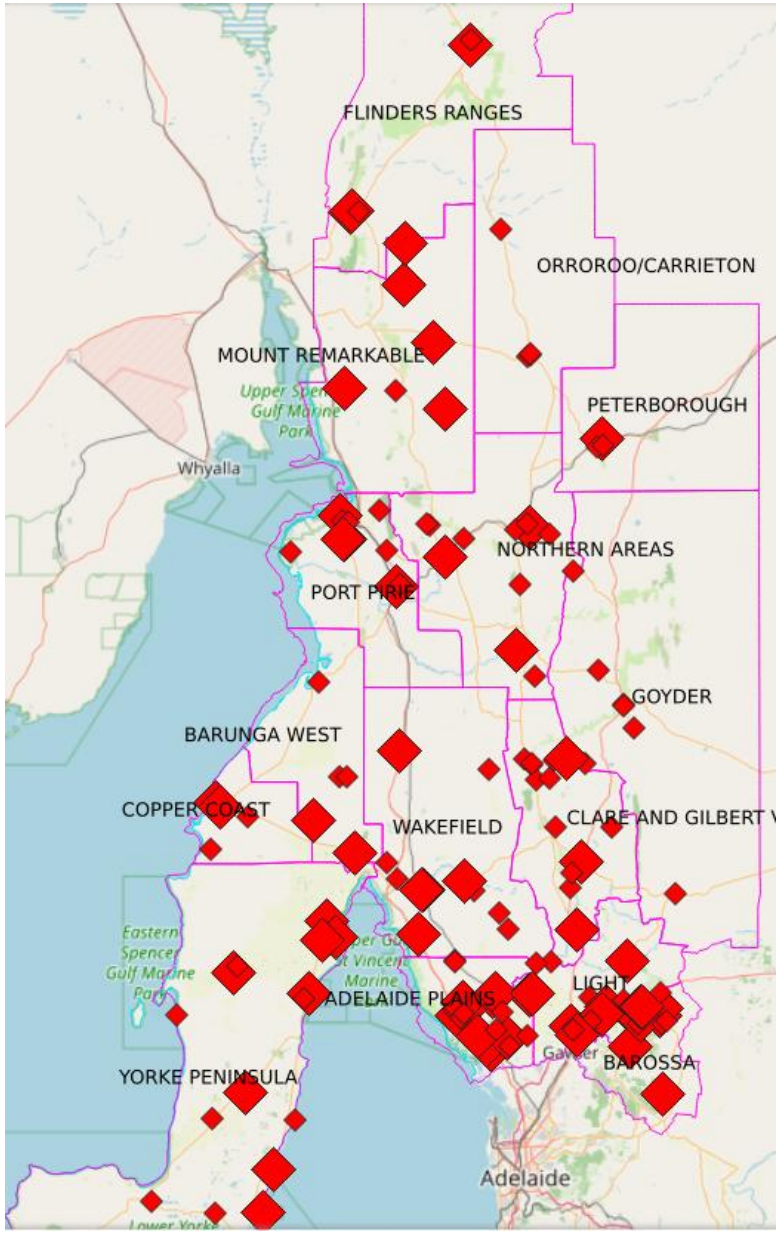
Bowmans Intermodal is an existing freight node. Hillside is a potential future freight generator, with its ongoing freight demand, transport mode and access routes to be confirmed as the project develops.



Source: Bunge grain sites only

REGIONAL FREIGHT

- Major and Minor freight generators identified across the region.
- Industry centres are distributed throughout the region, with a notable concentration in the southern councils.
- Major centres provide key focal points for freight movements, while minor centres contribute to the broader freight task.
- Connections between industry centres, state roads, ports and rail facilities are important to the regional economy.
- Seasonal activity, particularly grain harvest, influences freight demand and heavy vehicle movements.
- The mapped centres inform freight route assessment, with route significance determined by verified freight volumes and the adopted criteria.



EXISTING VEHICLE VOLUMES

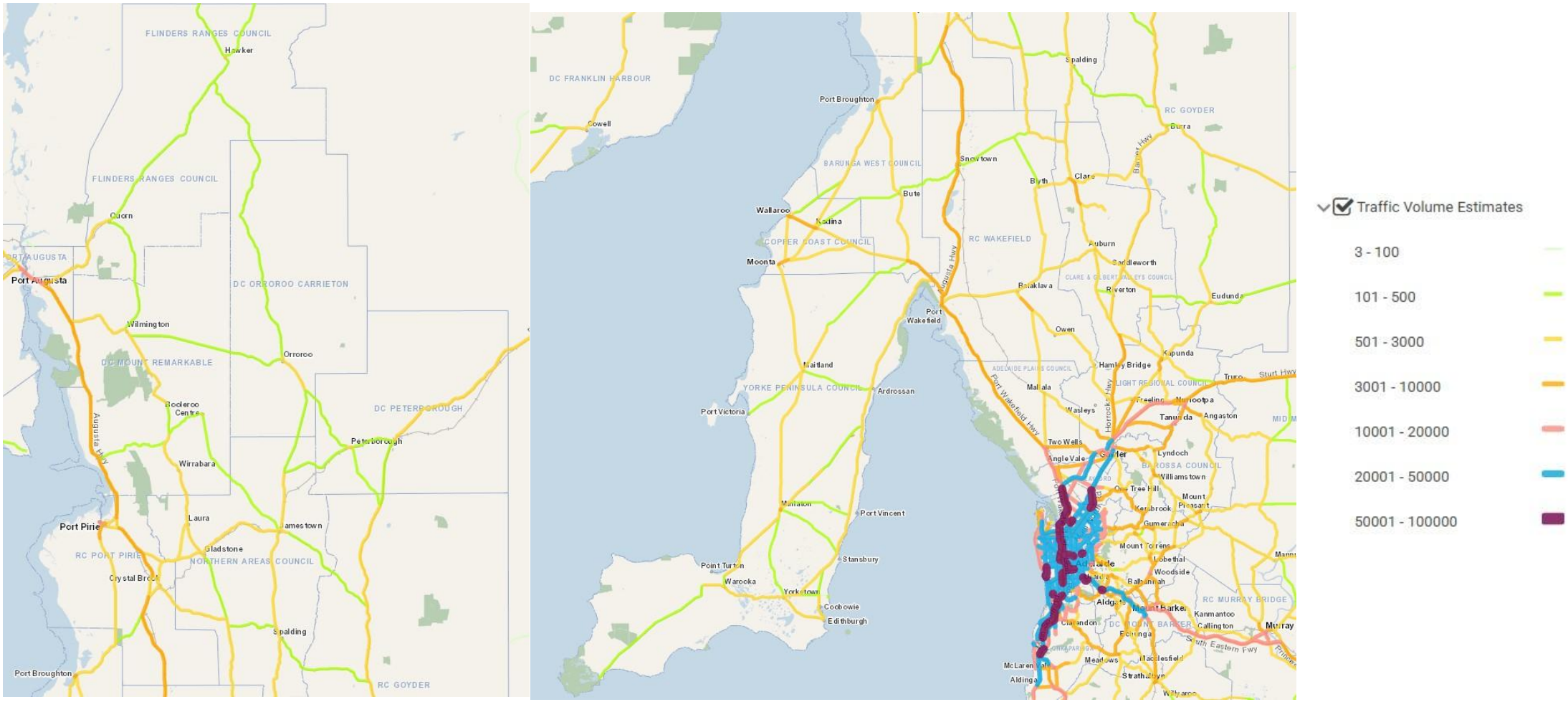


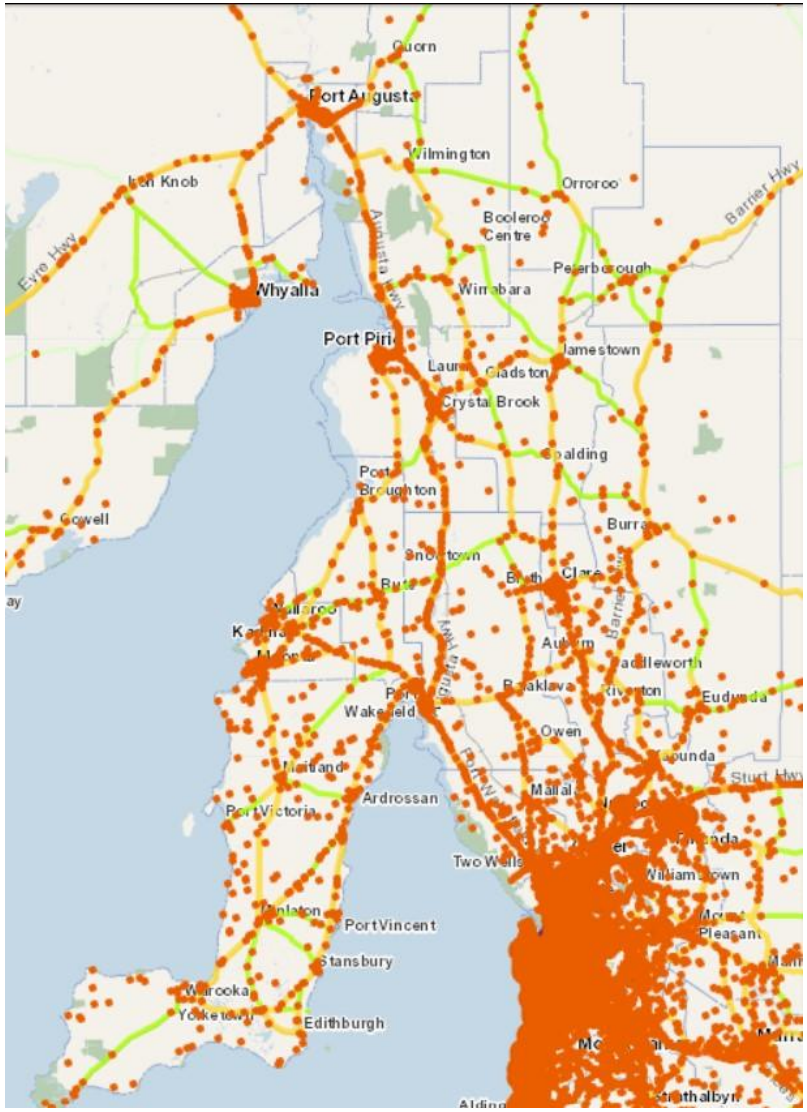
Image source: https://location.sa.gov.au/viewer

ROAD SAFETY AND CAPACITY

Road Safety and Capacity issues are important considerations for determining regionally significant freight routes

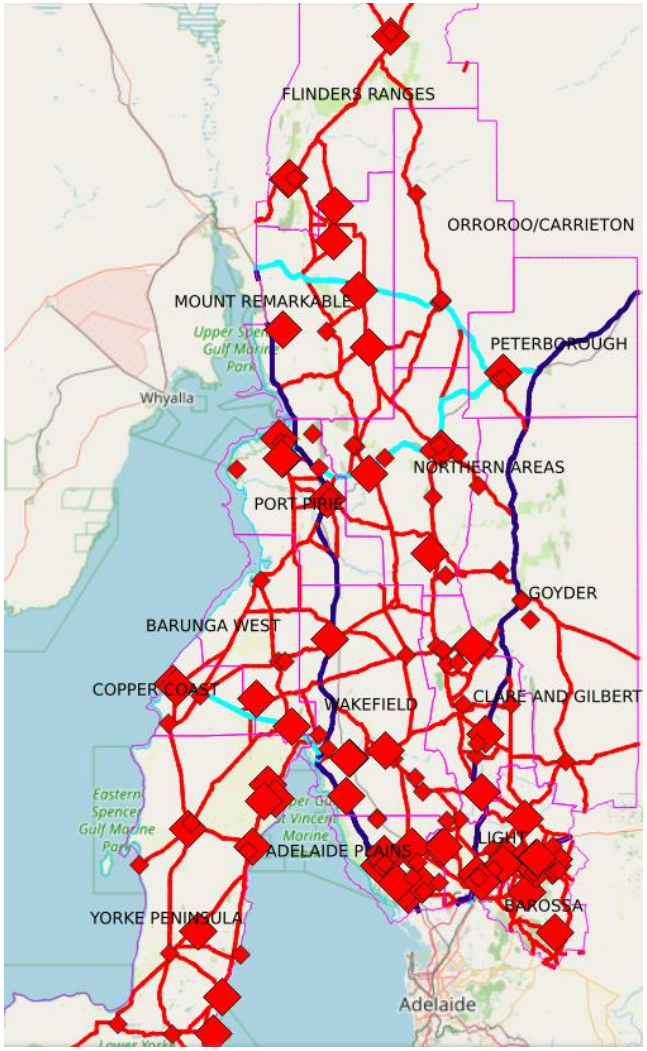
- Freight routes may not be established on the most direct route
- The presence of commuter and tourist traffic may make an alternate route more appropriate for heavy vehicles
- Improved safety can be achieved with the separation of heavy vehicles from other road users, for example freight bypasses for key towns and important centres
- Road crash statistics can help to identify areas of improvement for the road network to increase safety for all road users
- Known bridge restrictions and other road constraints, together with locations where assessment information is incomplete, should be identified when reviewing regional routes.

Image source: Location SA Road Crash Statistics (2019-2023) Layer. The displayed map does not cover the full NYLGA area; absence of points outside its extent must not be interpreted as an absence of crashes



REGIONALLY SIGNIFICANT FREIGHT ROUTES

- The map shows major and minor industry centres and the regionally significant freight routes serving them across the Northern and Yorke region.
- Council roads provide important connections between freight generators and the state road network, supporting access to ports, processing facilities and wider markets.
- The network provides a basis for identifying freight access constraints and prioritising road improvements, considering freight volumes, heavy vehicle requirements and interactions with community and tourism traffic.
- Maps can be explored in more detail via QGIS mapping tool. https://qgiscloud.com/



REGIONAL TOURISM STRATEGIC FRAMEWORK

South Australian Tourism Commission

SATC is the statutory authority responsible for promoting South Australia as a tourism destination and improving the state's tourism industry.

Regional tourism organisations and Tourism Zones

The South Australian Tourism Commission works with regional organisations to promote destinations and support tourism development. South Australia's Mid North and Yorke Tourism Zone is now operational and represents the Clare Valley, Yorke Peninsula and Southern Flinders tourism regions. Barossa and Flinders Ranges and Outback have separate regional tourism organisations relevant to other parts of the NYLGA area. Tourism regions used for reporting visitor statistics should be distinguished from the organisations that currently represent them.

Source: South Australian Tourism Commission (2026), *South Australia's tourism regions*, https://tourism.sa.gov.au/regions (accessed 25 September 2026).

Visitor access and travel within the region are predominantly road based. Reliable road maintenance, clear road closure information and safe stopping opportunities support access to regional destinations.

Greater regional and cross regional collaboration around touring routes and events is key

IDENTIFICATION OF REGIONALLY SIGNIFICANT TOURISM ROUTES

Regionally Significant Tourism Routes provide access to tourism sites and locations, and enable people to view scenic attractions in a safe and enjoyable manner

Tourism Demand Sources

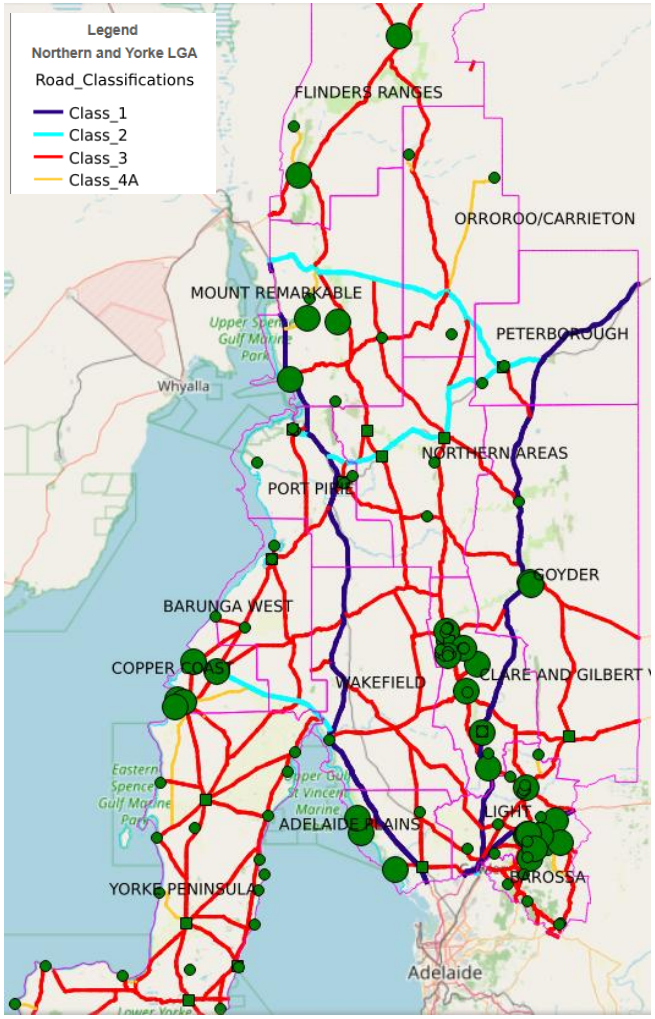
- Individual tourist attractions;
- Designated tourism routes/marketed road trip routes (main routes to multiple individual attractions can also form a regionally significant tourism route);
- Location of visitor information centres; or
- State maintained road rest areas

Primary Tourism destinations

- Destinations that State Government, tourism organisations and private operators advertise interstate and overseas, attracting tourists into the state. Examples are the Flinders Ranges and Outback, Yorke Peninsula, Barossa and Clare Valley;
- Routes which cater for 40 seat tourist buses.

Secondary Tourism destinations

- Destinations that are well advertised attractions, but usually only accessed by private vehicles, e.g. access routes to national parks;
- Routes catering for 20 seat tourist buses, e.g. coasters.



REGIONAL TOURISM DEMAND

Tourism regions: overnight visits, domestic day trips and expenditure, year ending March 2026.

Tourism Regions	Overnight Visits	Domestic Day Trips	Total Visitor Expenditure
Yorke Peninsula	785,000	774,000	$429 million
Flinders Ranges and Outback	690,000	415,000	$436 million
Barossa	377,000	998,000	$371 million
Clare Valley	184,000	199,000	$151 million

Source: South Australian Tourism Commission, Visit to SA Regions, year ending March 2026. Figures are estimates for whole tourism regions, not totals for the NYLGA area.

These figures compare whole tourism regions, not Regional Tourism Organisations or Tourism Zones, and are not totals for the NYLGA area. Of the four regions shown, Yorke Peninsula recorded the most overnight visits, while Flinders Ranges and Outback recorded the highest visitor expenditure.

FLINDERS RANGES AND OUTBACK

Visitor Data - Leads

FLINDERS RANGES AND OUTBACK TOURISM LISTINGS

Category	# Listings
Accommodation	126
Attraction	103
Tour	35
Food & Drink	17
Event	14
Information Services	11
Hire	5
General Services	4
Destination Information	2
Transport	1
Journey	1
Grand Total	318

Note: some listings have multiple categories of accommodation
Source: Australian Tourism Data Warehouse
Categories above defined at - https://tourism.sa.gov.au/support/atdw

The **Australian Tourism Data Warehouse (ATDW)** is Australia's national platform for digital tourism information. Eligible tourism businesses can create a listing for their accommodation, tour, food and drink establishment, event and more, free of charge. These listings appear on websites such as southaustralia.com

An **ATDW lead** is generated when a user performs one of the following actions when viewing an ATDW product page on southaustralia.com:

- Website click through (via visit website button or website URL)
- Book now button click
- Claim deal button click
- Clicking on contact email address to start writing email
- Clicking on a phone number to start a phone call (mobile only)

FLINDERS RANGES AND OUTBACK AUSTRALIAN TOURISM DATA WAREHOUSE LEADS

75,000

YEAR END DECEMBER 2023

ACCOMMODATION LEADS
53,000
71%

FOOD & DRINK LEADS
3,500
5%

TOUR LEADS
4,500
6%

***OTHER LEADS**
14,000
18%

TOP 5

- WILPENA POUND RESORT
- RAWNSLEY PARK STATION
- ARKAROOLA WILDERNESS SANCTUARY
- ACCOMMODATION PORT PIRIE BEACH CARAVAN PARK
- ARKABA

TOP 5

- TRANSCONTINENTAL HOTEL
- THE WOOLSHED RESTAURANT AT RAWNSLEY PARK
- PRAIRIE HOTEL
- FLINDERS GIN DISTILLERY
- BIG WINCH 360 CAFE BAR

TOP 5

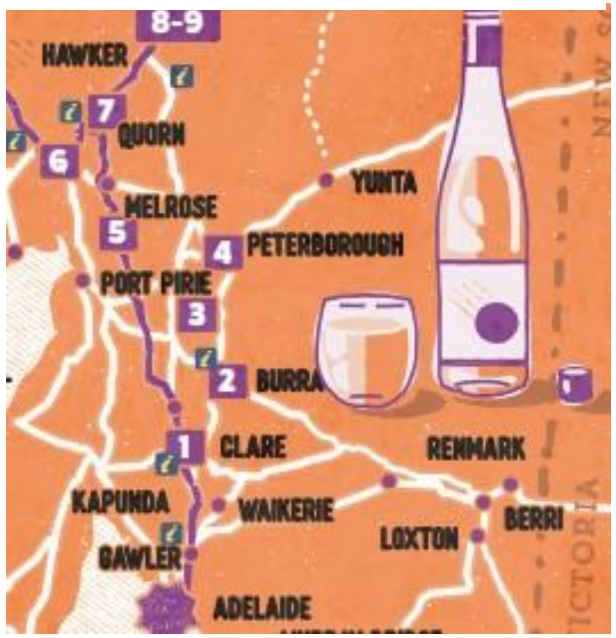
- RAWNSLEY PARK STATION HELICOPTER EXPERIENCES
- ABORIGINAL CULTURAL TOURS WILPENA POUND RESORT
- 4WD RAWNSLEY PARK STATION DISCOVERY TOURS
- WRIGHTSAIR PTY LTD
- ANDAMOOKA OBSERVATORY EXPERIENCES

* Other refers to leads for events, destination information, attractions, general services, hire and transport

Visitor Information Centres

Coober Pedy
Flinders Ranges - Quorn
Hawker
Peterborough
Port Augusta - Wadlata
Port Pirie
Roxby Downs
Wilpena Pound

Explorer's Way Tourist Drive



YORKE PENINSULA

Visitor Data - Leads

YORKE PENINSULA TOURISM LISTINGS

Category	# Listings
Accommodation	339
Attraction	221
General Services	106
Event	49
Destination Information	46
Food & Drink	30
Tour	13
Hire	8
Information Services	6
Transport	2
Journey	1
Grand Total	820

Note: some listings have multiple categories of accommodation
Source: Australian Tourism Data Warehouse
Categories above defined at - https://tourism.sa.gov.au/support/atdw

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- Clicking on a phone number to start a phone call (mobile only)

YORKE PENINSULA
AUSTRALIAN TOURISM DATA WAREHOUSE
LEADS
84,000
YEAR END DECEMBER 2023

ACCOMMODATION LEADS
57,000
68%

FOOD & DRINK LEADS
2,400
3%

TOUR LEADS
2,500
3%

***OTHER LEADS**
22,000
26%

TOP 5

- BIG4 BREEZE HOLIDAY PARKS PORT HUGHES
- THE KLEIN POD
- PORT VINCENT FORESHORE CARAVAN PARK
- POINT TURTON CARAVAN PARK
- WALLAROO BEACHFRONT TOURIST PARK

TOP 5

- BOND STORE WALLAROO
- WATSACOWIE BREWERY
- SUNNY HILL DISTILLERY
- PORT BROUGHTON HOTEL
- BAY STREET CAFE

TOP 5

- MARION BAY OCEAN SAFARI
- REEF ENCOUNTERS FISHING CHARTERS
- PACIFIC ESTATE OYSTERS
- REEL SCREAMER FISHING CHARTERS
- ABORIGINAL CULTURAL TOURS SOUTH AUSTRALIA

Other refers to leads for events, destination information, attractions, general services, hire and transport

Coastal Way Tourist Drive



Visitor Information Centres

Ardrossan
Copper Coast - Kadina

BAROSSA VALLEY

Visitor Data - Leads

BAROSSA TOURISM LISTINGS

Category	# Listings
Food & Drink	185
Accommodation	132
Attraction	93
Event	83
Tour	69
General Services	28
Hire	6
Information Services	3
Transport	2
Destination Information	2
Journey	1
Grand Total	603

Note: some listings have multiple categories of accommodation
Source: Australian Tourism Data Warehouse
Categories above defined at - https://tourism.sa.gov.au/support/atdw

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BAROSSA
AUSTRALIAN TOURISM DATA WAREHOUSE
LEADS
101,000
YEAR END DECEMBER 2023

ACCOMMODATION LEADS	FOOD & DRINK LEADS	TOUR LEADS	*OTHER LEADS
34,000	35,000	11,000	22,000
34%	34%	11%	22%

TOP 5

- BIG4 BAROSSA TOURIST PARK
- DISCOVERY PARKS BAROSSA VALLEY
- KINGSFORD THE BAROSSA
- ROGASCH COTTAGE
- CABN ELSIE

TOP 5

- HARVEST KITCHEN
- ARTISANS OF BAROSSA
- MAGGIE BEER'S FARMSHOP
- HENTLEY FARM CELLAR DOOR
- FINO SEPPELTSFIELD

TOP 5

- BAROSSA BALLOON ADVENTURES
- BAROSSA HELICOPTERS EXPERIENCES
- BAROSSA VALLEY BALLOONING
- MAGGIE BEER'S FARMSHOP EXPERIENCES
- THE FARM EATERY COOKING SCHOOL

* Other refers to leads for events, destination information, attractions, general services, hire and transport

Epicurean Way Tourist Drive



Visitor Information Centres

Barossa - Tanunda
Gawler
Kapunda

CLARE VALLEY

Visitor Data - Leads

CLARE VALLEY TOURISM LISTINGS

Category	# Listings
Accommodation	97
Food & Drink	73
Event	72
Attraction	66
Tour	23
Destination Information	20
Hire	5
Transport	3
General Services	3
Information Services	2
Grand Total	364

Note: some listings have multiple categories of accommodation
Source: Australian Tourism Data Warehouse
Categories above defined at – https://tourism.sa.gov.au/support/article

The **Australian Tourism Data Warehouse (ATDW)** is Australia's national platform for digital tourism information. Eligible tourism businesses can create a listing for their accommodation, tour, food and drink establishment, event and more, free of charge. These listings appear on websites such as southaustralia.com

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CLARE VALLEY
AUSTRALIAN TOURISM DATA WAREHOUSE
LEADS
51,000
YEAR END DECEMBER 2023

ACCOMMODATION LEADS
23,000
45%

TOP 5
- BUKIRK GLAMPING CLARE VALLEY
- SLOW CABIN
- BURRA CARAVAN AND CAMPING PARK
- DISCOVERY PARKS CLARE
- BUKIRK GLAMPING & FANCY COOPS CLARE VALLEY

FOOD & DRINK LEADS
8,000
16%

TOP 5
- WATERVALE HOTEL
- MR. MICK CELLAR DOOR AND KITCHEN
- SKILLOGALEE RESTAURANT & CELLAR DOOR
- SEVENHILL CELLARS
- TAYLORS WINES

TOUR LEADS
2,000
3%

TOP 5
- CLARE VALLEY WINE TOURS
- ETHICAL, EPICUREAN, EXPERIENCES AT THE WATERVALE HOTEL
- KNAPPSTEIN WINES EXPERIENCES
- CLARE BOUTIQUE WINE TOURS
- TIM ADAMS EXPERIENCES

***OTHER LEADS**
18,000
37%

* Other refers to leads for events, destination information, attractions, general services, hire and transport

Epicurean Way Tourist Drive

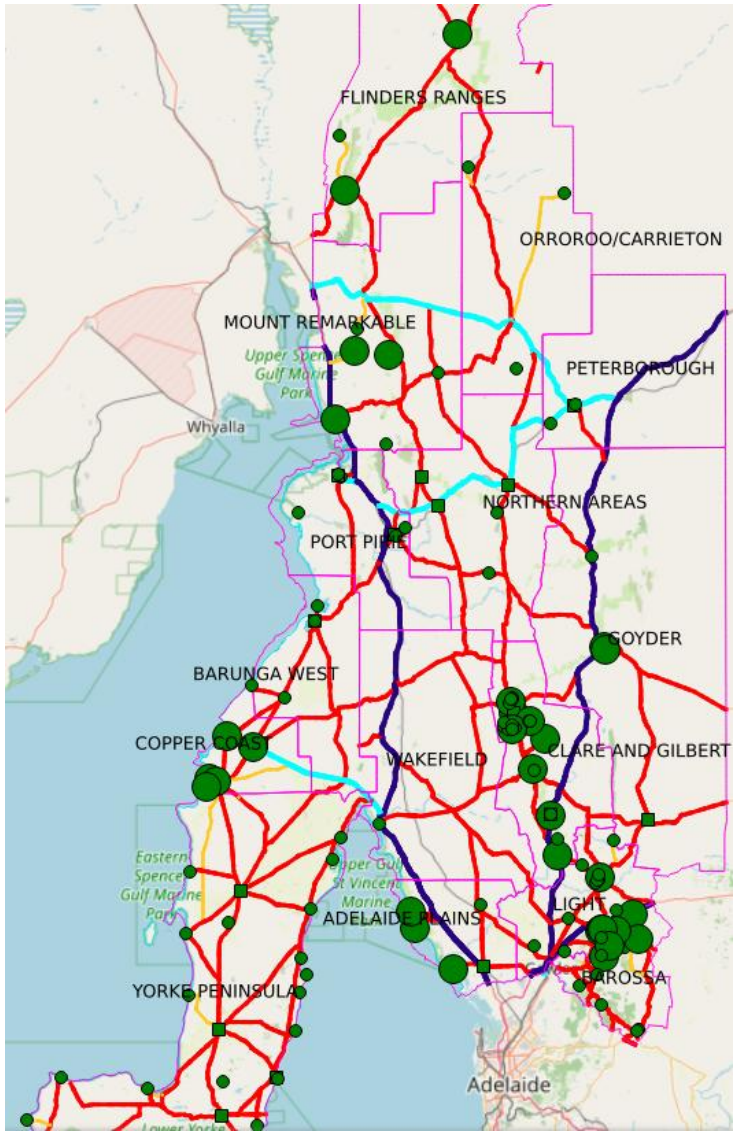


Visitor Information Centres

Burra & Goyder – Burra
Clare Valley – Clare

REGIONALLY SIGNIFICANT TOURISM ROUTES

- The map identifies tourism generators and regionally significant tourism routes across the Northern and Yorke region.
- Tourism destinations are concentrated in the Barossa, Clare Valley, Copper Coast and Flinders Ranges, with coastal attractions distributed along Yorke Peninsula.
- The routes connect visitor destinations with towns, accommodation, services and the wider road network, supporting travel between attractions.
- Seasonal and holiday peaks should be considered when assessing road safety, access and visitor facilities, including signage and rest areas.
- Routes shared with freight and community traffic require consideration of different vehicle types and drivers unfamiliar with local road conditions.
- Maps can be explored in more detail via QGIS mapping tool. *https://qgiscloud.com/*



IDENTIFICATION OF REGIONALLY SIGNIFICANT COMMUNITY ACCESS ROUTES

Regionally Significant Community Access Routes provide efficient and safe access to town centres and essential services.

Definition of Town Centres by Permanent Residential Population

- Small Community 50-100
- Large Community 100-1000
- Important Centre 1000-3000
- Key Town >3000.

Identification of Essential Service Provision

- Education: School
- Health: Doctor Surgery or Hospital
- Financial: Bank or lending institution branch
- Recreation: Sporting facility and club (not a school)
- Emergency Services: Emergency service other than CFS

Regionally Significant Community Access Routes:

- Provide connections from large communities, Important Centres or Key Towns to the state maintained arterial road network or nearest town centre.
- Portion of local roads which provide a common access route to essential services in a nearby town centre for at least 100 permanent residents located outside a town centre and utilising the same route into the town
- Provide connection from an existing large community to essential services in a nearby town centre where the existing route requires significant detour.

Locally Significant Community Access Routes:

- Provide connections from small communities to the state maintained arterial road network or nearest town centre.

An isolated Small Community may instead warrant a regionally significant route where a major emergency presents a demonstrated high risk to life. For dispersed residents, only the common section of road used by at least 100 permanent residents is identified as regionally significant.

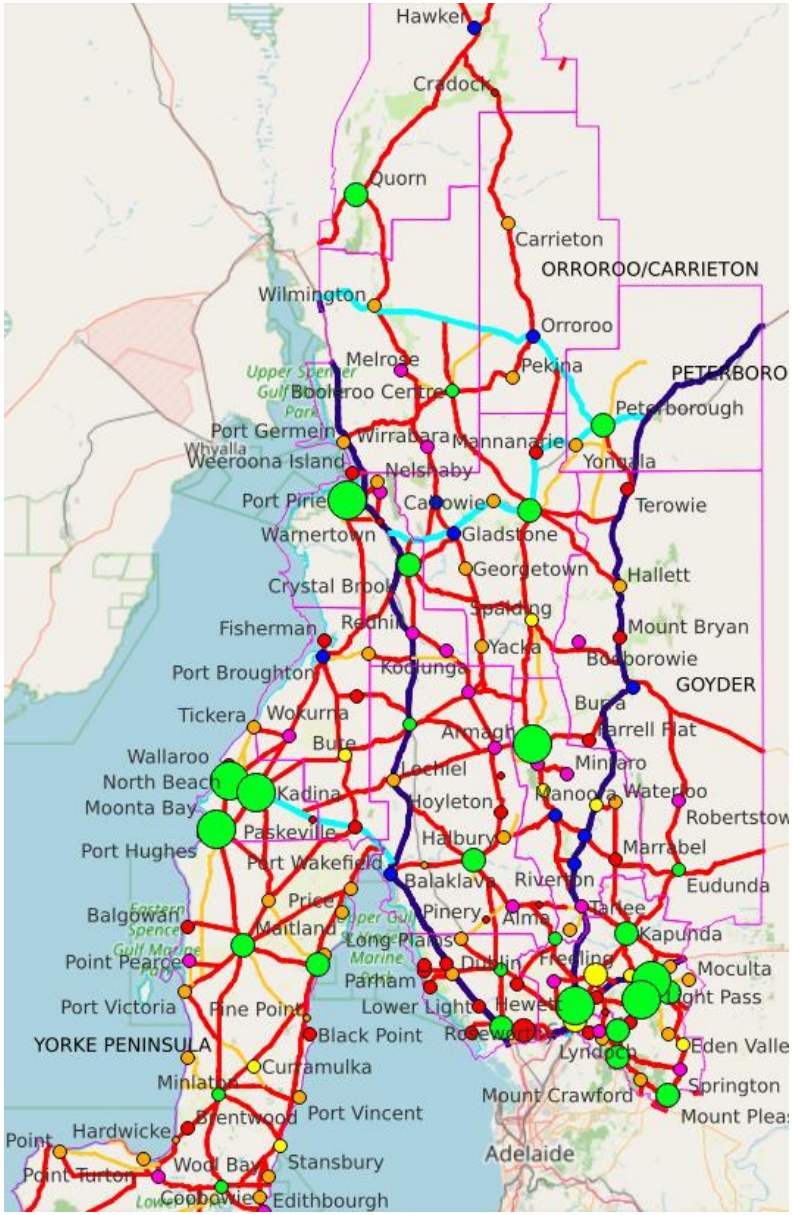


COMMUNITY ACCESS TRENDS AND PLANNING IMPLICATIONS

- Access to health care, education, banking and other essential services often requires travel to larger centres. Changes to service availability or opening hours may increase travel distances.
- Older residents, people without access to a car and communities with limited public transport can be particularly affected by long or unreliable journeys.
- Reliable all-weather roads are important for everyday access and for emergency response and evacuation, particularly where a community has only one practical route.
- Population changes in Copper Coast, Light and other parts of the region may change travel demand and the role of individual access routes.
- Some journeys to essential services cross council boundaries, so route assessments should consider the full journey rather than stopping at the council boundary.
- Seasonal visitors and vulnerable users should be considered when assessing access and resilience. Permanent resident numbers remain the basis for applying the population thresholds used to identify regionally significant community access routes.

REGIONALLY SIGNIFICANT COMMUNITY ACCESS ROUTES

- The map identifies community centres and regionally significant community access routes across the Northern and Yorke region.
- These routes connect smaller townships and rural communities with larger centres, supporting access to employment, education, health care, shopping and other essential services.
- The network supports travel between communities and across council boundaries, linking local roads with the wider state road network.
- Reliable access is particularly important where communities have limited alternative routes or longer distances to essential services.
- Road improvement priorities should consider access reliability, safety, emergency services and interactions with freight and tourism traffic.
- Maps can be explored in more detail via QGIS mapping tool. https://qgiscloud.com/



OTHER TRANSPORT MODES AND INTERMODAL CONNECTIONS

Other transport modes fall into two main categories, both of which interact with the road network:

- Intermodal connections between the road network and other transport modes, for example, rail, ports, airports and off road cycle routes; and
- Alternative modes of transport incorporated within the road network, for example public transport by bus, cycle routes and facilities for electric vehicles.

Road transport is the primary means of moving people and goods across the NYLGA region. Rail facilities, ports, airports, passenger transport and cycling routes also influence how the road network is used. This section identifies the connections between these modes and the road network, with particular attention to access, safety and changes in travel or freight demand.

Electric vehicle charging is considered as supporting road infrastructure.

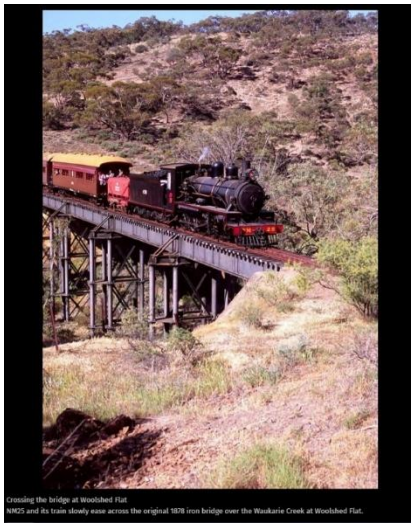


Image source: https://www.pichirichirailway.org.au/gallery/661-steam-trains#&gid=1&pid=1

INTERMODAL TRANSPORT INFRASTRUCTURE - RAIL

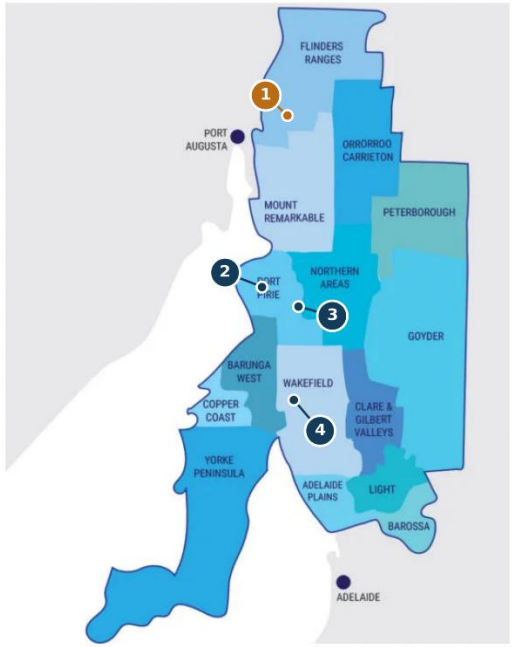
Rail is an important part of the region's freight network, particularly for grain and mineral products. The road network provides access to rail loading facilities and intermodal terminals, including Bowmans, and connects freight generators to facilities where road and rail movements meet.

The Yorke Peninsula and Mid North Regional Plan identifies Bowmans as a strategic road–rail intermodal facility.

Road planning should consider:

- safe and reliable heavy vehicle access to operating rail loading facilities and terminals;
- changes in rail activity that may alter freight volumes on connecting roads; and
- visitor access, parking and wayfinding at heritage rail facilities, including the Pichi Richi Railway at Quorn.

The figure identifies selected rail facilities and their road interfaces. Rail alignments and individual road access routes are not shown.



RAIL FACILITIES AND ROAD INTERFACES

1. **Quorn / Pichi Richi Railway**
   Heritage rail visitor access, parking and wayfinding.
2. **Port Pirie**
   Freight rail, port and road access interface.
3. **Crystal Brook**
   Regional rail junction and connecting road network.
4. **Bowmans**
   Road–rail freight intermodal terminal.

Indicative facility locations
Rail alignments and individual road access routes are not shown.

Base: NYLGA council-area figure in Part A draft. Facility roles: Yorke Peninsula and Mid North Regional Plan (2026); Pichi Richi Railway.

INTERMODAL TRANSPORT INFRASTRUCTURE – PORTS

Provide appropriate infrastructure for intermodal connection between roads and ports - important for efficient movement of goods whilst minimising impact on surrounding communities



Yorke Peninsula Council

- Port Giles (grain, gypsum, mineral sand)
- Klein Point (limestone)

Copper Coast Council

- Wallaroo (grain)

Port Pirie Regional Council

- Port Pirie (concentrates, grain and other bulk commodities, with road and rail interfaces). ADM loads grain cargoes, including part cargoes, at the port.

Strategic implication: reliable heavy-vehicle access to ports must be maintained while managing impacts on nearby communities. Image source: South Australia's 20-Year State Infrastructure Strategy 2025.

Port Pirie grain information: ADM Trading Australia Pty Ltd, Port Pirie Port Terminal Services Agreement; stakeholder feedback from RDA Yorke and Mid North, 30 July 2026.

INTERMODAL TRANSPORT INFRASTRUCTURE – AIRPORTS

Aerodromes, airstrips and helipads support medical retrieval, emergency response, firefighting, general aviation, primary production and some visitor travel across the region. The adopted Yorke Peninsula and Mid North Regional Plan notes that the region has no significant airports, but does have smaller aviation facilities that serve these functions.

For this road transport plan, the main consideration is reliable access to facilities with an identified regional or emergency role. Access assessments should consider all-weather road conditions, safe entry and parking, emergency vehicle movements and the availability of an alternative route. The presence of an airstrip alone does not make its access road regionally significant; the road should be assessed against the relevant freight, tourism or community access criteria.

ALTERNATIVE ROAD BASED TRANSPORT MODES

Regional passenger transport helps residents and visitors reach larger centres, essential services, employment and tourism destinations. Depending on the location, travel options may include scheduled coaches, community passenger services, taxis and accessible or flexible transport.

Road planning should consider:

- safe and accessible locations for passenger pick-up and drop-off;
- reliable road access to stops, health services and transport interchange points;
- parking, pedestrian connections and wayfinding where passengers change modes; and
- whether changes to services or population affect the roads used by passenger transport.

Electric vehicle charging and alternative-fuel facilities are supporting infrastructure for road travel. Their location and any implications for road access should be considered as verified facilities and demand become available.

ALTERNATIVE ROAD BASED TRANSPORT MODES - CYCLING

Regional cycling and shared-use trails – interconnected with road network:

- Riesling Trail: an off-road cycling and walking trail through the Clare Valley, including Clare and Auburn.
- Walk the Yorke: a coastal walking trail with cycling options on designated sections; walking and cycling routes should not be assumed to be identical.
- Mawson Trail: a long-distance cycling route of almost 900 km between Adelaide's outskirts and Blinman, passing through parts of the region.



Image source: https://yorkepeninsula.com.au/media/cvedwkqj/walk-the-yorke-map-10-marion-bay-to-gleesons-landing.pdf

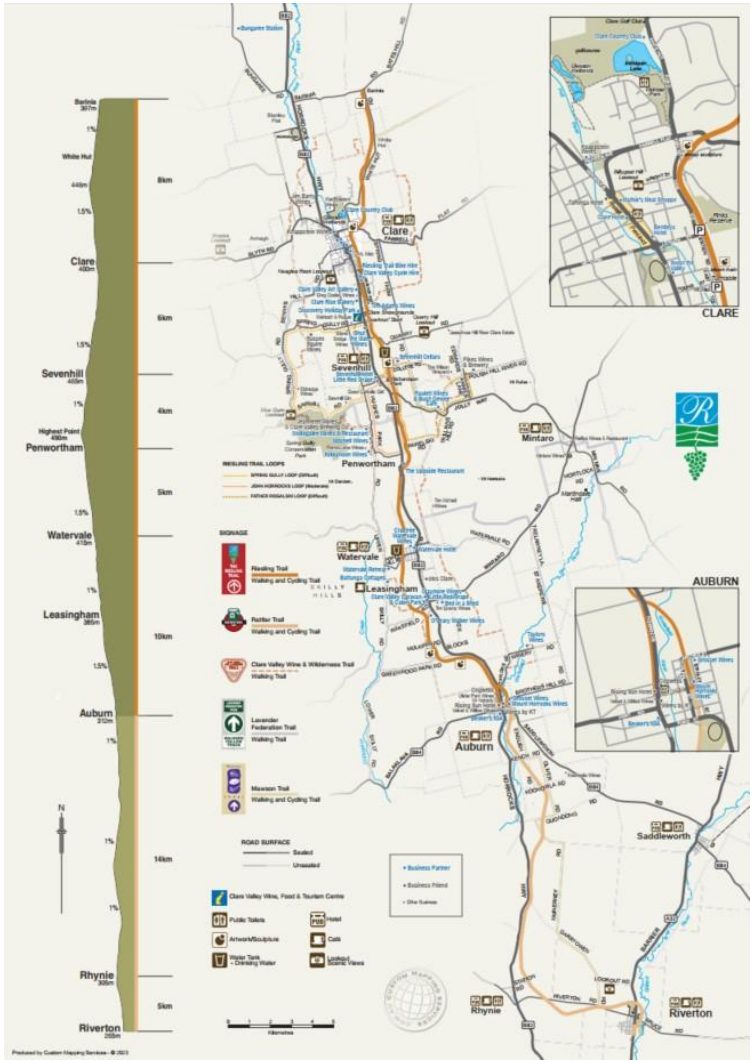
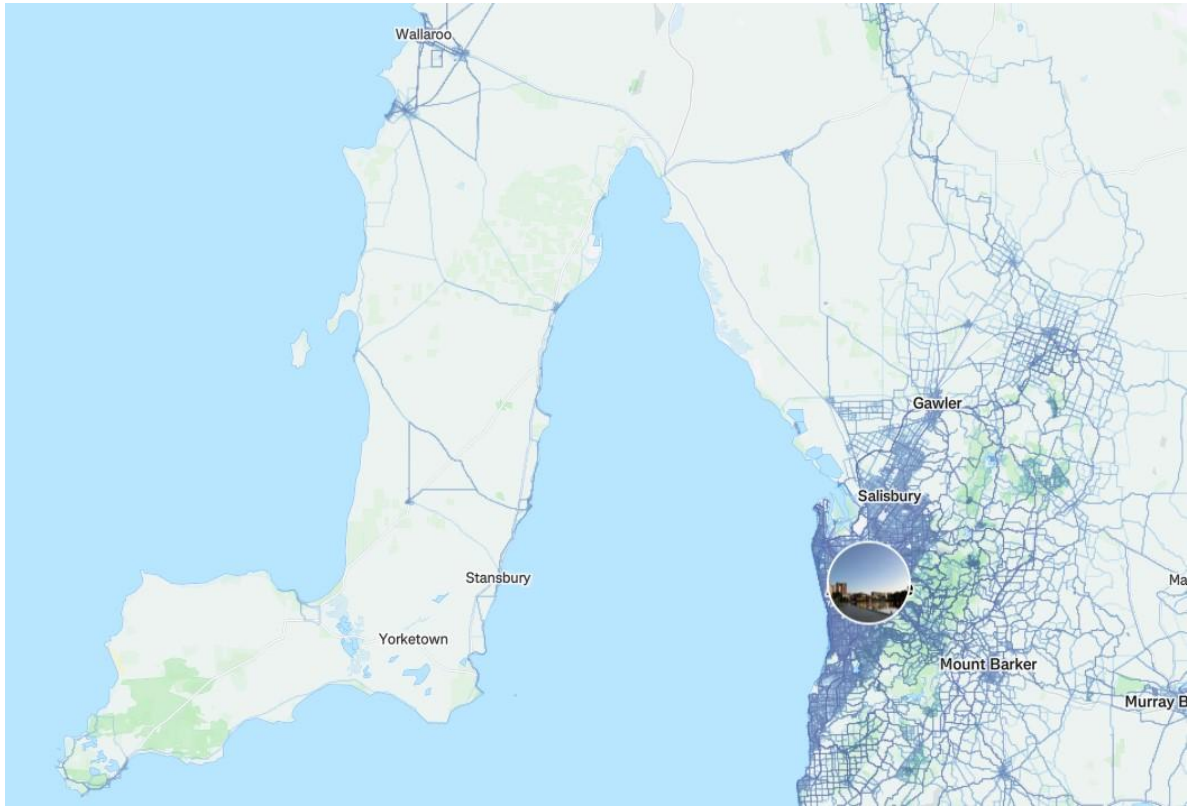


Image source: https://www.clarevalley.com.au/assets/documents/Riesling_Trail_Map.pdf

ALTERNATIVE ROAD BASED TRANSPORT MODES - CYCLING

Indicative cycling activity – Strava heatmap

The Strava heatmap indicates where app users have recorded cycling activity. It is not a count of cyclists and does not represent all riding, particularly trips by children, older people, casual riders or people who do not use the app. It should be considered alongside council knowledge, crash data, designated routes and community feedback when identifying locations for further cycle-safety assessment.



Strava cycling heatmap, accessed May 2025 - Image source: https://www.strava.com/maps/global-heatmap?sport=RideLike&style=standard&terrain=false&labels=true&poi=true&cPhotos=true&gColor=mobileblue&gOpacity=100#7.84/-32.858/137.607 accessed May 2025

The road network underpins freight movement, tourism and access to essential services across the NYLGA region. Its regional role depends on the connections provided between councils, the state road network and key transport facilities.

The review identifies the following planning priorities:

- Freight routes should be assessed against verified generators and movements, including seasonal volumes that meet the annual tonnage criterion. Announced projects and temporary construction activity should be monitored without automatically changing a road's regional classification.
- Tourism routes require safe and legible connections between destinations, including where journeys cross council boundaries.
- Community access routes are particularly important where residents depend on a common road to reach essential services or where emergency access is limited.
- Road connections to ports, rail facilities, airstrips and passenger transport should be considered according to the role of each facility and the demand it generates.

FUTURE DIRECTIONS

1. Protect and progressively improve strategic freight, tourism and community access routes. Use the adopted regional road hierarchy and standard cross sections to guide fit-for-purpose improvements, while assessing the conditions and constraints of each route.
2. Monitor freight generators, development proposals and changes in transport demand, services, network condition and road function. Review route mapping and investment priorities when material changes occur, and update regional route classifications where evidence demonstrates that the adopted criteria are met.
3. Prioritise safety improvements where heavy vehicles, visitors, cyclists and township activity interact.
4. Maintain reliable access to essential services and consider the needs of regional passenger transport when planning road improvements.
5. Assess road access to ports, rail facilities and aviation facilities where they perform a demonstrated regional function.
6. Coordinate investment priorities and road classification discussions across member councils, DIT and other relevant agencies.
7. Maintain the QGIS mapping and Regional Roads Database as the spatial record of routes and generators, with Part B documenting the assessment methodology.

IMPLEMENTATION RESPONSIBILITIES

NYLGA will coordinate regional advocacy and reviews of the plan. Member councils will maintain local route, asset and project information and lead delivery on their networks. DIT and other agencies will be involved where state-managed roads or facilities are affected. Industry, tourism, passenger transport and community stakeholders will provide evidence of changing demand to inform future assessments and projects.

DOCUMENT CONTROL, DATA SOURCES AND REFERENCES

Data currency and limitations: Data reflect the dates shown on individual figures and source notes and may change over time. The report maps provide a snapshot of the regional network at the date of issue. The NYLGA QGIS mapping and Regional Roads Database provide the spatial record of routes and generators and should be read alongside the assessment methodology in Part B.

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Cover Photograph Credits: Port Giles silos: photograph by Scott Davis, Wikimedia Commons, licensed under CC BY-SA 3.0. Cropped. Clare main street: photograph by Marionlad, Wikimedia Commons, licensed under CC BY-SA 3.0. Cropped.

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- NYLGA and member council information, including council planning, development and transport inputs supplied for the project.
- Clare Valley tourism information and Riesling Trail mapping; Yorke Peninsula tourism information and Walk the Yorke mapping.
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- Strava Global Heatmap, cycling activity view accessed May 2025. Strava data are indicative only and are not a complete measure of cycling demand.
- 2040 Regional Transport Plan – Part B: Regional Road Network Development, January 2026.

NYLGA NORTHERN & YORKE LOCAL GOVERNMENT ASSOCIATION

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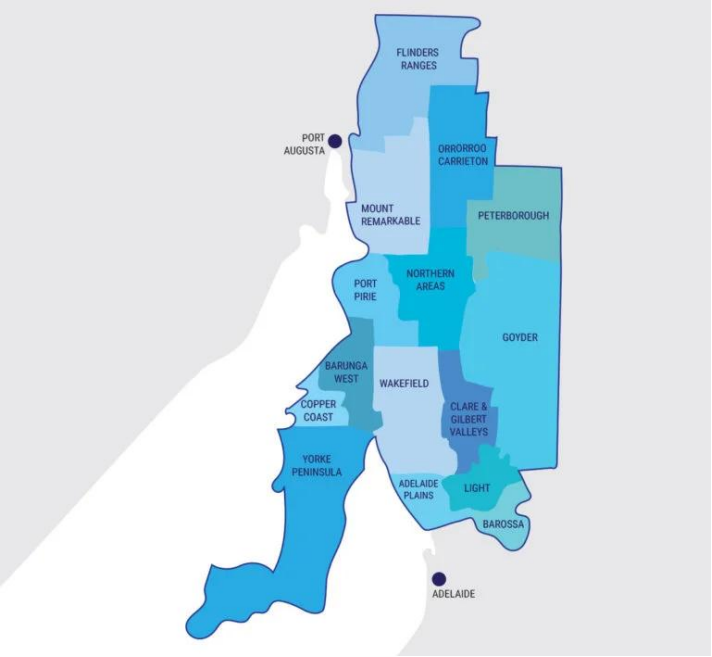
Adelaide • Melbourne • Sydney

Northern & Yorke Local Government Association

2040 REGIONAL TRANSPORT PLAN
PART B – REGIONAL ROAD NETWORK DEVELOPMENT

Final Report



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July 2026

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1.0 EXECUTIVE SUMMARY

1.1 Background and Purpose

HDS Australia has been engaged by the Northern and Yorke Local Government Association (NYLGA) to develop the 2040 Regional Transport Plan. This plan updates the previous 2030 Regional Transport Plan, which successfully assisted member councils in defining regionally significant routes and securing substantial road funding via several sources, with predominant focus on the Special Local Roads Program (SLRP).

The 2040 Regional Transport Plan establishes an updated strategic framework to capture shifting freight demands, tourism growth, and community access requirements. Crucially, it positions the region to secure funding for road infrastructure projects that require capital investment well beyond standard annual allocations.

1.2 Plan Structure and Review Cycle

To maximise usability, the report has been split into a two-part structure with distinct review timelines:

- **Part A (Strategic Context):** Utilises maps and images to visualise freight and people movements across the region. Designed as a standalone document for broad stakeholder engagement, it reflects rapidly changing policies and should be reviewed regularly.
- **Part B (Core Planning Document):** Serves as the primary strategic tool for the Road and Transport Infrastructure Advisory Committee (RTIAC) and the NYLGA Board to prioritise funding decisions over the next ten years. The report and associated documents require yearly updates to ensure it remains relevant and useful for Councils.

1.3 Key Regional Priorities

1.3.1 Freight Strategy & Network Fit-for-Purpose

The local road network faces escalating pressure from High Productivity Vehicles (HPVs) under National Heavy Vehicle Regulator (NHVR) laws and Chain of Responsibility (CoR) legislation.

- **Critical Action:** Implement a risk-based network approach to identify and assess routes failing to meet "fit-for-purpose" standards for B-Doubles.

1.3.2 Tourism & Community Access

- **Tourism:** Support major visitor economies (Barossa Valley, Yorke Peninsula, Clare and Flinders Ranges) by maintaining regionally significant routes used by commercial coaches and high-volume visitor traffic.
- **Community Access:** Ensure all weather connectivity to essential services (health, education, banking) that have centralized away from smaller country townships.
- **Public Transport Linkages:** Lobby for expanded regional express bus services and "Park & Ride" infrastructure linking the region to major centres.

1.4 Implementation and Funding Strategy

The plan puts into operation infrastructure delivery through an updated methodology aligned with the Local Government Transport Advisory Panel (LGTAP) criteria:

- **Regional Road Action Plans:** Roads are categorised by urgency based on four fit-for-purpose criteria (Speed Environment, Dimensions, Geometry, and Strength/Durability):
    - **Action Plan 1 (Immediate - 0 to 5 Years):** Addresses major deficiencies backed by council capital budget allocations.
    - **Action Plan 2 (Medium - 6 to 10 Years):** Manages major deficiencies currently mitigated via risk management due to lack of immediate capital funding.
    - **Action Plan 3 (Long Term - 11+ Years):** Captures minor deficiencies unlikely to be addressed within the decade unless conditions change.

- **Regional Roads Database:** Contains the existing regional road project entries together with up to 10 additional road upgrade projects, prioritised to establish a three-to-five-year program for annual SLRP and other funding submissions.

1.5 Summary of Recommendations for Board Adoption

1. **Reaffirm** the Regional Transport Goals established within the 2040 Transport Plan.
2. **Adopt the systematic, multi-step annual and three-to-five-year methodology for updating transport routes, action plans, and grant submissions.**
3. **Formally Adopt** the updated regional freight, tourism, and community access route maps and underpinning methodologies.
4. **Endorse** non-road transport frameworks (rail, sea, air) to guide future cross-modal infrastructure investigations.
5. **Recommit to lobbying state government for extended "Greater Adelaide" express bus networks and localised Park & Ride installations.**
6. **Establish the updated Regional Roads Database to prioritise annual local council funding bids, with the next comprehensive strategic route network review scheduled for 2030 (allowing annual "by exception" updates).**

2.0 INTRODUCTION

2.1 Regional Overview

The Northern & Yorke Local Government area (NYLGA) is the trading name of the Central Local Government Region, which is a regional subsidiary established under Section 43 and Schedule 2 of the Local Government Act 1999 (SA), formed by the following councils:

- Adelaide Plains Council
- The Barossa Council
- The District Council of Barunga West
- Clare and Gilbert Valleys Council
- Copper Coast Council
- The Flinders Ranges Council
- The Regional Council of Goyder
- Light Regional Council
- The District Council of Mount Remarkable
- Northern Areas Council
- The District Council of Orroroo Carrieton
- The District Council of Peterborough
- Port Pirie Regional Council
- Wakefield Regional Council
- Yorke Peninsula Council

The Central Local Government Region (the Region) is located in the mid north of South Australia from north of metropolitan Adelaide to as far north as Hawker, and including Yorke Peninsula, covering an area of 42,262 km2. Rural based communities throughout the area share a common interest in agriculture/horticulture, with towns primarily servicing the farming and horticultural communities and supporting the tourism sector. The Region has a population base of 127,216 according to the Australian Bureau of Statistics 2021 Census of Population and Housing (approx. 7.1% of the state population).

There are numerous regional centres that provide regional services and support both an industrial and commercial base.

The Region is serviced by four Classification A arterial road routes, namely the Augusta, Sturt, Horrocks and Barrier Highways, along with numerous Classification B arterial road routes.

The NYLGA works closely with its major regional partners, namely Regional Development Australia (RDA) Barossa, RDA Yorke and Mid North, RDA Far North and the Northern and Yorke Landscape Board, to develop a sustainable future for the Region.

2.2 Background

The original Regional Transport Strategy (RTS), together with development of a transport infrastructure multi-criteria assessment database, was prepared for the Region in 2002/03. A Regional Transport Infrastructure Planning Committee, comprising elected and/or staff representatives from the fifteen Central Local Government Region councils, was formed at the same time.

The purpose of the RTS was to establish a process by which individual councils (and the Central Local Government Region as a whole) could review their transport priorities and develop an overall RTS for roads and other transport infrastructure in the Region. A database was developed and used to score transport priorities under various criteria, based on guidelines developed in 2001 for the then Local Roads Advisory Committee as part of the State Government's Special Local Roads Program.

The 2007 RTS Review included development of a second stage of assessment for each transport priority, to address additional criteria identified by Central Local Government Region councils as being particularly relevant to the overall prioritisation and funding allocation process. The

culmination of the two stages of assessment was subsequently used as the tool for final determination of the Region's annual transport infrastructure priorities for Special Local Roads Program (SLRP) funding in particular, and potentially also for other available regional transport funding opportunities.

2.3 Overview of Previous Projects

In December 2016, HDS Australia was engaged by the Legatus Group (now NYLGA) to prepare its 2030 Regional Transport Plan. The 2030 Regional Transport Plan was a strategic level assessment of transport needs and priorities within the Central Local Government Region (the Region) for the period from 2017 to 2030. It replaced the Regional Transport Strategy (RTS), which had been in place since 2007.

The three stages of the 2030 Regional Transport plan were:

1. Identification of Land Use and Regional Transport Demands.
2. Development of a Regional Road Network which complemented the National Highway and Arterial Road Network.
3. Preparation of a Final Report.

Included in the first stage was a substantial study of all currently available literature reflecting state level strategic planning, regional planning and development issues, regional transport planning and local transport plans. 55 documents were initially examined, with input from a further five documents subsequently included in the final report.

One interim publication was prepared during development of the 2030 Regional Transport Plan. Titled "2030 Regional Transport Plan – Demand Modelling Working Paper", it was released as a draft for TIA Committee discussion in August 2017, with the final version released in October 2017 and adopted at a meeting of the TIA Committee on 3 November 2017. That document was included as Enclosure 1 to the final report.

Stage 2 of the project involved development of regional transport routes for the region, covering regionally significant and locally important freight, tourism and community access routes. The key deliverable prepared under Stage 2 was a set of approved Regional Transport Route Drawings (released 16 November 2017). These drawings formed the basis of the 2030 Regional Transport Plan.

The final report for the 2030 Regional Transport Plan was completed in December 2017. It was a current summary of regional transport priorities for the following 15 years, but it is also a "living" document which needs regular review and updating as subsequent regional planning and development initiatives influence future transport priorities.

2.4 Outline of Current Project

In late 2024, HDS Australia was engaged by NYLGA to develop a 2040 Regional Transport Plan. In the timeframe since 2017, the 2030 Transport Plan has been used primarily to assist NYLGA Road and Transport Infrastructure Advisory Committee (RTIAC) successfully bid for annual federal government road funding under the Special Local Roads Program (SLRP) through the Local Government Transport Advisory Panel (LGTAP). Numerous regionally significant road projects were funded through this grants program, which has provided a substantial financial return on the original investment in preparing the 2030 Transport Plan and the cost of annual updates.

The 2040 Regional Transport Plan included a review and update of the 2030 Regional Transport Plan so that the plan continues to meet the transport planning needs of the region, and ensure the region is best placed to pursue available road transport funding streams. Over this period there has been some significant changes in the region which need to be included within the plan, these include significant changes to freight routes due to freight centres closing or relocating, changes to routes due to industry's demand for larger vehicles and shifts due to localised

infrastructure upgrades or deficiencies. Additionally there has also been a significant change in relation to community access requirements, this is related to closure of some facilities within the region and also significant increases in residential development, primarily in the south of the region.

In recent years, the NYLGA RTIAC has identified several major road transport corridors (particularly, focused on pressure for access to larger vehicles to be granted) along with other regional transport initiatives (including an improved public transport network and the introduction of "cycle safe" tourist routes to enhance the attraction of cycling throughout the region). These initiatives require significant investment beyond that readily available through annual SLRP grants. In order to effectively engage with federal and state government agencies and other stakeholders to seek additional funds for these key projects, it was determined that an updated Regional Transport Plan was required, which appropriately reflects the latest information regarding freight demands and people movement throughout the region.

Phase 1 of the project involved a review and update of the previous NYLGA 2030 Transport Plan to create a NYLGA 2040 Regional Transport Plan.

The current project report structure was changed compared to the structure of the 2030 Regional Transport Plan. The 2040 Regional Transport Plan Part A aims to represent high level trends and movements within the region, focused around freight and people. Part A is capable of being used as a standalone document for broad stakeholder engagement. Part B is the core document, which remains a key strategic transport planning document for use by the RTIAC and the NYLGA Board to prioritise regional transport funding decisions over the next ten years.

Having addressed the strategic requirement to update the Regional Transport Plan, the project recognised the need to create an updated set of Regional Road Action Plans, based upon changes to regional roads included in the network, as well as adjustments to assessed deficiencies in the regional road network caused by on-going deterioration of roads and/or improvements resulting from recent capital works. The updated Regional Road Action Plans quantify the level of funded and unfunded capital works required to eliminate major deficiencies in the regional road network, which in turn provides further evidence supporting regional bids for additional road funding.

The project also provides for an update of the Regional Roads Database by retaining relevant existing projects and adding up to 10 additional road upgrade projects. These projects are prioritised using the methodology described in Section 8.3, which is aligned with the LGTAP SLRP assessment approach. The resulting list enables RTIAC and member councils to establish a three-to-five-year program of regional road projects for SLRP and other suitable funding opportunities.

2.5 Project Deliverables

Five separate deliverables were prepared as outcomes from the project, namely:

1. The "2040 Regional Transport Plan – Part A: Strategic Planning Review and Future Directions – Final Report".

2. This "2040 Regional Transport Plan – Part B: Regional Road Network Development – Final Report".

3. A new set of Regional Transport Route drawings, depicting all regionally significant freight, tourism and community access routes. All drawings are shown using the QGIS platform; https://qgiscloud.com/

4. A new set of Regional Road Action Plans, showing the strategic level condition of all regionally significant freight, tourism and community access routes. All three action plans, and the compliant roads list, are included in Appendix B.

5. An updated Regional Roads Database, retaining relevant existing projects and incorporating up to 10 additional road upgrade projects for consideration over the next three to five years, referenced in Appendix C.

3.0 ARTERIAL ROAD NETWORK CONSIDERATIONS

3.1 General

Following on from principles defined in the earlier Regional Transport Plans, it could be reasonably assumed that DIT controlled arterial roads within the Region are able to provide sufficient capacity and adequate road safety standards to allow for general freight movements up to semi-trailer (20m long) classification, along with all expected tourism and community access road transport requirements.

This assumption is fundamental to the inherent concept within NYLGA regional transport planning that linking a regionally significant local road to a DIT controlled arterial road will enable all subsequent network links (whether freight, tourism or community access based) to be safely achieved. Unfortunately, the DIT controlled arterial road network does not achieve this ideal solution, for several major reasons.

Some arterial roads contain localised constraints that can affect their suitability for standard heavy vehicles or Restricted Access Vehicles (RAVs), including narrow pavements and bridges, constrained intersections, limited shoulder width, geometry and structural capacity. RAV access is authorised through approved networks or permits following assessment by the relevant road manager. South Australian heavy vehicle networks are now published through the NHVR National Network Map and Route Planner, supported where relevant by South Australian road-operations mapping.

Secondly traffic growth, along with higher expectations by the community regarding road safety, has resulted in identified (often isolated) deficiencies in the arterial road network, which are being addressed by DIT under various improvement programs. A range of these deficiencies have been identified through DIT's bridge capacity assessment program and the federally funded "Black Spot" program. Section 3.4 discusses in more detail some of these identified deficiencies in the DIT network.

3.2 Heavy Vehicle Access Framework

South Australia's 20-Year State Infrastructure Strategy 2025 provides the current state-wide infrastructure planning context to 2045. It emphasises integrated planning, productivity, regional economic development, strategic asset management and making best use of existing infrastructure. Regional route planning should align proposed upgrades and advocacy with the relevant outcomes and recommendations of that Strategy and with current state transport strategies.

The above aim is achieved by the development of road freight networks and corridors for heavy vehicles which consider environmental and social issues that are now given greater prominence by the community in general. Road freight networks must also be developed in the context of providing a complete, sustainable and efficient land transport system in South Australia by complementing and interacting with other transport modes, particularly rail.

The HVAF provides policy and direction for meeting the main objectives of South Australia's Strategic Plan for heavy vehicle operation. It seeks to achieve a sustainable balance between the interests of all stakeholders, and guide heavy vehicle access to the road network for the long term.

Heavy vehicle operations are divided into three categories. These are:

- General Access
- Restricted Access by Gazette Notice
- Restricted Access by Permit

General Access vehicles include heavy vehicles that comply with the applicable mass and dimension limits and may operate without a route-specific access approval, subject to the Heavy Vehicle National Law, regulations and road rules. RAVs that exceed general access limits may

operate only where authorised by a notice or permit and must comply with all network conditions and restrictions.

Restricted Access Vehicles can operate only on approved routes or under an access permit. Approved networks and their conditions should be confirmed using the NHVR National Network Map and Route Planner, together with any applicable South Australian road-operations information. Route status can change, so access should be verified at the time of travel rather than inferred solely from inclusion in this regional plan.

Permit operations apply where a vehicle or route is not covered by an applicable notice or approved network. Permit decisions should be based on the vehicle configuration, proposed route, infrastructure capability and identified risks. Where access is recurring, road managers should consider whether a network-level assessment and enduring access arrangement is more appropriate than repeated individual permits, subject to the relevant statutory process.

Under the HVAF, the road freight network in South Australia is divided into three categories. These are:

Key Freight Routes

Key Freight Routes are defined as routes that provide a high capacity for the movement of freight. They can include a combination of roads on the national network, state arterial and local roads that include:

- major links between important economic regions and freight centres, industrial, agricultural and manufacturing areas;
- connections to state borders; and
- intermodal connections at rail terminals, seaports and airports.

The Augusta Highway is an obvious example of a Key Freight Route which traverses the Region.

General Freight Routes

General Freight Routes are defined as routes that:

- provide ongoing access to transport depots, manufacturing and processing plants; and
- link into the Key Freight Route network.

General Freight Routes also include roads of regional significance and, along with Key Freight Routes, provide for the movement of general freight transport activities all year round.

Commodity Freight Routes

Commodity Freight Routes are routes that can safely accommodate the operation of RAVs on a limited or seasonal basis where traffic volumes are very low and, in most cases, limited to particular users transporting specific primary products (i.e. the transport of grain from paddock to silo).

This category provides a ”fit for purpose” road network that matches the prevailing freight task where conditions of operation, not appropriate for key or general freight routes, can be applied through a risk assessment process.

Higher Mass Limits

In addition to the above three general mass limit (GML) categories, further specific approvals are required where vehicles operate under higher mass limits (HML).

Axle mass limits are imposed on heavy vehicles to protect roads and bridges from unacceptable wear, tear and damage. Road damage is caused by the dynamic impact of heavy vehicles travelling along the road. The higher the speed the greater the dynamic impact on the road surface. Dynamic impact can be reduced with a corresponding reduction in road damage with the use of special soft riding suspensions. These suspensions are known as “Road Friendly Suspensions” and are certified under a national identification scheme.

3.3 Link to 20-Year State Infrastructure Strategy

The general direction of South Australia’s 20-Year State Infrastructure Strategy Snapshot focuses on the provision of freight corridors for heavy vehicle access and discourages inappropriate use of roads primarily designed for light vehicle and passenger cars. There is a responsibility by industry to encompass these principles and ensure that the most appropriate configuration of vehicle is used for the freight task in local and residential streets. The assessment of routes is therefore based on matching HVAF criteria to appropriate road design and safety standards.

3.4 Deficiencies in the Arterial Road Network

3.4.1 Bridge Capacity Assessments

DIT maintains a list of bridges with kerb to kerb widths of less than 8.4 metres. This constitutes a deficiency in the ability of those bridges to accommodate unrestricted two-way freight movements, although restricted (sometimes one way) freight movements are still possible at most of these sites. A list of deficient bridge sites within the Region is available from DIT.

As part of future updates to the regional network mapping, NYLGA should seek available bridge assessment information from DIT and member councils. The mapping should distinguish bridges with a confirmed width, load or other access constraint from bridges for which current assessment information is unavailable. An absence of current information should be recorded as a data gap, rather than treated as a confirmed deficiency.

3.4.2 Black Spot Discrete Sites

DIT maintains road crash and Black Spot information for the state road network. For discrete sites, a Black Spot is generally identified through a demonstrated casualty crash history over a defined period. Current crash and safety data should be reviewed periodically to identify locations within the NYLGA region where targeted safety investigations or funding applications may be warranted. The arterial road network should not be assumed to be free of deficiencies merely because a route is DIT controlled; isolated safety, geometry, shoulder, intersection and bridge constraints may affect its suitability for regional freight, tourism and community access movements.

In addition to individual bridge and crash locations, changes in road standard along a major regional corridor can affect the consistency and legibility of travel. Relevant matters include pavement and shoulder width, surface condition, delineation, signage, roadside vegetation and transitions between speed environments. NYLGA should work with member councils and DIT to identify material changes along regionally significant routes and assess them against the road’s function and an appropriate fit-for-purpose standard. This may inform coordinated corridor improvements across road-manager and council boundaries.

4.0 FREIGHT ROUTES OF REGIONAL SIGNIFICANCE

4.1 Regional Freight Strategy

The freight industry is making changes at a very rapid rate and those changes are having very real impacts on local government in the management of the local road network.

The Heavy Vehicle National Law (HVNL) and associated regulations have applied in South Australia since 2014, with strengthened Chain of Responsibility duties introduced in 2018. A national review commenced in 2019 and resulted in the Heavy Vehicle National Law Amendment Act 2025 and associated amendment regulations. The amended HVNL is scheduled to commence on 1 August 2026 and places increased emphasis on risk-based safety management and outcomes. This report should therefore be read together with the legislation and NHVR guidance in force at the time of implementation.

A key issue for local government as road manager is responding to heavy vehicle access applications and determining whether local road networks are suitable for different vehicle classes, including Performance Based Standards vehicles. Decisions should balance freight productivity with infrastructure condition, road safety, community impacts and the road manager's statutory responsibilities under the HVNL and related access arrangements.

The critical action under this regional freight strategy is therefore to undertake regional route assessments and determine those freight routes that do not comply with fit-for-purpose standards for at least B-Doubles. This will need to be done using a network level version of the heavy vehicle route assessment approach, which is a national risk-based approach to freight route assessment that defines existing risks and likely residual risks after upgrade in terms of P1 (very high) risk down to P4 (low) risk. Management of access by restricted access vehicles to regional freight routes, as well as associated access to local freight routes, is then achieved via a combination of gazetted routes, long term permits and short term permits, dependent upon the route's risk profile.

4.2 Freight Demands

The Regional Freight section of Part A provides the detailed policy review and demand analysis for freight transport movements within the Region.

In summary, sources of freight movements in the Region comprise three fundamental types:

1. Individual properties throughout the region. In this instance, freight movements are generally of low volume and spread across various roads in the network, dictated by the needs of individual businesses. In some cases, use of B-Doubles may be required. These will generally be approved via issue of individual permits or, if required on a regular basis, through an applicable network notice or other approved access arrangement (refer Section 3.2).

   The presence of B-Doubles may dictate that these "farm/industry gate to arterial road" freight routes qualify as important freight routes within an individual council's area of responsibility. However, the routes do not necessarily qualify as regionally significant unless the daily quantity of B-Double movements is high enough that the quantity of freight being moved brings substantial economic benefit to the region. This would be the case where freight movements from many individual properties start to concentrate onto a common route. An example of this is large grain bunkers where vehicles from multiple farms use common roads as they approach the destination.

2. Industrial and logistics development zones in Key Towns and Important Centres. These zones generate significant economic activity which is of benefit to an individual council's area of responsibility and to the Region. In a small number of cases, the centres could be considered of importance to the entire state.

Major and emerging industrial and logistics areas within the Region include facilities and precincts at Two Wells and Mallala, Roseworthy and Freeling, Balaklava and Bowmans, Port Pirie, Wallaroo and Kadina, Ardrossan and Port Giles, Clare, Jamestown, Peterborough and other key regional centres. Local roads connecting these areas to the DIT arterial road network may qualify as regionally significant where freight volumes meet the thresholds in Section 4.4 or where the route performs a broader strategic network function.

Port Pirie also functions as a grain freight destination, with ADM receiving grain and loading cargoes at the port; this activity should be reflected in the freight-generator mapping.

Bowmans Intermodal is an existing rail and road freight node and should be identified as such in the regional freight mapping. The proposed Hillside project south of Ardrossan is a potential future freight generator. Its operational freight volumes, transport arrangements and any resulting road-route significance should be reviewed when reliable project information becomes available. Construction traffic alone should not determine whether a route is classified as regionally significant.

Various minor industrial zones exist in important centres throughout the Region. These are identified in the Development Plan applicable to each NYLGA constituent council. Local roads connecting minor industrial zones to a nearby arterial road will qualify as being of local importance, but to be considered for regional significance they require a sufficient number of freight movements to demonstrate economic benefit to the region as a whole.

Freight generators identified through the previous 2030 Regional Transport Plan and updated through consultation with council representatives are presented spatially in the QGIS regional transport mapping. The QGIS layout is the primary source for the location and classification of freight generators and can be updated as regional freight activities change.

3. Major extractive industries and other high-volume freight generators can create regionally significant freight tasks where products are transported predominantly by road. The significance of a local road connecting a generator to the arterial or regional freight network depends on the number and type of heavy vehicle movements, freight tonnage, strategic network function and the extent to which movements from multiple generators converge onto a common route.

4.3 Capacity and Safety Issues

If considered in isolation to other road users, freight routes could be established as the shortest link between freight demand generators (such as the major industrial/logistic zones, minor industrial zones, extractive industries or individual properties) and arterial roads. However, use of the road network by commuters and tourists generates several different sets of road user requirements which must be catered for. The safety of all road users is affected by the capacity of individual roads to handle these differing requirements.

Where possible, separation of freight movements from commuter/tourist traffic achieves pronounced improvements in road safety for all users. The continued introduction of freight bypasses for key towns and important centres has therefore been given a very high priority by the state government, with implementation of its strategic town bypass policy being recognised as a strategic transport project within the 20-Year State Infrastructure Strategy Snapshot.

4.4 Definition of Regionally Significant Freight Routes

The most appropriate definition of a regionally significant freight route remains that which is contained within the December 2001 Roads Infrastructure Database (RID) Project Report, namely that a "Freight" purpose "*Facilitates industry development by linking key industries to major transport routes and contributes to efficient movement of large volumes of heavy freight vehicles*".

The term “large volumes of heavy freight vehicles” was never fully defined in the RID Project Report, nor in any of the subsequent strategic planning documents which have been released. During development of a new set of regionally significant freight routes as part of the 2030 Regional Transport Plan, the RTIAC adopted a recommendation contained within the 2030 Regional Transport Plan that the following quantifiable definition of a “large volume of heavy freight vehicles” be applied:

- At least 10 B-Double movements per day (50 per week) on a two way basis (i.e. half may be empty or part full); or
- At least 20 semi-trailer movements per day (100 per week) on a two way basis (i.e. half may be empty or part full); or
- Any combination of the above where a B-Double counts as two semi-trailers.

This definition has been retained for the 2040 Regional Transport Plan.

As an alternative to heavy freight vehicle movements, the significance of a freight route can also be defined in terms of average tonnages moved on a daily, weekly or annual basis. Based upon creating an equivalent definition to the five fully laden B-Double movements per day (and five empty returns) mentioned above, at an average 40 tonne load, movement of 200 tonne of freight per day along the route then becomes an alternative measure of whether the road can be considered regionally significant. In turn, based upon a five day working week, 1,000 tonne of freight per week or 50,000 tonne of freight per annum also become definitions by which a road can be classified as regionally significant.

Seasonal freight tasks should be assessed against the annual freight tonnage criterion rather than average daily vehicle movements alone. A road section may qualify where at least 50,000 tonnes of freight per annum travels along it, including where those movements are concentrated during harvest. This may comprise freight from a significant generator or freight from multiple origins that converges onto a defined road section. Peak-period vehicle movements should also be considered when assessing the route’s capacity and safety.

Temporary movements generated solely by a one-off construction project, such as construction of a wind farm, do not by themselves establish a regionally significant freight route, even where construction-year movements exceed the threshold. Any continuing freight task once the project is operational should be assessed separately. Construction traffic may still require project-specific access, safety and road-condition management.

4.5 Methodology for Creation of Regional Freight Routes

Freight generator locations and classifications are maintained in the QGIS regional transport mapping that forms Appendix A. The process of converting freight generators into regional freight routes is based on linking the DIT arterial and strategic freight network with generators that meet the adopted regional significance criteria, as described in Sections 4.2 and 4.4. Where a route is nominated on the basis of seasonal freight, the supporting evidence should identify the defined road section, estimated annual tonnage passing along it, the period of peak movements and the source of the estimates.

4.6 Summary of Findings – Regional Freight Routes

Consistent with the approach previously used in the 2030 Regional Transport Plan, the process for developing regional freight routes was undertaken in four steps, namely:

1. Major regional freight generators and industrial or logistics precincts were linked to the nearest suitable DIT arterial road, national highway, port, rail terminal or existing regionally significant freight route. Examples include connections serving Two Wells and Mallala, Bowmans, Balaklava, Port Pirie, Wallaroo, Ardrossan, Port Giles, Clare, Jamestown and Peterborough.

2. Minor industrial centres and individual freight generators were examined, with connection to a DIT arterial road or existing regional freight route determined to be regionally significant where the volume of heavy vehicles or annual tonnage met the thresholds in Section 4.4. Routes that did not meet the regional threshold may still be identified by the relevant council as locally important freight routes.

3. Other freight generators, including quarries, mines, grain receival sites, feedlots, intensive animal industries, waste facilities, wineries and agricultural processing facilities, were examined using the same criteria. Connections were included where the freight task met the adopted regional significance thresholds or where multiple generators converged onto a common strategic route.

4. Some council roads form part of strategic cross-council or cross-regional freight corridors and may perform a function comparable to the state arterial network. Where appropriate, NYLGA should continue to advocate for coordinated corridor investment, consistent route standards and, where justified, road classification or management responsibility reviews with DIT. This is particularly relevant where heavy vehicle access, port or rail connections, bypass functions, or changing freight patterns place a regional burden on individual councils.

As a result of the above process, regional freight route maps have been created. The maps are maintained through the QGIS platform and should be read together with the route definitions, freight generator information and annual update process described in this report. The maps form Appendix A and are intended to be updated by exception as new evidence, route changes or freight generators emerge.

5.0 TOURISM ROUTES OF REGIONAL SIGNIFICANCE

5.1 Tourism Demands

The Regional Tourism section of Part A provides the detailed policy review and current demand analysis for tourism transport requirements within the Region. The route definitions remain unchanged, while destinations and route usage should be reviewed periodically as visitor markets, promoted touring routes and tourism infrastructure evolve.

5.2 Current Tourism Context

The South Australian Tourism Commission and regional tourism organisations promote destinations and visitor experiences across South Australia. The operational Mid North and Yorke Tourism Zone represents Clare Valley, Yorke Peninsula and Southern Flinders, while separate organisations represent Barossa and Flinders Ranges and Outback. These organisational arrangements should be distinguished from the tourism regions used to report visitor statistics. Inclusion in tourism promotional material is an important indicator but does not, by itself, establish regional route significance. The likely number of visitors, role within a broader itinerary, commercial coach access, road safety and connection to the arterial network should also be considered.

Current tourism statistics and market trends are summarised in Part A and should be updated using the latest available South Australian Tourism Commission and regional tourism information. Part B therefore focuses on the enduring route definitions and assessment methodology rather than reproducing time-sensitive visitor statistics.

5.3 Strategic Tourism Considerations

Regional tourism strategies, destination management plans, visitor information and council tourism plans provide the strategic context for identifying tourism transport needs. These sources should be reviewed alongside current route use, commercial coach requirements, road safety and access to major destinations when regional tourism routes are updated.

5.4 Definition of Regionally Significant Tourism Routes

The most appropriate definition of a regionally significant tourism route is again drawn from that which is contained within the December 2001 Roads Infrastructure Database (RID) Project Report, namely that a "Tourism" purpose "*Provides access to tourism sites and locations and enables people to view scenic attractions in a safe and enjoyable manner*".

Once again, the above definition fails to provide any quantifiable measure that differentiates between regionally significant tourism routes and locally important tourism routes (including scenic drives). Therefore, to assist with development of regional tourism routes as part of the 2040 Regional Transport Plan, the RTIAC continues to use recommendations previously endorsed for the 2030 Transport Plan, that regionally significant tourism routes should be identified using the principles outlined in the following paragraphs.

As reflected in the Regional Tourism section of Part A, a study of SA Tourism statewide promotional material shows tourism destinations of state significance, along with regional tourism promotional material, as well as local council and private sector publications. Tourism information was also based on a number of scenic drives indicated in regional promotional material, as well as on maps maintained at a state level by DIT.

The difference between designation of a tourism destination as “primary” or “secondary” was therefore based on two key indicators, namely:

1. The target audience and level of advertising of the destination was the major factor. Primary destinations were those which the state government and private operators advertise interstate and overseas, thereby attracting tourists into the state. Such

destinations have state significance. Obvious examples included the Barossa, Clare Valley, Flinders Ranges & Outback and Yorke Peninsula.

2. The size of vehicles that commercial tourism operators use on the route was used as a secondary indicator of route importance. For instance, routes which cater for 40 seat tourist buses were considered as primary tourism routes while routes catering for 20 seat tourist buses (e.g. coasters, etc) were considered secondary tourism routes.

In addition, a route which was promoted as having state significance, like the RM Williams Way or Main North Road, were considered primary tourism routes. On the other hand, well advertised major attractions, but usually only accessed by private vehicles, were considered secondary routes. Examples of this type of route include access roads to various national parks in the Region.

As well as the tourist destinations themselves, any township offering a visitor information centre highlighting attractions in the surrounding region, such as Kadina, was also identified. This acknowledged the fact that visitor information centres serve to enhance a tourist's experience in the area by providing information on additional attractions which might not otherwise have been known to the tourist, thereby encouraging them to stay longer.

5.5 Summary of Findings – Regional Tourism Routes

The process for developing regional tourism routes was undertaken in three steps, namely:

1. Primary tourism destinations were linked to the nearest suitable DIT arterial road, national highway or existing regional tourism route where they were not already located on the state network. This includes strategic access to the Barossa, Clare Valley, Yorke Peninsula and Flinders Ranges and Outback tourism regions, together with key townships, visitor information centres, national parks, coastal destinations and established touring routes.

2. Secondary tourism destinations were assessed against the criteria in Section 5.4, including the level of promotion, visitor demand and the type and frequency of commercial tourism vehicles using the route. Routes regularly used by full-size coaches or forming part of a strategic touring itinerary may warrant primary status, while routes serving lower-volume attractions, scenic destinations or smaller vehicles may be classified as secondary or locally important tourism routes.

3. Secondary tourism destinations attracting fewer than 100 visitors per day were generally considered locally important, unless regular commercial coach use or their role in a strategic touring route justified regional significance. A destination attracting around 100 or more visitors per day may support a regional route nomination, subject to the other criteria in Section 5.4. Similarly, local scenic routes that were not promoted in tourism publications outside of the region, were considered to have local importance, rather than regional significance.

As a result of the above process, regional tourist route maps have been created. The maps are maintained through the QGIS platform and should be read together with the route definitions, tourist generator information and annual update process described in this report. The maps form Appendix A and are intended to be updated by exception as new evidence, route changes or tourist generators emerge.

6.0 COMMUNITY ACCESS ROUTES OF REGIONAL SIGNIFICANCE

6.1 Community Access Demands

The underlying definition for regionally significant community access routes, as contained in the 2030 Transport Plan, remains substantially unchanged in the 2040 Regional Transport Plan.

Firstly, the location of town and community centres were determined using the CFS Emergency Services Map Books. 2021 census data was then used to update previous 2030 Regional Transport Plan information about the size of town and community centres which have permanent populations exceeding 50. Isolated communities with a permanent population less than 50, where there is only one road access in to and out of the community, have also been included.

Population data for all towns and communities was gathered from individual councils via ratepayer data and census data. Note that the community access network is based on town centres, which are clusters of households, rather than households scattered over a length of road.

Population data for key towns and for important centres were then cross checked against data supplied by councils. Where a discrepancy existed, data from the Road Classification Guidelines has been used.

Once locations for all town centres were established, and population data received, the provision of essential services was assessed. Essential services are considered to cover the five areas of education, health, finance (banking), recreation and emergency services. The presence of an essential service was defined using various criteria. Education requires a school of at least R-7 level. Health requires a doctor's surgery or hospital with full time doctor in attendance (not a visiting GP). Finance requires an operational bank or other lending institution (i.e. not an agency arrangement). Recreation requires an established sporting club with clubrooms used for social functions (not just an oval or netball/tennis courts). Emergency services requires at least one of ambulance, police or SES to be based in the township/community, along with a regional control or training facility for CFS (not just a volunteer station).

6.2 Definition of Regionally Significant Community Access Routes

The most appropriate definition of a regionally significant community access route is again drawn from that which is contained within the December 2001 Roads Infrastructure Database (RID) Project Report, namely that a "Social" (now referred to as "Community Access") purpose "*Provides for community development and equitable access to community facilities, whilst minimising the impact of heavy vehicles on the community*".

By combining the presence of essential services with population data, town centre locations and the DIT arterial road network, maps showing regionally significant community access routes have been created (included in Appendix A of this report). These maps show various colours for individual towns or community centres, based on the number of essential services available in that location, namely:

- Red – 0 services
- Orange – 1 Service
- Magenta – 2 services
- Yellow – 3 services
- Blue – 4 services
- Green – 5 services

Population is represented on the maps by the size of circles, with the ranges being:

- Small Community 50-100,
- Large Community 100-1000,
- Important Centre 1000-3000, and
- Key Town >3000.

Most townships and communities are on the arterial road network, thereby being provided with a connection to other town centres with more or different services. Several communities, though, are not on the arterial road network. Some examples include; Corny Point, Middle Beach, Tickera, Booborowie, Koolunga and Nelshaby.

Each Large Community (i.e. with a population of 100+) that is isolated from the arterial road network has automatically been provided with a regionally significant community access route to the nearest town centre or a DIT arterial road. A Small Community that is isolated from the arterial road network and has a high risk to life in the event of a major emergency (such as a bushfire), was also considered to require a regionally significant community access route. However, any Small Community which is not at significant risk in an emergency was considered to require an access route of local importance (i.e. council level), rather than at a regional level.

An extra warrant for development of a regionally significant community access route, not directly related to specific communities, was also introduced. This warrant involved determining the point at which local roads become a common use facility for at least 100 people, all coming from either individual farms or isolated communities each of less than 50 permanent population, and requiring access to their nearest town providing some or all of the five essential services. Application of this situation resulted in some local roads which feed directly into towns being of regional significance for part of their length, but of only local significance for the remainder. An example of this was Thomas Plains Road, which serves a large community east of Kadina, but which does not satisfy the criteria for being considered a regionally significant community access route over its entire length.

The Pinery bushfire in November 2015 and subsequent major fire events across regional South Australia reinforced the importance of resilient road networks for emergency access, evacuation and recovery. Where a community relies on a single route, or where an alternative route provides an important emergency function, this should be considered as supporting evidence when assessing community access significance and prioritising network resilience improvements.

6.3 Summary of Findings –Regional Community Access Routes

The process for developing regional community access routes was undertaken in four steps, namely:

1. All communities in the Region with at least 50 permanent residents, along with essential services available in each of those communities, were identified using the methodology described in Section 6.2.

2. Large Communities, and Important Centres where relevant, were linked by a regionally significant community access route to a DIT arterial road or a larger community providing the required essential services. An isolated Small Community was assigned a regionally significant route only where a demonstrated high risk to life in a major emergency justified it. Other Small Community connections were treated as locally important.

3. For communities with a regionally significant primary access route and a demonstrated high emergency risk, a second route in a different direction was identified where a suitable route was available and its emergency access function could be justified.

4. Using ratepayer property information provided by individual councils, concentration points were determined for certain local roads servicing at least 100 permanent residents across diverse rural properties and very small communities. The section of local road from these concentration points to the nearest community with the relevant essential services (either directly or via a DIT arterial road) was then defined as a regionally significant community access route.

As a result of the above process, regional community access route maps have been created. The maps are maintained through the QGIS platform and should be read together with the route definitions, community access generator information and annual update process described in this

report. The maps form Appendix A and are intended to be updated by exception as new evidence, route changes or community access generators emerge.

7.0 OTHER ROAD USER CONSIDERATIONS

7.1 General

The movement of freight, tourists and the general population throughout the Region, indeed throughout the state, is primarily via the national highways, arterial road and local road networks. However, other modes of transport are very relevant to transport planning, particularly where sea gaps are involved (such as across the Spencer Gulf) or where distances increase sufficiently such that intermodal transfer times and costs associated with using air and rail transport are small compared with travel time and mass freight haulage benefits.

Sustainable use of the existing and any upgraded road network also requires optimisation of its capacity by achieving higher numbers of people per vehicle (through use of buses and carpooling) and by diverting passenger movements to rail and tram networks where feasible (mainly in the metropolitan area). Consideration of public transport options, and future upgrades in this area, is therefore critical to achievement of a total sustainable transport planning solution for the Region.

Tourism orientated and commuter based dedicated cycling networks (both on-road and off-road) are increasing in importance as a mode of transport throughout the Region, both within built up areas and on roads and separate trails between townships. The connectivity of these cycling networks, and the safe interaction of vehicles and cyclists along individual elements of the cycling networks, are a key consideration for both individual councils and the region as a whole.

7.2 Public Transport

Part A provides a high level overview of public transport policy.

Some key conclusions from that analysis are:

1. The current policy for public transport in the State of South Australia is mainly focused on revitalisation for the higher demand centres in the Adelaide Metropolitan area.

2. Regional public transport services within the NYLGA area are limited and are generally focused on scheduled coach services, community passenger networks and connections to Adelaide and major regional centres. Opportunities should be pursued to improve service frequency, timetable coordination and interchange quality, particularly for growing communities in the southern part of the Region and for residents requiring access to health, education, employment and other essential services.

3. The provision of local infrastructure such as Park & Ride areas, safe passenger set-down and pick-up facilities, accessible stops, shelters, lighting and wayfinding should be encouraged at suitable regional centres and strategic interchange points. These facilities can improve access to regional coach services, community transport and future express bus connections.

4. Local public transport will tend to be provided within communities by Integrated Transport Services and Community Passenger Networks, supplemented where viable by Regional Taxi Services.

Population growth in the southern part of the NYLGA region, particularly around Adelaide Plains, Light and Barossa council areas, is increasing demand for improved public transport links to Adelaide and nearby employment and service centres. NYLGA should continue to advocate for expanded regional express bus services, better integration with metropolitan rail and bus services, and targeted Park & Ride facilities where demand can be demonstrated.

7.3 Regional Cycling

Part A provides a high level overview of regional cycling.

Some key conclusions from that analysis are:

Tourism orientated and commuter based dedicated cycling networks (both on-road and off-road) are increasing in importance as a mode of transport throughout the Region, both within built up areas and on roads and separate trails between townships. The connectivity of these cycling networks, and the safe interaction of vehicles and cyclists along individual elements of the cycling networks, are a key consideration for both individual councils and the entire region.

Commuter based cycling requirements, applicable primarily to school children but also to potential localised ride-to-work or ride-to-shops trips, are generally addressed very well in the above township level bicycle strategies. Typically, dedicated on-road full time or school hours bicycle lanes are introduced, with parking controls and linemarking used to provide a relatively safe riding environment. However, safety issues arise with the available width of bike lanes and close proximity of cars and trucks, the continuity of such on-road networks, and at points where the on-road lanes cross existing streets, particularly higher volume roads.

Longer-distance cycling opportunities are provided through established trails and touring routes including the Riesling Trail, Walk the Yorke, the Mawson Trail and other local and regional shared paths. These routes interact with the road network at crossings, trailheads, township connections and sections where cyclists share road space. Safe connections, wayfinding, parking, rest facilities and appropriate shoulder treatments should be considered as part of regional transport planning.

The Region's varied landscapes, townships, coastal areas, wine regions and long-distance trails create opportunities for cross-council cycling tourism and active transport connections. Priority should be given to closing gaps between established trails and town centres, improving safe road crossings and shared-road sections, and coordinating route promotion and infrastructure standards across council boundaries.

Where a road forms part of a regional cycling connection, the appropriate treatment should be determined through a site-specific assessment of cycling demand, traffic speed and volume, heavy vehicle use, available width, sight distance and road condition. Treatments may include sealed shoulders, separated paths, signage, line marking and improvements at crossings or intersections. Shoulder widths and crossing layouts should be selected during detailed design using applicable DIT and Austroads guidance.

The first step in developing an integrated regional cycling network, which combines localised on-road bike lanes and off-road shared paths with cycle safe regional roads, is to identify all current cycling facilities and the potential connecting roads most likely to be used by cyclists. Development of this concept, with input from all NYLGA constituent councils, is highly recommended.

7.4 Future Strategic Routes and Road Classification Advocacy

Some roads may have an emerging or potential regional function that is not fully demonstrated by current traffic volumes. Examples include roads serving proposed industrial or renewable energy developments, future residential growth, changes to grain and freight handling facilities, proposed bypasses, alternative freight corridors and roads that may change function following a road transfer or network upgrade.

To avoid losing sight of these opportunities, NYLGA should maintain a separate category of Future Strategic or Investigation Routes within the QGIS system. Inclusion in this category would not automatically confirm regional significance or funding priority. It would identify routes that warrant monitoring, data collection, feasibility assessment or further engagement with industry, councils and DIT.

A Future Strategic or Investigation Route should be supported by evidence of the anticipated future function, the likely timeframe, the development or network change that would trigger demand, and the expected regional benefit. Once the relevant trigger occurs and the adopted

route definition is satisfied, the route can be considered for formal inclusion in the regional road network.

Where a council road performs a function more consistent with the state arterial network, NYLGA should support the preparation of an evidence-based advocacy case. This should address the route function, continuity with the arterial network, freight and passenger movements, cross-council significance, asset condition, upgrade requirements and the implications for future ownership and maintenance. Potential road transfers should be maintained as a regional advocacy list and progressed collaboratively with DIT rather than assumed as an outcome of this Plan.

8.0 METHODOLOGY FOR REVIEW AND UPDATE OF THE PLAN

8.1 Background

Since the NYLGA released its 2030 Transport Plan in December 2017, there has been no review of the fundamental assumptions and associated content of the original report until this current project. Periodic updates to the regionally significant routes which formed part of the original 2030 Transport Plan have been proposed by individual councils and endorsed by the RTIAC. Invariably, these updates have occurred on an annual basis when councils are preparing bids for Special Local Roads Program (SLRP) and discover that a particular road is not shown as regionally significant.

Inherent within the development of the 2040 Regional Transport Plan is the need to refine the methodology for review and update of the plan itself and the associated regional route maps that form the basis of the 2040 Regional Transport Plan. This ensures that the 2040 Regional Transport Plan is a "living" document in which the NYLGA is able to incrementally reflect changing regional needs by periodic updates to the plan during its expected 10-to-15-year life.

The following methodology for periodic review and update of the 2040 Regional Transport Plan, as well as activities associated with regional prioritisation of annual SLRP funding applications, is therefore proposed. It is based upon similar successful methodologies used by other Regional Local Government Associations in South Australia as part of their regional transport planning process.

8.2 Overview of Process

The table below summarises the six-step methodology for reviewing the Plan and pursuing funding.

Step 1 addresses the need to periodically review all regional route plans developed as part of the 2040 Regional Transport Plan (refer to Appendix A for the current plans). Changes to regional routes will be driven by changes to economic and social needs within the Region.

Step 2 allows councils to update the regional road action plans, which identify regionally significant local roads that are not fit for purpose, then establish short, medium and long term upgrade priorities (refer to Section 9 for further details).

Step 3 allows the RTIAC, with input from a consultant as independent reviewer if desired, to prioritise a subset of roads in Action Plan 1 (i.e. those roads showing significant deficiencies which councils have included as a priority under their individual capital works programs (refer to Section 9)).

The above three steps should be conducted every three to five years.

Steps 4 to 6 describe the annual grant application process which, if applied consistently, should maximise the potential for road projects submitted through the NYLGA RTIAC to receive funding under the SLRP and from other sources. Applications should follow the guidance, forms, evidence requirements and lodgement process for the relevant funding program.

The timing in the methodology table indicates how often each step is undertaken, rather than fixed submission months. Funding program opening dates and deadlines may change. NYLGA and member councils should check the current requirements for each program and allow sufficient time for project scoping, council budget decisions, supporting evidence and any RTIAC review required before an application is lodged.

The Regional Roads Database and Action Plans may support applications to the Special Local Roads Program (SLRP), Safer Local Roads and Infrastructure Program (SLRIP), Black Spot Program and other suitable funding programs. Each proposal should be matched to the relevant program's eligibility, evidence and application requirements.

2040 REGIONAL TRANSPORT PLAN
METHODOLOGY FOR REVIEW AND UPDATE

Step	Timing	Action
1. Review Regional Routes	Every 3-5 years	Review freight, tourism and community access routes against the adopted criteria. Update the QGIS route maps using evidence from councils, DIT and other relevant stakeholders.
2. Update Road Action Plans	Every 3-5 years	Councils review route condition and deficiencies and identify short, medium and long-term upgrade priorities.
3. Prioritise the Regional Roads Database	Every 3-5 years	Assess proposed projects, primarily from Action Plan 1, using the road proposal methodology in **Section 8.3**. Confirm regional priorities through RTIAC.
4. Confirm Projects for Funding	Annually	Identify projects suitable for **SLRP, SLRIP, the Black Spot Program** or other available funding. Check each program's eligibility and evidence requirements.
5. Prepare Applications	Annually	Councils prepare the project scope, costs and supporting evidence. Seek RTIAC review or endorsement where required by the relevant process.
6. Submit Applications	Annually	Lodge each application through the process specified for that funding program.

Updates by exception: Between comprehensive reviews, material changes to generators, demand or route function may be assessed and recorded in QGIS through the RTIAC review process.

8.3 Road Proposal Assessment

The road proposal assessment described in Step 3 of the methodology table is closely aligned with recommendations contained within the Roads Infrastructure Database (RID) Project Report released in 2001. The RID Project guidelines are used by the LGTAP as part of its annual assessment process for grant funding under the Special Local Roads Program (SLRP). Strong alignment between the NYLGA and LGTAP assessment processes maximises the potential for NYLGA applications to receive SLRP funding support.

The RID Project methodology is fully described in the RID report. It is a single stage methodology which evaluates road proposals against six categories, namely Secondary Purpose, Regional Significance, Economic, Access, Safety and Environmental.

The key to successful application of this methodology is threefold:

a. Selecting road proposals which have been clearly identified as forming part of the regional road network under the freight, tourism and/or community access purpose categories, to ensure that the road proposal is properly recognised as having regional and/or state significance and (preferably) having more than one purpose.

b. Substantiating claimed benefits under the economic, access, safety and environmental categories with objective evidence. This might include supporting freight movement studies for the economic benefits section, tourism or public transport operator letters of support for the access benefits section, and road safety audit reports for the safety benefits section.

c. Once weighted benefit assessments are complete, splitting priorities for roads which have a primary purpose of freight, tourism or community access, so that the priority of tourism or community access roads for funding is independently compared with other tourism or community access roads respectively, not with freight roads.

An example of how the road proposal assessment process operates as an integral part of the 2040 Regional Transport Plan review and update methodology is shown on the next page. Fundamental to the process is the “analysis of weighted benefit” scoring methodology.

2026 REGIONAL ROADS DATABASE - STAGE 1 ASSESSMENT

ANALYSIS OF WEIGHTED BENEFIT (WB) AND WEIGHTED BENEFIT/COST SCORE (WBC) - INITIAL ASSESSMENT

(Based on Guidelines developed through the Roads Infrastructure Database Project, for application for Special Local Roads Funding)

			Council Code		
			Timeframe		
			Council Name:		
			Road Name:		
			Segment:		
			Primary Purpose:		
			Length of Segment (km) - RL		
			Traffic Volume (AADT): - TV		
			% Gap Closed: - GC		
			Cost to Close Gap ($): - UC		
			Amount Sought ($)		

Benefit Influencing Factor	Weighting (%)	Specific Criteria	Maximum Score		
5(a). Secondary Purpose(s)	10	1. One Secondary Purpose	5.0		
		2. Two Secondary Purposes	5.0		
5(b). Regional Significance	25	1. Community Significance	8.3		
		2. Regional Significance	8.3		
		3. State Significance	8.3		
5(c). Economic	10	Road User Benefit			
		1. Reduce delays and operating costs for heavy vehicles?	1.7		
		2. Provide direct access to major industrial developments	1.7		
		3. Facilitate a higher classification of freight movements	1.7		
		4A. Facilitate intermodal transport operations - rail	0.6		
		4B. Facilitate intermodal transport operations - sea	0.6		
		4C. Facilitate intermodal transport operations - air	0.6		
		5. Assist export of products by improving quality and reducing impacts of dust etc	1.7		
		6. Provide direct access to new industrial precincts	1.7		
	5	Community Benefit			
		7. Benefit regional employment and sustain communities	2.5		
		8. Assist attraction of economic investment to region	2.5		
	5	Road Owner Benefit			
		9. Reduce the road maintenance effort	5.0		
5(d). Access	15	1. Reduce traffic congestion	1.7		
		2. Link areas of particular land uses to strategic routes	1.7		
		3. Provide a higher standard alternative route	1.7		
		4. Complement the existing arterial road network	1.7		
		5. Provide improved access to key population centres	1.7		
		6. Ensure communities are not isolated by flooding	1.7		
		7. Act as a collector road for local or heavy traffic	1.7		
		8. Provide all weather access	1.7		
		9A. Provide access to other types of transport - bus	0.6		
		9B. Provide access to other types of transport - rail	0.6		
		9C. Provide access to other types of transport - air	0.6		
5(e). Safety	20	1. Reduce conflicts between tourist, freight and commuter traffic	2.2		
		2. Contribute to safer travel and reduce accidents	2.2		
		3. Provide safe overtaking opportunities and reduce frustration and fatigue	2.2		
		4. Reduce exposure to travel risk	2.2		
		5. Provide access for school buses	2.2		
		6. Provide access for emergency services	2.2		
		7. Remove traffic from city/town areas	2.2		
		8. Reduce road roughness and potential dust hazards	2.2		
		9. Reduce the impact of roadside hazards	2.2		
5(f). Environmental	10	1A. Reduce environmental pollution - air	1.1		
		1B. Reduce environmental pollution - noise	1.1		
		1C. Reduce environmental pollution - water	1.1		
		2. Minimise impact of heavy vehicles on local community	3.3		
		3. Reduce reliance on road transport and encourage other forms of transport	3.3		
		WEIGHTED BENEFIT SCORE (WB)	**100**	**0**	**0**
		WEIGHTED BENEFIT/COST SCORE (WBC)		**#DIV/0!**	**#DIV/0!**
		(= WB x TV x (RLx1000) x (GC/100) / UC)			
		PRIORITY RANKING BY WEIGHTED BENEFIT		**2**	**1**

8.4 Consultation and Council Input

The review and update of the regional road network relies on the active participation of NYLGA member councils. Councils are responsible for identifying proposed route inclusions and exclusions, advising of changes to freight, tourism and community access demands, and providing objective evidence to support any proposed change.

Council input should include, where available, traffic and freight data, information on land use and development proposals, heavy vehicle access requirements, road condition and deficiency information, planned capital works, road safety evidence and confirmation of the current function of each route. Proposed changes should be assessed against the adopted freight, tourism and community access definitions before being incorporated into the regional route network.

Councils should also provide available information on bridges and other structures along nominated regional routes, including known width or load restrictions, the date and outcome of the latest relevant assessment, and locations where current assessment information is unavailable. Equivalent information for state-controlled roads should be sought from DIT. Confirmed constraints and gaps in assessment information should be recorded separately in the supporting QGIS data.

Regional route changes should be reviewed through the RTIAC process to provide consistency across the Region, particularly where routes cross council boundaries. The final route network should reflect the best information available at the time of review. Where evidence is incomplete, a route may be retained for further investigation or considered through the annual by-exception update process rather than being immediately added to or removed from the network.

A consultation record should be maintained with the QGIS mapping and supporting project files. This record should identify the council request, supporting evidence, assessment outcome and any further action required. Maintaining this audit trail will assist future reviews and demonstrate how the adopted network has responded to council and stakeholder input.

9.0 REGIONAL ROAD ACTION PLANS

9.1 Background

Review and update of the methodology for creation of short, medium and long term Regional Road Action Plans in support of the agreed 2040 Regional Transport Plan has been included below to ensure ongoing continuity.

9.2 Methodology

The agreed methodology adopted for developing action plans was based upon the four fit-for-purpose categories focused on in the SLRP Standard Funding Application Form, namely:

Speed Environment
Dimensions
Geometry
Pavement Strength/Durability

Each regionally significant route (or section of route where a major change in road purpose or road standard occurs) was broadly assessed for compliance with its fit-for-purpose standard, based upon the road's purpose(s). Against the above four categories (i.e. not broken down any further) an assessment of "Compliant", "Minor Deficiency" or "Major Deficiency" was noted. A "Minor Deficiency" can be defined as failing to meet the fit-for-purpose standard, but not in such a way as to affect the functional performance of the road or its inherent safety for the road user or its economic value to council and the community. A "Major Deficiency" can be defined as failing to meet the fit-for-purpose standard to such a degree that the road is unable to safely and/or economically perform its purpose(s), requiring constant intervention by the responsible council using a suitable risk mitigation strategy.

Once the above assessment was made, each regionally significant route (or section of route) was listed on one of the following three action plans, or remained on a fourth list of roads classified as "Compliant".

9.3 Action Plan 1 – Immediate Priority (0 to 5 Years)

Roads on this list are based upon regionally significant routes exhibiting one or more major deficiencies in fit-for-purpose standard, the upgrade of which councils have included in their five year capital works programs. Initial budget allocations for these proposed upgrades are included in the action plan.

9.4 Action Plan 2 – Medium Term Priority (6 to 10 Years)

Roads on this list are based upon regionally significant routes exhibiting at least one major deficiency in fit for purpose standard, the upgrade of which councils have not been able to include in their five year capital works programs, but for which an on-going risk mitigation strategy is in place for addressing any major deficiency.

9.5 Action Plan 3 – Long Term Priority (11 Years and Beyond)

Roads on this list are based upon regionally significant routes exhibiting no major deficiency, but one or more minor deficiencies in fit for purpose standard, the upgrade of which councils acknowledge is unlikely to occur in the next 10 years unless circumstances change significantly (e.g. road purpose, traffic volumes, further deterioration in standard, available funding).

9.6 Regional Roads Considered Fit-for-Purpose (i.e. Compliant)

All remaining regionally significant freight, tourism and community access roads, as identified in the 2040 Regional Transport Plan, which currently meet all fit-for-purpose standards (i.e. exhibit no major or minor deficiency) are part of this list.

9.7 Sample Output

A sample spreadsheet, as completed by each council for all of the regionally significant routes shown on the 2040 Regional Transport Plan for their area, is as follows:

Road / Segment	Speed Environment	Dimensions	Geometry	Strength / Durability	Action Plan	Cost ($m) for Action Plan 1 Only
ABC Road	Minor	Minor	Compliant	Compliant	3	
EFG Road	Compliant	Minor	Compliant	Major	2	
HIJ Road	Compliant	Minor	Major	Major	1	1.5
KLM Road	Compliant	Compliant	Compliant	Compliant		

A Regional Road Action Plan was developed under the previous 2030 Regional Transport Plan and has been updated periodically since 2017 to reflect changes in regionally significant routes, road condition and completed works. The current update should be confirmed by member councils using the assessment methodology in this section.

10.0 CONCLUSIONS AND RECOMMENDATIONS

10.1 Regional Transport Goals

The Regional Transport Goals adopted through the previous planning process continue to underpin regional transport planning and remain broadly aligned with current state and regional strategic directions. The goals are:

> Goal 1 “Economic Development” – A transport system that supports the economic, industry and trade development of the NYLGA region.
>
> Goal 2 “Access” – An equitable and accessible transport network that allows for consistent and reliable travel, with the capacity to use roads for their intended purpose.
>
> Goal 3 “Road Safety” – A safe transport network where the severity and risk of accidents are minimised, and where speed limits are applied to fit community need not road standard.
>
> Goal 4 “Environment” – A transport network that minimises adverse impacts on the environment and communities.
>
> Goal 5 – “Tourism” - Promote and assist regional tourism, by improving road access to tourist sites and developing a network of well signed tourist routes.
>
> Goal 6 – “Public Transport” - Continued development of a public transport system commensurate with the needs of the Central Region, including subsidisation of regional bus services on an equitable basis to metropolitan bus services.

Consistent with the above goals, the following objectives underpin implementation of the 2040 Regional Transport Plan:

- Establish continuous regional road transport links with a fit-for-purpose standard appropriate to their function, and progressively address material inconsistencies in road width, surface, delineation, signage and roadside conditions along major corridors;
- Develop a network of regional freight routes for heavy vehicles which complement the state government managed arterial road system by linking current and future significant sources of freight to their planned destinations;
- Reduce the impact of heavy vehicle movements through key centres, using township bypasses or by adopting appropriate traffic management within townships where a bypass is not feasible;
- Reduce the number of commercial vehicles on the road network by facilitating the safe operation of higher productivity vehicles;
- Ensure intermodal facilities, such as grain storage and handling sites, can operate in a safe and efficient manner;
- Reduce potential conflict between freight, tourism and community access users of the road network, particularly at intersections;
- Promote and assist regional tourism, by improving road access to tourist sites and developing a network of well signed tourist routes;
- Ensure that all communities in the Central Region have safe and reliable access to essential community services such as health, education, financial services, recreation facilities and emergency services;

- Upgrade regional aerodromes and airstrips for use by essential services such as RFDS and for fire-fighting, along with commercial applications including banking and high value freight.

- Improve public transport facilities within the Central Region by:

  - ensuring that subsidies for Integrated Regional Transport Services are more equitable in relation to metropolitan public transport subsidies, and

  - making better use of school bus infrastructure for other services during the day.

- Encourage commuter cycling within key towns and important centres, as well as tourist cycling for selected routes, particularly along the popular coastlines such as Yorke Peninsula and Copper Coast.

10.2 Roads of Regional Significance – Guiding Principles

The route-development principles established through the previous Regional Transport Plan have been reviewed and retained for the 2040 Regional Transport Plan, subject to the updated terminology, mapping platforms and processes in this report.

The guiding principles are:

1. Regional freight routes should initially be developed by connecting qualifying freight generators, industrial and logistics areas, ports, rail facilities and other strategic freight nodes with the DIT arterial and strategic freight network. Heavy vehicle network status and applicable conditions should be checked using the NHVR National Network Map and Route Planner and any relevant South Australian road-operations mapping.

2. Councils may nominate local roads as regionally significant freight routes where they connect an identified freight generator or consolidate freight from a broader rural area, and the defined road section meets either the heavy vehicle movement criterion or carries at least **50,000 tonnes of freight per annum**, including seasonal movements. Roads that serve a freight function but do not meet the regional criteria may be identified as locally important, as detailed in Section 4.4.

3. Regional tourism routes should initially be developed by mirroring the major tourist routes promoted in South Australian Tourism Commission state and regional publications, and confirmed in the DIT publication “A Functional Hierarchy for SA’s Land Transport Network”, along with designated scenic drives indicated in regional promotional material. Consideration should also be given to any route used by a 40 seat tourist bus.

4. Councils should be able to nominate additional local roads as regional tourism routes using locally generated information to show that a significant (say 100 plus) number of visitors see the site every day or that the route is the main access to a coastal holiday shack community of at least 100 people.

5. Regional community access routes should initially be developed based upon population data which identifies Key Towns (3000+), Important Centres (1000 – 3000) and Large Communities (100 – 1000), combined with access to the five essential services of education, health, finance (banking), recreation and emergency services.

6. Councils should be able to nominate additional local roads as regional community access routes either because a Small Community (50 – 100) is particularly isolated, or because a section of road leading to a major service centre supports a population of at least 100 dispersed over various farms and micro communities which concentrate road movement as they near the service centre.

10.3 Key Conclusions

10.3.1 Regional Freight Routes

Regionally significant freight routes generally connect major and minor freight generators, industrial and logistics areas, ports, rail facilities, grain receival sites, quarries and agricultural processing facilities with the DIT arterial road network. Cross-council routes may also be regionally significant where they consolidate freight from multiple generators, provide access to strategic export facilities or perform an important bypass or network resilience function.

Locally important freight routes also exist. These routes still involve the connection of industrial zones and extractive industry sites with arterial roads, but carry a volume of freight traffic which is less than the agreed levels to be classified as regionally significant. Locally important freight routes also include any gazetted B-Double routes (excluding commodity routes) which do not qualify as regionally significant. These routes should be shown on council level transport plans, and have in most instances been included on regional freight route drawings for information, though they are not a focus of potential regional grant applications.

10.3.2 Regional Tourism Routes

Regionally significant tourism routes are concentrated around the Barossa, Clare Valley, Yorke Peninsula and Flinders Ranges and Outback tourism regions. These routes connect major destinations, visitor information centres, national parks, coastal locations and marketed touring routes with the DIT arterial road network. Classification should reflect the level of promotion, visitor demand, commercial coach access and the strategic role of the route within a broader visitor itinerary.

Locally important tourism routes also exist and should be reflected in council-level transport and tourism planning. These may include scenic drives, access to lower-volume attractions, local trails and coastal or rural destinations that do not meet the regional criteria but remain important to local visitor economies and community access.

10.3.3 Community Access Routes

Regionally significant community access routes are required to ensure that the social fabric of regional South Australia is maintained, particularly because so many essential services are no longer available in country townships. Reliable, safe, all weather roads connecting communities to the nearest arterial road or directly to a major service centre are essential. In addition, concentration points define sections of road which service a large rural population that also needs access to regional service facilities.

Sustainable use of the NYLGA transport network will require improved public and community transport options, particularly for people who cannot drive and for growing communities in the southern part of the Region. Better regional coach services, coordinated community transport, accessible interchange facilities and Park & Ride opportunities can reduce transport disadvantage and improve connections to Adelaide and major regional centres.

10.4 Key Recommendations

The following recommendations are presented for consideration by the NYLGA RTIAC and for formal adoption by the NYLGA Board:

1. The Regional Transport Goals restated in Section 10.1 of this report be reaffirmed as the Regional Transport Goals for the 2040 Regional Transport Plan.

2. The updated methodology for review and update of the 2040 Regional Transport Plan, together with preparation and submission of annual Special Local Roads Program and other funding applications, as summarised in Sections 8 and 9, be adopted to ensure the Plan remains current and relevant to the Region’s transport planning needs.

3. The updated regional freight routes maintained in QGIS and referenced in Appendix A, together with the definitions and methodology described in Section 4, be adopted as part of the 2040 Regional Transport Plan.

4. The updated regional tourism routes maintained in QGIS and referenced in Appendix A, together with the definitions and methodology described in Section 5, be adopted as part of the 2040 Regional Transport Plan.

5. The updated regional community access routes maintained in QGIS and referenced in Appendix A, together with the definitions and methodology described in Section 6, be adopted as part of the 2040 Regional Transport Plan.

6. Non-roads regional transport considerations, as presented in Part A and Section 7, be adopted as a basis for further investigation and development of specific initiatives for improving public transport, rail freight, sea freight and air transport infrastructure where economically viable to do so.

   The future introduction of Park & Ride facilities at suitable regional centres, combined with advocacy for expanded express bus and regional coach services, should form part of a coordinated public transport strategy. Priority locations should be supported by demonstrated demand, safe road access, adequate parking, accessible passenger facilities and effective connections to metropolitan or regional transport hubs.

7. The Regional Road Action Plans for all regionally significant freight, tourism and community access routes be updated and confirmed by member councils in accordance with the methodology in Section 9 and provided in Appendix B.

8. Road upgrade nominations be called from member councils, primarily drawing from roads or route sections identified in Action Plan 1, and independently reviewed using the methodology in Section 8.3 to establish a prioritised program for SLRP and other funding opportunities.

9. The updated Regional Roads Database, retaining relevant existing projects and incorporating up to 10 additional road upgrade projects, be adopted as the three-to-five-year regional project program, supported by the final Regional Road Action Plans and issued separately as Appendix C.

10. The next comprehensive strategic review of all regional transport routes be undertaken in 2030, with annual “by exception” updates permitted where new evidence, changed land use, altered freight or tourism demand, service changes or completed works materially affect the network.

Appendix A

2040 Regional Transport Plan – Regional Transport Routes, viewed via QGIS

Appendix B

2040 Regional Transport Plan – Regional Road Action Plans

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									
Germantown Road	Gawler Road to Kenner Road	F	3.6	Compliant	Compliant	Compliant	Major	1	0.6
Hart Road	Port Wakefield Road to Devon Road	F	1.8	Compliant	Major	Compliant	Major	1	0.9
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	1.6
Sub-Total			**18.8**						
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	0.8
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	0.5
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	10.0
Bowman Road	Spencer Highway to Copper Coast Highway	F	2.3	Compliant	Minor	Compliant	Major	1	0.9
Ninnes Road	Copper Coast Highway to Pine Forest Road	F, C	1.1	Compliant	Compliant	Compliant	Major	1	0.1
Roach Street	Copper Coast Highway to Agery Road	C	0.4	Compliant	Compliant	Compliant	Major	1	0.5
Magazine Road	Sharples Road to Spencer Highway	F	2.5	Minor	Minor	Compliant	Major	1	1.8
Sharples Road	Copper Coast Highway to Magazine Road	F	1.2	Compliant	Minor	Compliant	Major	1	0.8
Wallaroo Plain Road	Snodgrass Road to Council Boundary	C	7.2	Compliant	Compliant	Compliant	Major	1	0.4
Sub-Total			**17.2**						

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
Claremont Road	Farrell Flat Road to Quarry Entrance	F	0.1	Compliant	Major	Compliant	Major	1	0.6
Copperhouse Street	West Street to Barrier Highway	F	3.5	Compliant	Compliant	Major	Major	1	1.5
Eudunda Road	Thiele Highway to Council Boundary (Oaklands Road)	F	18.5	Compliant	Major	Compliant	Major	1	2.0
Hill Road	Goyder Highway to Princess Royal Feedlot	F	0.6	Compliant	Compliant	Compliant	Major	1	0.3
Three Chain Road	South Terrace to Bruce Street	F	1.9	Compliant	Compliant	Compliant	Major	1	0.8
West Street	Barrier Highway to Copperhouse Street	F	0.5	Compliant	Minor	Major	Major	1	0.6
Sub-Total			**40.5**						
Light Regional Council									
Argent Road	Sturt Highway to Thiele Highway	F	1.2	Compliant	Compliant	Minor	Major	1	1.1
Bethel Road	End of seal to Horrocks Highway	F	12.4	Compliant	Compliant	Major	Compliant	1	3.6
College Road	Mudla Wirra Road to Cliff Road	F, C	4.3	Compliant	Compliant	Major	Compliant	1	4.0
Gartrell Street	Horrocks Highway to Cliff Road	F, C	1.1	Compliant	Compliant	Major	Compliant	1	1.0
Gray Street	Thiele Highway to Hanson Street	F, C	2.0	Compliant	Minor	Minor	Major	1	1.0
Samuel Road	Greenock Road to Seppeltsfield Road	F, T, C	2.8	Compliant	Major	Compliant	Major	1	2.0
Seppeltsfield Road	Peter Seppelt Road to Gerald Roberts Road	F, T	1.7	Compliant	Major	Major	Minor	1	2.1
Wasleys Road	End of seal to Council Boundary (Woolsheds Road)	F	3.6	Compliant	Compliant	Minor	Major	1	1.1
Sub-Total			**29.1**						
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									
Andrews Road	Intersection with RM Williams Way	F	0.1	Compliant	Minor	Major	Major	1	0.5
Andrews Road	RM Williams Way to Hill River Road	F	3.5	Compliant	Minor	Compliant	Major	1	1.0
Sub-Total			**3.6**						
District Council of Orroroo Carrieton									
Railway Terrace (Heavy Vehicle Bypass)	RM Williams Way to Weighbridge Raod	F	1.0	Compliant	Major	Major	Minor	3	1.0
Weighbridge Road (Heavy Vehicle Bypass)	Railway Terrace to RM Williams Way	F	0.8	Compliant	Major	Major	Minor	3	1.7
Sub-Total			**1.8**						
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**						

Port Pirie Regional Council									
Boundary Road (Port Pirie)	Spencer Highway to Warnertown Road	F	1.0	Compliant	Minor	Compliant	Major	1	1.0
Collinsfield Road	Augusta Highway to Koolunga Road	C	12.8	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
Sub-Total			**20.2**						
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	Downer Street to Power Station Road	F, 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
Saint Station Road	Templeton Road to Balaklava Road	F	5.6	Compliant	Major	Compliant	Major	1	3.0
Wokurna Road	Augusta Highway to Council Boundary (Mundoora Boundary Road)	F, C	13.8	Compliant	Compliant	Compliant	Major	1	0.3
Sub-Total			**34.1**						
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 existing seal to 4km west of existing seal	C (T)	4.0	Compliant	Compliant	Minor	Major	1	3.4
Sub-Total			**43.9**						
TOTAL			**406**						**84.6**

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/C	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 Cou	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									
Boconnoc 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	
Crawford Avenue	Burra Road to entrance	F	0.3	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			**24.3**						
Copper Coast Council									
Dowling Drive	Harrys Point Road to Minnie Terrace	C	0.7	Compliant	Compliant	Compliant	Major	2	
Graves Street	East Terrace to Copper Coast Highway	C	1.5	Compliant	Compliant	Compliant	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	
Sub-Total			**3.8**						

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	
Whitehead Road	Horrocks Highway to Flinders Ranges Way	F	3.0	Major	Major	Major	Major	2	
Sub-Total			**11.7**						
Regional Council of Goyder									
Sub-Total			**1.9**						
Light Regional Council									
Bethel Road	Thiele Highway to end of seal	F	1.5	Compliant	Minor	Major	Compliant	2	
Forrest Road	Wasleys Road to Owen Road	F, C	13.0	Compliant	Compliant	Minor	Major	2	
Golflinks Road	Gomersal Road to Council Boundary (North Para River)	T	4.5	Compliant	Minor	Major	Compliant	2	
Les Dunkley Road	Sturt Highway to entrance	F	0.7	Compliant	Minor	Compliant	Major	2	
Rosenthal Road	Sturt Highway to entrance	F	0.3	Compliant	Minor	Compliant	Major	2	
Seppeltsfield Road	Sturt Highway to Peter Seppelt Road	F, T	2.2	Compliant	Major	Major	Minor	2	
Seppeltsfield Road	Gerald Roberts Road to Kraehe Road	F, T	0.6	Compliant	Major	Major	Minor	2	
Templers Road	Goss Road to Owen Road	C	5.7	Compliant	Compliant	Minor	Major	2	
Twartz Road	Redbanks Road to College Roadf	C	3.5	Compliant	Minor	Compliant	Major	2	
Wasleys Road	Mudla Wirra Road to End of Seal	F	0.8	Compliant	Compliant	Minor	Major	2	
Sub-Total			**32.8**						
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	
Huddleston Road	Council Boundary to Horrocks Highway	C	11.7	Compliant	Major	Minor	Major	2	
Sub-Total			**14.2**						
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	Major	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**						

Port Pirie Regional Council									
Abattoirs Road	Augusta Highway to Spencer Highway	F, C, T	10.0	Compliant	Compliant	Minor	Major	2	
Huddleston Road	Eyre Road to Council Boundary	C	14.1	Compliant	Major	Minor	Major	2	
Wandearah Road	Augusta Highway to Spencer Highway	F	10.4	Compliant	Major	Compliant	Compliant	2	
Sub-Total			**34.5**						
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	
North Coast Road	4km west of existing seal to Point Souttar Road	C (T)	7.9	Compliant	Compliant	Minor	Major	2	
Sub-Total			**24.2**						

TOTAL **230**

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**						

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**						

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	
Eighth Street	School Terrace to Railway Terrace	F	0.1	Compliant	Minor	Compliant	Compliant	3	
Ernest Terrace	Erington 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			**21.7**						
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 Rangers 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									
Sub-Total			**0.0**						

District Council of Mount Remarkable									
Applia-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									
Applia-Laura Road	East Terrace to Council Boundary (300mm after Pine Creek)	F	9.8	Compliant	Minor	Compliant	Compliant	3	
Applia-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	Applia-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	
Unamed road at Gladstone	Horrocks Highway to Viterra facilities	F	0.8	Compliant	Minor	Minor	Compliant	3	
Sub-Total			**55.9**						
District Council of Orroroo 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	
Sub-Total			**60.1**						
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**						

Port Pirie Regional Council									
Bicentennial Road	Ingram Gap Road to Spencer Highway, there is a section of road along the boundar	F	9.2	Compliant	Minor	Minor	Minor	3	
Ellis Street	Augusta Highway to River Terrace	C	0.7	Compliant	Compliant	Compliant	Minor	3	
Firth Road	Augusta Highway to Darbon Terrace	F, C	2.4	Compliant	Minor	Minor	Minor	3	
Gap Road	Augusta Highway to Clements Road	F	7.9	Compliant	Compliant	Minor	Minor	3	
Main Road (Koolunga to Redhill)	River Terrace to Fifth Street	C	12.4	Compliant	Minor	Compliant	Minor	3	
Milcowie Road	Spencer Highway to Augusta Highway	F	10.6	Compliant	Minor	Minor	Compliant	3	
Nelshaby Road	Augusta Highway to Flinders View Drive	C	5.8	Compliant	Minor	Compliant	Compliant	3	
Nurom Road	The Whim Road to Augusta Highway	F	9.2	Compliant	Minor	Minor	Minor	3	
Oaks Road	Nelshaby Road to Scenic Drive	C	2.9	Compliant	Minor	Compliant	Minor	3	
Pirie Blocks Road	Railway Terrace to Warnertown Road	C	0.1	Compliant	Minor	Minor	Minor	3	
River Terrace	Ellis Street to Main Road	C	0.4	Compliant	Compliant	Compliant	Minor	3	
Scenic Drive	Augusta Highway to South Terrace	C	7.4	Compliant	Minor	Compliant	Compliant	3	
Sixth Street	Third Street to First Street	C	0.4	Compliant	Compliant	Compliant	Minor	3	
The Cattle Track	Goyder Highway to Main Road	F, C	19.8	Compliant	Minor	Minor	Compliant	3	
The Whim Road	Spencer Highway to Nurom Road	F	4.8	Compliant	Minor	Compliant	Minor	3	
Waits Road	Abattoirs Road to Railway Terrace	C	4.8	Compliant	Minor	Minor	Minor	3	
Sub-Total			**98.8**						
Wakefield Regional Council									
Alma Road	Owen Road to Council Boundary (Range Road)	F, C	8.5	Compliant	Minor	Minor	Minor	3	
Hoyleton Road	Balaklava Road to Hight Street	C	6.2	Compliant	Compliant	Minor	Compliant	3	
Nantawarra Road	Augusta Highway to Templeton Road	F, T, C	12.2	Compliant	Compliant	Minor	Compliant	3	
Ninnes Road	Hugh Terrace to Council Boundary (Green Road)	F, C, T	8.1	Compliant	Minor	Minor	Compliant	3	
Pinery Road	Wray Road to Tiller Road (Council Boundary)	C	15.5	Compliant	Minor	Minor	Compliant	3	
Plains Road	Goldney Road to Traeger Road	C	3.3	Compliant	Compliant	Minor	Minor	3	
Smith Street	Augusta Highway to Hugh Terrace	F, C, T	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	
Whitwarta Road	Balaklava Road to Templeton Road	F, C	0.5	Compliant	Compliant	Minor	Minor	3	
Sub-Total			**56.7**						
Yorke Peninsula Council									
Ardrossan Road	Arthurton Road to Upper Yorke Road	C	22.7	Compliant	Compliant	Compliant	Minor	3	
Arthurton 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	
Kainton 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	**840**

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 Hall Road	T	0.7	Compliant	Compliant	Compliant	Compliant	N/A	
Aerodrome Road	Hall Road to Mallala Motor Sport Park	T	1.5	Compliant	Compliant	Compliant	Compliant	N/A	
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	
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			**66.3**						
The Barossa Council									
Bastion Hill Road	Duck Ponds Road to Council boundary	F		Not assessed	Not assessed	Not assessed	Not assessed		
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/T/C	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	
Yaldara Drive	Barossa Valley Way to Fuss Road	T		Not assessed	Not assessed	Not assessed	Not assessed		
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**						

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 Wake	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	
Frances Terrace	Blyth Terrace to Milne Terrace	C	0.6	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	
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			**90.2**						
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									
Booborowie Road	Goyder Highway to South Terrace	C	1.9	Compliant	Compliant	Compliant	Compliant	N/A	
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			**4.7**						
Light Regional Council									
Anlaby Road	Thiele Highway to 829 Anlaby 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	
Boundary Road	Two Wells Road to Gawler River Road	F, C	3.6	Compliant	Compliant	Compliant	Compliant	N/A	
Cliff Road	Gartrell Street to College Road	F, C	0.6	Compliant	Compliant	Compliant	Compliant	N/A	
Coleman Road	Forrest Road to Currie Road	F	5.5	Compliant	Compliant	Compliant	Compliant	N/A	
Coleman Road	Currie Road to Mudla Wirra Road	F	2.4	Minor	Compliant	Compliant	Compliant	N/A	
Currie Road	Coleman Road to Mudla Wirra Road	F	3.1	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	
Gawler River Road	Two Wells Road to Heaslip Road	F, C	3.2	Compliant	Compliant	Compliant	Compliant	N/A	
Gawler River Road	Heaslip Road to Boundary Road	F, C	1.5	Compliant	Compliant	Compliant	Compliant	N/A	
Gerald Roberts Road	Gomersal Road to Seppeltsfield Road	F, T	5.0	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	
John Eden Road	Sturt Highway to Thiele Highway	F	2.0	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	Gomersal Road to Schmaal Road	F, T	0.9	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	
Moppa Road (south)	Greenock Road to Council Boundary (Peramangk Road)	F	0.9	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	
Mudla Wirra Road	End of seal to Owen Road	F	6.2	Compliant	Compliant	Compliant	Compliant	N/A	
Nurse Road	Sturt Highway to Thiele Highway	C	3.6	Compliant	Compliant	Compliant	Compliant	N/A	
Oates Road	Redbanks Road to Hatcher Road	F	3.2	Compliant	Compliant	Compliant	Compliant	N/A	
Parkers Road	Kentish Road to end of road	C	0.4	Compliant	Compliant	Compliant	Compliant	N/A	

Perry Road	Adelaide Road to East Terrace	F, T	1.0	Compliant	Compliant	Compliant	Compliant	N/A	
Peramangk Road	Moppa Road to dead end	F	0.4	Compliant	Compliant	Compliant	Compliant	N/A	
Rosedale Road	Gomersal Road to Council Boundary (North Para River)	F	4.5	Compliant	Compliant	Compliant	Compliant	N/A	
Roseworthy Road	Sturt Highway to Horrocks Highway	F, C	3.7	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			**114.8**						

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	Hill River Road to Council Boundary	F	4.6	Compliant	Compliant	Compliant	Compliant	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			**13.8**						
District Council of Orroroo 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									
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	Compliant	Compliant	Compliant	Compliant	N/A	
Flinders View Drive	Scenic Drive to Nelshaby Road	C	0.5	Compliant	Compliant	Compliant	Compliant	N/A	
Ingram Gap Road	Augusta Highway to Council Boundary (Mundoora Boundary Road)	C	13.4	Compliant	Compliant	Compliant	Compliant	N/A	
Mundoora Boundary Road	Pattingale Road to Ingram Gap Road along the boundary with District Council of Ba	F	3.3	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	
Sub-Total			**21.4**						

Wakefield Regional Council									
Blyth Road	Augusta Highway to Blyth Plains Road	F, C	30.8	Compliant	Compliant	Compliant	Compliant	N/A	
Dunn Road	Traeger Road to Balaklava Road	F, C	3.2	Compliant	Compliant	Compliant	Compliant	N/A	
Magpie Creek Road	Condowie Plain Road to Blyth Road	F, 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 Di	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	
Mundoora Boundary Road	Wokurna Road to Pattingale Road along the boundary with District Council of Baru	F	8.6	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	F, 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			**87.3**						
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 Melalecua 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	Melalecua 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	
Wauraltee Road	Spencer Highway to Port Victoria Road	T, C	17.9	Compliant	Compliant	Compliant	Compliant	N/A	
Sub-Total			**210.0**						
TOTAL			**718**						

Appendix C

2040 Regional Transport Plan – 2026 Regional Roads Database

Summary of Road Proposals - Updated May 2026

Sort in Descending Order using Data / Sort by Column "H", then by Column "F"

Council	Road Name	Segment	Primary Purpose	Stage 1 Score (100 max)	Stage 1 Ranking	Stage 2 Score (30 max)	Final Score	Final Funding Priority	Council Year of Proposed SLRP Funding
~~YPC~~	~~North Coast Road~~	~~Point Turton Township to Point Souttar Road~~	~~Community Access~~	~~69~~	~~2~~	~~23~~	~~92~~	~~1~~	22/23
~~BC~~	~~Bethany Road~~	~~Barossa Valley Way to Menge Road~~	~~Freight~~	~~67~~	~~7~~	~~19~~	~~86~~	~~2~~	~~24/25~~
~~CCC~~	~~Bowman Road~~	~~Copper Coast Highway to Spencer Highway~~	~~Freight~~	~~69~~	~~3~~	~~17~~	~~86~~	~~3~~	~~24/25~~
LRC	Bethel Road	Horrocks Highway to End of Seal	Freight	64	10	21	85	4	24/25
~~LRC~~	~~Seppeltsfield Road~~	~~Peter Seppelt Road to Gerald Roberts Road~~	~~Tourism~~	~~69~~	~~6~~	~~15~~	~~84~~	~~5~~	~~23/24~~
~~CCC~~	~~Magazine Road~~	~~Spencer Highway to Sharples Road~~	~~Freight~~	~~69~~	~~3~~	~~13~~	~~82~~	~~6~~	~~23/24~~
~~CCC~~	~~Sharples Road~~	~~Magazine Road to Bowman Road~~	~~Freight~~	~~69~~	~~3~~	~~13~~	~~82~~	~~6~~	~~23/24~~
~~WRC~~	~~Koolunga Road~~	~~End K/wt to Boucaut Road~~	~~Freight~~	~~65~~	~~9~~	~~17~~	~~81~~	~~8~~	~~23/24~~
~~LRC~~	~~College Road~~	~~Mudla Wirra Road to Cliff Road~~	~~Freight~~	~~66~~	~~8~~	~~14~~	~~79~~	~~9~~	~~25/26~~
CCC	Hopgood Road	North Beach Road to Woodforde Drive	Community Access	59	15	12	71	10	26/27
LRC	Samuel Road	Greenock Road to Seppeltsfield Road	Freight	70	1	0	70	11	25/26
LRC	Templers Road	Owen Road and Annie Terrace	Community Access	53	18	16	69	12	25/26
~~APC~~	~~Hart Road~~	~~Port Wakefield Road to Devon Road~~	~~Freight~~	~~58~~	~~16~~	~~10~~	~~68~~	~~13~~	~~25/26~~
C&GV	Vandeleur Road	Horrocks Highway to 1km West	Freight	49	21	16	65	14	25/26
NAC	Andrews Road	RM Williams Way to Hill River Road	Freight	64	11	0	64	15	26/27
~~LRC~~	~~Wasleys Road~~	~~Woolsheds Road to End of Seal~~	~~Freight~~	~~63~~	~~12~~	~~0~~	~~63~~	~~16~~	~~26/27~~
NAC	Andrews Road and RM Willian	Andrews Road and RM Williams Way Intersection	Freight	61	13	0	61	17	25/26
WRC	Saint Station Road	Balaklava Road to Templeton Road	Freight	60	14	0	60	18	26/27
C&GV	Bruce Road	End of Seal to Reylands Road	Community Access	37	23	20	57	19	25/26
APC	Wasleys Road	Cheek Road to Woolsheds Road	Freight	54	17	0	54	20	25/26
RCG	Claremont Road	Farrell Flat Road to Quarry Entrance	Freight	52	19	0	52	21	26/27
DCP	Cotton Road	Main Road to Price Road	Freight	51	20	0	51	22	25/26
CGV	Spring Gully Road	Marnu Road to Saw Mill Road	Tourist	48	22	0	48	23	24/25
C&GV	Phoenix Avenue Carpark	0	Tourist	14	24	0	14	24	25/26

Note - The following recommended "2025 Regional Priorities", sorted both by "Overall" and "Primary Purpose", are based upon all road segment upgrades submitted for consideration with "2026-27" council priority that are not yet completed (being a subset of all road segment upgrades listed in the 2023 Regional Roads Database).

Council	Road Name	Segment	Primary Purpose	Final Score	Final Funding Priority	2026 Priority Overall	2026 Priority by Purpose	SLRP Grant Sought ($)	SLRP Notes for LGTAP
LRC	Bethel Road	Horrocks Highway to End of Seal	Freight	85	4	P1	F1	$ 1,600,000	Stage 3 of 3
CCC	Hopgood Road	North Beach Road to Woodforde Drive	Community Access	71	10	P2	C1	$ 203,000	Stage 1 of 1
LRC	Templers Road	Owen Road and Annie Terrace	Community Access	69	12	P3	C2	$ 867,000	Stage 1 of 1
C&GV	Vandeleur Road	Horrocks Highway to 1km West	Freight	65	14	P4	F2	$ 1,100,000	Stage 1B of 3
C&GV	Bruce Road	End of Seal to Reylands Road	Community Access	57	19	P5	C3	$ 768,000	Stage 1B of 4
								$4,538,000	

Notes:

1. Based upon historical SLRP grant funds available to N&YLGA (circa $3 to $4 million), the likely SLRP funded projects are R1 to RX (ie. Top xxxx projects only)

2026 REGIONAL ROADS DATABASE - STAGE 1 ASSESSMENT

ANALYSIS OF WEIGHTED BENEFIT (WB) AND WEIGHTED BENEFIT/COST SCORE (WBC) - INITIAL ASSESSMENT

(Based on Guidelines developed through the Roads Infrastructure Database Project, for application for Special Local Roads Funding)

						3yr	3yr					
					Council Code	CCC	WRC	WRC	RCG	YPC	NAC	NAC
					Timeframe	23/24	24/25	23/24	26/27	19/20	24/25	26/27
					Council Name:	Copper Coast Council	Wakefield Regional Council	Wakefield Regional Council	Regional Council of Goyder	Yorke Peninsular Council	Northern Areas Council	Northern Areas Council
					Road Name:	Magazine Road	Saint Station Road	Koolunga Road	Claremont Road	North Coast Road	Andrews Road and RM Williams Wav Intersection	Andrews Road
					Segment:	Spencer Highway to Sharples Road	Balaklava Road to Templeton Road	End K/wt to Boucaut Road	Farrell Flat Road to Quarry Entrance	Point Turton Township to Point Souttar Road	Andrews Road and RM Williams Way Intersection	RM Williams Way to Hill River Road
					Primary Purpose:	Freight	Freight	Community Access	Freight	Tourism	Freight	Freight
					Length of Segment (km) - RL	2.5	5.6	5.0	0.1	4	0.1	3.5
					Traffic Volume (AADT): - TV	484	104		190	400		
					% Gap Closed: - GC	50	100	100	33	100		
					Cost to Close Gap ($): - UC	1800000	3000000	1500000	600000	9165437	500000	1000000
					Amount Sought ($)	900000	2000000	750000	450000	6110292	350000	500000
Benefit Influencing Factor	**Weighting (%)**	**Specific Criteria**	**Maximum Score**									
5(a). Secondary Purpose(s)	10	1. One Secondary Purpose	5.0			5.0		5.0		5.0		
		2. Two Secondary Purposes	5.0			5.0		5.0		5.0		
5(b). Regional Significance	25	1. Community Significance	8.3			8.3	8.3	8.3		8.3	8.3	8.3
		2. Regional Significance	8.3				8.3	8.3	8.3	8.3	8.3	8.3
		3. State Significance	8.3				8.3	8.3			8.3	
5(c). Economic	10	Road User Benefit										
		1. Reduce delays and operating costs for heavy vehicles?	1.7			1.7	1.7	1.7	1.7	1.7	1.7	1.7
		2. Provide direct access to major industrial developments	1.7			1.7	1.7	1.7	1.7		1.7	1.7
		3. Facilitate a higher classification of freight movements	1.7			1.7	1.7	1.7	1.7			1.7
		4A. Facilitate intermodal transport operations - rail	0.6					0.6			0.6	0.6
		4B. Facilitate intermodal transport operations - sea	0.6			0.6		0.6			0.6	0.6
		4C. Facilitate intermodal transport operations - air	0.6								0.6	0.6
		5. Assist export of products by improving quality and reducing impacts of dust etc	1.7			1.7	1.7			1.7	1.7	1.7
		6. Provide direct access to new industrial precincts	1.7			1.7			1.7		1.7	
	5	Community Benefit										
		7. Benefit regional employment and sustain communities	2.5			2.5		2.5	2.5	2.5	2.5	2.5
		8. Assist attraction of economic investment to region	2.5			2.5			2.5	2.5	2.5	2.5
	5	Road Owner Benefit										
		9. Reduce the road maintenance effort	5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0
5(d). Access	15	1. Reduce traffic congestion	1.7			1.7	1.7		1.7	1.7		
		2. Link areas of particular land uses to strategic routes	1.7			1.7	1.7	1.7	1.7	1.7	1.7	1.7
		3. Provide a higher standard alternative route	1.7			1.7	1.7	1.7		1.7	1.7	1.7
		4. Complement the existing arterial road network	1.7			1.7	1.7	1.7	1.7	1.7	1.7	1.7
		5. Provide improved access to key population centres	1.7			1.7	1.7	1.7		1.7	1.7	1.7
		6. Ensure communities are not isolated by flooding	1.7			1.7		1.7		1.7	1.7	1.7
		7. Act as a collector road for local or heavy traffic	1.7			1.7	1.7	1.7	1.7	1.7		1.7
		8. Provide all weather access	1.7			1.7	1.7	1.7	1.7	1.7	1.7	1.7
		9A. Provide access to other types of transport - bus	0.6			0.6		0.6		0.6	0.6	0.6
		9B. Provide access to other types of transport - rail	0.6								0.6	0.6
		9C. Provide access to other types of transport - air	0.6								0.6	6.0
5(e). Safety	20	1. Reduce conflicts between tourist, freight and commuter traffic	2.2			2.2	2.2	2.2	2.2	2.2	2.2	2.2
		2. Contribute to safer travel and reduce accidents	2.2			2.2	2.2	2.2	2.2	2.2	2.2	2.2
		3. Provide safe overtaking opportunities and reduce frustration and fatigue	2.2				2.2	2.2	2.2	2.2	2.2	2.2
		4. Reduce exposure to travel risk	2.2			2.2	2.2	2.2	2.2	2.2	2.2	2.2
		5. Provide access for school buses	2.2			2.2	2.2	2.2		2.2	2.2	2.2
		6. Provide access for emergency services	2.2			2.2	2.2	2.2	2.2	2.2	2.2	2.2
		7. Remove traffic from city/town areas	2.2			2.2				2.2	2.2	
		8. Reduce road roughness and potential dust hazards	2.2			2.2	2.2	2.2	2.2	2.2	2.2	2.2
		9. Reduce the impact of roadside hazards	2.2			2.2	2.2	2.2		2.2	2.2	2.2
5(f). Environmental	10	1A. Reduce environmental pollution - air	1.1			1.1	1.1		1.1	1.1	1.1	1.1
		1B. Reduce environmental pollution - noise	1.1			1.1	1.1	1.1		1.1	1.1	1.1
		1C. Reduce environmental pollution - water	1.1			1.1				1.1	1.1	
		2. Minimise impact of heavy vehicles on local community	3.3			3.3	3.3	3.3	3.3		3.3	3.3
		3. Reduce reliance on road transport and encourage other forms of transport	3.3				3.3	3.3		3.3		
		WEIGHTED BENEFIT SCORE (WB)	**100**	**0**	**0**	**76**	**75**	**87**	**51**	**81**	**82**	**77**
		WEIGHTED BENEFIT/COST SCORE (WBC)		**#DIV/0!**	**#DIV/0!**	**25**	**15**	**0**	**1**	**14**	**0**	**0**
		(= WB x TV x (RLx1000) x (GC/100) / UC)										
		PRIORITY RANKING BY WEIGHTED BENEFIT		**2**	**1**	**6**	**7**	**1**	**17**	**4**	**3**	**5**

Modified: 13/10/2026

2026 REGIONAL ROADS DATABASE - STAGE 1 ASSESSMENT

ANALYSIS OF WEIGHTED BENEFIT (WB) AND WEIGHTED BENEFIT/COST SCORE (WBC) -

(Based on Guidelines developed through the Roads Infrastructure Database Project, for application for Special Local Roads Funding)

			Council Code	APC	APC	LRC	LRC	LRC	LRC	DCP	BC
			Timeframe	25/26	25/26	23/24	24/25	25/26	26/27	23/24	24/25
			Council Name:	Adelaide Plains Council	Adelaide Plains Council	Light Regional Council	Light Regional Council	Light Regional Council	Light Regional Council	District Council of Peterborough	Barossa Council
			Road Name:	Hart Road	Wasleys Road	Seppeltsfield Road	Bethel Road	Samuel Road	Wasleys Road	Cotton Road	Bethany Road
			Segment:	Port Wakefield Road to Devon Road	Cheek Road to Woolsheds Road	Peter Seppelt Road to Gerald Roberts Road	Horrocks Highway to End of Seal	Greenock Road to Seppeltsfield Road	Woolsheds Road to End of Seal	Main Road to Price Road	Barossa Valley Way to Menge Road
			Primary Purpose:	Freight	Freight	Tourism	Freight	Freight	Freight	Freight	Freight
			Length of Segment (km) - RL	3	5.4	1.7	12.5	2.6	3.6	1.45	1.65
			Traffic Volume (AADT): - TV			1000	300	2000	350		1500
			% Gap Closed: - GC	100	100	100	100	100	100	20	100
			Cost to Close Gap ($): - UC	900000	1620000	2100000	3600000	1950000	1050000	1200000	800000
			Amount Sought ($)	600000	1080000	1400000	2400000	1300000	700000	1000000	400000
Benefit Influencing Factor	**Weighting (%)**	**Specific Criteria**	**Maximum Score**								
5(a). Secondary Purpose(s)	10	1. One Secondary Purpose	5.0			5.0	5.0	5.0			5.0
		2. Two Secondary Purposes	5.0			5.0		5.0			5.0
5(b). Regional Significance	25	1. Community Significance	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3
		2. Regional Significance	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3
		3. State Significance	8.3			8.3					
5(c). Economic	10	Road User Benefit									
		1. Reduce delays and operating costs for heavy vehicles?	1.7	1.7	1.7	1.7	1.7	1.7	1.7		1.7
		2. Provide direct access to major industrial developments	1.7	1.7	1.7	1.7		1.7		1.7	1.7
		3. Facilitate a higher classification of freight movements	1.7	1.6	1.7		1.7		1.7	1.7	1.7
		4A. Facilitate intermodal transport operations - rail	0.6								
		4B. Facilitate intermodal transport operations - sea	0.6								
		4C. Facilitate intermodal transport operations - air	0.6								
		5. Assist export of products by improving quality and reducing impacts of dust etc	1.7			1.7	1.7	1.7	1.7	1.7	
		6. Provide direct access to new industrial precincts	1.7			1.7		1.7			
	5	Community Benefit									
		7. Benefit regional employment and sustain communities	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
		8. Assist attraction of economic investment to region	2.5	2.5	2.5	2.5		2.5		2.5	2.5
	5	Road Owner Benefit									
		9. Reduce the road maintenance effort	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
5(d). Access	15	1. Reduce traffic congestion	1.7								
		2. Link areas of particular land uses to strategic routes	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
		3. Provide a higher standard alternative route	1.7			1.7	1.7	1.7	1.7		
		4. Complement the existing arterial road network	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
		5. Provide improved access to key population centres	1.7				1.7		1.7		1.7
		6. Ensure communities are not isolated by flooding	1.7								
		7. Act as a collector road for local or heavy traffic	1.7			1.7	1.7	1.7	1.7	1.7	1.7
		8. Provide all weather access	1.7	1.7	1.7		1.7		1.7	1.7	1.7
		9A. Provide access to other types of transport - bus	0.6			0.6					0.6
		9B. Provide access to other types of transport - rail	0.6								
		9C. Provide access to other types of transport - air	0.6								
5(e). Safety	20	1. Reduce conflicts between tourist, freight and commuter traffic	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2
		2. Contribute to safer travel and reduce accidents	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2
		3. Provide safe overtaking opportunities and reduce frustration and fatigue	2.2				2.2		2.2		
		4. Reduce exposure to travel risk	2.2			2.2	2.2	2.2	2.2		2.2
		5. Provide access for school buses	2.2			2.2	2.2	2.2	2.2		2.2
		6. Provide access for emergency services	2.2			2.2	2.2	2.2	2.2	2.2	2.2
		7. Remove traffic from city/town areas	2.2					2.2			2.2
		8. Reduce road roughness and potential dust hazards	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2
		9. Reduce the impact of roadside hazards	2.2	2.2	2.2	2.2	2.2		2.2		
5(f). Environmental	10	1A. Reduce environmental pollution - air	1.1				1.1		1.1		
		1B. Reduce environmental pollution - noise	1.1			1.1	1.1	1.1	1.1		
		1C. Reduce environmental pollution - water	1.1								
		2. Minimise impact of heavy vehicles on local community	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3
		3. Reduce reliance on road transport and encourage other forms of transport	3.3			3.3					3.3
		WEIGHTED BENEFIT SCORE (WB)	**100**	**49**	**49**	**82**	**68**	**70**	**63**	**51**	**73**
		WEIGHTED BENEFIT/COST SCORE (WBC)		**0**	**0**	**67**	**70**	**187**	**75**	**0**	**225**
		(= WB x TV x (RLx1000) x (GC/100) / UC)									
		PRIORITY RANKING BY WEIGHTED BENEFIT		**20**	**19**	**2**	**10**	**9**	**13**	**18**	**8**

2023 REGIONAL ROADS DATABASE - STAGE 1 ASSESSMENT

ANALYSIS OF WEIGHTED BENEFIT (WB) AND WEIGHTED BENEFIT/COST SCORE (WBC) - REVISED ASSESSMENT

(Based on Guidelines developed through the Roads Infrastructure Database Project, for application for Special Local Roads Funding)

					3yr	3yr				
		Council Code	CCC	CCC	CCC	WRC	WRC	RCG	YPC	NAC	NAC
		Timeframe	24/25	23/24	23/24	24/25	23/24	26/27	22/23	24/25	26/27
		Council Name:	Copper Coast Council	Copper Coast Council	Copper Coast Council	Wakefield Regional Council	Wakefield Regional Council	Regional Council of Goyder	Yorke Peninsular Council	Northern Areas Council	Northern Areas Council
		Road Name:	Bowman Road	Sharples Road	Magazine Road	Saint Station Road	Koolunga Road	Claremont Road	North Coast Road	Andrews Road and RM Williams Way Intersection	Andrews Road
		Segment:	Copper Coast Highway to Spencer Highway	Magazine Road to Bowman Road	Spencer Highway to Sharples Road	Balaklava Road to Templeton Road	End K/wt to Boucaut Road	Farrell Flat Road to Quarry Entrance	Point Turton Township to Point Souttar Road	Andrews Road and RM Williams Way Intersection	RM Williams Way to Hill River Road
		Primary Purpose:	Freight	Freight	Freight	Freight	Freight	Freight	Community Access	Freight	Freight
		Length of Segment (km) - RL	2.3	1.2	2.5	5.6	5.0	0.1	4	0.1	3.5
		Traffic Volume (AADT): - TV	100	530	484	104		190	400	100	100
		% Gap Closed: - GC	100	100	100	100	100	100	100	100	100
		Cost to Close Gap ($): - UC	900000	780000	1800000	3000000	1500000	600000	3423000	500000	1000000
		Amount Sought ($)	450000	390000	900000	2000000	750000	450000	2282000	350000	500000
Benefit Influencing Factor	**Weighting (%)**	**Specific Criteria**	**Maximum Score**								
5(a). Secondary Purpose(s)	10	1. One Secondary Purpose	5.0				5.0		2.5		
		2. Two Secondary Purposes	5.0								
5(b). Regional Significance	25	1. Community Significance	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3
		2. Regional Significance	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3
		3. State Significance	8.3								
5(c). Economic	10	Road User Benefit									
		1. Reduce delays and operating costs for heavy vehicles?	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
		2. Provide direct access to major industrial developments	1.7	1.7	1.7	1.7	1.7	1.7			
		3. Facilitate a higher classification of freight movements	1.7			1.7	1.7	1.7			
		4A. Facilitate intermodal transport operations - rail	0.6								
		4B. Facilitate intermodal transport operations - sea	0.6	0.6	0.6	0.6					
		4C. Facilitate intermodal transport operations - air	0.6								
		5. Assist export of products by improving quality and reducing impacts of dust etc	1.7	1.7	1.7	1.7	1.7		1.7	1.7	1.7
		6. Provide direct access to new industrial precincts	1.7	1.7	1.7	1.7		1.7			
	5	Community Benefit									
		7. Benefit regional employment and sustain communities	2.5	2.5	2.5	2.5		2.5	2.5	2.5	2.5
		8. Assist attraction of economic investment to region	2.5	2.5	2.5	2.5		2.5	2.5	2.5	2.5
	5	Road Owner Benefit									
		9. Reduce the road maintenance effort	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
5(d). Access	15	1. Reduce traffic congestion	1.7	1.7	1.7	1.7	1.7		1.7		
		2. Link areas of particular land uses to strategic routes	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
		3. Provide a higher standard alternative route	1.7	1.7	1.7	1.7	1.7		1.7	1.7	1.7
		4. Complement the existing arterial road network	1.7	1.7	1.7	1.7	1.7		1.7	1.7	1.7
		5. Provide improved access to key population centres	1.7				1.7		1.7		
		6. Ensure communities are not isolated by flooding	1.7	1.7	1.7		1.7		1.7	1.7	1.7
		7. Act as a collector road for local or heavy traffic	1.7			1.7	1.7		1.7		1.7
		8. Provide all weather access	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
		9A. Provide access to other types of transport - bus	0.6	0.6	0.6	0.6	0.6		0.6	0.6	0.6
		9B. Provide access to other types of transport - rail	0.6								
		9C. Provide access to other types of transport - air	0.6								
5(e). Safety	20	1. Reduce conflicts between tourist, freight and commuter traffic	2.2	2.2	2.2	2.2			2.2	2.2	2.2
		2. Contribute to safer travel and reduce accidents	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2
		3. Provide safe overtaking opportunities and reduce frustration and fatigue	2.2				2.2		2.2		2.2
		4. Reduce exposure to travel risk	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2
		5. Provide access for school buses	2.2	2.2	2.2	2.2	2.2		2.2	2.2	2.2
		6. Provide access for emergency services	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2
		7. Remove traffic from city/town areas	2.2	2.2	2.2						
		8. Reduce road roughness and potential dust hazards	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2
		9. Reduce the impact of roadside hazards	2.2	2.2	2.2	2.2	2.2		2.2	2.2	2.2
5(f). Environmental	10	1A. Reduce environmental pollution - air	1.1	1.1	1.1	1.1		1.1	1.1	1.1	1.1
		1B. Reduce environmental pollution - noise	1.1	1.1	1.1	1.1	1.1		1.1	1.1	1.1
		1C. Reduce environmental pollution - water	1.1	1.1	1.1				1.1	1.1	
		2. Minimise impact of heavy vehicles on local community	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3
		3. Reduce reliance on road transport and encourage other forms of transport	3.3								
		WEIGHTED BENEFIT SCORE (WB)	**100**	**69**	**69**	**69**	**60**	**65**	**52**	**69**	**61**	**64**
		WEIGHTED BENEFIT/COST SCORE (WBC)		**18**	**56**	**46**	**12**	**0**	**2**	**32**	**1**	**22**
		(= WB x TV x (RLx1000) x (GC/100) / UC)										
		PRIORITY RANKING BY WEIGHTED BENEFIT		**3**	**3**	**3**	**14**	**9**	**19**	**2**	**13**	**11**

Modified: 13/10/2026

2023 REGIONAL ROADS DATABASE - STAGE 1 ASSESSMENT

ANALYSIS OF WEIGHTED BENEFIT (WB) AND WEIGHTED BENEFIT/COST SCORE (WBC) -

(Based on Guidelines developed through the Roads Infrastructure Database Project, for application for Special Local Roads Funding)

			Council Code	APC	APC	LRC	LRC	LRC	LRC	DCP	BC
			Timeframe	25/26	25/26	23/24	24/25	25/26	26/27	23/24	24/25
			Council Name:	Adelaide Plains Council	Adelaide Plains Council	Light Regional Council	Light Regional Council	Light Regional Council	Light Regional Council	District Council of Peterborough	Barossa Council
			Road Name:	Hart Road	Wasleys Road	Seppeltsfield Road	Bethel Road	Samuel Road	Wasleys Road	Cotton Road	Bethany Road
			Segment:	Port Wakefield Road to Devon Road	Cheek Road to Woolsheds Road	Peter Seppelt Road to Gerald Roberts Road	Horrocks Highway to End of Seal	Greenock Road to Seppeltsfield Road	Woolsheds Road to End of Seal	Main Road to Price Road	Barossa Valley Way to Menge Road
			Primary Purpose:	Freight	Freight	Tourism	Freight	Freight	Freight	Freight	Freight
			Length of Segment (km) - RL	3	5.4	1.7	12.5	2.6	3.6	1.45	1.65
			Traffic Volume (AADT): - TV	100	100	1000	300	2000	350	100	1500
			% Gap Closed: - GC	100	100	100	100	100	100	100	100
			Cost to Close Gap ($): - UC	900000	1620000	2100000	3600000	1950000	1050000	1200000	800000
			Amount Sought ($)	600000	1080000	1400000	2400000	1300000	700000	1000000	400000
Benefit Influencing Factor	**Weighting (%)**	**Specific Criteria**	**Maximum Score**								
5(a). Secondary Purpose(s)	10	1. One Secondary Purpose	5.0			5.0	5.0	5.0			5.0
		2. Two Secondary Purposes	5.0					5.0			5.0
5(b). Regional Significance	25	1. Community Significance	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3
		2. Regional Significance	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3
		3. State Significance	8.3								
5(c). Economic	10	Road User Benefit									
		1. Reduce delays and operating costs for heavy vehicles?	1.7	1.7	1.7	1.7	1.7	1.7	1.7		1.7
		2. Provide direct access to major industrial developments	1.7	1.7	1.7	1.7		1.7		1.7	
		3. Facilitate a higher classification of freight movements	1.7	1.7	1.7				1.7	1.7	1.7
		4A. Facilitate intermodal transport operations - rail	0.6								
		4B. Facilitate intermodal transport operations - sea	0.6								
		4C. Facilitate intermodal transport operations - air	0.6								
		5. Assist export of products by improving quality and reducing impacts of dust etc	1.7	1.7		1.7	1.7	1.7	1.7	1.7	
		6. Provide direct access to new industrial precincts	1.7			1.7		1.7			
	5	Community Benefit									
		7. Benefit regional employment and sustain communities	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
		8. Assist attraction of economic investment to region	2.5	2.5	2.5	2.5		2.5		2.5	2.5
	5	Road Owner Benefit									
		9. Reduce the road maintenance effort	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
5(d). Access	15	1. Reduce traffic congestion	1.7								
		2. Link areas of particular land uses to strategic routes	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
		3. Provide a higher standard alternative route	1.7			1.7	1.7	1.7	1.7		
		4. Complement the existing arterial road network	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
		5. Provide improved access to key population centres	1.7						1.7		
		6. Ensure communities are not isolated by flooding	1.7								
		7. Act as a collector road for local or heavy traffic	1.7			1.7	1.7	1.7	1.7	1.7	1.7
		8. Provide all weather access	1.7	1.7	1.7		1.7		1.7	1.7	1.7
		9A. Provide access to other types of transport - bus	0.6			0.6					0.6
		9B. Provide access to other types of transport - rail	0.6								
		9C. Provide access to other types of transport - air	0.6								
5(e). Safety	20	1. Reduce conflicts between tourist, freight and commuter traffic	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2
		2. Contribute to safer travel and reduce accidents	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2
		3. Provide safe overtaking opportunities and reduce frustration and fatigue	2.2	2.2			2.2		2.2		
		4. Reduce exposure to travel risk	2.2	2.2	2.2	2.2	2.2	2.2	2.2		2.2
		5. Provide access for school buses	2.2			2.2	2.2	2.2	2.2		2.2
		6. Provide access for emergency services	2.2			2.2	2.2	2.2	2.2	2.2	2.2
		7. Remove traffic from city/town areas	2.2					2.2			
		8. Reduce road roughness and potential dust hazards	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2
		9. Reduce the impact of roadside hazards	2.2	2.2	2.2	2.2	2.2		2.2		
5(f). Environmental	10	1A. Reduce environmental pollution - air	1.1	1.1	1.1		1.1		1.1		
		1B. Reduce environmental pollution - noise	1.1	1.1	1.1	1.1	1.1	1.1	1.1		
		1C. Reduce environmental pollution - water	1.1	1.1	1.1						
		2. Minimise impact of heavy vehicles on local community	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3
		3. Reduce reliance on road transport and encourage other forms of transport	3.3			3.3					3.3
		WEIGHTED BENEFIT SCORE (WB)	**100**	**58**	**54**	**69**	**64**	**70**	**63**	**51**	**67**
		WEIGHTED BENEFIT/COST SCORE (WBC)		**19**	**18**	**56**	**67**	**187**	**75**	**6**	**208**
		(= WB x TV x (RLx1000) x (GC/100) / UC)									
		PRIORITY RANKING BY WEIGHTED BENEFIT		**16**	**17**	**6**	**10**	**1**	**12**	**20**	**7**

Modified: 13/10/2026

		Council Name:	Light Regional Council	Clare & Gilbert Valleys Council	Clare & Gilbert Valleys Council	Light Regional Council	Copper Coast Council
		Road Name:	Bethel Road	Vandeleur Road	Bruce Road	Templers Road	Hopgood Road
		Segment:	Horrocks Highway to End of Seal	Horrocks Highway to 1km West	End of Seal to Reylands Road	Owen Road and Annie Terrace	North Beach Road to Woodforde Drive
		Primary Purpose:	Freight	Freight	Community Access	Community Access	Community Access
Benefit Influencing Factor	**Specific Criteria**	**Maximum Score**					
1. Continuing project.	Third or greater year of project = 10, second year of project = 5, first year of project = 0.	10	10.0	5.0	5.0	0.0	0.0
2. Tourism / community access weighting adjustment.	Primary purpose of T or C = 5, otherwise 0.	5	0.0	0.0	5.0	5.0	5.0
3. Cross-regional linkage route.	Forms part of key regional link = 5, crosses council boundary(ies) = 2.5, internal to council = 0.	5	1.5	3.5	2.5	3.5	0.0
4. Contribution level.	50/50 =10. one third / two third = 5. Less = 0.	10	5.0	5.0	5.0	5.0	5.0
5. Project cost & economic analysis.	Cost/km = excessive = 0.	5	4.0	2.5	2.5	2.5	2.0
	STAGE 2 SCORE	**35**	**21**	**16**	**20**	**16**	**12**
	COMBINED STAGE 1 AND 2 ASSESSMENT	**135**	**85**	**65**	**57**	**69**	**71**
	PRIORITY RANKING BY COMBINED ASSESSMENT		**4**	**14**	**19**	**12**	**10**

Modified: 13/10/2026