

Special Local Roads Program Policy Manual

**Adopted by the LGA Board of
Directors on 18 January 2024**

About this Document

This document contains the policies that govern the operations of the Special Local Roads Program (SLRP).

Approval

Issued / Approved	18 January 2024
Next Review	October 2024
LGA File Reference	ECM 796262
Responsible Officer	Special Local Roads Program Coordinator
Relevant Legislation	Local Government Act 1999
Related Documents	LGA Grant Management Framework ECM 697821 Local Government Transport Advisory Panel Terms of Reference ECM 771613 Return of Unspent SLRP Funds Policy ECM 789752

Review History

Document History	Version No:	Issue Date:	Description of Change
	1.0	2017	Consolidated Terms of Reference, Guidelines, Policy and Processes for the Special Local Roads Program (ECM 646745).
	2.0	2022	Comprehensive review of all content in response to SLRP Review. Terms of Reference for the Local Government Transport Advisory Panel excised into separate document (ECM 771613).
	3.0	2023	Review as part of continued process improvement following the conclusion of the 2022 SLRP Grant round (ECM 787865).
	4.0	2024	Annual review (ECM 796262).

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1. About the Special Local Roads Program

The Special Local Roads Program (SLRP) has been in place in South Australia since 1985. Managed by the LGA, the SLRP provides funding to South Australian councils for the construction and maintenance of strategic and significant local roads, through an annual competitive grant round.

All South Australian councils, regardless of their membership or affiliation with a Regional LGA are eligible to apply directly to the LGA. Each year the Local Government Transport Advisory Panel calls for applications for SLRP funding from councils.

Funding for an annual competitive SLRP grant round is provided from the following Federal Grant programs:

- 15% of identified local roads component of the Commonwealth Financial Assistance Grants.
- 15% of South Australia's Supplementary Local Road Funding (in available years).
- 15% of South Australia's allocation of the Roads to Recovery Program.

The LGA is responsible for facilitating the SLRP application process, and the monitoring and acquittal of SLRP funded projects. The funding sources for the SLRP, and subsequent distribution of funds to successful SLRP applicants, is the responsibility of the SA Local Government Grants Commission (the Commission).

The LGA established the Local Government Transport Advisory Panel (LGTAP) to oversee the governance and operations of the SLRP. This includes considering applications for SLRP funding and making recommendations to the LGA Board of Directors. The LGA Board, in turn, makes recommendations to the Commission for its consideration. The Commission makes its recommendations to the State Minister for Local Government for endorsement of its recommendations to the Federal Minister for local government for approval. Executive support for LGTAP is provided by the LGA Secretariat.

Each year LGTAP calls for applications for SLRP funding from councils. Following the closure of the application period, the LGA undertakes a preliminary review of all applications. Applications received from councils that are affiliated with a Regional LGA are also referred to their respective Regional LGA to provide feedback and comments. This process ensures that proposed projects are strategic to the region.

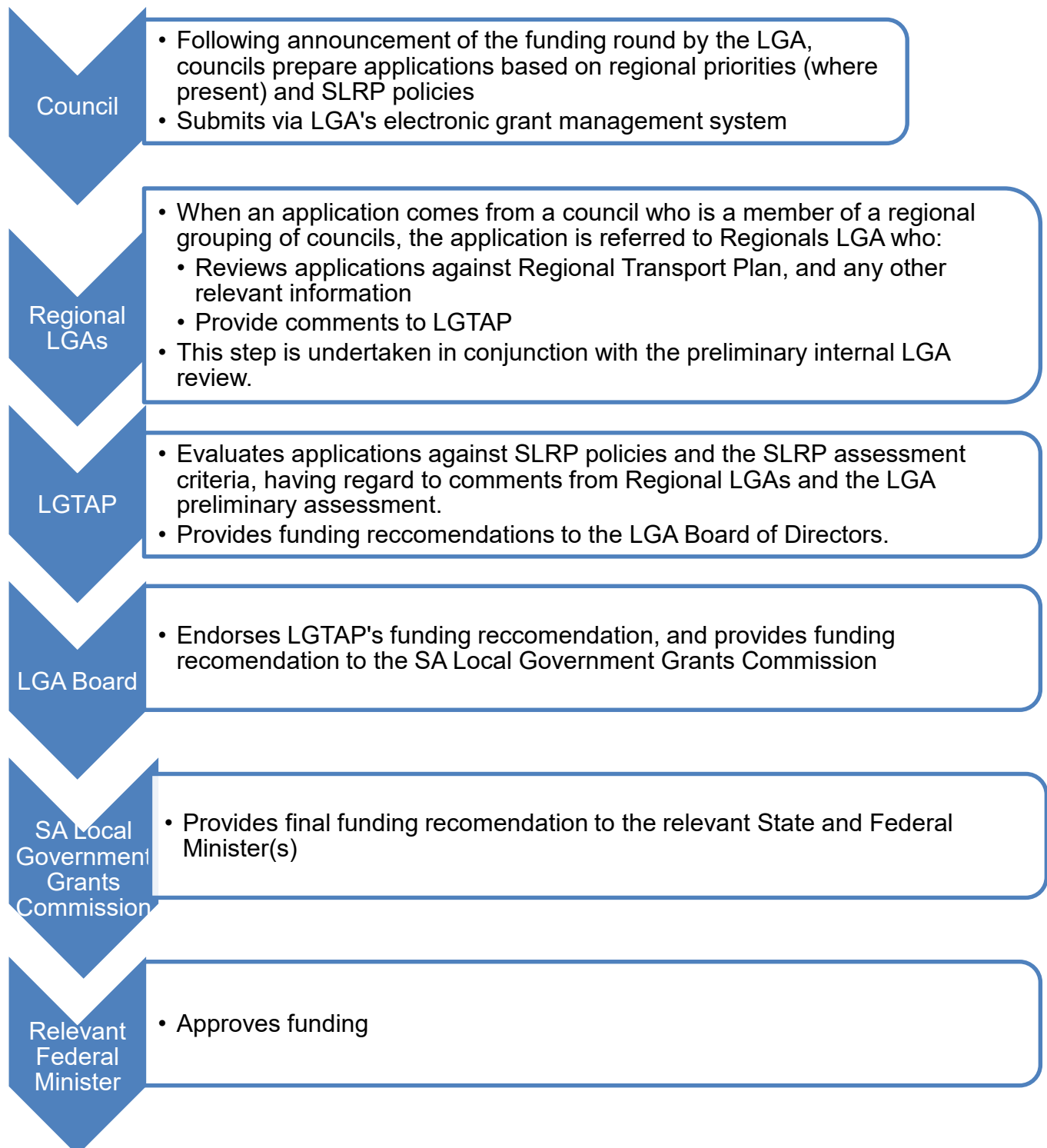
The LGTAP then assesses all applications received, taking into consideration the comments provided as part of the preliminary assessment process. The LGTAP analyses applications in accordance with all adopted LGTAP policies which assures transparency and accountability in its assessment process and resolutions.

Following its assessment, the LGTAP provides recommendations to the LGA Board of Directors for endorsement, which in turn, makes recommendations to the Commission for its consideration before recommendations are made to the State and Federal Ministers for Local Government for approval.

The LGTAP is governed by the LGTAP Terms of Reference.

The SLRP application, assessment and approval process is summarised in Figure 1, with further detail of these processes outlined in the remainder of this document.

Figure 1: Overview of SLRP application, assessment and approval process



2. SLRP Objectives

- 2.1 The objectives of the Special Local Roads Program are to:
- a. Prioritise the construction and maintenance of strategic and significant local roads whose benefits exceed the boundary of the council and its community.
 - b. Support the delivery of local roads in an orderly and coordinated manner through evidence-based decisions that draw upon the best available State, Regional and Local plans.
 - c. Demonstrate accountability and transparency in the administration of the program.

3. SLRP Guiding Principles

3.1 The principles that guide the operations of the SLRP are:

Strategic and significant

The SLRP exists to facilitate the construction and maintenance of strategic and significant roads whose benefits exceed the boundary of the council and its community.

Sector approach

The existence of the SLRP reflects a shared understanding that local government delivers better outcomes for the community when it works together.

Equitable across regions

The SLRP seeks a degree of equity across South Australia's regions, so that strategic and significant roads are developed across the state.

Equal access

All South Australian local government bodies and other prescribed bodies should have access to the SLRP regardless of their membership to any local government association and/or regional grouping of councils. Access will continue to be provided on the condition that the local government body maintains its contributions of Federal Government Grant funding to the SLRP.

Transparent

SLRP assessment criteria and application processes are clear, and decisions are made in an open and accountable manner.

Evidence based

Funding recommendations are based on the best available evidence, and consistent with regional transport plans where they exist.

3.2 LGTAP are required to adhere to these guiding principles in assessing SLRP applications.

3.3 In the case of apparent conflict between SLRP Assessment Criteria (refer Section 7) and the Guiding Principles, the Guiding Principles take precedence.

4. Eligibility

- 4.1 The SLRP is open to all South Australian local government bodies who are recipients of Commonwealth Financial Assistance Grants and contribute to the SLRP.
- 4.2 To be considered eligible, an application to the SLRP must:
 - a. be received in writing via the LGA's electronic grant management system using the standard SLRP Application Form
 - b. include a written confirmation of the eligible council(s) financial commitment to the project
 - c. include attachments containing supporting evidence as requested on the SLRP Application Form
 - d. Include a Council Contribution of no less than one-third of the total project cost for rural and regional councils, and no less than one-half of the total project cost for metropolitan councils.
- 4.3 There is no minimum or maximum project value, however LGTAP will consider the principle of achieving a degree of equity across South Australia's regions when considering higher value applications and/or multiple projects from any given region.
- 4.4 Projects with multiple stages over multiple years are encouraged. Each stage must be submitted on an annual basis as a separate application and should be able to be completed within the financial year that funding was awarded; and each application will be assessed independently on its merits. Commitment of funding for one stage does not provide any guarantee or commitment that future stages will be funded.
- 4.5 LGTAP may deem an applicant ineligible from one or more funding rounds based on performance in previous projects if:
 - a. The applicant has breached their conditions of funding
 - b. The applicant has utilised SLRP funding for purposes other than the defined project outputs and outcomes
 - c. The applicant failed to deliver the project outputs and outcomes
 - d. The applicant has failed to complete their project within agreed time frames
 - e. The application has failed to report on their project and/or
 - f. The applicant fails to return unspent SLRP funds if requested by the LGA and the SA Local Government Grants Commission.
- 4.6 The LGA will maintain a register of all breaches for the purpose of clause 4.5.

5. Eligible expenditure

5.1 SLRP funding is intended to be used for construction and maintenance of strategic and significant sealed and unsealed roads, and bridges. Examples of eligible project works include:

- Road widening and shoulder widening
- Road sealing or re-sealing
- Installation of traffic calming infrastructure
- Repair to non-road areas that were unavoidably damaged as part of the project, such as repair of existing footpaths
- Street scaping work that is critical to the completion of the road project.

5.2 As SLRP funding is primarily used for the construction and maintenance of strategic and significant roads, it is at the LGTAP's discretion whether the following project elements will be considered on a case-by-case basis:

- Preliminary design work and/or project planning
- Projects that are traditionally funded through other sources
- Street scaping work (that does not involve road work, or is not critical to the completion of the road project)
- Work to non-road areas, such as the creation of footpaths, curb ramps and pedestrian refuges
- Installation, relocation or maintenance of street trees.

5.3 SLRP funding cannot be used for the following:

- Purchase of equipment or land
- Grant writer, auspice or auditor fees
- Ongoing maintenance costs not directly related to the project
- Administrative or corporate overhead costs not directly attributable to the project.

6. Application and Assessment Process

- 6.1 Each year, via the LGA, the LGTAP will announce the opening of the grant round to all eligible South Australian Councils, other eligible prescribed bodies and Regional LGA's.
- 6.2 Each grant round will be open for a minimum of four and maximum of eight weeks.
- 6.3 LGTAP only accepts applications through the dedicated grant round, but the LGA Board reserves the right to:
 - a. Change the timing of the grant round
 - b. Change the closing date and time of a grant round
 - c. Postpone or cancel a grant round.
- 6.4 Late applications including attachments will not be accepted, except in relation to clause 6.5.
- 6.5 The SLRP Coordinator can grant an extension to an application for up to five business days if:
 - a. The applicant contacts the LGA prior to the due date clearly stating the reasons for the request; or
 - b. there is an outage associated with the LGAs electronic grant management system.
- 6.6 Once applications are received on the LGA's electronic grant management system:
 - a. If the applicant is a member of a regional grouping of councils, the LGA will provide access to the application and all supporting documentation to the relevant regional grouping of councils on the electronic grant management system. Regional groupings of councils will then be given two weeks to provide their comments directly into the electronic grant management system.
 - b. If the applicant is not a member of a regional grouping of councils, LGTAP will proceed to directly assess the application.
- 6.7 To assist LGTAP, the LGA's SLRP Coordinator will undertake a preliminary assessment of all applications and provide this information to LGTAP.
- 6.8 LGTAP members will be provided with access to all applications in full, including any attachments. They will also be provided with the preliminary assessment from the SLRP Coordinator. LGTAP will evaluate all applications on a competitive basis against:
 - a. Objectives and Guiding Principles of the SLRP (refer Sections 2 and 3)

- b. SLRP Assessment Criteria (refer Section 7)
 - c. Comments from the relevant regional grouping of councils (if applicable).
- 6.9 LGTAP reserves the right to seek further information from applicants at any point in the assessment process to confirm a project's eligibility for funding. This includes the ability for LGTAP to invite applicants to attend LGTAP meetings to discuss their application.
- 6.10 LGTAP will make recommendations to the LGA Board of Directors about projects eligible and suitable for funding. LGTAP will consider applications and make recommendations in confidence in accordance with the LGA's Meeting Procedures, noting that it is the prerogative of the relevant State and Federal Minister to approve and announce successful projects.
- 6.11 The LGA Board of Directors will review LGTAP's recommendations and endorse these to the SA Local Government Grants Commission. The LGA Board will consider LGTAP's recommendations in confidence in accordance with the LGA's Meeting Procedures, noting that it is the prerogative of the relevant State and Federal Minister to approve and announce successful projects.
- 6.12 The SA Local Government Grants Commission will then consider the LGTAP's approved recommendations and make recommendations to the State Minister for endorsement. The State Minister forwards the Commission's recommendations to the Federal Minister, who approves them.
- 6.13 The Federal Minister advises the State Minister when the grants are approved and the State Minister writes to all Mayors, Members of Parliament and local governments to advise that the grants have been approved.

7. Assessment criteria

7.1 The following table contains the SLRP Assessment Criteria that LGTAP will use to assess applications:

Criteria	Weighting
<p>1. Road purpose</p> <p>To what extent does the application demonstrate a strategic and significant purpose for the road?</p> <p>Key considerations include:</p> <ul style="list-style-type: none"> • What are the primary and secondary purposes¹ of the road? • Are these purposes significant and strategic? • How well are these purposes evidenced? • To what extent is the application aligned with local, regional, state and national road/transport plans and strategies? • Is the council's future intention and ownership of the road clearly outlined? 	<p>30%</p>
<p>2. Scope of works</p> <p>How well does the application outline an acceptable and achievable scope of works to support the road's desired purpose?</p> <p>Key considerations include:</p> <ul style="list-style-type: none"> • How well does the application outline the extent of the project and scope of works? • What is the gap between current and desired construction and maintenance standard of the road; and how well is this gap addressed by the project? • How well does the application justify the project in terms of the key parameters of traffic volumes, heavy vehicle loading, presence of parking/cycling (built up areas only) and the speed environment? • Is the project 'shovel ready' and able to be delivered within the proposed timeframes? • What evidence is there of project planning and design work? Is the level of documentation provided commensurate to the size and complexity of the project? • Is the scope of works eligible for funding? Does the project include works that are not eligible for funding? <p>Further information about road construction and maintenance parameters is provided in Appendix A.</p>	<p>20%</p>

¹ The SLRP has adopted the following definitions to assist determining the strategic and significant purpose of a road:

Freight – facilitates industry development by linking key industries to major transport routes and contributes to efficient movement of large volumes of heavy freight vehicles.

Tourism – provides access to tourism sites and locations, and enables people to view scenic attractions in a safe and enjoyable manner.

Community access – provides for overall development of the community through enhanced access to community facilities, services and amenities, whilst minimising the impact of heavy vehicles on the community. Providing or improving access to individual properties is not considered a community access purpose.

	Criteria	Weighting
3	<p>Value for money</p> <p>To what extent does the project represent value for money?</p> <p>Key considerations include:</p> <ul style="list-style-type: none"> • What is the cost to bring the road to the desired standard? • What evidence is provided regarding the project costings and timeframes? How realistic are these? • How detailed and accurate are the cost estimates? • Does the project represent value for money having regard to the road's purpose? • What other funding sources are committed? What other funding sources is the council exploring? • What is the amount of Council contribution toward the overall cost of the project? Does it meet or exceed the minimum standard? Does the Council's contribution support the SLRP funds to deliver more/greater outcomes, thereby achieving greater value for money? 	20%
4.	<p>Benefits of the project</p> <p>To what extent does the application outline the economic, access, safety and environmental benefits of the project?</p> <p>Key considerations include:</p> <ul style="list-style-type: none"> • What are the economic benefits of the projects for road users, regional economic development and/or road owners? • What are the access benefits in terms of improved connection, contribution to the road network, reduced congestion and access to other types of transport? • What are the safety benefits in areas including reduction of the risk of conflict, overtaking opportunities, access for community and emergency services, and removal of hazards? • What are the environmental benefits in terms of reduction of pollution, the impact of heavy vehicles on communities and reducing reliance on road transport? <p>Further information about potential project benefits is provided in Appendix B.</p>	30%

8. Monitoring and Reporting

- 8.1 As part of the application process all grant recipients are required to accept the terms and conditions the grant recipient will comply with should the application be successful. All successful applicants will be notified in writing to specify the monitoring and reporting requirements and confirming the following:
- (a) Approved project details
 - (b) Project start and end date
 - (c) Approved SLRP funding and funds management requirements, as applicable
 - (d) Monitoring and reporting requirements/schedule
 - (e) Any other conditions required by the LGTAP and/or the Grants Commission.
- 8.2 Grant recipients are required to provide regular progress reports to the LGA via the LGA's electronic grant management system. Reports submitted via email or post will not be accepted, unless at the discretion of the SLRP Coordinator.
- 8.3 The LGA will maintain a portal with information about approved/funded SLRP projects on the public-facing section of the LGA website, along with LGTAP agendas and minutes (excluding any information retained in confidence).
- 8.4 The LGA will update LGTAP regarding the progress of the current projects, any overdue progress reports, project completions and discontinued projects at each meeting.
- 8.5 If an applicant fails to meet a reporting deadline, they will receive a regular reminder from the LGA to provide their overdue report.
- 8.6 When a report is overdue by 30 days, the LGA may issue a Final Reminder outlining the consequences of not adhering to the reporting requirements. Consequences may include an inability to access SLRP funding in future years.
- 8.7 The LGA reserves the right to request additional reporting at any time.
- 8.8 Recipients with projects funded out of the Roads to Recovery Pool of the SLRP are also required to provide quarterly progress updates (of construction/current progress and expenditure) to the Grants Commission upon request and provide an Annual Report to the Grants Commission in line with the Funding Conditions for the Roads to Recovery Program (noting that the Commission is required to submit reports to the Commonwealth).

9. Extensions

- 9.1 All requests for extensions must be made in writing through the LGA's electronic grant management system.
- 9.2 Any request for extensions must identify the revised timeframes, explain the rationale for the extension and any impacts this will have on the achievement of original project outcomes.
- 9.3 Project extensions of up to 12 months are approved by the SLRP Coordinator. The SLRP Coordinator reserves the right to seek feedback from LGTAP on any extension request.
- 9.4 Any project extension beyond 12 months (including cumulative extensions totalling twelve months) must be approved by the LGTAP. LGTAP reserves the right to seek advice from the LGA's Audit and Risk Committee, and/or escalate an extension request to the LGA Board of Directors.

10. Changes in scope

- 10.1 All requests to change the project scope must be made in writing through the LGA's electronic grant management system.
- 10.2 All requests to change the project scope are to be determined by LGTAP, having regard to the objectives, guiding principles and assessment criteria of the SLRP, and the financial impact of the change of scope.
- 10.3 LGTAP reserves the right to seek advice from the LGA's Audit and Risk Committee and/or LGA Board before determining the outcome of a Change in Scope application.

11. Discontinued projects

- 11.1 Grant recipients must report to the LGA as soon as practicable if the project cannot be completed.
- 11.2 If the project is discontinued, the LGA will arrange for unspent funding to be returned to the SLRP to be held in the SA Local Government Grants Commission's Account with the Local Government Finance Authority (LGFA) for LGTAP to recommend to the Grants Commission how the funds should be redistributed.

- 11.3 If the project is partially completed the recipient may be required to complete the final report stating clearly the outcomes achieved. The report must include a financial statement and the LGA will arrange for remainder of the funding to be returned to the SLRP.

12. Returned Funds

- 12.1 Funds from projects delivered under budget or discontinued projects may be required to be returned to the SLRP to be held in the SA Local Government Grants Commission's Account with the LGFA for redistribution in the next SLRP Grant round.

13. Feedback and complaints

Application outcomes

- 13.1 The recommendations from LGTAP and the LGA Board of Directors is confidential information until final decision and notification by the relevant Minister. For this reason, information about the status of applications will only be provided in confidence to the relevant Councils and Regional LGA's until a decision is made by the relevant Federal Minister.
- 13.2 The outcome of the application as determined by the relevant Federal Minister is final.
- 13.3 The LGA will provide feedback to unsuccessful applicants upon request based on the summary comments recorded by the LGTAP and the LGA Board.
- 13.4 The LGA will announce the successful grant applicants directly in writing and on the LGA's publicly accessible web site, following the announcement and decision of the relevant State Minister.

Grant management processes

- 13.5 Applicants are encouraged to provide feedback on the application process through the electronic grant management system. The feedback will be reviewed by LGA staff upon the completion of each grant round. Any changes relating to the feedback will be incorporated into future grant rounds. The LGA will only provide written feedback to the applicant if it is specifically requested.

Complaints

- 13.6 Complaints regarding a decision of the relevant Federal Minister, and/or the recommendation of LGTAP or the LGA Board must be made in writing. The LGA will:

- a. Acknowledge receipt of the complaint within five working days
- b. Provide the complainant with an update on the status of their complaint within 20 working days of receiving the complaint
- c. The LGA will inform LGTAP regarding all written complaints and any actions taken
- d. The LGA reserves the right to seek feedback on a written complaint from the LGTAP, the LGA Audit and Risk Committee and/or the LGA Board.

14. Terms and Conditions

14.1 As part of the application process, all Grant recipients are required to:

- a. Accept and adhere to the terms and conditions attaching to the SLRP funding it is awarded as set out in this SLRP Policy Manual
- b. Provide all reports in relation to its expenditure of the funding and the project as and when requested by the LGA, and
- c. Allow LGA access to all of its books and records in connection with the expenditure of the funding and the project for audit purposes as and when requested by the LGA.

Appendix A - Road Construction Parameters

The critical parameters are:

- Traffic volume (in AADT - Annual Average Daily Traffic per Austroads Definition);
- Heavy vehicle loading (expressed in "Equivalent Standard Axles" ie ESA's, for the design life of the pavement);
- Presence of parking/cyclists (built up areas only); and
- Speed environment.

Applications must also include surface type (ie simply "surfaced" vs "unsurfaced") as a further initial parameter before standards can be applied.

The choice of "surfaced" vs "unsurfaced" is not, however, completely unrestricted. Common sense and engineering judgement, has been used to apply some restrictions, such as:

- only "Category A - Formed and Sheeted" unsurfaced roads (as defined in the LGA's Unsurfaced Roads Manual) should be permitted as an option in built up areas;
- only "Category A - Formed and Sheeted" unsurfaced roads should be permitted as an option for roads in non-built up areas with "freight" as the primary purpose; and
- only "Category D - Tracks" unsurfaced roads should be permitted as an option for roads with "tourism" as the primary purpose and "4WD" as the second level within that purpose.

Considering the above factors, it is possible to select appropriate standards for defining whether a road is fit for its purpose. These standards have been grouped under four fundamental headings, namely:

a) Speed Environment

Design speed is a key standard which applies in both "built up" and "non-built up" areas, collectively reflecting such fundamental parameters as vertical profile, horizontal geometry and site distance, all leading to a particular safe travel speed.

In built up areas, the average flow speed (both in off-peak conditions and in peak hour) reflects the degree of congestion in the road segment, collectively reflecting the capacity of the cross-section layout (through lanes vs mixed through/turning lanes), capacity of intersections and number of access points onto the road.

b) Dimensions

Overall carriageway width is a measure of the overall width of the road surface required to safely handle the type and volume of traffic. Carriageway width (bridges) provides an added measure of the minimum clearance requirement for points of restricted access (and high construction cost) where shoulders may not be cost effective to provide.

Lane width is a measure of "through lane" requirements, particularly as they apply to multi-laned roads. Lane width is highly dependent on traffic volumes, and the presence of a high percentage of heavy vehicles, such as on freight routes. In built up areas, allowing room for on-street parking and/or cyclists can add up to 2.1 metres to the recommended width of the kerbside lane on a freight route, where at least one through lane is required (bicycle and freight movements are incompatible).

Consideration should be given to providing for cycling movements on the adjacent road network or with off-road facilities, where this is not possible, the width above applies).

In non-built up areas, shoulder width is also a key dimension, reflecting the need to allow vehicles room for pulling off of the main carriageway (such as due to a breakdown), or to recover in the event of accidentally running off the main carriageway. The standard for shoulder width increases significantly with increase in traffic volume. Whilst for normal circumstances shoulders do not need to be sealed, designated cycle routes require between one and three metres of sealed shoulder (depending on the speed environment) in addition to normal sealed carriageway requirements. Sealed shoulders can also be worthwhile on some sections of road to reduce the risk of run-off road crashes.

Height clearance is a major consideration for freight routes, and also where buses (commuter or tourist) use the route.

c) **Geometry**

Whilst basic geometric considerations are covered by "design speed" under the speed environment heading, special consideration needs to be given to horizontal curve radius (particularly in hilly areas where isolated curves can be very tight) due to the problems of heavy vehicle tracking (corner cutting) creating a significant safety risk for on-coming vehicles.

Vertical grade is also a key consideration, particularly for freight routes, because of the high safety risks associated with the large uphill speed differential between commercial vehicles and cars, and the potential for loss of control (including brake failure) on steep downhill grades (similarly for routes used by vehicles towing caravans).

In built up areas, critical to the movement of large vehicles (freight and, occasionally, buses) is intersection turning radius, while roundabout lane width and roundabout radius are also two major considerations for safe movement of commercial vehicles and buses.

d) **Strength/Durability**

Traditionally, pavement strength has not been directly specified, but has been reflected in design pavement depths chosen after site investigation of sub-soil conditions, knowledge about the available sub-base and/or base course material strengths and traffic loading predictions have been taken into account. Such a methodology is very site specific. As a more practical alternative, this report specifies pavement thickness as an indicator of overall pavement strength.

Whilst suitable for surfaced roads, pavement thickness is not a suitable indicator of pavement strength for unsurfaced roads. As an alternative, road quality categories (defined in the Local Government Association of SA's "Managing Unsealed Roads in South Australia" publication) are proposed. These categories range from a graded track (Category D) through to a fully formed and engineered road (Category A).

Individual bridge/culvert mass limits are a second important strength related design consideration. Often, the overall route classification may be down-graded due to one or two isolated bridges having a lower capacity and being unable to be bypassed.

Surface roughness has been included as a measure of strength related performance of a road pavement as it ages. Although some examples of high roughness counts reflect

initial poor construction standards, it is generally more likely that high roughness is a sign of a deteriorating pavement which manifests itself in general deformation, rutting and high levels of pavement defects. High roughness of a road surface also has a potential economic cost to vehicles using the road, particularly heavy vehicles, in terms of extra wear and tear on the vehicle and possible damage to the load.

Appendix B - Road Benefit Criteria

a) Economic

Does the road proposal provide a?

Road user benefit, such as:

- Reduce delays and operating costs for heavy vehicles.
- Provide direct access to major industrial developments, freight generators and specific facilities such as grain silos, wineries, processing plants, etc.
- Facilitate a higher classification of freight movements (eg commercial to B-double).
- Facilitate direct access for intermodal transport operations:
 - Rail
 - Sea
 - Air
- Assist export of products by improving quality (market condition) and reducing impacts of dust, etc.
- Provide direct access to new industrial precincts.

Community benefit, such as:

- Benefit regional employment and sustain communities
- Assist attraction of economic investment to region

Road owner benefit, such as:

- Reduce the road maintenance effort

b) Access

Does the road proposal?

- Reduce traffic congestion.
- Link areas of particular land uses to strategic routes.
- Provide a higher standard alternative route.
- Complement the existing arterial road network.
- Provide improved access to key population centres.
- Ensure communities are not isolated by flooding.
- Act as a collector road for local traffic and for heavy traffic.
- Provide all weather access.
- Provide access to other types of transport as a passenger intermodal connector:
 - Bus
 - Rail

- Air

c) Safety

Does the road proposal?

- Reduce conflicts between tourist, freight and commuter traffic.
- Contribute to safer travel and reduced accidents.
- Provide safe overtaking opportunities and reduce frustration and fatigue.
- Reduce exposure to travel risk.
- Provide access for school buses.
- Provide access for emergency services.
- Remove traffic from city/town areas.
- Reduce road roughness and potential dust hazards.
- Reduce the impact of roadside hazards such as culverts and overhanging trees.

d) Environmental

Does the road proposal?

- Reduce environmental pollution:
 - Air
 - Noise
 - Water
- Minimise impact of heavy vehicles on local community.
- Reduce reliance on road transport and encourage other forms of transport.

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