



# 2030 Regional Transport Plan

## Final Report



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# 2030 Regional Transport Plan

## Part A - Strategic Planning Review and Future Directions Final Report

Client: HDS Australia Pty Ltd on behalf of Southern & Hills Local Government Association

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# EXECUTIVE SUMMARY

## Regional Transport Overview

The key findings from the review of the policy documents from the State Government, local Councils in the Southern and Hills LGA Region and other stakeholders and the issues, challenges and opportunities from the discussions with the stakeholders are summarised as follows.

### Strategic Planning

The strategic policy review identified the following key challenges for the Region:

- Adelaide Hills and Mount Barker are part of Greater Adelaide with a focus on commuter and freight traffic on the South Eastern Freeway to metropolitan Adelaide.
- Fleurieu Peninsula is not well planned for in State Government plans and strategies.
- Kangaroo Island is a special challenge with access to the mainland critical for growth.

### Key Issues and Opportunities

The key issues and opportunities affecting the demand for freight, tourism and community access are:

- Need for a higher quality, direct freight route between Cape Jervis and South Eastern Freeway via Victor Harbor, Strathalbyn and Callington.
- Freight movement capacity to Kangaroo Island via road and ferry with limitations to access the roads at Penneshaw and Cape Jervis.
- Incomplete southern bypass of Mount Barker to provide road access to developing suburbs and to allow for the provision of an improved bus and cycling network.
- Road safety on key routes including Cape Jervis to Adelaide via Yankalilla, Victor Harbor to Adelaide via Mount Compass and Victor Harbor to Mount Barker via Strathalbyn.
- Multiple brands for the regional tourist routes are confusing for visitors.
- Lack of data about freight demand and travel markets to conduct comprehensive transport planning and business case development for road network improvements.

# Future Directions for Transport in the Region

A list of proposed initiatives to improve freight, tourism and community access movements in the Region were developed after the review of the policies, transport demand and stakeholder discussions. These initiatives are shown in Figure E.1.

Figure E.1: Key Strategic Initiatives for the 2030 Regional Transport Plan



### Key Transport Initiatives

- 1** South Coast Freight Corridor between Cape Jervis and Callington as a strategic freight and tourism connection between Kangaroo Island and the South Eastern Freeway
- 1A** High priority for the Middleton bypass through Alexandrina Council to get support from Council and residents
- 1B** Designate Range Road for 26m B-Double trucks as part of the freight corridor
- 2** Improve the road access connections to the ferry termini for services to and from Kangaroo Island on the island at Penneshaw and Cape Jervis
- 3** Progressively plan and implement for the completion of the Heysen Boulevard to connect the southern suburbs of Mount Barker
- 4** Improve the safety of the Main South Road route through Yankalilla and Myponga as an important route between Adelaide and Cape Jervis
- 5** Improve the safety of Victor Harbor Road through Mount Compass between Willunga and Victor Harbor
- 6** Support the implementation of the Hahndorf road interchange project by DIT
- 7** Promote the Fleurieu Way as the key tourism route for the Fleurieu region with consistent and integrated branding
- 8** (Area-wide) Establish new sites for rest areas for trucks and tourists with information displays throughout the region

The key initiatives for freight, tourism and community access are provided under these sub-headings:

### Regional Freight Network Priority Projects

- South Coast Freight Corridor between Cape Jervis and Callington as a strategic freight and tourism connection between Kangaroo Island and the South Eastern Freeway.
- Consider as a secondary national freight corridor for Federal Government support and funding.

- Plan as a high priority to build the Middleton bypass within Alexandrina Council with consultation for support from the Council and residents.
- Designate Range Road for 26m B-Double trucks as part of the freight corridor.
- Improve the road access connections to the ferry termini for services to and from Kangaroo Island on the island at Penneshaw and Cape Jervis.
- Develop the Kangaroo Island Freight Corridor from Gosse to Penneshaw, and to the ferry at Cape Jervis, as a secondary cross regional road to be gazetted for 26m B-Double trucks when the SeaLink ferry capability permits.
- Develop the Southern Vales Wine Freight Corridor as a secondary cross regional road to be gazetted as a 26m B-Double GML route from McLaren Vale to the South East Freeway at Mount Barker.
- Support the implementation of the Hahndorf township road interchange project and the related upgrades to roads and streets in Hahndorf and Mount Barker by the Department for Infrastructure and Transport (DIT) and the Mount Barker District Council.
- Improve the safety of the Main South Road route through Yankalilla and Myponga as an important route between Adelaide and Cape Jervis.
- Improve the safety of Victor Harbor Road through Mount Compass between Willunga and Victor Harbor.

### Regional Tourism Initiatives

- Promote the Fleurieu Way as the key tourism route for the Fleurieu region with consistent and integrated branding.
- Establish new rest area sites for trucks and tourists with information displays throughout the region, such as at Mount Compass, Yankalilla and between Strathalbyn and Victor Harbor.

### Community Access

- Progressively plan and implement for the completion of the Heysen Boulevard to connect the southern suburbs of Mount Barker.
- When the Middleton bypass road is connected as part of the South Coast Freight Corridor, redesignate Port Elliot Road (B37) between Waterport Road and Flagstaff Hill Road as a local collector road.

### Planning Requirements

The State Government is recommended to provide funds for a comprehensive freight and goods movements survey to collect existing travel demand and market data that would provide the basis for transport planning and business case development of improved freight networks.

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## Glossary of Abbreviations

ABS	Australian Bureau of Statistics, Australian Federal Government
DIT	Department for Infrastructure and Transport, South Australian Government
GML	Gross Mass Limits for freight routes
RWP	Roads Working Party, Committee for S&HLGA with representatives from Mount Barker District Council, Alexandrina Council, City of Victor Harbor, District Council of Yankalilla and Kangaroo Island Council
S&HLGA	Southern and Hills Local Government Association

# 1. INTRODUCTION

## 1.1. Background

### 1.1.1. Regional Context

The Southern & Hills Local Government Association (S&HLGA) is a Regional Association of Councils under Part 4 of the Constitution of the Local Government Association of South Australia. S&HLGA was first formed in July 1969. It is now constituted as a Regional Subsidiary under Section 43 and Schedule 2 of the Local Government Act 1999, formed by Adelaide Hills Council, Alexandrina Council, Kangaroo Island Council, Mount Barker District Council, the City of Victor Harbor and the District Council of Yankalilla. Collectively, these six Councils have a population of 124,282 people (**Reference - S&HLGA**). Key statistics for each constituent Council, that are current as of 2018, are provided in Table 1.1.

Table 1.1: Key Statistics for the Six S&HLGA Constituent Councils

Council	Area (km <sup>2</sup> )	Coastline (km)	Roads (km)	Population (2018)	Total Operating Revenue	Number of Rateable Properties
Adelaide Hills Council	783	0	971	39,525	\$41,561,000	17,586
Alexandrina Council	1,812	25	1,361	26,541	\$44,320,000	18,849
Kangaroo Island Council	4,370	509	1,550	4,553	\$12,905,000	5,484
Mount Barker District Council	595	0	763	33,810	\$43,947,000	16,208
City of Victor Harbor	346	32	381	15,276	\$25,524,000	10,594
District Council of Yankalilla	750	86	513	4,577	\$14,174,000	5,521
<b>Total</b>	<b>8,656</b>	<b>652</b>	<b>5,539</b>	<b>124,282</b>	<b>\$182,431,000</b>	<b>74,242</b>

The number of electors and the State and Federal electoral districts and divisions respectively for the six constituent Councils are provided in Table 1.2.

Table 1.2: Electoral Information for the Six S&HLGA Constituent Councils

Council	Number of Electors (2018)	State Electoral District	Federal Electoral Division
Adelaide Hills Council	29,359	Bragg, Kavel, Heysen, Morialta, Waite	Mayo
Alexandrina Council	20,013	Finniss, Hammond, Heysen, Mawson	Mayo
Kangaroo Island Council	3,392	Mawson	Mayo
Mount Barker District Council	23,429	Hammond, Kavel	Mayo
City of Victor Harbor	12,004	Finniss	Mayo
District Council of Yankalilla	3,944	Finniss, Mawson	Mayo
<b>Total</b>	<b>92,141</b>		



In 2000, the S&HLGA formed a Roads Working Party (RWP), with membership comprising Managers or Directors from the Works / Technical Services areas within each constituent council, together with Regional Managers and transport strategy planners from the Department for Infrastructure and Transport (DIT). The initial task of the RWP was to prepare a regional transport plan within the context of state transport planning initiatives being developed around the same time.

The S&HLGA 2010 Transport Plan (**Reference 1**) was released in August 2001. This original plan examined the regional road network and its overall condition, including an examination of traffic volumes, major road safety concerns and public transport issues, plus rail, sea and air links. It undertook demand modelling covering key population centres, plus existing and expected future major freight movements for the wine, horticulture, livestock, grain and timber industries.

Four strategic transport goals were developed as part of the 2010 Transport Plan, namely:

- Goal 1 “Economic Development” – A transport system that supports the economic, industry and trade development of the S&HLGA.
- Goal 2 “Access” – An equitable and accessible transport network that allows for consistent and reliable travel.
- Goal 3 “Road Safety” – A safe transport network where the severity and risk of accidents are minimised.
- Goal 4 “Environment” – A transport network that minimises impacts on the environment and communities.

These goals remained relevant during development of the subsequent S&HLGA 2020 Transport Plan (**Reference 2**) and are still relevant today.

### 1.1.2. Overview of the Previous Project

The S&HLGA 2020 Transport Plan was initially issued in December 2011 with the 2015 Update (**Reference 3**) prepared in December 2016. In 2020, S&HLGA is conducting a review and update to the Regional Transport Plan with a focus on freight and people movement efficiency and safety and economic development in the region. The study area, referred to as the Region, includes the following Local Councils from north to south, as shown in Figure 1.1.

- Adelaide Hills Council
- Mount Barker District Council
- Alexandrina Council
- City of Victor Harbor
- District Council of Yankalilla
- Kangaroo Island Council

Figure 1.1: Study Area for the 2030 Regional Transport Plan



Changes to the freight and people movement in the Region since 2015 and new State Planning policies, such as the 20-Year Infrastructure Strategy released in June 2020 require a review of the S&HLGA 2020 Transport Plan. This strategic review and update to the Regional Transport Plan has a focus on freight and people movement based on future transport forecasts. Part B of the 2030 Regional Transport Plan contains a detailed update to the Regional Routes and Road Action Plans extending to 2030.

Major transport routes in the S&HLGA Region include:

- Route M1 on the South Eastern Freeway (Princes Highway)
- Route A13 on Victor Harbor Road between Willunga and Victor Harbor
- Route B23 on Playford Highway between Kingscote and Penneshaw on Kangaroo Island
- Route B23 on Main South Road between Cape Jervis and Seaford through Yankalilla
- Route B37 on Range Road west of Victor Harbor, Alexandrina Road between Strathalbyn and Goolwa, and Long Valley Road and Wellington Road between Strathalbyn and Mount Barker
- Inman Valley Road in Yankalilla and Port Elliot Road between Victor Harbor and Goolwa
- the ferry services between Cape Jervis and Penneshaw.

Bushfire recovery plans from the 2019/2020 bushfires in parts of the Adelaide Hills and on Kangaroo Island have identified significant damage to parts of the regional road network, including the tourism and freight routes. These routes may require special funding for major repairs. The State Government

with Regional Development Australia – Adelaide Hills, Fleurieu and Kangaroo Island and the local Councils have an emergency relief fund that may be allocated to these road repairs.

### 1.1.3. Scope and Approach

The purpose of developing the 2030 Regional Transport Plan is to update and review the strategic context sections of the previous Transport Plan, liaise with the Roads Working Party (RWP) and other relevant stakeholders and provide an update to Regional Routes and Road Action Plans, drawings, assessments and regional road funding priorities for 2021-22. The following tasks were undertaken in the preparation of this strategy policy review, transport demand analysis and identification of the future transport directions:

- Review of the relevant planning documents
- Conduct key stakeholder discussions about existing and future economic development and transport infrastructure plans
- Research the transport demand and movement patterns in the study area for freight, tourism and community access routes

## 1.2. Overview of State and Local Government Strategies

The relevant State-wide planning policies and the economic development strategies for each Council in the Region were reviewed with regards to transport. The strategic priorities that are relevant to freight, tourism and community access and transport movements were identified as:

- **Regional Freight** for primary industries that are located in the Region and goods to the Region to service the residents and businesses
- **Regional Tourism** for daily and short-stay visitors and for interstate and international visitors
- **Community Access** for commuter and local trips

A summary of the State Government strategic policies that are relevant to transport and economic development for freight, tourism and community access in the Region is provided in Table 1.3

**Table 1.3: Relevance to Transport in the Region from State Government Strategic Policies**

Document	Key Strategy/priority
South Australian Visitor Economy Sector Plan 2030, Tourism SA (Reference 4)	The SATC Tourism Plan has anticipated that regional tourism in South Australia could grow to \$5.1 billion by the year 2030.
20-Year State Infrastructure Strategy, Infrastructure SA, May 2020 (Reference 5)	The 20-Year State Infrastructure Strategy Plan has identified that a large part of the road network is in poor condition that could compromise safety. Road maintenance programs need to be more fully funded and safe-system principles should be incorporated to improve road safety.
South Australian Climate Change Action Plan, Department for Environment and Water, December 2020 (Reference 6)	This Action Plan is relevant for the Region with the emerging market for private electric vehicles to provide more electric charging stations in regional areas.

Document	Key Strategy/priority
<p><b>Climate Change Adaptation Plan, Resilient Hills and Coasts, Southern and Hills LGA, 2016 (Reference 7)</b></p>	<p>All six Councils in the Region contributed to and supported the policies in the plan prepared in 2016</p> <ul style="list-style-type: none"> <li>Provides a range of adaption options to address the impacts of climate change on the community, the built environment and government assets, including infrastructure for roads and ports</li> </ul> <p>The policies were developed well before the 2019-2020 bushfire disasters in the Adelaide Hills and on Kangaroo Island that had a significant effect on tourism, economic development and logging.</p> <p>The priority adaptation options related to transport are:</p> <ul style="list-style-type: none"> <li>Identify points of vulnerability in the road network by developing a roads database</li> <li>Design road infrastructure for increases in extreme events, such as bushfires, storms and floods</li> <li>Apply more frequent bitumen resealing and use of alternate road sealing surfaces to protect against stormwater damage</li> </ul>

Prior to 2020, the region typically attracted over 200,000 tourists each year. The region contributes to 32 per cent of the South Australian dairy cattle industry.

Key challenges for the Southern and Hills LGA in the Region are:

- Population growth in Mount Barker with commuters to Adelaide and with retirees moving to the coastal areas in Alexandrina, Victor Harbor and Yankalilla
- Limitations to the freight network capacity, in particular from Kangaroo Island
- Telecommunications and mobile telephone connections due to the topography
- Road safety issues with the heavily wooded tree roadside vegetation
- Risks to tourism and visitors with the impacts of the COVID-19 pandemic and the bushfires in the Adelaide Hills and Kangaroo Island

Currently, a significant portion of the State's road network is in substandard condition and has the potential to compromise the safety of road users. The condition of these roads also prevents the expansion of the Restricted Access Vehicle (RAV) network along strategic freight corridors. To facilitate the expansion of the RAV network and improve safety for road users across the state, road maintenance programs need to be fully funded and incorporate the safe-system principles. Expansion of the RAV network will require shoulder sealing, rest areas, overtaking points and road surface improvements to be undertaken and maintained.

The economic development strategies for each Council with the relevance to transport with regards to freight, tourism and community access in the Region are summarised in Table 1.4.

**Table 1.4: Economic Development Strategies by Council in the Region**

Council	Relevance to Transport in the Region
<b>Adelaide Hills Council</b>	<ul style="list-style-type: none"> <li>• Need for a B-Double or large transport vehicle route through the northern Adelaide Hills</li> <li>• Proposed freight route through northern Adelaide Hills via Lobethal to reduce number of trucks on South Eastern Freeway and Portrush Road</li> <li>• Tourism is a key driver for economic growth</li> <li>• Need for tourist route upgrades as new attractions and businesses develop</li> <li>• Bus/coach parking and public toilets in tourist areas, such as Birdwood, Crafrers and Stirling</li> <li>• Peak period traffic congestion and safety for commuters on the South Eastern Freeway</li> <li>• Need for higher frequency peak period bus services</li> <li>• Need for expanded park-and-ride facilities</li> <li>• Encourage a local taxi-style transport service</li> </ul>
<b>Mount Barker District Council</b>	<ul style="list-style-type: none"> <li>• Provide sufficient land for employment with effective access to freight networks</li> <li>• Increase tourism activity and the benefits by adding value with food and wine</li> <li>• Enhance and develop regional tourism product</li> <li>• Add value to existing industries in the agricultural sector and tourism and for export growth</li> <li>• Invest in improving road access to major industrial parks and business operators</li> </ul>
<b>Alexandrina Council</b>	<ul style="list-style-type: none"> <li>• Connectivity between townships within Alexandrina Council and to the major towns of Victor Harbor, Mount Barker and Murray Bridge</li> <li>• Accessibility to metropolitan Adelaide</li> <li>• Continued improvement to roads, particularly roads that cater for heavy vehicles.</li> <li>• Agriculture is a significant industry in Alexandrina with a need to ensure businesses can continue to transport their goods safely and efficiently</li> <li>• With limited public transport, most trips are by private vehicle</li> <li>• Improved bus services to improve connections between towns in Alexandrina and with the regional centres located beyond the municipality</li> <li>• Improved road signage, particularly to the key tourism assets in Alexandrina</li> </ul>
<b>City of Victor Harbor</b>	<ul style="list-style-type: none"> <li>• High reliance on tourism revenue with \$163M, followed by agriculture at \$37M and building and construction at \$25M in the 2015/2016 budget</li> <li>• Undertake a review of all major entrance corridors into Victor Harbor and identify short term amenity improvements</li> <li>• Develop a masterplan for the Adelaide Road entrance corridor</li> <li>• Research opportunities for Victor Harbor to be a cruise ship destination including a needs and opportunity assessment</li> <li>• \$31M provided by the State Government for the Granite Island Causeway and associated infrastructure that enables water-based activity (committed DIT project for 2021)</li> </ul>
<b>District Council of Yankalilla</b>	<ul style="list-style-type: none"> <li>• Improve access to the community centres of Yankalilla and Normanville via Main South Road</li> <li>• Freight and tourism require efficient road access to Cape Jervis for the ferry to Kangaroo Island</li> <li>• Need to enhance Myponga through streetscaping and become a tourism gateway</li> <li>• Poor standard of some roads is a constraint to the district's economic development for farmers transporting produce and safety issues for residents</li> <li>• Sections of road are needed for 26m B-Double access for the farming community</li> <li>• Main South Road through Normanville is identified as a 'blackspot' in need of upgrading with the Council providing land to support the intersection redesign</li> <li>• Yankalilla has a relatively low income and elderly population who would benefit with regular bus services to Seaford with trains to Adelaide and other destinations in the Region</li> </ul>
<b>Kangaroo Island Council</b>	<ul style="list-style-type: none"> <li>• Tourism with agriculture is key revenue generator for the economy on Kangaroo Island</li> <li>• Kangaroo Island produces local art for sale for visitors locally, interstate and overseas</li> <li>• Agriculture and primary industry is based on a wide variety of produce including potatoes, figs, Ligurian honey, canola, prime lambs and shellfish</li> <li>• The food and beverage industry is at the heart of the Kangaroo Island experience</li> </ul>

Council	Relevance to Transport in the Region
	<p><b>Economics for Local Residents and Businesses</b></p> <ul style="list-style-type: none"> <li>• Cost of housing and living for permanent residents and businesses on Kangaroo Island is significantly higher than on the mainland due to the transport and freight cost</li> <li>• Small business, shops and trades are essential for economic growth on Kangaroo Island</li> <li>•</li> </ul>

### 1.3. Vision, Objectives and Principles

#### 1.3.1. Vision Statement

Based on the strategic policies, a vision statement for the 2030 Regional Transport Plan was developed with discussions with the key Council stakeholders as supporting and promoting:

*Regional Economic Development for Freight, Tourism and Community Access with a Safe and Efficient Transport System*

#### 1.3.2. Objectives and Goals

The key objectives for the S&HLGA region are to provide a transport network that supports regional economic development, provides for efficient traffic, people and freight movements and delivers a safe road system throughout the region for local trips in the towns, between the towns within the region and for interregional and interstate travel. These three strategic objectives are shown in Figure 1.2.

Figure 1.2: Key Objectives for the 2030 Regional Transport Plan



## 2. REGIONAL POLICY REVIEW AND DEMAND ANALYSIS

### 2.1. Regional Freight

#### 2.1.1. Strategic Freight Transport Policy Review

An overview of planning documents related to freight transport movements, routes and demand in the Region is provided from the relevant agencies in Table 2.1.

Table 2.1: Relevant Freight Transport Policies and Projects

Report, Agency and Date	Relevance to Regional Freight Movements
<p><b>Moving Freight 2019, South Australia's Freight Transport Infrastructure, South Australian Freight Council, July 2019 (Reference 8)</b></p>	<ul style="list-style-type: none"> <li>• A safe and efficient freight transport network requires government and community acceptance</li> <li>• Infrastructure network planning is needed to provide long term confidence and certainty</li> <li>• The State's infrastructure assets, policies and regimes must facilitate a multi-modal balance</li> <li>• With lower budgets for regional road maintenance, an Accelerated Maintenance Regime is needed.</li> <li>• South Australia requires an urgent lift in maintenance spending on the economic corridors that provide crucial links for communities and their markets.</li> <li>• Lack of survey data and statistics about freight movements, demand and travel markets.</li> </ul>
<p><b>Integrated Transport and Land Use Plan, Department of Planning, Transport and Infrastructure, July 2015 (Reference 9)</b></p>	<p>The Integrated Transport and Land Use Plan (ITLUP, 2015) prepared by the former Department of Planning, Infrastructure and Transport was released in 2015. It is no longer State Government policy, but many of the initiatives for the Region have been actioned or are still relevant to be implemented.</p> <p>The proposed solutions for the Adelaide Hills and Fleurieu region were included as part of Greater Adelaide and projects for Kangaroo Island were provided separately.</p>
<p><b>Hahndorf Township Strategic Traffic Planning Study, Department for Infrastructure and Transport, 2021</b></p>	<p>The traffic study outcomes with three interchange options were released for public comment in April 2021. Further planning and investigations for the Hahndorf Township Improvements and Access Upgrade Project will continue in 2021 with the construction likely to begin in late 2023.</p> <p>Related to the DIT Hahndorf Township Traffic Study is the Hahndorf Main Street Revitalisation project by Mount Barker District Council. Council endorsed the masterplan in November 2020.</p>
<p><b>GlobeLink Scoping Study, KPMG and AECOM for the Department of Planning, Transport and Infrastructure, December 2019 (Reference 10)</b></p>	<p>The GlobeLink scoping study was prepared for the former Department of Planning, Transport and Infrastructure. In January 2020, the State Government abandoned all of the transport options, including the long-term road links that would have provided benefits for traffic congestion and safer freight movements on the South Eastern Freeway.</p> <p>The report includes statistics for freight demand to Adelaide for State-wide analysis that are not relevant for the S&amp;HLGA Region.</p>

## Existing Road Upgrade Projects in the Region

In 2020, the Department for Infrastructure and Transport (DIT) developed a forward program of works for road upgrade projects in the Region on the State-maintained roads that includes:

- Pavement and rehabilitation to sections
- Shoulder treatments
- Major upgrades with road widening and intersection design changes

## South Australia – 2020-21 Budget Projects

The following projects for major road network upgrades in the Region were included in the 2020-21 State Government budget with a Federal Government contribution of \$200M for the Hahndorf project:

- Hahndorf Township Improvements and Access Upgrade \$250M (\$200M Federal funding)
- Main South Road Duplication Stage 2 - Aldinga to Sellicks Beach \$170M
- South Eastern Freeway Safety Upgrade \$35M
- Victor Harbor Road Upgrade \$12M

## Timber Plantation Industry

A specially-designed port at Smith Bay was designed and planned to support the timber plantation industry with an environmental impact statement that was submitted for planning approvals in 2019. However, in June 2021, the State Government rejected the application for the 100% privately funded port for construction and operation.

## 2.1.2. Existing Freight Road Network in the Region

The existing freight road network in the region is shown in Figure 2.1 with the industrial sites including only one major regional industry and freight logistics and distribution centre in Mount Barker. The Adelaide Hills region is crossed east-west with the South Eastern Freeway which is the key freight route between Adelaide and Melbourne. With the high traffic volumes on the freeway, it has significant traffic congestion and road safety issues, in particular west of Mount Barker. The Mount Barker Industrial Area is the only major regional industrial and logistics centre in the entire Region.

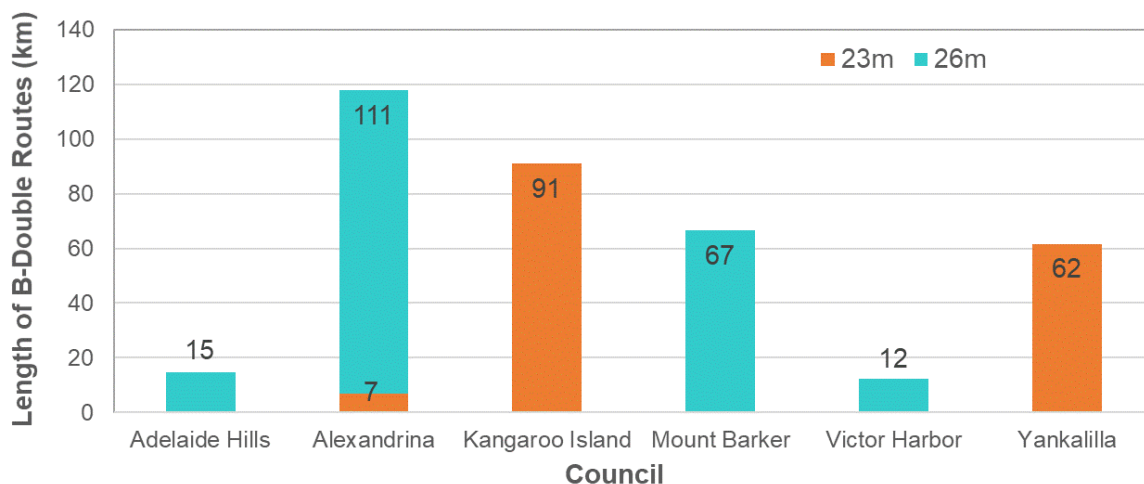


Figure 2.1: Existing Freight Road Network



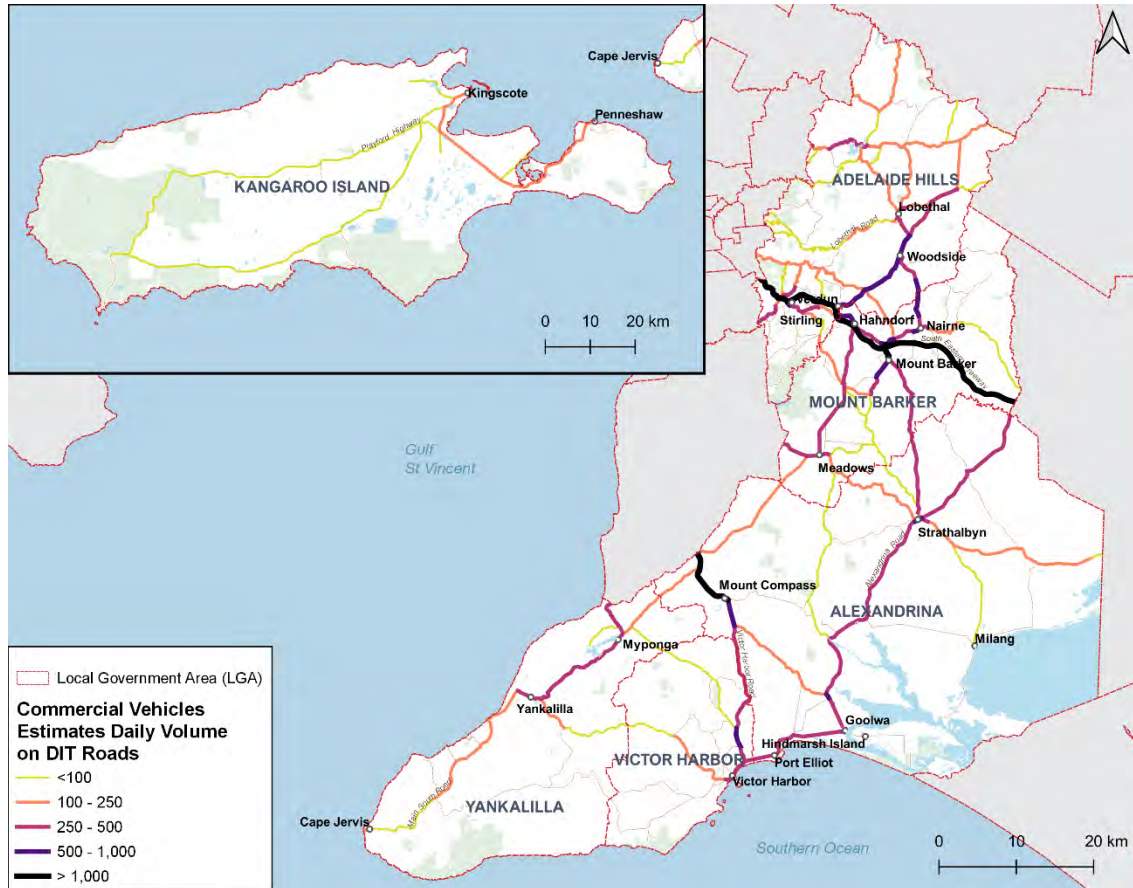
The total length of the General Mass Limits (GML) routes for 23m and 26m B-Double vehicle routes in the Region for each Council are calculated in Figure 2.2. Kangaroo Island and Alexandrina Councils have the greatest total length of 23m and 26m B-Double routes respectively. The City of Victor Harbor and Adelaide Hills Council have the least length of roads for B-Double vehicles.

Figure 2.2: Length of 23m and 26m B-Double Routes by Council in the Region



The daily volumes of commercial vehicles on the road network in the Region is shown in Figure 2.3.

Figure 2.3: Daily Volumes for Commercial Vehicles on the Road Network in the Region

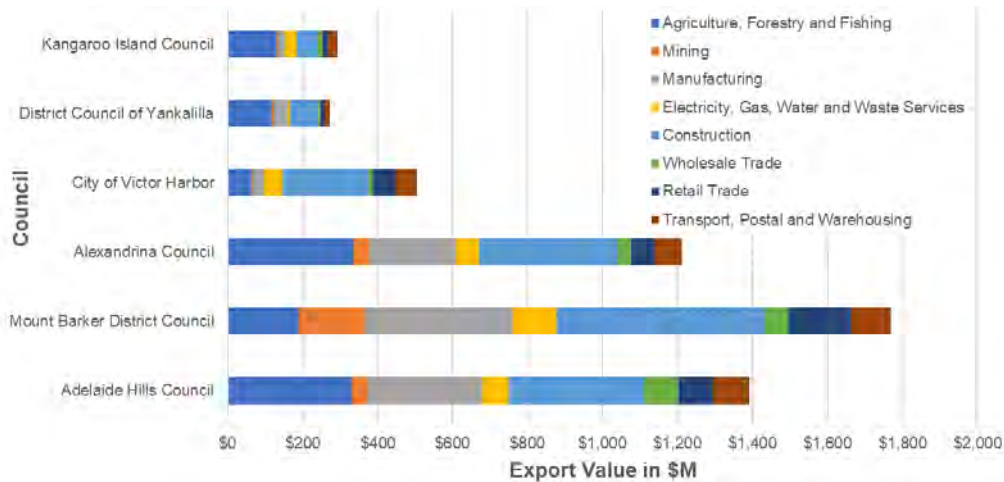


### 2.1.3. Regional Freight Demand

As of 2019, a total of 11,486 registered businesses were in the Region with agriculture, forestry and fishing, and the construction sector contributing to over 37 per cent of all businesses in the Region.

The export values by industry type and Council are shown in Figure 2.4. The Adelaide Hills, Alexandrina and Kangaroo Island Councils have the highest demand for agriculture, forestry and fishing activity with \$197M, \$230M and \$109M respectively that would likely generate large vehicle freight movements, albeit with low volumes of trucks from the Region. The Councils of Adelaide Hills, Alexandrina and Mount Barker have the highest demand for manufacturing activity with \$204M, \$171M and \$264M respectively that would likely generate a larger number of small to medium-sized trucks for freight movements from the Region.

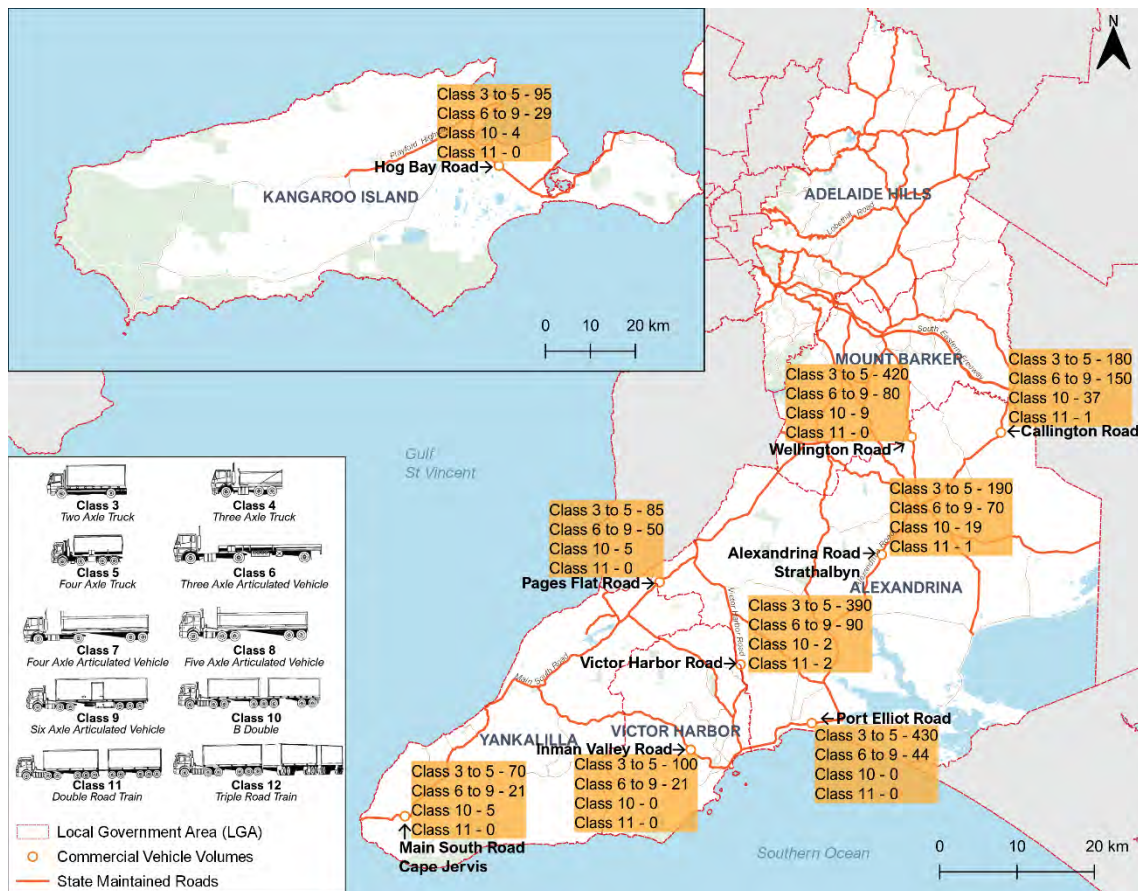
Figure 2.4: Export Values by Industry Sector and Council in the Region



Source: id Economic Profiles based data by Australian Bureau of Statistics (ABS) in 2019

The daily number of commercial vehicles by vehicle class at key locations on State Government roads in the Region are shown in Figure 2.5. Only 26 heavy vehicles per day were in the classified counts on the road leading to Cape Jervis and 55 heavy vehicles per day on Main South Road north of Myponga. The B-Double routes in Mount Barker have the largest daily volume of heavy vehicles in the Region.

Figure 2.5: Commercial Vehicles at Key Locations in the Freight Road Network in the Region



Source: Classified vehicle volumes, Department for Infrastructure and Transport, 2016 to 2019

## 2.2. Regional Tourism

### 2.2.1. Regional Tourism Strategies

The three tourism regions in the S&HLGA Region are:

- Adelaide Hills Tourism Region which includes the Adelaide Hills Council and Mount Barker District Council.
- Fleurieu Peninsula Tourism Region which comprises all of Alexandrina Council, the City of Victor Harbor, District Council of Yankalilla and the southern part of the City of Onkaparinga.
- Kangaroo Island with the Kangaroo Island Council.

The South Australian State Tourism strategy for 2030 is summarised in Table 2.2 with key points relevant to tourism movements and routes in the Region.

**Table 2.2: Transport-related Items in the State Tourism Visitor Sector Plan 2030**

#### Relevance to Tourism Movements and Routes in the Region

Roads play an important role in enabling the dispersal of visitors safely to all corners of the State. At present, 74 per cent of the State's road network is rated at one or two stars out of five, significantly below the national target of 80% above three stars. Improving the self-drive visitor experience and safety is required via:

- sealing specific routes and upgrading some unsealed roads to broaden regional appeal for new visitor markets
- road widening, shoulder sealing, passing lanes and fixing bottlenecks on popular regional routes, and
- road-related infrastructure, including new or enhanced parking bays and pull-out areas.

Targeted investment in South Australian touring routes is needed, particularly for the Epicurean Way, Southern Ocean Drive and the Mighty Murray Way, to facilitate trip planning, encourage visitation and build engagement with wine regions.

Updating, repairing and extending visitor-related signage is also a priority across all regions, particularly on major touring routes, and should comprise:

- directional signage
- signage welcoming visitors to a region or town
- interpretive and information signage for regional points of interest

Water-related infrastructure, such as jetties, wharves, boat ramps and navigation aids, are critical assets that activate tourism experiences. Ongoing maintenance and upgrades can be a challenge for local communities and Councils.

The visitor experience at both Penneshaw and Cape Jervis for tourists accessing Kangaroo Island is limited, and some of the marine infrastructure in poor condition. This is unlikely to meet the expectations of high-value tourists.

Key initiatives in the State tourism plan that are related to transport for visitors are:

- Improve signage along tourist routes (on and off road) and to particular points of tourism interest including for cyclists and walkers.
- Improve roadside rest areas to provide greater amenity and cater for larger tourist vehicles to support safer driver behaviour.
- Upgrade existing and provide additional walking and cycling facilities to support active tourism and connect tourist attractions in our cities and towns.
- Improve the information available on regional bus services.
- Maintain and improve the outback road network.
- Sustain regional air access and secure new air charter opportunities.
- Develop more cruise ship opportunities.
- Attract more international air services to Adelaide.
- Continued investment in passenger facilities and amenity improvements at ports called on by cruise ships.

### 2.2.2. Existing Tourism Routes in the Region

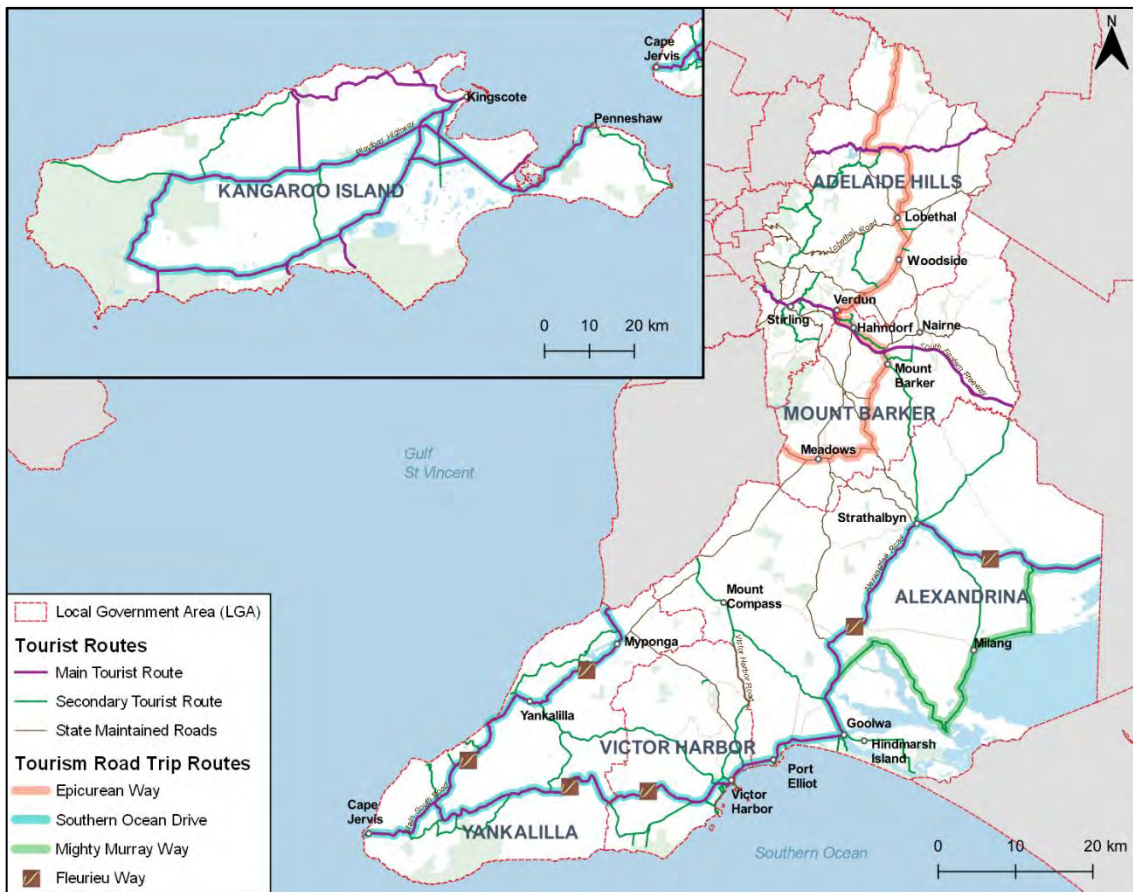
Four tourism drives or road trips are branded with visitor information maps and signage along the routes with the brand colours and logos shown in Figure 2.6.

Figure 2.6: Branded Tourism Drives in the Region



The existing tourism routes in the region that includes the four branded drives and 11 other tourist drives for shorter local trips that overlap the branded routes are shown in Figure 2.7.

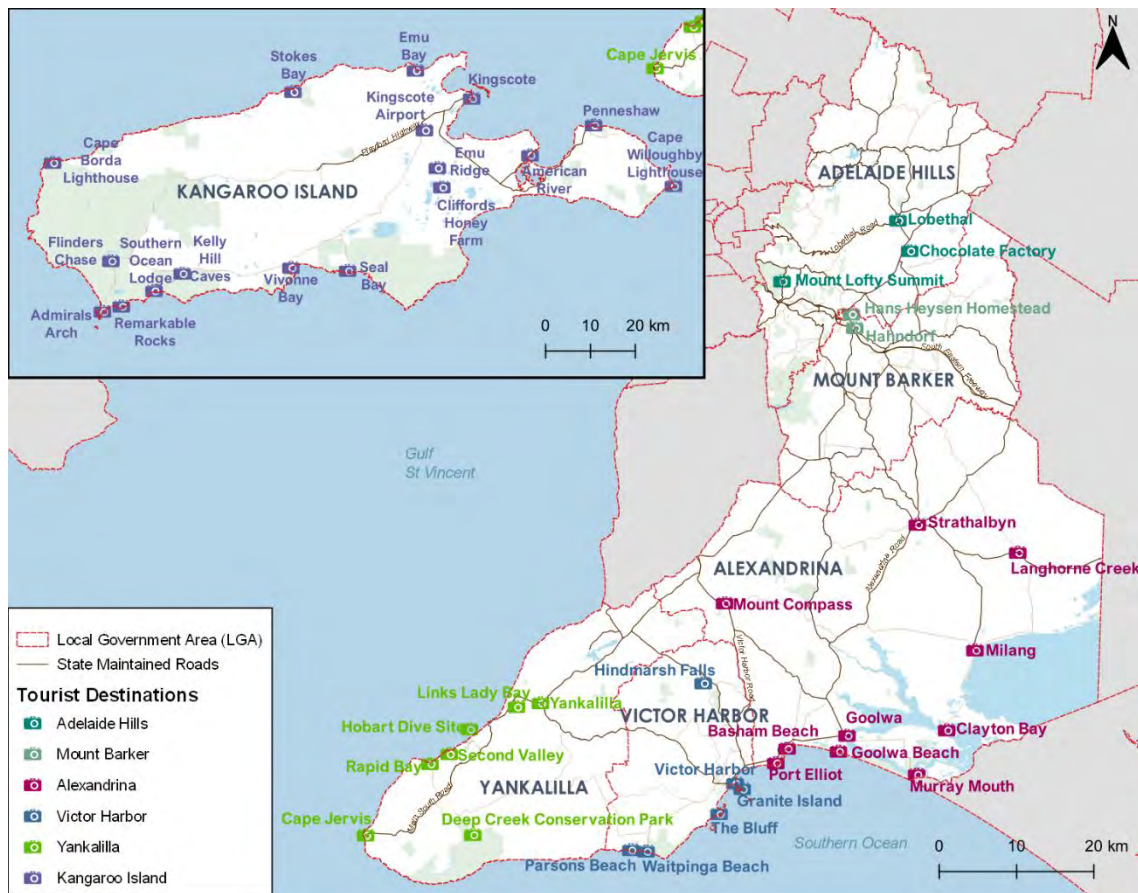
Figure 2.7: Existing Tourism Routes in the Region



2.2.3. Regional Tourism Demand

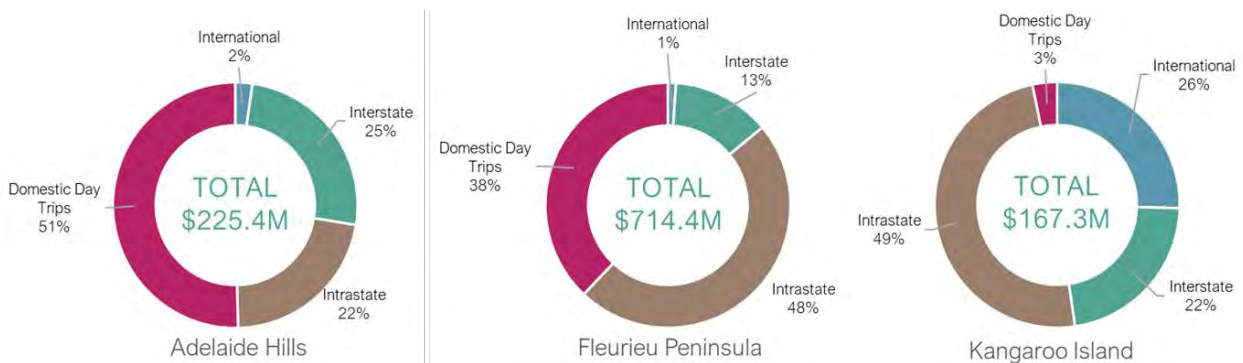
The tourism attractions in the region are shown in Figure 2.8 with a wide range of activities for day trips and longer stay visitors in the six Council areas. Each Council has a local tourism plan tailored to their area with visitor information centres and flyers that supplement the Tourism SA brochures and maps.

Figure 2.8: Regional Tourism Attractions



The total value of tourism goods and services consumed by visitors by visit types for the three tourism regions for 2018-2019 are shown in Figure 2.9.

Figure 2.9: Tourism Consumption by Visitor Type for the Three Tourism Regions (2018-2019)



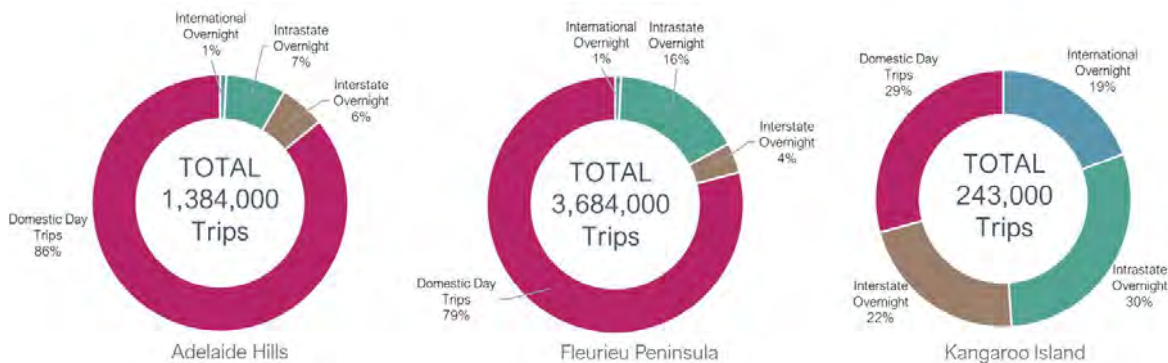
Source: <https://www.tra.gov.au/Economic-analysis/Economic-Value/Regional-Tourism-Satellite-Account/regional-tourism-satellite-account>  
 Figures created by GTA using data obtained from Regional Tourism Satellite Account, Tourism Research Australia

Based on the tourism consumption breakdown, some of the key points are as follows:

- For Adelaide Hills and Fleurieu Peninsula regions, domestic day trips and intrastate overnight stays are the two main contributors
- For Adelaide Hills region, domestic day trips accounts for half of the total tourism consumption
- Intrastate overnight stays account for 49 per cent of total tourism consumption for Kangaroo Island
- International overnight stays at Kangaroo Island accounts for 26 per cent of the total tourism consumption, however it only accounts for 2 per cent and 1 per cent for the Adelaide Hills and Fleurieu Peninsula regions respectively

The Regional Tourism Profiles available from Tourism SA provide statistics on the visitor trips, profiles and influences for the tourism regions in South Australia. The average tourism demand for 2017-2019 for the Adelaide Hill Tourism Region, the Fleurieu Peninsula Tourism Region and the Kangaroo Island Tourism Region are shown in Figure 2.10.

Figure 2.10: Annual Visitor Trips for the Tourism Regions in the S&HLGA Region



Source: <https://www.tra.gov.au/Economic-analysis/Economic-Value/Regional-Tourism-Satellite-Account/regional-tourism-satellite-account>  
 Figures created by GTA using data obtained from Tourism SA Regional Tourism Profiles

The region attracts a total of approximately 5.3 million trips annually. The key information on tourism trips are as follows:

- Domestic day trips accounts for the largest number of trips for Adelaide Hills (86 per cent) and Fleurieu Peninsula (79 per cent) Tourism Regions.
- For Kangaroo Island Tourism Region, the number of Intrastate overnight trips and domestic day trips accounts for a total of 59 per cent of the total tourism trips.

The visitor expenditure in 2013 and 2019 and the forecast totals for 2020 and 2030 were obtained from Tourism SA's The Value of Tourism factsheets. The changes in visitor expenditure over the years and the predicted 2030 visitor expenditure is shown in Figure 2.11. The forecast totals for 2020 and 2030 in the figure were based on the expectations of regional contribution to the \$12.8B target in 2030 as envisaged in the South Australian Visitor Economy Sector Plan 2030.

Unfortunately, due to the COVID-19 pandemic, the tourism market and demand for travel to the region has been impacted. In the 2030 timeframe, the recovery from the bushfires of 2019/20 and COVID-19 may continue to affect tourism activity in the region.

Figure 2.11: Tourism Expenditure in the Region from 2013 to 2030



Source: The-Value-of-Tourism, South Australian Tourism Commission, 2020

## 2.3. Community Access

### 2.3.1. Overview of Local Government Planning

The relevant policies and projects from the Local Councils in the region are summarised in Table 2.3.

Table 2.3: Relevant Local Government Planning for Transport in the Region

Council	Relevance to Transport in the Region
Adelaide Hills Council	<p>Peak period traffic congestion and safety on the South Eastern Freeway is addressed with a managed motorway upgrade between Crafers and Stirling</p> <p>In 2019, DIT completed the upgrade for 34 km of the road network between Palmer and Lobethal to enable South Australia’s Restricted Access Vehicle (RAV) network to be extended from the existing Adelaide Hills freight route.</p> <p>The freight route was upgraded to accommodate Higher Productivity Vehicles (HPV) up to 26m B-Double and Performance-Based Standards Level 2A (PBS L2A) heavy vehicle combinations.</p> <p>The works on the freight route upgrade included:</p> <ul style="list-style-type: none"> <li>• junction upgrades to enable HPVs to undertake safe turning movements</li> <li>• upgrade of existing culverts and bridge structures</li> <li>• safety improvements with road widening, shoulder sealing, hazard protection and vegetation removal</li> <li>• upgrading slow vehicle turnouts</li> </ul>



Council	Relevance to Transport in the Region
Mount Baker District Council	<p>The Strategic Asset Management Plan 2020 has road funding allocated for 368km of sealed roads and 455km of unsealed roads. The transport assets are monitored every four years through a scheduled condition assessment program.</p> <p><b>Heysen Boulevard, Mount Barker</b></p> <ul style="list-style-type: none"> <li>• Incomplete road network to residential growth areas in southern suburbs of Mount Barker</li> <li>• Limits residential development and bus network</li> <li>• Would provide a southern bypass of town centre</li> </ul> <p><b>Mount Barker Town Centre Catalyst Project</b></p> <p>In December 2020, Mount Barker District Council announced Burke Urban as the developer to design and build the new community town square project with a new library, innovation hub and civic office. The project will generate significant private investment with over 4,000 m<sup>2</sup> of office space, a hotel, residential units and a market shed for artisans and food and beverage outlets. When completed, this site will be a major attraction for local trips in Mount Barker.</p>
Alexandrina Council	<ul style="list-style-type: none"> <li>• Detailed asset management and renewal program</li> <li>• Road network infrastructure includes roads, bridges and car parks</li> <li>• Significant funding for streetscape projects</li> </ul>
City of Victor Harbor	<ul style="list-style-type: none"> <li>• Population forecast to grow to 17,900 by 2030</li> <li>• Need for improved transport networks, particularly for the Victor Harbor to Adelaide Road as it is very important to the local economy as a major commuter, tourist and freight route</li> <li>• Provide for better roads and footpaths as a priority</li> <li>• Improve the management of car parking and traffic in the town centre</li> <li>• Consider other sources to fund road infrastructure</li> </ul> <p><b>Recent local infrastructure projects from DIT are:</b></p> <ul style="list-style-type: none"> <li>• Victor Harbor roundabout upgrade in the city centre that was completed in 2020</li> <li>• Granite Island Causeway upgrade in 2021 for safety and to promote tourism</li> </ul>
District Council of Yankalilla	<ul style="list-style-type: none"> <li>• Yankalilla is the gateway between Kangaroo Island and Adelaide via Main South Road to Cape Jervis; the traffic volume on Main South Road south of Yankalilla is 900 vehicles/day with 10.5 per cent heavy vehicles (Source: Location SA, 2016)</li> <li>• Yankalilla has many unsealed roads that limit efficient access for farmers to get to markets</li> <li>• Safety and amenity issues along Main South Road through Yankalilla and Normanville</li> <li>• High volume and high-speed traffic environments have likely caused 290 road traffic accidents from 2013–17 comprising 45 per cent with minor injury, 25 per cent serious injuries and three fatalities</li> <li>• Yankalilla relies on cost effective road infrastructure with a low ratepayer basis</li> <li>• Issues with safe and efficient road access to the ferry services at Cape Jervis</li> <li>• Public and private transport infrastructure is funded and provided by others (SeaLink)</li> <li>• Poor quality public transport access to Adelaide</li> </ul>
Kangaroo Island Council	<ul style="list-style-type: none"> <li>• Ferry crossing should be upgraded in status as it is a critical link for freight, tourism and the local community</li> <li>• No freight movement statistics available</li> <li>• Need for local road network to be upgraded for larger trucks and safer visitor trips, including interstate and high proportion of international tourists prior to 2020</li> <li>• Improve road access to the ferry services at Penneshaw</li> <li>• Improve road access to Kangaroo Island airport</li> <li>•</li> </ul>

### 2.3.2. Existing Community Access Routes

The existing community access routes in the region are shown in Figure 2.12.

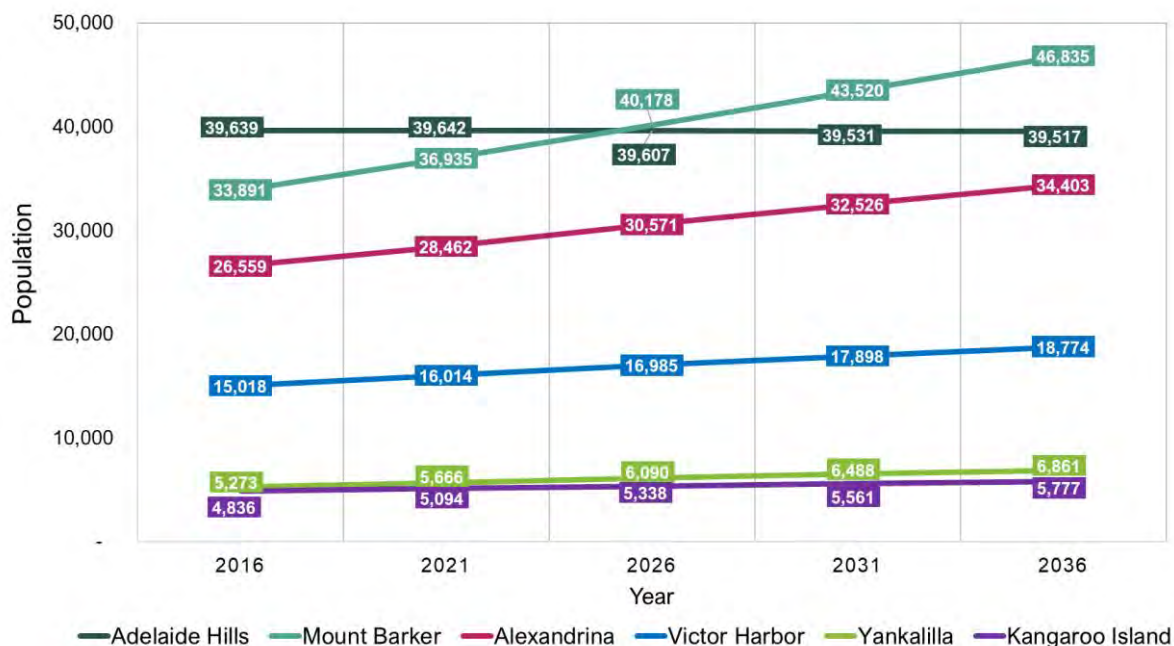
Figure 2.12: Community Access Routes in the Region



### 2.3.3. Demand for Community Access

The projection of future population in the region is shown in Figure 2.13. The projection is based on the *Population Projections for South Australian Local Government Areas* released in December 2019 by the Department for Infrastructure and Transport (DIT). The dataset includes the baseline 2016 Census population and the projections for year 2021, 2026, 2031 and 2036 based on the medium series of South Australian regional projections. Although the medium series is anticipated to be the most likely outcome, the projection only represents the possible future population based on the assumptions of continued population growth and current and likely government policies.

Figure 2.13: Population Growth Projection 2016-2036 by Council



Based on the population projections, the following conclusions are provided:

- Population in Adelaide Hills Council is not expected to have growth between 2016 and 2036. A slight decrease in population is expected.
- Population in Mount Barker is expected to grow by approximately 38 per cent (13,000) by 2036 compared to the 2016 baseline.
- Alexandrina, Victor Harbor, Yankalilla and Kangaroo Island are all expected to have an increase in population in 2036 compared to 2016 baseline, by approximately 30 per cent (7,800), 25 per cent (3,800), 30 per cent (1,600) and 20 per cent (950) respectively.

The existing hospitals and major medical service centres in the region by type and location are listed in Table 2.4. Most of the populated centres in the region have health facilities, except for Goolwa that is serviced by the hospitals in Victor Harbor, and Penneshaw that is serviced by the hospital in Kingscote. Residents in Yankalilla must travel to Noarlunga for the closest regional hospital.

Table 2.4: Hospitals and Major Medical Centres in the Region

Name	Service Type	Town or Locality	Local Government
Gumeracha District Soldiers' Memorial Hospital	Public Acute	Gumeracha	Adelaide Hills
Stirling District Private Hospital	Private Acute	Stirling	Adelaide Hills
Mount Barker District Soldiers' Memorial Hospital	Public Acute	Mount Barker	Mount Barker
Strathalbyn and District Health Service	Public Acute	Strathalbyn	Alexandrina
South Coast District Hospital	Public Acute	Victor Harbor	Victor Harbor
South Coast Private Hospital	Private Acute	Victor Harbor	Victor Harbor
Kangaroo Island Health Service	Public Acute	Kingscote	Kangaroo Island

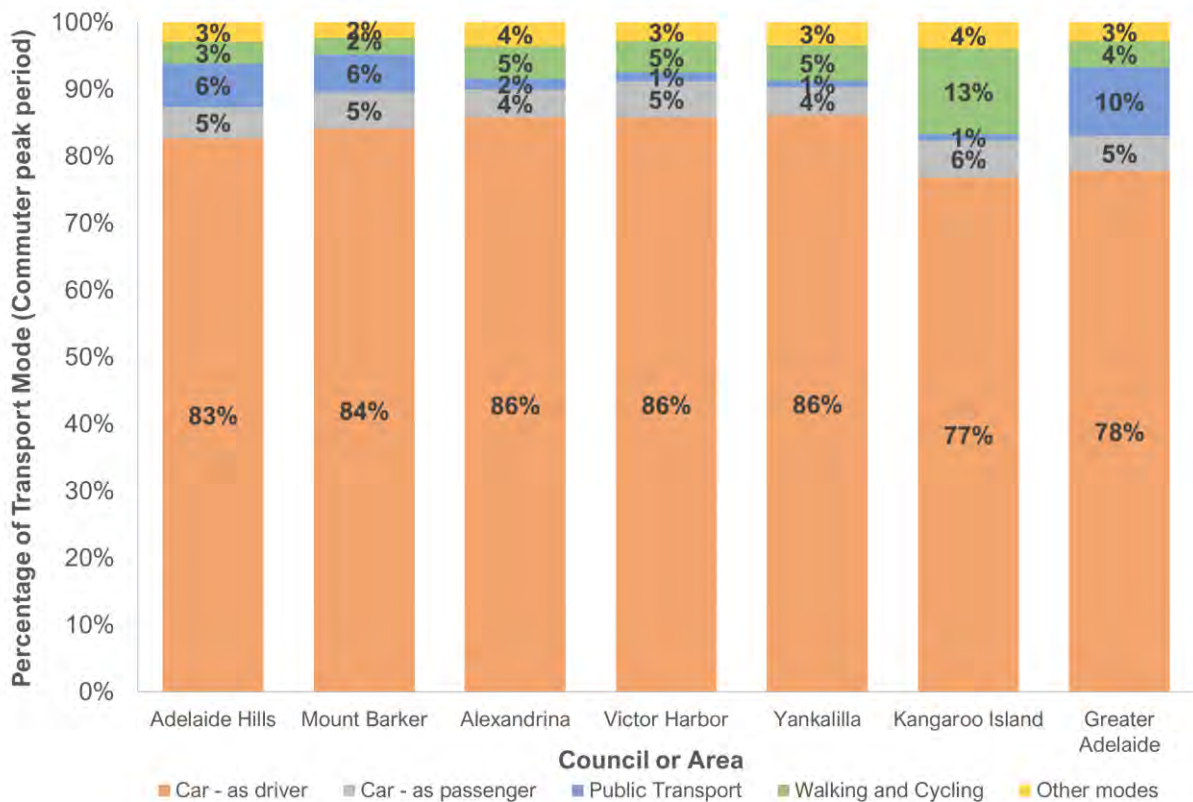
The public schools in the region include four ‘Reception to Year 12’ schools, two high schools, 14 primary schools and 16 private schools. The ‘Reception to Year 12’ schools and high schools are listed in Table 2.5.

Table 2.5: ‘R-12’ Schools and High Schools in the Region

School Name	Type	Suburb	Local Government
Eastern Fleurieu R-12 School	Reception to Year 12	Strathalbyn	Alexandrina
Kangaroo Island Community Education	Reception to Year 12	Kingscote	Kangaroo Island
Mount Compass Area School	Reception to Year 12	Mount Compass	Alexandrina
Yankalilla Area School	Reception to Year 12	Yankalilla	Yankalilla
Mount Barker High School	High School	Mount Barker	Mount Barker
Victor Harbor High School	High School	Victor Harbor	Victor Harbor

The mode share of commuter work trips in the Councils in the Region and compared to Greater Adelaide are shown in Figure 2.14. In Adelaide Hills and Mount Barker, 6 per cent of people travel to work by public transport, whereas in Fleurieu and Kangaroo Island there are only a small amount of people take public transport to go to work. There is a higher percentage of people in Kangaroo Island who walk or cycle to work. Most of the work trips in the region are car-based.

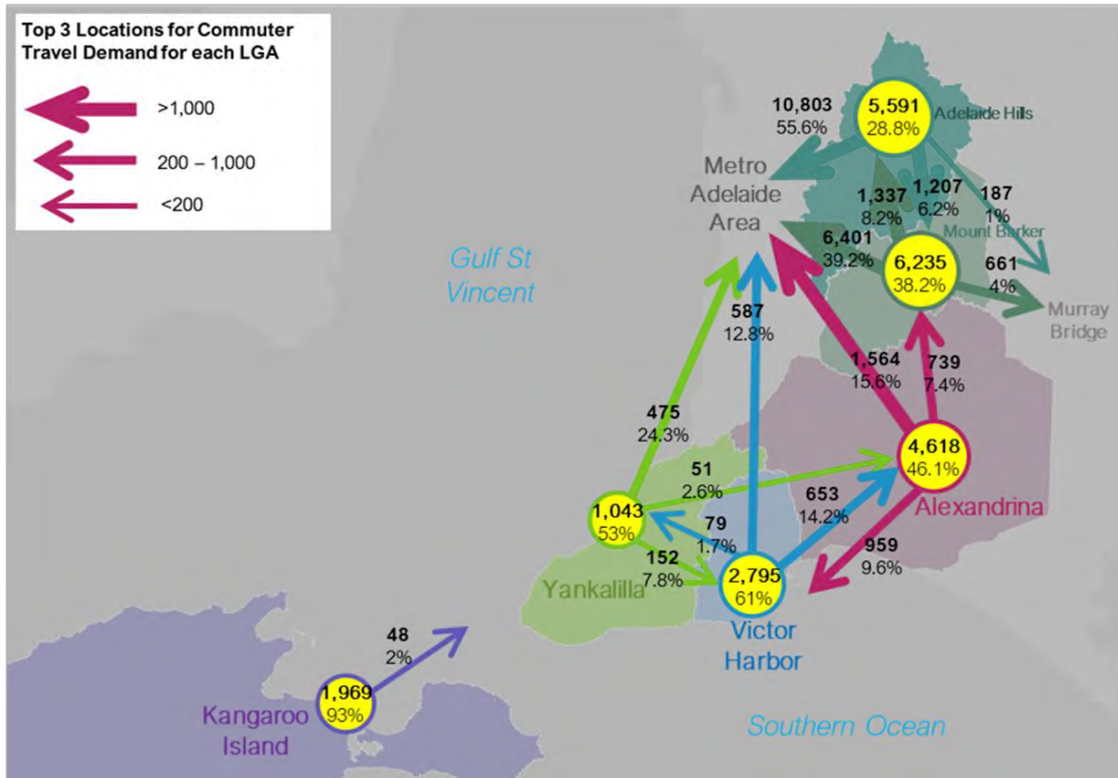
Figure 2.14: Mode of Travel of Work for the Commuters in the Region



Source: Journey to Work census data, ABS census, 2016

The key travel desire lines from each of the Councils in the region are shown in Figure 2.15. The Councils in the southern part of the Region have a high level of residents who work in the Council area with Kangaroo Island, Victor Harbor and Yankalilla having 93 per cent, 61 per cent and 53 per cent live and work within the Council area respectively.

Figure 2.15: Regional Passenger Travel Desire Lines



## 2.4. Other Transport Modes

In this section, the other transport modes in the region that include public transport, cycling, sea transport and air transport are discussed with a high-level overview from other transport plans and strategies. The recommendations for these other transport modes are provided in the 2030 Regional Transport Plan because they could influence the strategic road network decisions.

### 2.4.1. Regional Public Transport

The issues for regional public transport were comprehensively addressed in the 2019 Adelaide Hills-Fleurieu Peninsula Regional Public Transport Study. (Reference 11) The recommendations from this study are still relevant and have been lodged with the State Government. Public transport for local trips, intraregional trips, commuter trips to metropolitan Adelaide and interstate coach services are not therefore a key focus of the 2030 Regional Transport Plan.

Public transport services to the Adelaide Hills – Fleurieu Peninsula region are inadequate based on the stakeholder and community feedback survey and submissions and from a review of similar regional areas in Australia with the following common themes:

- Except for during the peak periods to and from Adelaide CBD, the frequency of bus services is generally very low or not available, and consequently most bus services are poorly patronised.
- Network coverage is only good in the Adelaide to Mount Barker corridor, but elsewhere throughout the region, in the towns and between towns, it is very poor.
- Park n Ride capacity is significantly exceeded in the Adelaide Hills and Mount Barker.
- Issues with fare inequity with different metro and regional fares throughout the region and with ticketing systems that are not integrated.
- Poor integration between service providers, even though Keolis Downer is the operator of LinkSA and SouthLink bus services. SeaLink is mostly providing services for the Kangaroo Island travellers through Yankalilla. Most Councils provide their own community transport services for those who have mobility issues, but this is not a service available for all residents.
- Public transport information on the websites, signage, visitor information centres and in tourist information is incomplete, poor quality and not integrated.
- The amenity and the access to bus stops is generally poor and not attractive.
- Public transport within the region is significantly underfunded per capita when compared to other jurisdictions.

Population growth and changing demographics will create more issues for transport with public transport as a poor alternative for choice users. The new developments are not being planned as communities to be ready for public transport services. Public transport is currently not supporting economic growth in the region.

Three key projects that are significant to promote regional development are described as follows:

- For the entire region, undertake a comprehensive review of the bus service contracts and network to integrate the metro and country bus services to provide a customer-focused public transport system by redesigning the bus routes and services based on integrated bus planning principles through extensive community consultation.
- For the Hills zone, implement a Bus Rapid Transport (BRT) between Adelaide and Mount Barker that includes:
  - Additional capacity and locations for Park n Ride activity, in particular at the Verdun Interchange and to alleviate the parking demand issues at Crafers.
  - Alternative locations for the Dumas Street Park n Ride in Mount Barker.
  - A redesign of the entire bus network in the Hills zone.
  - Bus and traffic priority measures along Glen Osmond Road during the peak periods.
- For the Coasts zone, implement an intertown bus route between Victor Harbor and Goolwa with a regular service frequency.

The key public transport initiatives to improve public transport in the region are shown in Figure 2.16.

Figure 2.16: Key Public Transport Initiatives for the Adelaide Hills – Fleurieu Peninsula Region



Source: Adelaide Hills – Fleurieu Peninsula Public Transport Study, GTA Consultants for Regional Development Australia, Adelaide Hills, Fleurieu and Kangaroo Island, May 2019

### 2.4.2. Regional Cycling

Tourism and recreational cycling networks (both on-road and off-road) have an important role in the transport network with on-road routes and off-road bike trails throughout the region. Several councils have addressed cycling requirements in the following plans:

- Mount Barker, Littlehampton and Nairne Trails Plan, Oxigen for the Mount Barker District Council, July 2011 (**Reference 12**).
- Victor Harbor Bicycle Strategy (draft report), May 2016 (**Reference 13**).
- Yankalilla Council Draft Tracks and Trails Strategic Action Plan, May 2020.

Dedicated on-road full time or school hours bicycle lanes exist in some of the towns, with parking controls and line-marking. Encouraging more local cycling is an issue with the safety risks of bike lanes, lack of a connected cycling network and crossing points near or along high volume and high-speed roads. Recreational tours in the Fleurieu are operated by Fleurieu Cycling Tours.

Longer distance riding opportunities, usually associated with recreation and cycle tourism, are currently provided via dedicated off-road bicycle and shared paths, such as the existing Encounter Bikeway from Goolwa to Encounter Bay, the Carrickalinga to Normanville shared path and several trails in and around Mount Barker. Routes such as the Coast to Vines provide access routes from Adelaide to the edge of the study area but do not currently extend into the study area. Several short local sections of bike routes exist within Mount Barker.

The existing cycling routes in the region are shown in Figure 2.17 that includes the Amy Gillett bikeway in the Adelaide Hills, the Encounter Bikeway between Victor Harbor and Goolwa and some of the previous routes used by professional cyclists for the Tour Down Under stages.

Figure 2.17: Existing Regional Cycling Routes



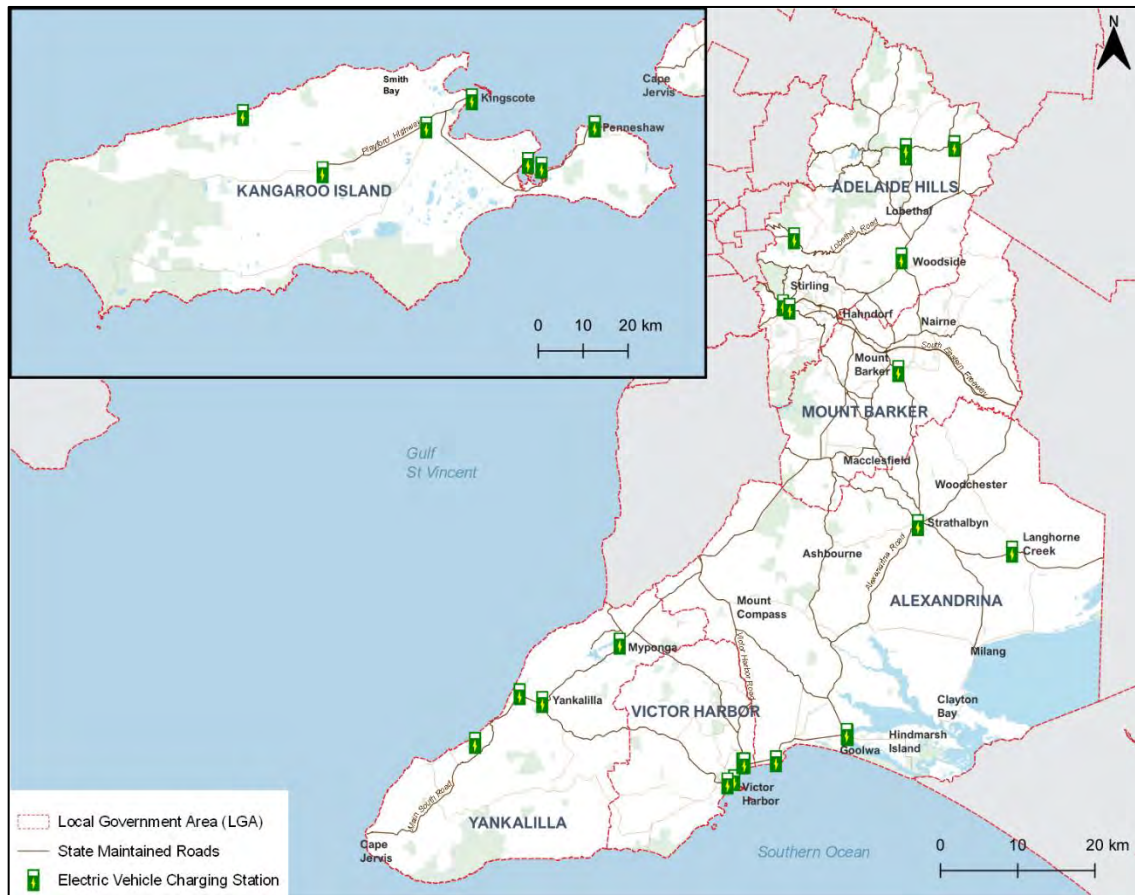
In October 2020, Stage Four completion of the Amy Gillett Bikeway in the Adelaide Hills was given \$2.6M in funding to extend the Bikeway from Mount Torrens to Birdwood.

### 2.4.3. Electric Vehicles

The future for private electric vehicles as a key mode to support the transition from petrol and diesel-powered vehicles to zero emissions technology is important to support the State Government’s recently announced Climate Change Action Plan (December 2020). In order to support the electric vehicle market, electric charging stations will be important to be installed throughout the region. The existing electric vehicle charging stations as of December 2020 are shown in Figure 2.18.



Figure 2.18: Electric Vehicle Charging Stations in the Region



Source: <https://myelectriccar.com.au/charge-stations-in-australia/>

#### 2.4.4. Passenger and Vehicular Sea Transport

Ferry services between Kangaroo Island and Cape Jervis are essential for people and freight movement to support the resident population on Kangaroo Island with travel to Adelaide and for goods to and from the island. Furthermore, it is important for tourists and visitors to access the island.

Cruise ships to South Australia currently dock at the Outer Harbor passenger terminal in Port Adelaide. Other cruise destinations, including Victor Harbor, are currently being considered and investigated for future opportunities to expand cruise ship touring programs.

#### 2.4.5. Air Transport in the Region

QantasLink and Regional Express (REX) operate regular air services between Adelaide and Kangaroo Island. These airlines have a high financial risk to maintain these services with the low patronage demand with the impacts on international and interstate visitors, competition from the ferry services, and the high fares to recover the costs of operation and use of Kangaroo Island airport.

# 3. CONCLUSIONS AND FUTURE DIRECTIONS

## 3.1. Conclusions

The key findings from the review of the policy documents from the State Government, local Councils in the Region and other stakeholders and the issues, challenges and opportunities from the discussions with the stakeholders are summarised in this section.

### 3.1.1. Strategic Policy Review

The strategic policy review identified the key challenges for the Region:

- Adelaide Hills and Mount Barker are part of Greater Adelaide with a focus on commuter and freight traffic on the South Eastern Freeway to metropolitan Adelaide.
- Fleurieu Peninsula is not well planned for in State Government plans and strategies.
- Kangaroo Island is a special challenge with access to the mainland critical for growth.

### 3.1.2. Key Issues and Opportunities

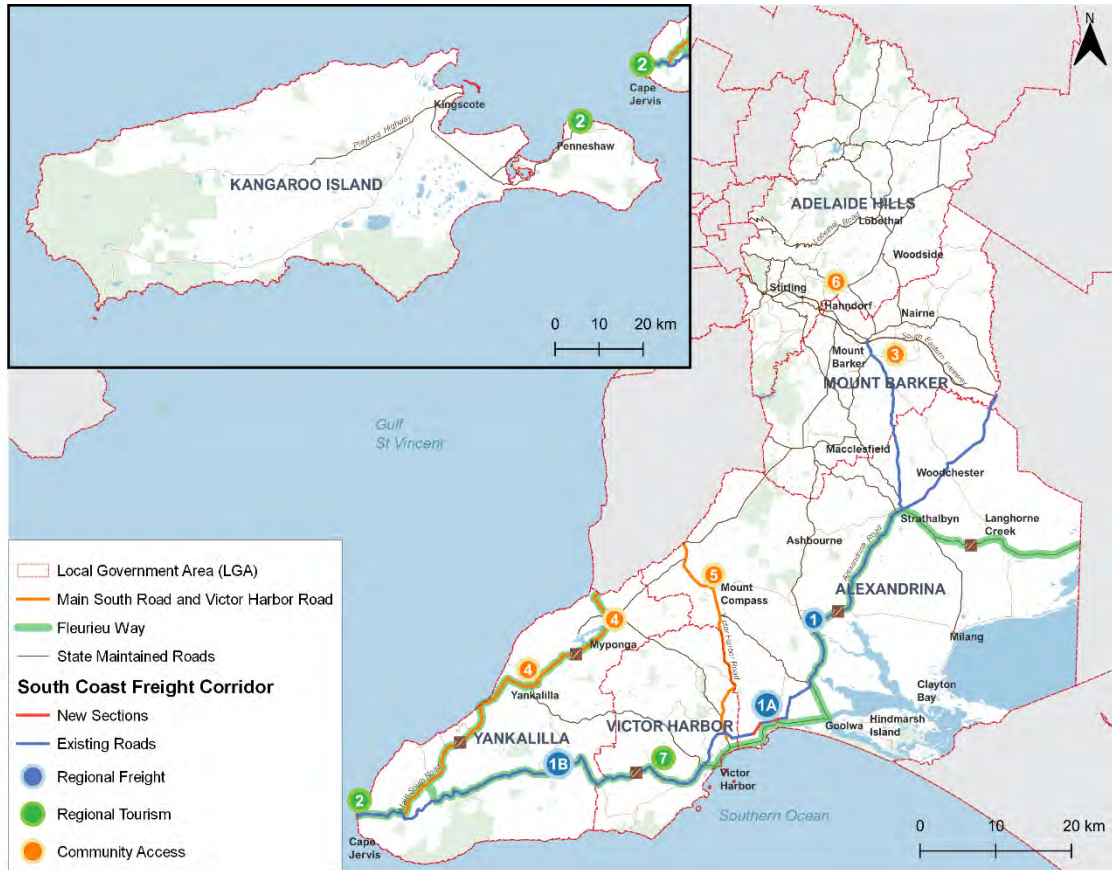
The key issues and opportunities affecting the demand for freight, tourism and community access are:

- Need for a higher quality, direct freight route between Cape Jervis and South Eastern Freeway via Victor Harbor, Strathalbyn and Callington.
- Freight movement capacity to Kangaroo Island via road and ferry with limitations to access the roads at Penneshaw and Cape Jervis.
- Incomplete southern bypass of Mount Barker to provide road access to developing suburbs and to allow for the provision of an improved bus and cycling network.
- Road safety on key routes including Cape Jervis to Adelaide via Yankalilla, Victor Harbor to Adelaide via Mount Compass and Victor Harbor to Mount Barker via Strathalbyn.
- Multiple brands for the regional tourist routes are confusing for visitors.
- Lack of data about freight demand and travel markets to conduct comprehensive transport planning and business case development for road network improvements.

### 3.2. Future Directions

The key strategic initiatives for the 2030 Regional Transport Plan are shown in Figure 3.1.

Figure 3.1: Key Strategic Initiatives for the 2030 Regional Transport Plan



**Key Transport Initiatives**

- 1** South Coast Freight Corridor between Cape Jervis and Callington as a strategic freight and tourism connection between Kangaroo Island and the South Eastern Freeway
- 1A** High priority for the Middleton bypass through Alexandrina Council to get support from Council and residents
- 1B** Designate Range Road for 26m B-Double trucks as part of the freight corridor
- 2** Improve the road access connections to the ferry termini for services to and from Kangaroo Island on the island at Penneshaw and Cape Jervis
- 3** Progressively plan and implement for the completion of the Heysen Boulevard to connect the southern suburbs of Mount Barker
- 4** Improve the safety of the Main South Road route through Yankalilla and Myponga as an important route between Adelaide and Cape Jervis
- 5** Improve the safety of Victor Harbor Road through Mount Compass between Willunga and Victor Harbor
- 6** Support the implementation of the Hahndorf road interchange project by DIT
- 7** Promote the Fleurieu Way as the key tourism route for the Fleurieu region with consistent and integrated branding
- 8** (Area-wide) Establish new sites for rest areas for trucks and tourists with information displays throughout the region

These initiatives to improve movement and access are grouped under the following sub-headings.

#### 3.2.1. Regional Freight Network Priority Projects

The following initiatives are proposed to improve regional freight movements:

- South Coast Freight Corridor between Cape Jervis and Callington as a strategic freight and tourism connection between Kangaroo Island and the South Eastern Freeway.
- Consider as a secondary national freight corridor for Federal Government support and funding.
- Plan as a high priority to build the Middleton bypass within Alexandrina Council with consultation for support from the Council and residents.

- Designate Range Road for 26m B-Double trucks as part of the freight corridor.
- Improve the road access connections to the ferry termini for services to and from Kangaroo Island on the island at Penneshaw and Cape Jervis.
- Develop the Kangaroo Island Freight Corridor from Gosse to Penneshaw, and to the ferry at Cape Jervis, as a secondary cross regional road to be gazetted for 26m B-Double trucks when the SeaLink ferry capability permits.
- Develop the Southern Vales Wine Freight Corridor as a secondary cross regional road to be gazetted as a 26m B-Double GML route from McLaren Vale to the South East Freeway at Mount Barker.
- Support the implementation of the Hahndorf township road interchange project and the related upgrades to roads and streets in Hahndorf and Mount Barker by the Department for Infrastructure and Transport (DIT) and Mount Barker District Council.
- Improve the safety of the Main South Road route through Yankalilla and Myponga as an important route between Adelaide and Cape Jervis.
- Improve the safety of Victor Harbor Road through Mount Compass between Willunga and Victor Harbor.

### 3.2.2. Regional Tourism Initiatives

The following initiatives are proposed to improve regional tourism activity:

- Promote the Fleurieu Way as the key tourism route for the Fleurieu region with consistent and integrated branding.
- Establish new rest area sites for trucks and tourists with information displays throughout the region (such as at Mount Compass, Yankalilla and between Strathalbyn and Victor Harbor).

### 3.2.3. Community Access

The following initiatives are proposed to improve community access for commuters and local trips:

- Progressively plan and implement for the completion of the Heysen Boulevard to connect the southern suburbs of Mount Barker.
- When the Middleton bypass road is connected as part of the South Coast Freight Corridor, redesignate Port Elliot Road (B37) between Waterport Road and Flagstaff Hill Road as a local collector road.

### 3.2.4. Planning Requirements

The State Government is recommended to provide funds for a comprehensive freight and goods movements survey to collect existing travel demand and market data that would provide the basis for transport planning and business case development of improved freight networks.

## 4. REFERENCES

The following references were used in preparing Part A of the 2030 Regional Transport Plan. The documents are grouped by government or stakeholder agency and sorted in reverse chronological order with the report title, author and date. The documents which are specifically referenced in the body of Part A are numbered accordingly. The remaining documents are listed for general information.

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### 4.1.6. Kangaroo Island Council

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South Coast Freight Corridor, Southern & Hills Local Government Association Transport Plan, HDS Australia, 2020

2010 Transport Plan, Prepared by QED Pty Ltd in association with Hudson Howells Asia Pacific for Southern & Hills Local Government Association, August 2001 (**Reference 1**)

2020 Transport Plan, Prepared by HDS Australia for Southern & Hills Local Government Association, December 2011 (**Reference 2**)

2020 Transport Plan – 2015 Update, Prepared by HDS Australia for Southern & Hills Local Government Association, December 2016 (**Reference 3**)

Climate Change Adaptation Plan for the Adelaide Hills, Fleurieu Peninsula and Kangaroo Island Region, Resilient Hills and Coasts, May 2016 (**Reference 7**)

## 4.2. State and Federal Governments

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20-Year State Infrastructure Strategy, Infrastructure SA, May 2020 **(Reference 5)**

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Adelaide to Melbourne Road Corridor, Department of Planning, Transport and Infrastructure, September 2020

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### 4.2.2. Federal Government

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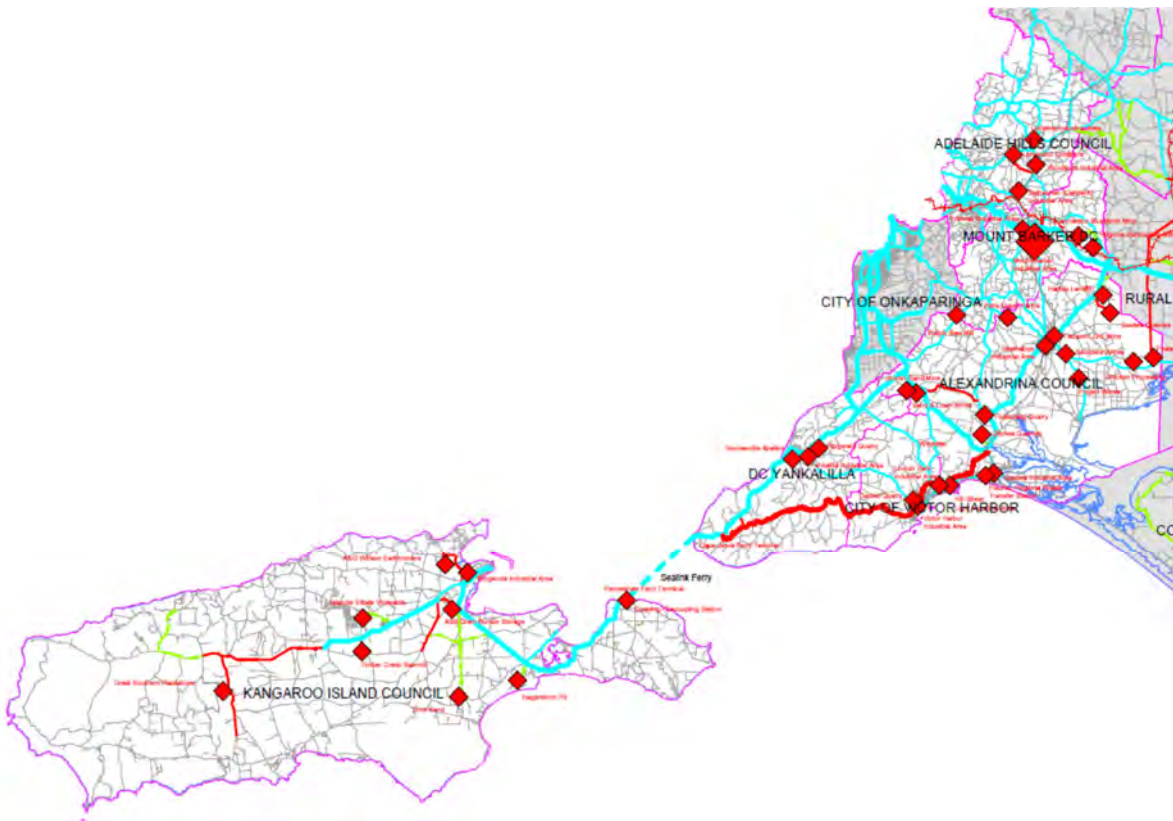


# Southern & Hills Local Government Association

## 2030 REGIONAL TRANSPORT PLAN PART B – REGIONAL ROAD NETWORK DEVELOPMENT

### Final Report

Adelaide • Melbourne • Sydney • Hong Kong



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December 2021





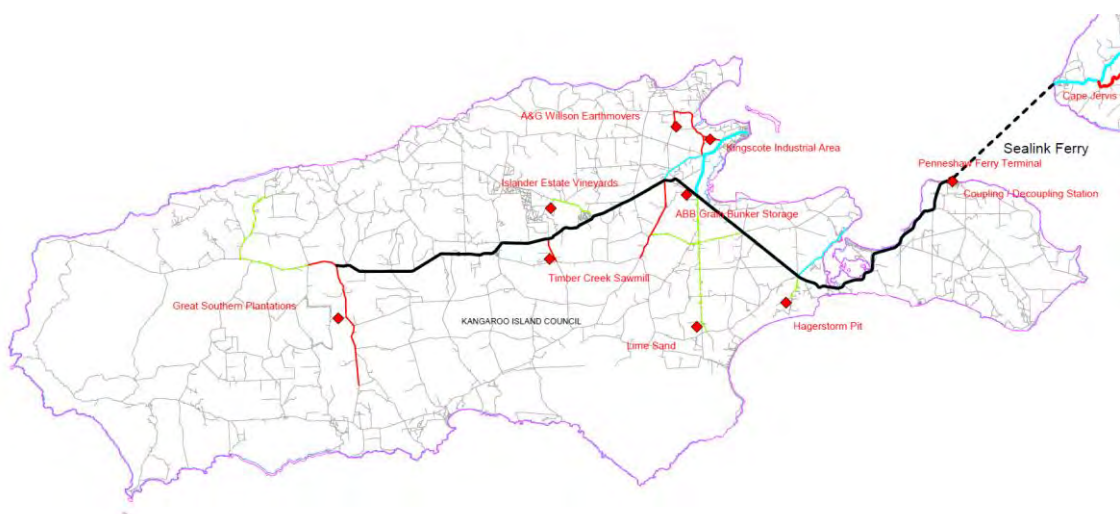
## Key Regional Transport Infrastructure Initiatives

### Freight

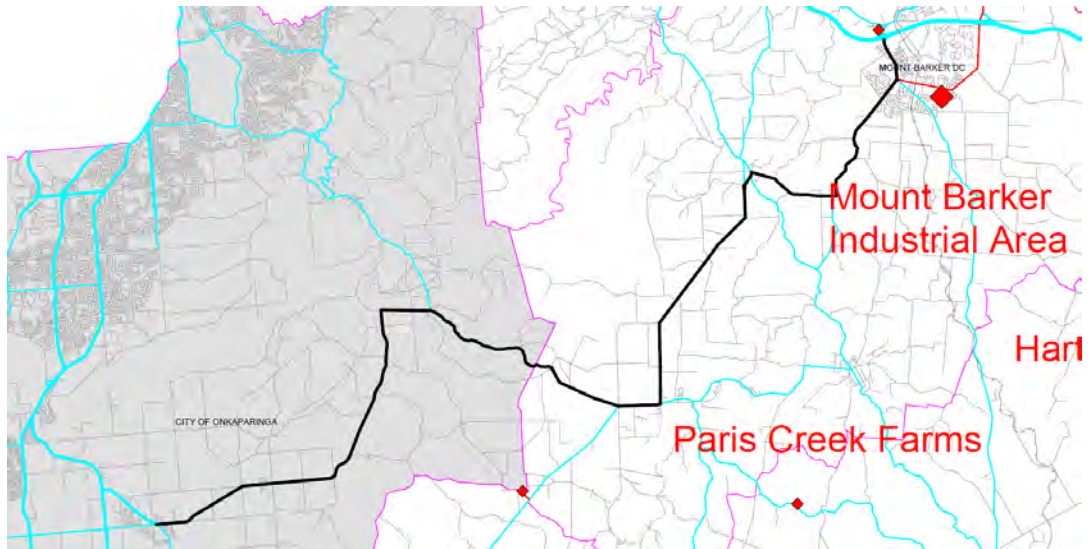
- Development of the **South Coast Freight Corridor** as a primary cross regional gazetted 26m B-Double GML route (ultimately upgraded to a PBS Level 2A route) running from Cape Jervis, via Victor Harbor and Strathalbyn, to the South East Freeway Interchange at Callington, with a branch to Mount Barker.



- Development of the **Kangaroo Island Freight Corridor** as a secondary cross regional gazetted 26m B-Double route running from Gosse to Penneshaw, then via the Ferry to Cape Jervis.



- Development of the **Southern Vales Wine Freight Corridor** as a secondary cross regional gazetted 26m B-Double GML route running from McLaren Vale to the South East Freeway Interchange at Mount Barker.



**Tourism**

- Development of the **Fleurieu Way** (which is in turn part of the **Southern Ocean Drive**) as a primary regional tourism route, suitably signposted and promoted, from Wellington, via Strathalbyn, Goolwa, Victor Harbor, Delamere / Cape Jervis, Normanville / Yankalilla, Aldinga, Willunga and McLaren Vale, to Adelaide.



- Development of the **Kangaroo Island South Coast Loop** and **North Coast Loop** as primary regional tourism routes, suitably signposted and promoted, and connected via the Ferry to Cape Jervis, then via the Fleurieu Way to Adelaide or Melbourne.



- Development of the **Epicurean Way** and **Mighty Murray Way** as secondary cross regional tourism routes, suitably signposted and promoted, as shown in Figure 2.7 of Part A.



**Public Transport**

- Recommended initiatives as contained in the 2019 Adelaide Hills – Fleurieu Peninsula Regional Public Transport Study (Reference 11) and summarised in Section 2.4.1 of Part A.



- *Significant enhancement of regional public transport to/from Adelaide by providing a more frequent and coordinated bus schedule from Victor Harbor, Goolwa and Yankalilla to the Seaford Bus/Rail Interchange, with the ultimate aim of **extending Metrocard ticketing** to these towns, as well as provide a more frequent and coordinated bus schedule from Strathalbyn to the Mount Barker Bus Interchange.*

### **Regional Cycling**

- *Development of a “cycle safe” road network which links existing and proposed dedicated bicycle paths or on-road bicycle lanes in a manner that promotes safe regional cycling experiences.*



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- B. 2030 Regional Transport Plan – Regional Road Action Plans (*issued separately*)
- C. 2030 Regional Transport Plan – 2021 Regional Roads Database (*issued separately*)

## ENCLOSURES

- 1. 2030 Regional Transport Plan – Part A: Strategic Planning Review and Future Directions – Final Report, July 2021
- 2. 2030 Regional Transport Plan – Part A: Strategic Planning Review and Future Directions – Supporting Technical Report, July 2021
- 3. 2030 Regional Transport Plan – Regional Transport Routes (as at 7 Dec 21) in A3 Size

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- 2. 2020 Transport Plan – Final Report, S&HLGA, December 2011
- 3. 2020 Transport Plan – 2015 Update – Final Report, S&HLGA, December 2016
- 4. The South Australian Visitor Economy Sector Plan 2030, Tourism SA, August 2019
- 5. 20-Year State Infrastructure Strategy Snapshot, Infrastructure SA, May 2020
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16. Heavy Vehicle Access Framework, Department for Transport Energy and Infrastructure, October 2011

## 1.0 EXECUTIVE SUMMARY

### 1.1 Overview of Previous Projects

In June 2008, HDS Australia Pty Ltd was engaged by the Southern & Hills Local Government Association (S&HLGA) to prepare a 2020 Transport Plan. The 2020 Transport Plan Final Report (Reference 2) was released in December 2011. It contained a strategic level assessment of transport needs and priorities within the S&HLGA region (the Region) for the period from 2010 to 2020. While it officially replaced the 2010 Transport Plan (Reference 1), which had reached the end of its period of operation, the 2020 Transport Plan built upon earlier research and road proposal prioritisation methodologies developed as part of the 2010 Transport Plan and subsequent Addendums.

Development of the 2020 Transport Plan entailed four distinct phases, namely:

1. Identification of significant sources and destinations for transport within the S&HLGA region.
2. Development of updated regional transport routes for the Region.
3. Creation of a 2009 Roads Database.
4. Preparation of a final report, encompassing all aspects of the 2020 Transport Plan.

In July 2013, HDS Australia was engaged by the S&HLGA to review and update selected elements of the 2020 Transport Plan, in line with the overall methodology described in Section 6 of the original (December 2011) report. This supplementary project entailed three distinct stages, undertaken over a two year period, namely:

1. Development of Regional Road Deficiency Action Plans during which, with assistance from HDS Australia, individual councils within the S&HLGA broadly assessed all of their regional freight, tourism and community access routes against the appropriate “fit for purpose” standard, and then prioritised any deficient road segments into one of three Action Plans (defining them as short term, medium term or long term upgrade priorities).
2. Assessment and prioritisation of council road upgrade nominations in accordance with the methodology contained in Section 6.3 of the December 2011 report. This step was similar to previous assessments in 2009 and 2011.
3. Although officially released in December 2011, the 2020 Transport Plan was based primarily on 2009 data and strategic priorities. While the overall methodology contained within the 2020 Transport Plan final report remained acceptable, some definitions were considered to be inconsistent with similar regional transport plans adopted by other regions and with updated guidelines proposed by the Local Government Association of South Australia (LGASA). In turn, this required a review by individual councils of their regional freight, tourism and community access routes.

The S&HLGA 2020 Transport Plan – 2015 Update – Final Report (Reference 3) was released in December 2016.

### 1.2 Outline of Current Project

In October 2020 HDS Australia, in association with GTA Consultants (now Stantec), was engaged by the S&HLGA to develop a 2030 Regional Transport Plan. By that time, it had been almost nine years since the original S&HLGA 2020 Transport Plan was published and almost four years since the 2015 Update to the S&HLGA 2020 Transport Plan and associated Regional Road Action Plans / Regional Roads Database was completed in 2016. In the intervening period, the 2020 Transport Plan and associated documentation had been used primarily to assist the S&HLGA Roads Working Party (RWP) 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 2020 Transport Plan and the cost of annual updates.

In recent years, the S&HLGA RWP has identified several major road transport corridors (particularly, but not exclusively, the South Coast Freight Corridor) 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 specifically addressed the above requirement. It involved a review and update of the previous S&HLGA 2020 Transport Plan to create a S&HLGA 2030 Regional Transport Plan. While the core of the document (this Part B) remains fundamentally the same as the previous (December 2016) report, an additional focus was placed on reviewing the changes in the nature of freight and people movement throughout the Region. The resulting separate document, identified as the 2030 Regional Transport Plan – Part A: Strategic Planning Review and Future Directions – Final Report, was released in July 2021.

The main emphasis of Part A is to graphically represent freight and people movement within the Region via maps and flow charts. The resulting document is capable of being used as a standalone document for broad stakeholder engagement, while Part B remains a key strategic transport planning document for use by the RWP and the S&HLGA Board to prioritise regional transport funding decisions over the next ten years.

Having addressed the strategic requirement to update the Regional Transport Plan, Phase 2A of 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 (decided in Phase 1), 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.

Phase 2B of the project involved creation of a 2021 Regional Roads Database comprising up to 15 road upgrade projects (i.e. approximately three per RWP member council). These road upgrade projects have been prioritised using an updated methodology as described in Section 4.4 (which is now generally based upon the LGTAP SLRP methodology). Upon completion of the prioritised list, the RWP and its member councils have been able to establish a three to five year program of prioritised regional road projects, which will be used to seek annual SLRP funding as well as other grant funding sources if they become available.

### **1.3 Strategic Planning Review and Future Directions**

Part A of the 2030 Regional Transport Plan contains a comprehensive review of policy documents current as at late 2020 and early 2021. Since federal, state and local government planning, development and associated transport policies are constantly changing, information in Part A will become dated reasonably quickly. The S&HLGA RWP and Board are encouraged by the authors of Part A to regularly review/update that document to reflect policy changes and new transport initiatives. On the other hand, it is expected that this Part B will remain relatively stable and current in its content, with a five yearly update recommended.

### **1.4 Arterial Road Network Considerations**

Section 3 of this report examines issues related to the Department for Infrastructure and Transport (DIT) controlled arterial road network. A fundamental assumption in preparing the 2030 Regional Transport Plan, as it was with the previous 2020 Transport Plan, is that arterial roads are of a

multi-purpose nature (freight, tourism and community access) with sufficient capacity to handle current and projected traffic loads. However, this is not always the case. In particular, DIT's Heavy Vehicle Access Framework defines a network of key and general freight routes around the state, recognising that not all arterial roads are capable of safely handling B-Double and larger Restricted Access Vehicle movements. Other on-going deficiencies in the arterial road network relate to bridge and culvert capacity (dimensions and strength), along with traffic accident "black spots".

## 1.5 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.

One of the most significant changes recently was the introduction of the Heavy Vehicle National Law and associated Regulations that were brought into place in February 2014. Further legislation in October 2018 brought in Chain of Responsibility (CoR) provisions that put great responsibility on all parties in the logistic chain, including local government authorities, with the provision of new penalties for breaches in the legislation.

The main issue facing local government as a road manager is in the provision of approvals associated with permits under the NHVR system and decisions around opening up networks to different classes of vehicles. The freight industry is pushing hard for productivity savings, which is evident in the release of documents such as the "South Australia Freight Transport Infrastructure – Regulating Freight" publication by the South Australian Freight Council, dated August 2017 (Reference 14). This has a section on facilitating access for High Productivity Vehicles (HPV) including Performance Based Standard (PBS) Vehicles. Local government is seeing the freight industry investing into these types of vehicles with a significant growth in the area of permit applications for PBS class vehicles to access the local road network.

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. The proposed South Coast Freight Corridor is one such example, but there are other secondary freight corridors which are also in need of upgrade to B-Double standard. 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.

## 1.6 Regional Transport Routes

Section 4 of this report summarises regional freight demands, and is based upon the more detailed analysis which is presented in Section 2.1 of Part A. It includes commentary on the main source of freight movements in the Region. It also examines capacity and safety issues, plus states a definition for a "Freight" purpose. A recommendation is made regarding quantifying the term "large volume of heavy freight vehicles", so that measured or predicted heavy vehicle traffic volumes and/or freight tonnages can be used to support applications for local roads to be considered as a freight route of regional significance.

Regional freight route drawings have been presented as a regional overview, together with council wide maps for greater clarity and, where needed, detailed maps for key towns. All maps are included at A4 size in Appendix A of this report, while a separate volume of A3 sized maps is also available as Enclosure 3. A "South Coast Freight Corridor" from Cape Jervis to Callington, connecting the Region to major industry and logistics centres at Monarto and Murray Bridge, as well as to the broader National Highway Network, is specifically proposed (refer to Page 31 of Part A Supporting Technical Document). This freight corridor will also have a branch to Mount Barker.

Section 5 of this report addresses tourism demands in the Region, and is based upon the more detailed analysis contained in Section 2.2 of Part A. It defines such demands in terms of economic benefit to the state, region and local community. A summary of total visitor numbers and accommodation nights indicates that, while well-known tourism regions like Kangaroo Island attract proportionally more international visitors when compared with other tourism destinations in the Region, the importance of the Fleurieu Peninsula as a destination for interstate and intrastate visitors should not be underestimated.

A methodology for defining regional tourism routes is proposed in Section 5.2. Based upon this methodology, regional tourism route drawings have again been presented as a regional overview, together with council wide maps for greater clarity and, where needed, detailed maps for key towns. All maps are included at A4 size in Appendix A of this report, while a separate volume of A3 sized maps is also available as Enclosure 3. A map showing the full extent of the Fleurieu Way Regional Tourism Route is also included under Key Regional Transport Infrastructure Initiatives on the second page of this document, as well as on Page 49 of the Part A Supporting Technical Document.

Section 6 identifies community access demands in the Region, and is based upon the more detailed analysis contained in Section 2.3 of Part A. It uses 2016 population statistics as the current situation, but with expected future growth also identified, and is then linked to the availability of essential regional services covering education, health, finance (banking), recreation and emergency services.

The second part of Section 6 proposes a methodology for defining regional community access routes, using a combination of community size and availability of essential services. Based upon this methodology, regional community access route drawings have again been presented as a regional overview, together with council wide maps for greater clarity and, where needed, detailed maps for key towns. All maps are included at A4 size in Appendix A of this report, while a separate volume of A3 sized maps is also available as Enclosure 3.

Section 7 examines other road user considerations, with a particular emphasis on regional public transport and regional cycling. The overall demand for both these modes of transport is discussed in Section 2.4 of Part A.

Particular consideration has been given to the new electric passenger rail service to Seaford, as this is directly relevant to public transport in the Region through availability of a bus/rail interchange at Seaford. An initial re-routing of existing Link SA contracted bus routes to operate on a more regular basis between the key towns of Victor Harbor, Goolwa and Yankalilla and the Seaford interchange has occurred. However the low frequency of service, along with relatively high cost, still limits patronage. Operation of the service under a single Metrocard ticket system would be a further positive step to improve service value and likely patronage.

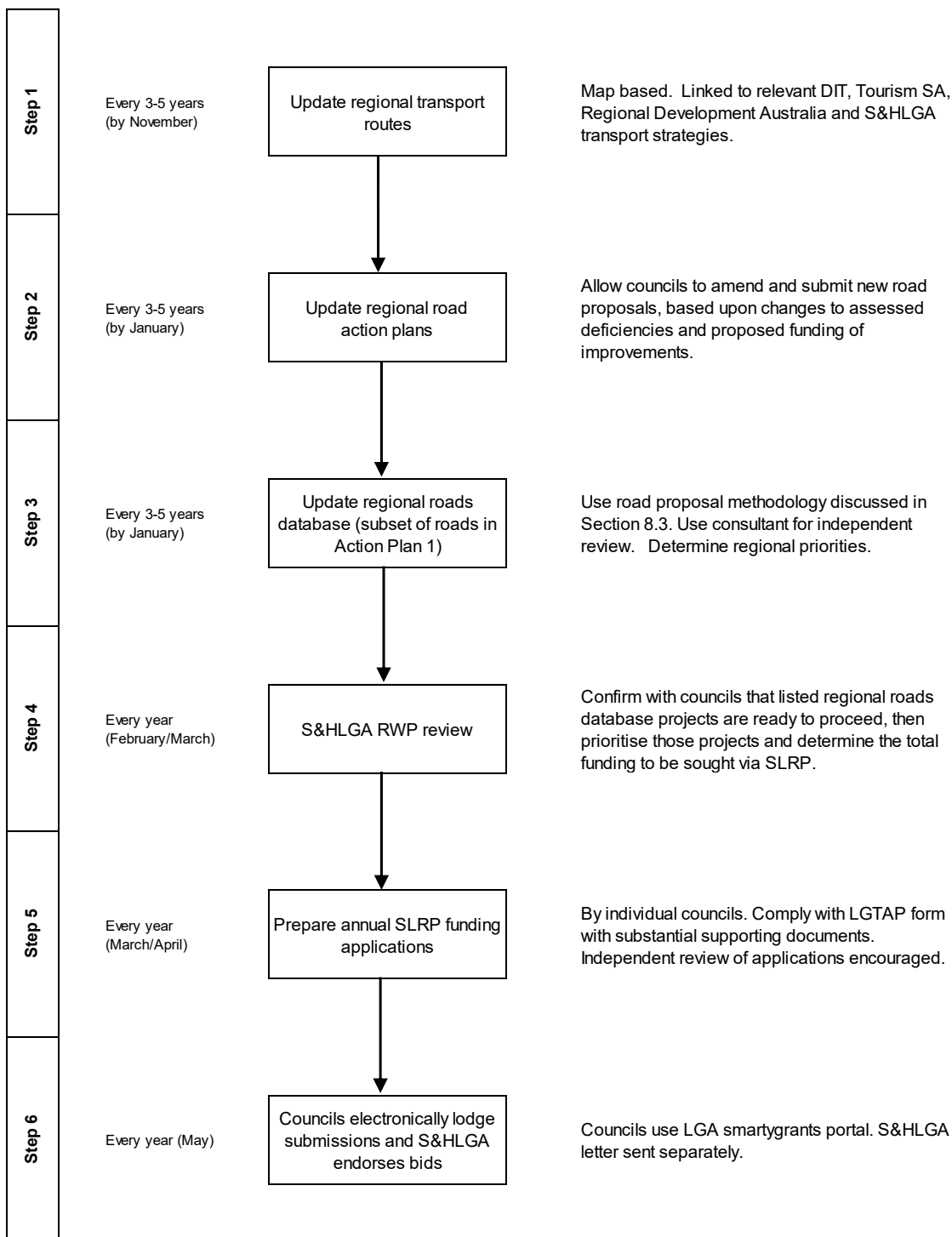
Recreational and commuter cycling throughout the Region is becoming an increasingly important activity, with associated road user safety issues. Section 7.3 examines the impact of cycling on regional transport routes, introducing the concept of “cycle safe” roads.

## **1.7 Methodology for Review and Update of Regional Transport Plan**

Section 8 of the report outlines the methodology for review and update of the 2030 Regional Transport Plan, along with preparation and submission of annual Special Local Roads Program (SLRP) or other funding applications. The methodology recognises that the 2030 Regional Transport Plan should be a “living” document, which periodically takes into account changes in planning and development needs, along with revised priorities for the road proposals submitted by individual councils.

A flow chart depicting the methodology is shown on the next page and also in Section 8.2 of the report.

## 2030 REGIONAL TRANSPORT PLAN METHODOLOGY FOR REVIEW AND UPDATE



### 1.8 Regional Road Action Plans

Section 9 of the report describes the methodology for creation and periodic update of three Regional Road Action Plans. These action plans list immediate, medium term and long term requirements for improvement of all regionally significant freight, tourism and community access routes identified in the 2030 Regional Transport Plan. The action plans have been generated by HDS Australia, on behalf of each council, undertaking a broad “fit-for-purpose” assessment of the

condition of each regionally significant route, based upon the four fit-for-purpose categories listed in Section 4 of the SLRP Standard Funding Application Form, namely:

- Speed Environment
- Dimensions
- Geometry
- Strength/Durability

Each regionally significant route (or section of route where a major change in road purpose or road standard occurs) has been 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" has been noted. A "Minor Deficiency" is 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" is 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.

Following completion of the above strategic level field assessment, each regionally significant route (or section of route) has been listed on one of the following three action plans, or remains on a fourth list of roads classified as "Compliant".

#### 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.

#### 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.

#### 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).

## 1.9 Conclusions

Section 10 confirms that regional transport goals for the 2030 Regional Transport Plan remain substantially unchanged from the earlier 2020 Transport Plan. The following key conclusions arising from development of regional freight, tourism and community access routes are presented in Section 10.2:

### Regional Freight Routes

Regionally significant freight routes generally connect industrial and logistics zones in Key Towns and Important Centres, along with significant extractive industry sites, with designated freight routes that form part of the DIT managed arterial road network. In addition, cross regional freight movements (such as the proposed South Coast Freight Corridor running from Cape Jervis to Callington, with a branch to Mount Barker) are very important for efficient freight movement across the Region. Localised township freight bypasses, such as the Bald Hills Road direct access to the Mount Barker Industrial precinct and a possible Middleton bypass, separate freight from

commuter and tourism traffic – providing significant road safety improvements. Impacts from harvesting of timber on Kangaroo Island also need to be considered.

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.

#### Regional Tourism Routes

Regionally significant tourism routes are concentrated around the primary tourism destinations associated with Kangaroo Island and the Fleurieu Peninsula. Once again, such routes connect tourism destinations with the DIT managed arterial road network. To be considered a regionally significant tourism route, regular use by commercial tourist buses and/or significant car visits is required, with the destination advertised at an intrastate, interstate or international level that brings tourists into the region.

Locally important tourism routes also exist. They have been shown on the regional tourism route drawings as a local tourism route, but ultimately should form part of council level transport planning. Such routes include designated scenic drives in the Adelaide Hills, Alexandrina, Victor Harbor and Yankalilla council areas, which are not actively promoted as a tourist attraction but serve to add to a tourist's positive experience while in the area.

#### Regional 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 S&HLGA regional road network will require increasing use of public transport to reduce future congestion on the network. Introduction of Park & Ride facilities, combined with express bus services linking regional destinations to the bus/rail interchange at Seaford on the end of the new electrified metropolitan rail network, or to the express bus interchange at Mount Barker, will significantly enhance the use of public transport.

### **1.10 Recommendations**

The following recommendations are presented in Section 10.3 for consideration by the S&HLGA RWP and for formal adoption by the S&HLGA Board:

1. The Regional Transport Goals developed as part of the 2020 Transport Plan, as listed in Section 2.1 and restated in Section 10.1 of this report, be reaffirmed as the Regional Transport Goals for the 2030 Regional Transport Plan.
2. The updated methodology for review and update of the 2030 Regional Transport Plan, as summarised by the flowchart in Section 1.7 and again in Section 8.2 of this report, be adopted as part of the 2030 Regional Transport Plan.
3. Updated regional freight routes, as shown on the regional overview, council wide maps and selected township detail maps in Appendix A and Enclosure 3, along with the underpinning definitions and methodology used to create the plans (as described in Section 4 of this report) be adopted as part of the 2030 Regional Transport Plan.

4. Updated regional tourism routes, as shown on the regional overview, council wide maps and selected township detail maps in Appendix A and Enclosure 3, along with the underpinning definitions and methodology used to create the plans (as described in Section 5 of this report) be adopted as part of the 2030 Regional Transport Plan.
5. Updated regional community access routes, as shown on the regional overview, council wide maps and selected township detail maps in Appendix A and Enclosure 3, along with the underpinning definitions and methodology used to create the plans (as described in Section 6 of this report) be adopted as part of the 2030 Regional Transport Plan.
6. The future introduction of car/bus Park & Ride facilities at various regional townships, as shown on the updated community access routes, combined with lobbying of state government to expand express bus services to all regional townships in the defined "Greater Adelaide" area, including better linkage to the Seaford bus/rail interchange and to the Mount Barker bus interchange, be reaffirmed as a key strategy for improving public transport in the Region.
7. The 2021 Regional Roads Database, comprising various road proposals submitted and assessed in late 2021 (refer Appendix C), forms a new regional road projects database, underpinned by a final version of the Regional Road Action Plans (refer Appendix B).
8. The next scheduled strategic review of all regional transport routes associated with the 2030 Regional Transport Plan be set down for 2025 (i.e. four years into the nine year planning period), though "by exception" additions to the network should continue to be allowed on an annual basis if circumstances significantly change.

## 2.0 INTRODUCTION

### 2.1 Background

The Southern & Hills Local Government Association (S&HLGA) is a Regional Association of Councils under Part 4 of the Constitution of the Local Government Association of South Australia. The S&HLGA was first formed in July 1969. It is now constituted as a Regional Subsidiary under Section 43 and Schedule 2 of the Local Government Act 1999, formed by Adelaide Hills Council, Alexandrina Council, Kangaroo Island Council, Mount Barker District Council, the City of Victor Harbor and the District Council of Yankalilla.

Collectively, the above six councils had a population of 124,282 people as at 2018, with a total of 5,539 km of local roads under their care. *Source – S&HLGA.*

In 2000, the S&HLGA formed a Roads Working Party (RWP), with membership comprising Managers or Directors from the Works / Technical Services areas within each constituent council, together with Regional Managers and Transport Strategy Planners from the Department for Infrastructure and Transport (DIT). The initial task of the RWP was to prepare a regional transport plan within the context of state transport planning initiatives being developed around the same time.

The S&HLGA 2010 Transport Plan was prepared by QED Pty Ltd in association with Hudson Howells Asia Pacific on behalf of the S&HLGA. It was released in August 2001 (Reference 1). The plan examined the regional road network and its overall condition, including an examination of traffic volumes, major road safety concerns and public transport issues, plus rail, sea and air links. It undertook demand modelling covering key population centres, plus existing and expected future major freight movements for the wine, horticulture, livestock, grain and timber industries.

Four strategic transport goals were developed as part of the 2010 Transport Plan, namely:

Goal 1 “Economic Development” – A transport system that supports the economic, industry and trade development of the S&HLGA.

Goal 2 “Access” – An equitable and accessible transport network that allows for consistent and reliable travel.

Goal 3 “Road Safety” – A safe transport network where the severity and risk of accidents are minimised.

Goal 4 “Environment” – A transport network that minimises impacts on the environment and communities.

From the above goals, a regional road proposal assessment process evolved, incorporating a series of evaluation criteria. A network of regionally important freight routes, tourism routes and community access routes were then identified, including specific road proposals that constituent councils felt warranted regional road funding support. Road proposal priorities were set using the methodology outlined in the 2010 Transport Plan. That same methodology formed the basis for all S&HLGA applications for regional road funding between 2002 and 2007.

In December 2004, an Addendum to the 2010 Transport Plan was prepared by QED Pty Ltd on behalf of the S&HLGA. It recommended incorporation of north south freight corridors across the region to meet projected growth in freight demands of the wine and timber industries. Although the 2004 Addendum was formally adopted by the S&HLGA, no specific changes were made to regional principal route plans in existence at that time to incorporate recommendations contained in the 2004 Addendum.

In late 2007, a further Addendum to the 2010 Transport Plan was prepared by HDS Australia Pty Ltd on behalf of the S&HLGA. This document refined the methodology covering periodic review of the regional transport route drawings, aligning the process more closely to principles contained within the Roads Infrastructure Database Project (Reference 15). The 2007 Addendum also



revised the methodology for periodic assessment and prioritisation of individual road proposals against the regional transport strategy, together with annual endorsement of road proposal funding applications. In addition, four revised regional transport route drawings (collectively covering the arterial road / national highway network, freight routes, tourism routes and community access routes) were produced, along with a revised methodology for prioritising road proposals submitted as part of the 2007 Roads Database.

## 2.2 Overview of Previous Projects

In June 2008, HDS Australia was engaged by the S&HLGA to prepare a 2020 Transport Plan. The 2020 Transport Plan Final Report (Reference 2) was released in December 2011. It contained a strategic level assessment of transport needs and priorities within the S&HLGA region (the Region) for the period from 2010 to 2020. While it officially replaced the 2010 Transport Plan, which had reached the end of its period of operation, the 2020 Transport Plan built upon earlier research and road proposal prioritisation methodologies developed as part of the 2010 Transport Plan and the subsequent Addendums.

Development of the 2020 Transport Plan entailed four distinct phases, namely:

1. Identification of significant sources and destinations for transport within the S&HLGA region.
2. Development of updated regional transport routes for the Region.
3. Creation of a 2009 Roads Database.
4. Preparation of a final report, encompassing all aspects of the 2020 Transport Plan.

In July 2013, HDS Australia was engaged by the S&HLGA to review and update selected elements of the 2020 Transport Plan, in line with the overall methodology described in Section 6 of the original (December 2011) report. This supplementary project entailed three distinct stages, undertaken over a two year period, namely:

1. Development of Regional Road Deficiency Action Plans during which, with assistance from HDS Australia, individual councils within the S&HLGA broadly assessed all of their regional freight, tourism and community access routes against the appropriate “fit for purpose” standard, and then prioritised any deficient road segments into one of three Action Plans (defining them as short term, medium term or long term upgrade priorities).
2. Assessment and prioritisation of council road upgrade nominations in accordance with the methodology contained in Section 6.3 of the December 2011 report. This step was similar to previous assessments in 2009 and 2011.
3. Although officially released in December 2011, the 2020 Transport Plan was based primarily on 2009 data and strategic priorities. While the overall methodology contained within the 2020 Transport Plan final report remained acceptable, some definitions were considered to be inconsistent with similar regional transport plans adopted by other regions and with updated guidelines proposed by the Local Government Association of South Australia (LGASA). In turn, this required a review by individual councils of their regional freight, tourism and community access routes.

The S&HLGA 2020 Transport Plan – 2015 Update – Final Report (Reference 3) was released in December 2016.

## 2.3 Outline of Current Project

In October 2020 HDS Australia, in association with GTA Consultants (now Stantec), was engaged by the S&HLGA to develop a 2030 Regional Transport Plan. By that time, it had been almost nine years since the original S&HLGA 2020 Transport Plan was published and almost four years since the 2015 Update to the S&HLGA 2020 Transport Plan and associated Regional Road Action

Plans / Regional Roads Database was completed in 2016. In the intervening period, the 2020 Transport Plan and associated documentation had been used primarily to assist the S&HLGA Roads Working Party (RWP) 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 2020 Transport Plan and the cost of annual updates.

In recent years, the S&HLGA RWP has identified several major road transport corridors (particularly, but not exclusively, the South Coast Freight Corridor) 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 specifically addressed the above requirement. It involved a review and update of the previous S&HLGA 2020 Transport Plan to create a S&HLGA 2030 Regional Transport Plan. While the core of the document (this Part B) remains fundamentally the same as the previous (December 2016) report, an additional focus was placed on reviewing the changes in the nature of freight and people movement throughout the Region. The resulting separate document, identified as the 2030 Regional Transport Plan – Part A: Strategic Planning Review and Future Directions – Final Report, was released in July 2021.

Specific tasks under Phase 1 included:

- Start-up meeting (on-line) held with the RWP.
- Review of overall regional transport goals and objectives, plus update of the timeline for the report to reflect a new 2030 target date.
- Addition of a new front end Part A document describing freight and people movements. This involved engagement with various stakeholders, including Regional Development Australia, various local Agricultural Bureaus, the Kangaroo Island Ferry operator and the economic development teams at each S&HLGA member council. Full details were provided in a Supporting Technical Report for Part A. Content was then consolidated into the Final Report for Part A, presented using multiple maps and flow charts.
- An updated literature search was undertaken, along with review of the definitions for regional routes.
- Other road user considerations included regional public transport and regional cycling.
- Input was sought from S&HLGA member councils and updated regional route drawings were produced to reflect changes in definitions via addition or removal of roads.
- A draft 2030 Regional Transport Plan was prepared.
- Two RWP workshops were held to review the draft 2030 Regional Transport Plan, one examining Part A (December 2020) and one examining Part B (October 2021).
- Part A of the 2030 Regional Transport Plan was updated and Part B was finalised after receipt of feedback provided by the RWP following the second workshop.

The main emphasis of Part A of the 2030 Regional Transport Plan is to graphically represent freight and people movement within the Region via maps and flow charts. The resulting document is capable of being used as a standalone document for broad stakeholder engagement, while Part B remains a key strategic transport planning document for use by the RWP and the S&HLGA Board to prioritise regional transport funding decisions over the next ten years.

Having addressed the strategic requirement to update the Regional Transport Plan, Phase 2A of 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 (decided in Phase 1), 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.

Phase 2B of the project involved creation of a 2021 Regional Roads Database comprising up to 15 road upgrade projects (i.e. approximately three per RWP member council). These road upgrade projects have been prioritised using an updated methodology as described in Section 8.3 (which is now generally based upon the LGTAP SLRP methodology). Upon completion of the prioritised list, the RWP and its member councils have been able to establish a three to five year program of prioritised regional road projects, which will be used to seek annual SLRP funding as well as other grant funding sources if they become available.

## 2.4 Project Deliverables

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

1. The “2030 Regional Transport Plan – Part A: Strategic Planning Review and Future Directions – Final Report”.
2. The “2030 Regional Transport Plan – Part A: Strategic Planning Review and Future Directions – Supporting Technical Report”.
3. This “2030 Regional Transport Plan – Part B: Regional Road Network Development – Final Report”.
4. A new set of Regional Transport Route drawings, depicting all regionally significant freight, tourism and community access routes. All drawings are included at A4 size in Appendix A, while a separate volume of A3 sized maps is also available as Enclosure 3.
5. 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.
6. A 2021 Regional Roads Database, showing all potential regional road upgrade projects identified by S&HLGA member councils for funding over the next three to five years, as shown in Appendix C.

### 3.0 ARTERIAL ROAD NETWORK CONSIDERATIONS

#### 3.1 General

Following on from principles defined in the 2010 and 2020 Transport Plans, it can 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 classification, along with all expected tourism and community access road transport requirements.

In the main, this assumption is correct and is fundamental to the inherent concept within S&HLGA 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.

Firstly some roads, despite being designated arterial roads, cannot safely handle standard semi-trailer movements. This is particularly the case on many of the tightly constrained roads through the Adelaide Hills. In addition, numerous arterial roads have not been designed for and are therefore unable to safely handle the various classes of Restricted Access Vehicles (RAVs) which, as the name suggests, require special safety assessment and gazettal or permit approvals before being allowed to use specific arterial roads. DIT's Heavy Vehicle Access Framework (HVAF) discussed in Section 3.2 proposes a network of RAV routes throughout South Australia which are pre-approved and therefore can be used with confidence by freight operators. This network is publicly accessible via DIT's RAVnet website.

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

The 20-Year State Infrastructure Strategy Snapshot released in May 2020 (Reference 5) has identified that a large part of the arterial road network is in poor condition which could compromise safety. There is on-going need to embrace a strategic approach to infrastructure development. The Heavy Vehicle Access Framework (Reference 16) adopts this principle with the aim of improving the efficiency and effectiveness of road freight transport to make South Australia more competitive, support export and employment growth, and improve community access to affordable freight services.

The above aim is achieved by the development of road freight networks and corridors for heavy vehicles which take into account 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 also to 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 are defined as including all vehicles up to and including the common six-axle articulated vehicle (semi-trailer). Maximum limits for vehicles are a gross mass of 42.5 tonne, width of 2.5 metres, height of 4.3 metres and length of 19.0 metres.

RAVs can only operate on approved routes due to their large size and mass. Consistent with national transport policy, South Australia has adopted the RAV concept within state legislation to make the most efficient use of existing road network infrastructure. As some RAV types, such as B-Doubles and Road Trains, are built to a common design and configuration, their construction specifications and general rules of operation are specified in the Road Traffic Act and related Regulations. Controlled Access Buses for carrying passengers are also included in this category. Individual roads can be gazetted as suitable for various RAV classes, once a route assessment has been undertaken. This allows unrestricted use of the route by RAVs which have been assessed as compliant with that RAV class.

Permit operations generally cover the transport of large indivisible items (as distinct from general freight loads). These are loads that cannot be readily transported within general access mass and dimensional limits. It is important that the use of permits be confined to such individual assessment applications and not be used on an ongoing basis for operations that may be regular or repetitive. Unfortunately, this is not always the case, with increasing use of long term permits to facilitate RAV access to roads which have high levels of inherent infrastructure risk preventing gazettal, but economic imperatives require use of those roads by RAVs using operational controls to identify and manage exposure to high risk sites.

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 South East Freeway is an obvious example of a Key Freight Route which traverses the Region. Another desirable Key Freight Route is the proposed South Coast Freight Corridor, once missing links and other high risk sites along the corridor can be addressed.

#### 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 (Reference 5) 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.

#### **3.4.2 Black Spot Discrete Sites**

DIT maintains a series of maps depicting "Black Spot" sites around the state. For discrete sites, a Black Spot is defined as a site which has a history of at least three casualty crashes over a five year period. The maps indicate that there are only isolated Black Spot sites on arterial roads in Alexandrina Council, the City of Victor Harbor, the District Council of Yankalilla and Kangaroo Island Council, but a moderate number occur on arterial roads in Adelaide Hills Council (mostly related to the South East Freeway) and in Mount Barker District Council (mostly related to Adelaide Road).

## 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.

One of the most significant changes recently was the introduction of the Heavy Vehicle National Law and associated Regulations that were brought into place in February 2014. Further legislation in October 2018 brought in Chain of Responsibility (CoR) provisions that put great responsibility on all parties in the logistic chain, including local government authorities, with the provision of new penalties for breaches in the legislation.

The main issue facing local government as a road manager is in the provision of approvals associated with permits under the NHVR system and decisions around opening up networks to different classes of vehicles. The freight industry is pushing hard for productivity savings, which is evident in the release of documents such as the “South Australia Freight Transport Infrastructure – Regulating Freight” publication by the South Australian Freight Council, dated August 2017 (Reference 14). This has a section on facilitating access for High Productivity Vehicles (HPV) including Performance Based Standard (PBS) Vehicles. Local government is seeing the freight industry investing into these types of vehicles with a significant growth in the area of permit applications for PBS class vehicles to access the local road network.

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. The proposed South Coast Freight Corridor is one such example, but there are other secondary freight corridors which are also in need of upgrade to B-Double standard. 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

Section 2.1 of Part A, along with the Part A Supporting Technical Report, provides a 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 gazettal of a Commodity Freight Route under DIT’s Heavy Vehicle Access Framework (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 a large number of individual properties start to concentrate onto a common route. An example of this is the marshalling yards and wharf facilities at Cape Jervis and Penneshaw supporting the Kangaroo Island Ferry freight service.

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 state as a whole.

Two major industrial/logistics development zones exist within or adjacent to the Region. These are at Mount Barker and Monarto, both located in close proximity to the South East Freeway, which is a DIT controlled road. Local roads connecting these zones to the freeway automatically qualify as being of regional significance.

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

3. Major extractive industries. Examples include the sand mines near Mount Compass and the Tooperang Quarry near Goolwa. These mines generate significant activity, particularly as most of the products from the mines are exported by road. The significance of any local road as a freight route connecting the mine to the nearest arterial road depends again on the number of vehicle movements and tonnages being shipped from the mine.

#### 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 (Reference 5).

#### 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 (Reference 15), 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 2020 Transport Plan, the RWP adopted a recommendation contained within the 2020 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 2030 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.

#### 4.5 Summary of Findings – Regional Freight Routes

Consistent with the approach previously used in the 2020 Transport Plan, the process for developing regional freight routes was undertaken in four steps, namely:

1. The major regional industrial zone at Mount Barker, along with the Monarto logistics centre, were linked to the nearest suitable DIT arterial road and/or national highway. An example of this step included designating Alexandrina Avenue and Bald Hills Road (Mount Barker District Council), which connect freight to the new Bald Hills Road Freeway Interchange, as regionally significant routes.
2. Minor industry centres were examined, with connection to a DIT arterial road determined to be regionally significant if the volume of heavy vehicles and/or tonnage of freight moved on that route met the definitions in Section 4.4 above. Examples arising from this step included Maude Street (City of Victor Harbor) and Tiers Road (Adelaide Hills Council). Note that, where any route associated with a minor industry centre failed to meet the definition for regional significance, this route was designated a locally important freight route. Examples in this category were Hay Flat Road and Fitzgerald Road (DC Yankalilla) and Sandmine Road (Alexandrina Council).
3. Other sources of freight movement, particularly extractive industry sites as well as large individual industrial sites, were also examined, with connection to a DIT arterial road or existing regionally significant freight route again determined to be regionally significant if the volume of heavy vehicles and/or tonnage of freight moved on that route met the definitions in Section 4.4 above. There were many examples of these types of routes, including roads accessing Unimin Sand Mine, Tooperang Quarry and Peats Soil (all Alexandrina Council).
4. There are some local roads which form part of major regional freight links that have regional and/or state significance. These have been included as part of the 2030 Regional Transport Plan as local roads, but ultimately it may be more appropriate for some of these roads to be reclassified as DIT controlled arterial roads (either under arterial/local road swap arrangements or as an agreed extension to the arterial road network). One such major example is the proposed South Coast Freight Corridor, which incorporates Range Road, Victor Harbor Ring Road, Waterport Road, a new Middleton Bypass and Airport Road, along with several existing DIT roads. This freight corridor will also have a branch to Mount Barker. Another example is the north-south freight route either side of Monarto, encompassing Kangaroo Road and Ferries-McDonald Road to the south (Alexandrina Council). The extension of Playford Highway on Kangaroo Island (west of Parndana) is a further example.

As a result of the above four step process, and using the definitions shown in Section 4.4, a variety of maps showing regional freight routes in the Region have been prepared. These regional freight routes have then been presented as a regional overview, together with council wide maps for greater clarity and, where needed, detailed maps for key towns. All maps are included at A4 size in Appendix A of this report, along with a separate volume of A3 sized maps (as Enclosure 3). The proposed “South Coast Freight Corridor” from Cape Jervis to Callington, with a branch to Mount Barker, is shown under Key Regional Transport Infrastructure Initiatives on the first page of this document, as well as on Page 31 of the Part A Supporting Technical Document.

## 5.0 TOURISM ROUTES OF REGIONAL SIGNIFICANCE

### 5.1 Tourism Demands

Section 2.2 of Part A, along with the Part A Supporting Technical Report, provides a detailed policy review and demand analysis for tourism transport requirements within the Region.

### 5.2 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 (Reference 15), 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 2030 Regional Transport Plan, the RWP continues to use recommendations previously endorsed for the 2020 Transport Plan (Reference 2), that regionally significant tourism routes should be identified using the principles outlined in the following paragraphs.

As reflected in Section 2.2 of Part A, a study of SA Tourism state wide 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 considered to be 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 various sites on Kangaroo Island and (although just outside the Region) increasingly Monarto Zoo. Promotion of Victor Harbor to interstate and selected overseas markets was also shown to achieve significant results.
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 to be secondary tourism routes.

In addition, a route which was promoted as having state significance, like the Fleurieu Way (which is part of the Southern Ocean Drive) or the Epicurean Way, were considered primary 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 included access roads to Waitpinga Beach, Deep Creek Conservation Park and Rapid Bay.

As well as the tourist destinations themselves, any township offering a visitor information centre highlighting attractions in the surrounding region, such as Strathalbyn, 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.

### 5.3 Summary of Findings – Regional Tourism Routes

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

1. All primary tourism destinations were linked to the nearest suitable DIT arterial road and/or national highway, if they were not already located on a DIT route. Examples arising from this step included Birchmore Road / South Coast Road / West End Highway and Playford Highway (KI Council) and Fleurieu Way (DC Yankalilla, City of Victor Harbor and Alexandrina Council).
2. All secondary tourism destinations were checked against the criteria in Section 5.2 regarding the type of vehicles used by commercial tourism operators to access the destination. Regular visits (e.g. at least daily in tourist season) by 40 seat buses dictated that the route warranted primary tourism route status. Examples arising from this step included Stokes Bay Road and North Coast Road (KI Council). On the other hand, secondary tourism destinations visited regularly by smaller buses and cars were designated as secondary tourism routes. Examples in this category included Rapid Bay Road and Deep Creek Conservation Park Access (DC Yankalilla), Waitpinga Beach (City of Victor Harbor), Basham Beach Road and the Murray Mouth Access (Alexandrina Council).
3. Secondary tourism destinations which were not visited by a commercial bus operator on a regular (daily) basis, or where individual cars failed to bring in at least 50 visitors per day, were considered to only be of local importance, rather than being regionally significant. 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 three step process, and using the definitions shown in Section 5.2, a variety of maps showing regionally significant tourism routes in the Region have been prepared. These regional tourism routes have once again been presented as a regional overview, together with council wide maps for greater clarity and, where needed, detailed maps for key towns. All maps are included at A4 size in Appendix A of this report, along with a separate volume of A3 sized maps (as Enclosure 3). Additionally, a map showing the full extent of the Fleurieu Way Regional Tourism Route is included under Key Regional Transport Infrastructure Initiatives on the second page of this document, as well as on Page 49 of the Part A Supporting Technical Document.

## 6.0 COMMUNITY ACCESS ROUTES OF REGIONAL SIGNIFICANCE

### 6.1 Community Access Demands

Section 2.3 of Part A, along with the Part A Supporting Technical Report, provides an overview of local government planning and an associated analysis of community access transport requirements within the Region.

The underlying definition for regionally significant community access routes, as contained in the 2020 Transport Plan (Reference 2), remains substantially unchanged in the 2030 Regional Transport Plan.

Firstly, the location of town and community centres were determined using the CFS Emergency Services Map Books. 2016 census data was then used to update previous 2020 Transport Plan information about the size of town and community centres which have permanent populations exceeding 50. An exception to this rule was again made for Rapid Bay which, despite its very low permanent population, is included on the community access network because there is a school located within the town. 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. Some of the councils completed a more detailed analysis of the census data and were able to provide accurate information for their large and small townships/communities. Other councils (i.e. Alexandrina Council, Mount Barker District Council, DC Yankalilla and Kangaroo Island Council) had census data for the larger towns, but relied upon rates data for smaller centres. 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 (Reference 15), 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. A number of communities, though, are not on the arterial road network. These include Ironbank, Scott Creek, Bradbury, Longwood, Cherryville, Paracombe, Upper Hermitage and Forreston (Adelaide Hills Council), Kuitpo, Hindmarsh Island and Clayton Bay (Alexandrina Council), Hanson Bay, Vivonne Bay, Emu Bay and Island Beach (Kangaroo Island Council), Brukunga and Harrogate (Mount Barker District Council), plus Silverton, Rapid Bay, Second Valley, Wirrina Cove, Carrickalinga and Myponga Beach (DC Yankalilla).

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 in to towns being of regional significance for part of their length, but of only local significance for the remainder. An example of this was Stokes Bay Road on Kangaroo Island, which serves a large community north of Parndana, but which does not satisfy the criteria for being considered a regionally significant community access route over its entire length.

As a result of the devastating fires on Kangaroo Island and in the Adelaide Hills in January 2020, a further warrant was introduced that examined the requirement for safe alternative resident escape routes and emergency services access routes in the event of catastrophic bushfire conditions. In this circumstance, all communities living in high risk bushfire areas (such as most of Adelaide Hills Council, around Mount Barker and other parts of the Fleurieu Peninsula) require at least two safe exit roads which fundamentally run in opposite directions. Otherwise, if the main route in to and out of the community is blocked by fire, residents have no safe means of escape.

### 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. Small and Large Communities, plus occasionally Important Centres, were linked via a single regionally significant community access route to either a DIT arterial road or directly to a larger community providing the required essential service(s). Examples of such routes include access to Emu Bay (KI Council), Rapid Bay, Second Valley and Carrickalinga (DC Yankalilla), plus Brukunga and Harrogate (Mount Barker District Council).
3. Small and Large Communities in high risk bushfire prone areas were provided, where possible, with a second regionally significant community access route in the opposite direction to the primary route. Examples of such routes include the dual accesses to Ironbank, Cherryville and Forreston (Adelaide Hills Council).
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. A large number of such road examples were found in the councils with a lower population density, such as KI Council, DC Yankalilla and Alexandrina Council, but also included several examples in the City of Victor Harbor.

As a result of the above four step process, a variety of maps showing regionally significant community access routes in the S&HLGA region were prepared. These regional community access routes have once again been presented as a regional overview, together with council wide maps for greater clarity and, where needed, detailed maps for key towns. All maps are included at A4 size in Appendix A of this report, along with a separate volume of A3 sized maps (as Enclosure 3).

## 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 highway, 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 Kangaroo Island) 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 car pooling) 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

Section 2.4.1 of Part A, along with the Part A Supporting Technical Report, provides an analysis of public transport demand within the Region and current initiatives.

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. Electrification of the Seaford rail line, including the introduction of high-speed train services, now provides significant increased potential for Regional Route Services to hub out of Seaford, providing Victor Harbor, Goolwa, Yankalilla and Mount Compass with much more frequent bus services. Eventually, this might include incorporation into an expanded Adelaide Metrocard public transport network, though such an option is not essential.
3. The provision of local infrastructure such as Park and Ride stations should be encouraged to enhance the use of Regional Route Services from Victor Harbor, Goolwa, Yankalilla, Mount Compass and Strathalbyn.
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.

There is also considerable pressure to provide improvements to public transport between Mount Barker and Adelaide, including intervening hills communities. Options for a passenger rail extension east of Belair, or more express services on the South East Freeway, have been explored. No definitive solution has been determined as at the date of this report.

### 7.3 Regional Cycling

Section 2.4.2 of Part A, along with the Part A Supporting Technical Report, provides an analysis of cycling demand within the Region and current initiatives.

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 region as a whole.

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 riding opportunities, usually associated with healthy recreation and tourism, are currently provided via dedicated off-road bicycle and shared paths, such as the existing Encounter Bikeway from Goolwa to the southern end of Encounter Bay, the Carrickalinga to Normanville shared path, The Amy Gillett Bikeway and several other trails in and around Mount Barker. Once again, these cycling opportunities are generally well documented in township level bicycle strategies and route maps. Safety issues that may arise include interaction with pedestrians using the same facility, plus once again at points where the shared paths cross existing roads and streets, particularly cyclist visibility approaching the crossings because they are generally riding at higher speeds.

Unique to the nature of the Region, with its close proximity to metropolitan Adelaide and its picturesque constantly changing scenery, is the opportunity to introduce cross regional cycling routes throughout the Adelaide Hills and Fleurieu components of the Region, and potentially for selected routes on Kangaroo Island as well. Such cross regional cycling routes would draw upon existing or proposed on-road bicycle lanes and off-road shared paths where available (particularly in built up or more heavily trafficked areas), but would connect these dedicated facilities together via "cycle safe" roads. Cyclists would have the opportunity to ride short sections of interest, or undertake longer challenges using the cycle safe roads.

To achieve a cycle safe standard, existing roads would need to provide sealed shoulders of 1.2m in width beyond the existing road edge line. Such roads would allow motorists to remain within their lane, while achieving legislated safe passing requirements for cyclists using little or no deviation. Cycle safe roads would be designated using the existing blue bicycle route signage, or possibility via a new or supplementary "cycle safe" sign. At road intersections, cycle safe roads could include a green painted crossing lane to indicate potential cycle/vehicle conflict, with stop and give way hold lines adjusted to be behind any such cycle crossing lane (subject to sight distance requirements).

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 S&HLGA constituent councils, is highly recommended.



## 8.0 METHODOLOGY FOR REVIEW AND UPDATE OF THE PLAN

### 8.1 Background

Since the S&HLGA released its 2020 Transport Plan in December 2011, 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 2020 Transport Plan have been proposed by individual councils and endorsed by the RWP. Invariably, these updates have occurred on an annual basis when councils are preparing bids for Special Local Roads Funding (SLRP) and discover that a particular road is not shown as regionally significant.

Inherent within the development of the 2030 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 2030 Regional Transport Plan. This ensures that the 2030 Regional Transport Plan is a “living” document in which the S&HLGA 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 2030 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 flowchart shown on the next page describes the review and update methodology as a six step process.

Step 1 addresses the need to periodically review all regional route plans developed as part of the 2030 Regional Transport Plan (refer to Appendix A or Enclosure 3 for the current plans). Changes to regional routes will be driven by changes to economic and social needs within the Region.

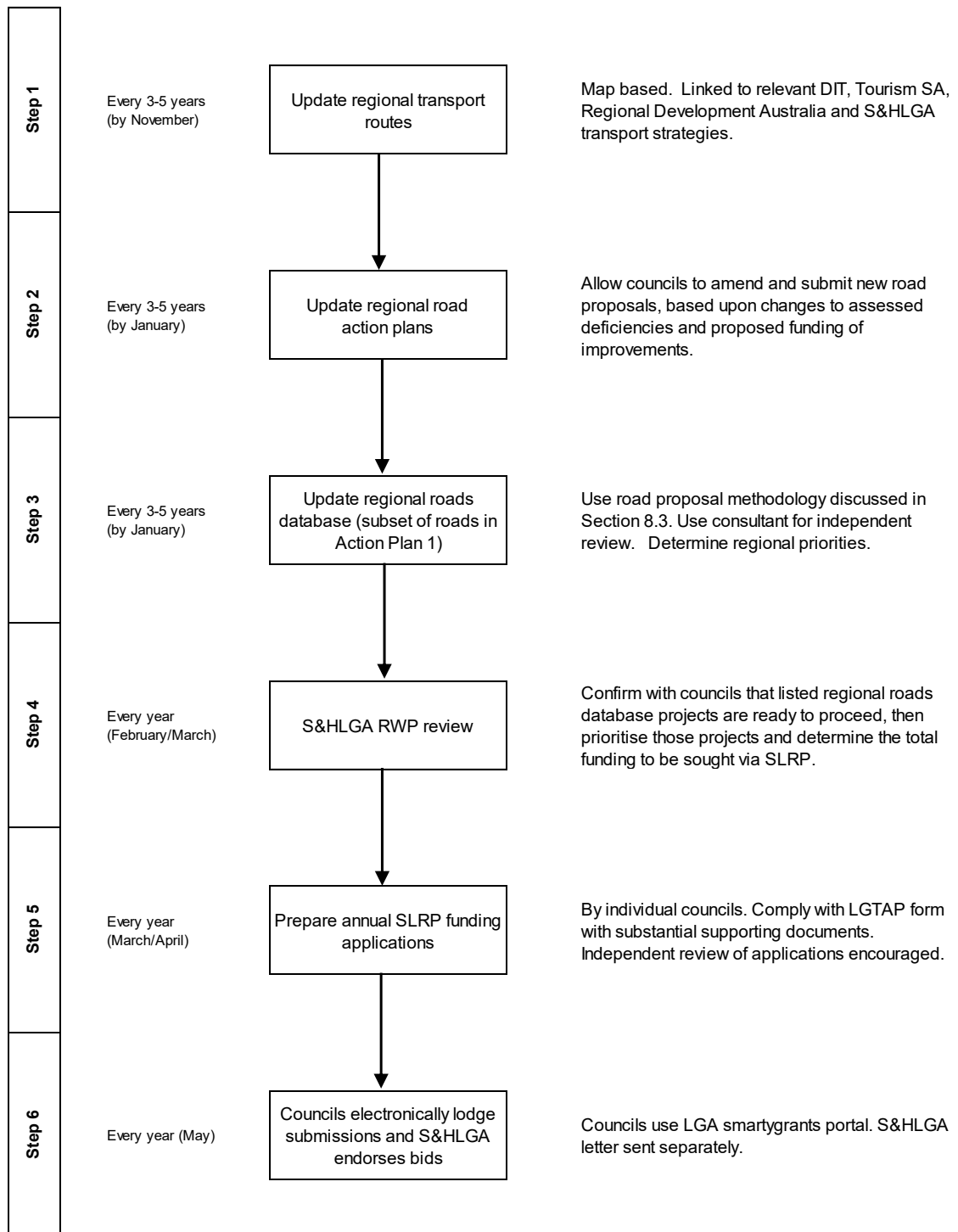
Step 2 allows councils to update the regional road action plans, which identify regionally significant local roads that are not fit for purpose, then establish short, medium and long term upgrade priorities (refer to Section 9 for further details).

Step 3 allows the RWP, 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). It is recommended that this prioritisation process switch from the previous methodology used by the RWP, as defined in the 2020 Transport Plan, to use of the LGTAP SLRP Assessment Methodology, as variously adopted by other regions since 2002. The following Section 8.3 provides further details.

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

Steps 4 to 6 describe the annual grant funds application process, which if applied as described, should maximise the potential for road projects submitted through the S&HLGA RWP to receive funding under the SLRP and from other sources. These three annual steps have recently changed to incorporate electronic application lodgement requirements introduced by LGTAP in 2020.

## 2030 REGIONAL TRANSPORT PLAN METHODOLOGY FOR REVIEW AND UPDATE



### 8.3 Road Proposal Assessment

The annual road proposal assessment component of the 2030 Regional Transport Plan review and update methodology, which is shown as Step 3 in the flowchart above, is closely aligned with recommendations contained within the Roads Infrastructure Database (RID) Project Report released in 2001 (Reference 15). 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 S&HLGA and LGTAP assessment processes maximises the potential for S&HLGA 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. Since publishing of the project report in 2001, all annual Special Local Roads Program and Regional Roads to Recovery funding applications from throughout the state submitted to LGTAP are required to be in a format that facilitates assessment using the RID Project methodology.

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 2030 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.

<b>S&amp;HLGA 2021 REGIONAL ROADS DATABASE - REVISED ASSESSMENT</b>					
<b>ANALYSIS OF WEIGHTED BENEFIT (WB) AND WEIGHTED BENEFIT/COST SCORE (WBC)</b>					
<small>(Based on Guidelines developed through the Roads Infrastructure Database Project, for application for Special Local Roads Funding)</small>					
			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		
<b>WEIGHTED BENEFIT SCORE (WB)</b>			<b>100</b>	<b>0</b>	<b>0</b>
<b>WEIGHTED BENEFIT/COST SCORE (WBC)</b>				<b>#DIV/0!</b>	<b>#DIV/0!</b>
<small>( = WB x TV x (RLx1000) x (GC/100) / UC )</small>					
<b>PRIORITY RANKING BY WEIGHTED BENEFIT</b>				<b>2</b>	<b>1</b>

## 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 2030 Regional Transport Plan was included as a requirement of the project brief.

### 9.2 Methodology

The agreed methodology adopted for developing action plans was based upon the four fit-for-purpose categories listed in Section 4 of the SLRP Standard Funding Application Form, namely:

- Speed Environment
- Dimensions
- Geometry
- 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 2030 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 2030 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		

In 2014, HDS Australia completed the above spreadsheet for all regionally significant roads in two S&HLGA council areas, namely Mount Barker District Council and DC Yankalilla. Kangaroo Island Council and the City of Victor Harbor undertook their own assessments at the same time. Following these council level assessments, an initial consolidated set of S&HLGA Regional Road Action Plans was released, effective April 2014.

In 2018, HDS Australia undertook an assessment of regionally significant roads in Alexandrina Council. Following completion of this outstanding council level assessment, an updated set of S&HLGA Regional Road Action Plans was released, effective May 2018.

A further update to Regional Road Action Plans will be completed in early 2022, under Phase 2B of the current project.

## 10.0 CONCLUSIONS AND RECOMMENDATIONS

### 10.1 Regional Transport Goals

Regional transport goals developed as part of the 2020 Transport Plan continue to underpin regional transport planning and should remain substantially unchanged, as they align very closely with state strategic planning initiatives. The goals are:

Goal 1 “Economic Development” – A transport system that supports the economic, industry and trade development of the S&HLGA region.

Goal 2 “Access” – An equitable and accessible transport network that allows for consistent and reliable travel.

Goal 3 “Road Safety” – A safe transport network where the severity and risk of accidents are minimised.

Goal 4 “Environment” – A transport network that minimises adverse impacts on the environment and communities.

### 10.2 Key Conclusions

#### 10.2.1 Regional Freight Routes

Regionally significant freight routes generally connect industrial and logistics zones in Key Towns and Important Centres, along with significant extractive industry sites, with designated freight routes that form part of the DIT managed arterial road network. In addition, cross regional freight movements (such as the proposed South Coast Freight Corridor running from Cape Jervis to Callington, with a branch to Mount Barker) are very important for efficient freight movement across the Region. Localised township freight bypasses, such as the Bald Hills Road direct access to the Mount Barker Industrial precinct and a possible Middleton bypass, separate freight from commuter and tourism traffic – providing significant road safety improvements. Impacts from harvesting of timber on Kangaroo Island also need to be considered.

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.

#### 10.2.2 Regional Tourism Routes

Regionally significant tourism routes are concentrated around the primary tourism destinations associated with Kangaroo Island and the Fleurieu Peninsula. Once again, such routes connect tourism destinations with the DIT managed arterial road network. To be considered a regionally significant tourism route, regular use by commercial tourist buses and/or significant car visits is required, with the destination advertised at an intrastate, interstate or international level that brings tourists into the region.

Locally important tourism routes also exist. They have been shown on the regional tourism route drawings as a local tourism route, but ultimately should form part of council level transport planning. Such routes include designated scenic drives in the Adelaide Hills, Alexandrina, Victor Harbor and Yankalilla council areas, which are not actively promoted as a tourist attraction but serve to add to a tourist’s positive experience while in the area.

### 10.2.3 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 S&HLGA regional road network will require increasing use of public transport to reduce future congestion on the network. Introduction of Park & Ride facilities, combined with express bus services linking regional destinations to the bus/rail interchange at Seaford on the end of the new electrified metropolitan rail network, or to the express bus interchange at Mount Barker, will significantly enhance the use of public transport.

## 10.3 Key Recommendations

The following recommendations are presented for consideration by the S&HLGA RWP and for formal adoption by the S&HLGA Board:

1. The Regional Transport Goals developed as part of the 2020 Transport Plan, as listed in Section 2.1 and restated in Section 10.1 of this report, be reaffirmed as the Regional Transport Goals for the 2030 Regional Transport Plan.
2. The updated methodology for review and update of the 2030 Regional Transport Plan, as summarised by the flowchart in Section 1.7 and again in Section 8.2 of this report, be adopted as part of the 2030 Regional Transport Plan.
3. Updated regional freight routes, as shown on the regional overview, council wide maps and selected township detail maps in Appendix A and Enclosure 3, along with the underpinning definitions and methodology used to create the plans (as described in Section 4 of this report) be adopted as part of the 2030 Regional Transport Plan.
4. Updated regional tourism routes, as shown on the regional overview, council wide maps and selected township detail maps in Appendix A and Enclosure 3, along with the underpinning definitions and methodology used to create the plans (as described in Section 5 of this report) be adopted as part of the 2030 Regional Transport Plan.
5. Updated regional community access routes, as shown on the regional overview, council wide maps and selected township detail maps in Appendix A and Enclosure 3, along with the underpinning definitions and methodology used to create the plans (as described in Section 6 of this report) be adopted as part of the 2030 Regional Transport Plan.
6. The future introduction of car/bus Park & Ride facilities at various regional townships, as shown on the updated community access routes, combined with lobbying of state government to expand express bus services to all regional townships in the defined "Greater Adelaide" area, including better linkage to the Seaford bus/rail interchange and to the Mount Barker bus interchange, be reaffirmed as a key strategy for improving public transport in the Region.
7. The 2021 Regional Roads Database, comprising various road proposals submitted and assessed in late 2021 (refer Appendix C), forms a new regional road projects database, underpinned by a final version of the Regional Road Action Plans (refer Appendix B).
8. The next scheduled strategic review of all regional transport routes associated with the 2030 Regional Transport Plan be set down for 2025 (i.e. four years into the nine year planning period), though "by exception" additions to the network should continue to be allowed on an annual basis if circumstances significantly change.



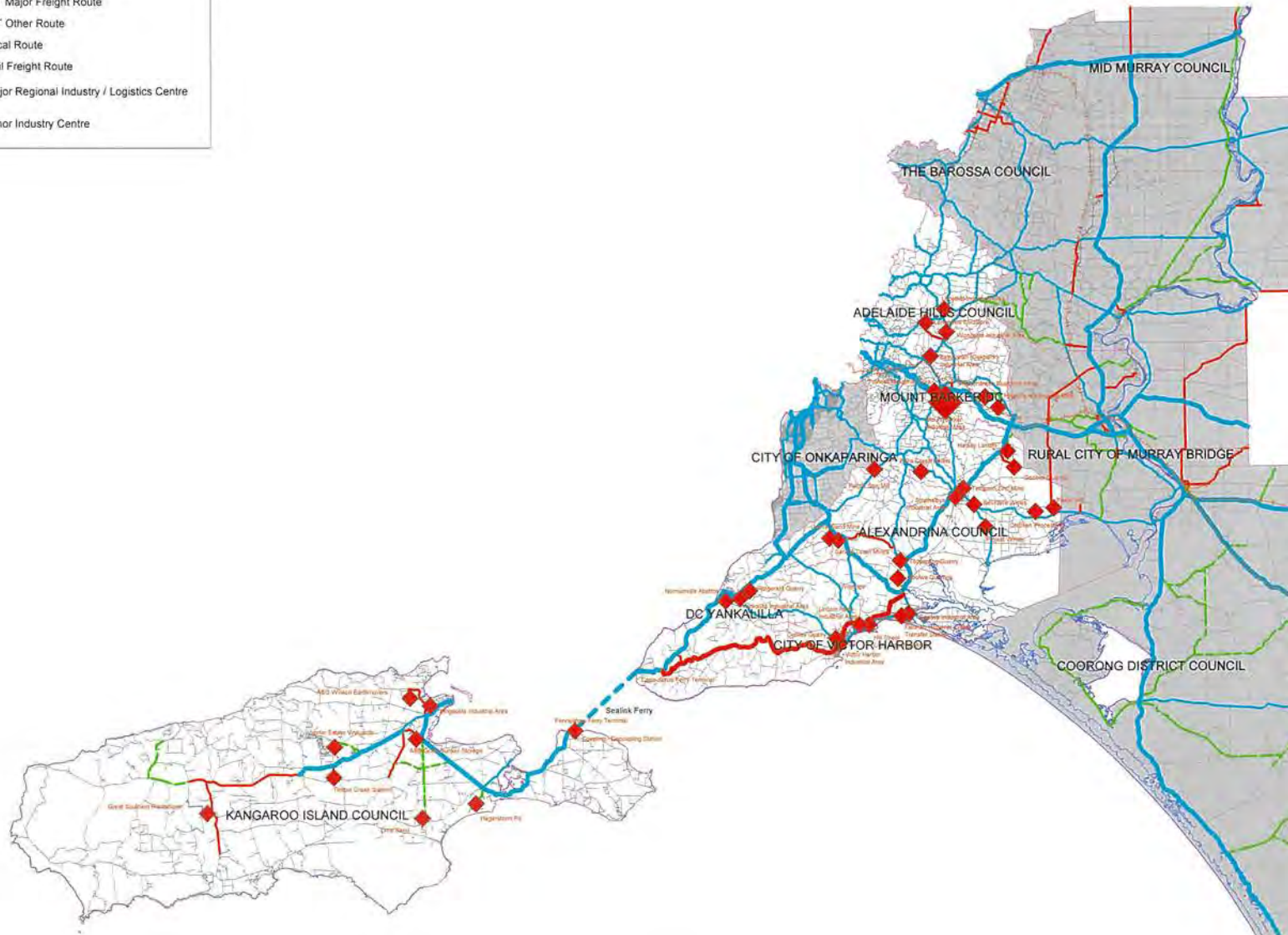
## **Appendix A**

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2030 Regional Transport Plan  
Regional Transport Routes, A4 Size  
(as at 7 Dec 21)

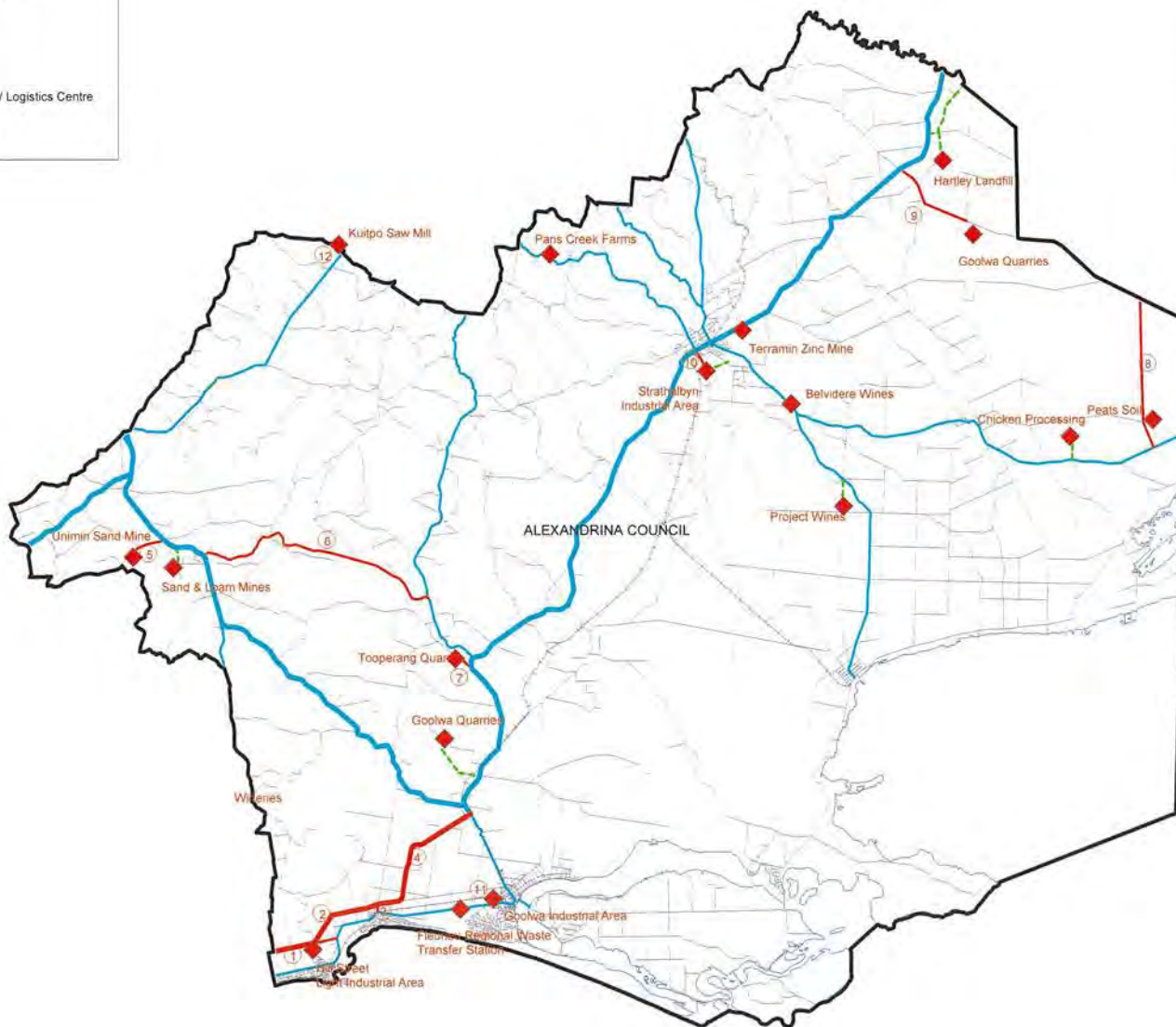
Legend

- Regional Key Freight Route
- - - Regionally Significant Freight Route
- - - Locally Important Freight Route
- DIT Major Freight Route
- - - DIT Other Route
- Local Route
- - - Rail Freight Route
- ◆ Major Regional Industry / Logistics Centre
- ◆ Minor Industry Centre



**Legend**

- Regional Key Freight Route
- Regionally Significant Freight Route
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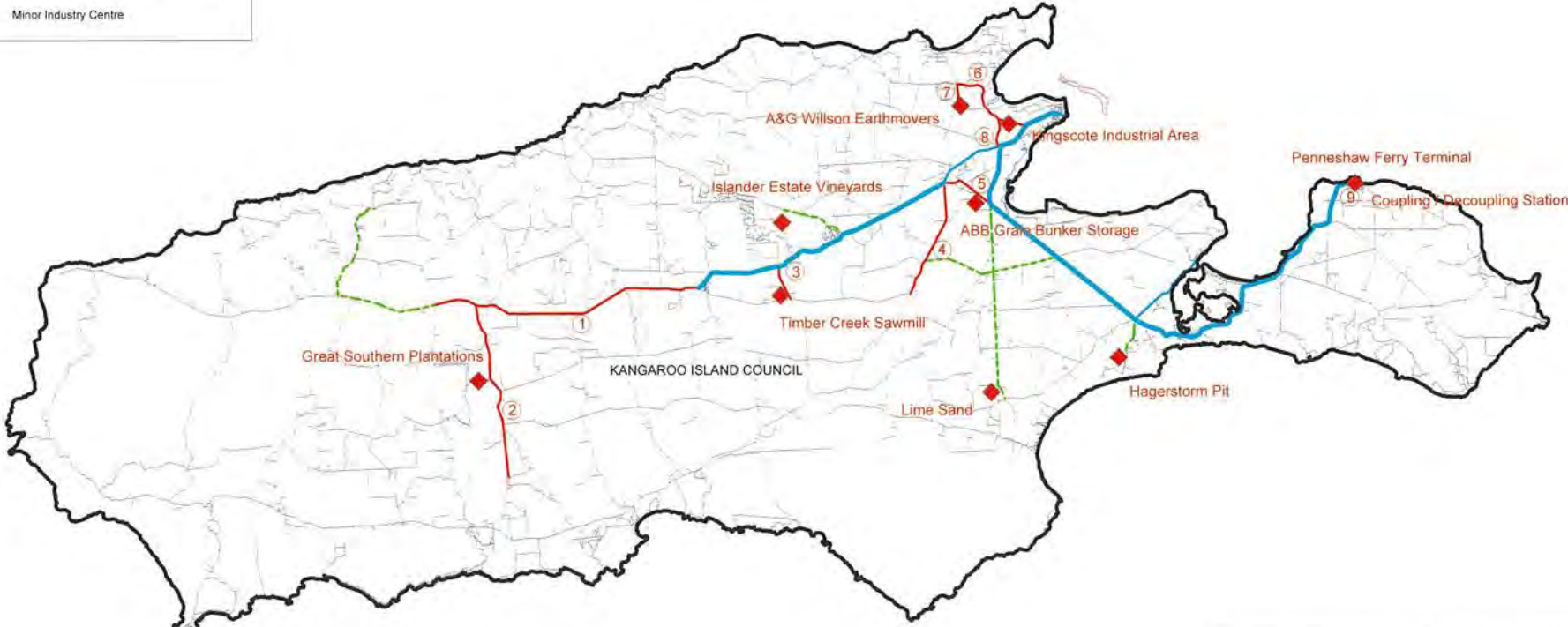


**Road Index**

AC	F	1	Waterport Road
AC	F	2	Proposed Middleton Bypass
AC	F	3	Flagstaff Hill Road
AC	F	4	Airport Road
AC	F	5	Lanacoona Road
AC	F	6	Nangkita Road
AC	F	7	Quarry Road
AC	F	8	Kangaroo Road
AC	F	9	Chaunceys Line Road
AC	F	10	Milne Road
AC	F	11	Gardiner Street (South Access)
AC	F	12	Wickham Hill Road (to Saw Mill)

**Legend**

- Regional Key Freight Route
- Regionally Significant Freight Route
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Road Index			
KIC	F	1	Playford Highway
KIC	F	2	Forest Plantations
KIC	F	3	Timber Creek Road
KIC	F	4	Birchmore Road
KIC	F	5	Arranmore Road
KIC	F	6	North Coast Road
KIC	F	7	Boxer Road
KIC	F	8	Ten Tree Lagoon Road
KIC	F	9	The Lane

**Legend**

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-  Minor Industry Centre



**Road Index**

MBDC	F	1	Alexandrina Road
MBDC	F	2	Bald Hills Road
MBDC	F	3	Oborn Road

**Legend**

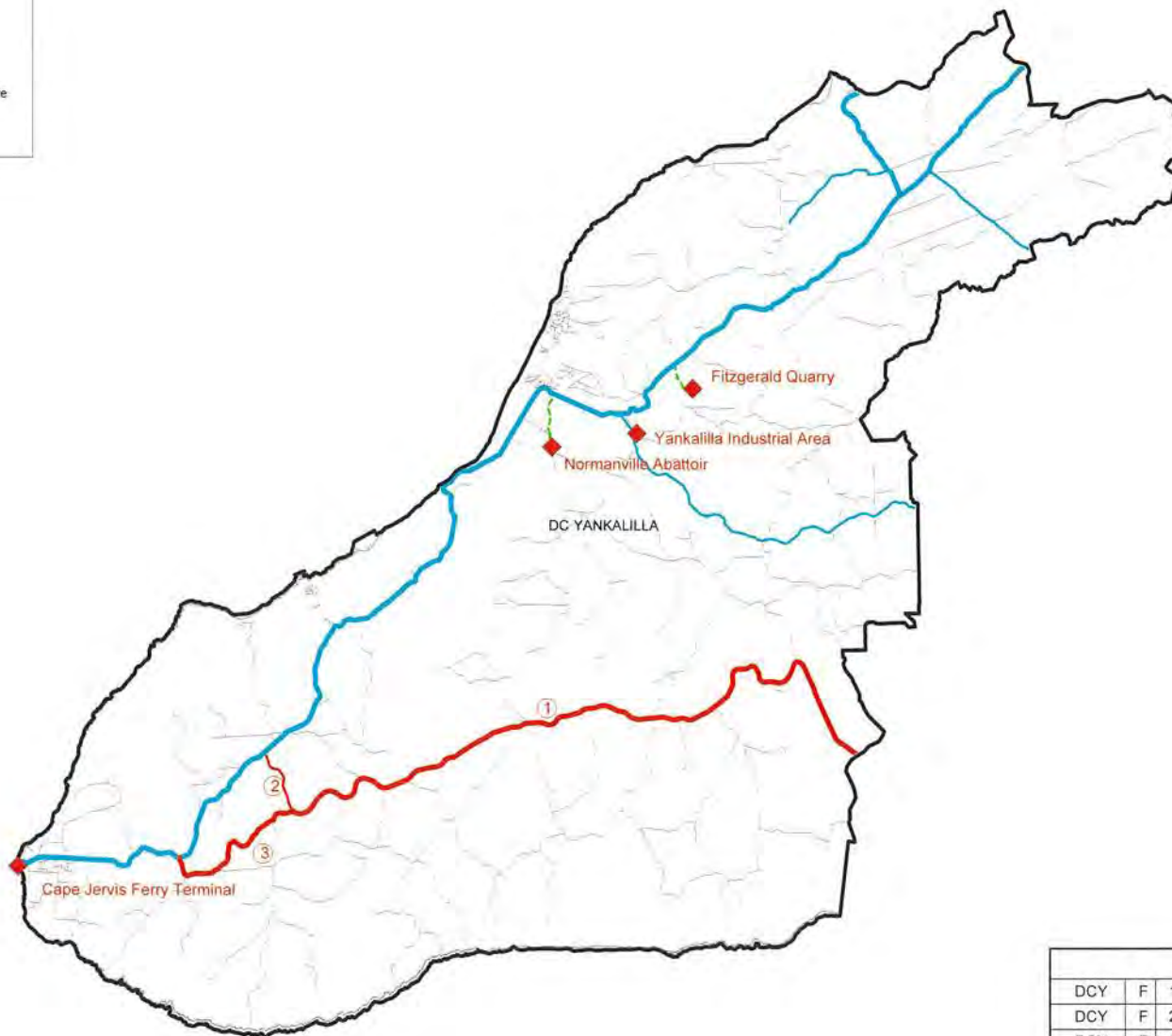
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-  Rail Freight Route
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Road Index			
CVH	F	1	Range Road
CVH	F	2	Waitpinga Road
CVH	F	3	Mill Road
CVH	F	4	Armstrong Road
CVH	F	5	Welch Road
CVH	F	6	Waterport Road
CVH	F	7	Maude Street

Legend

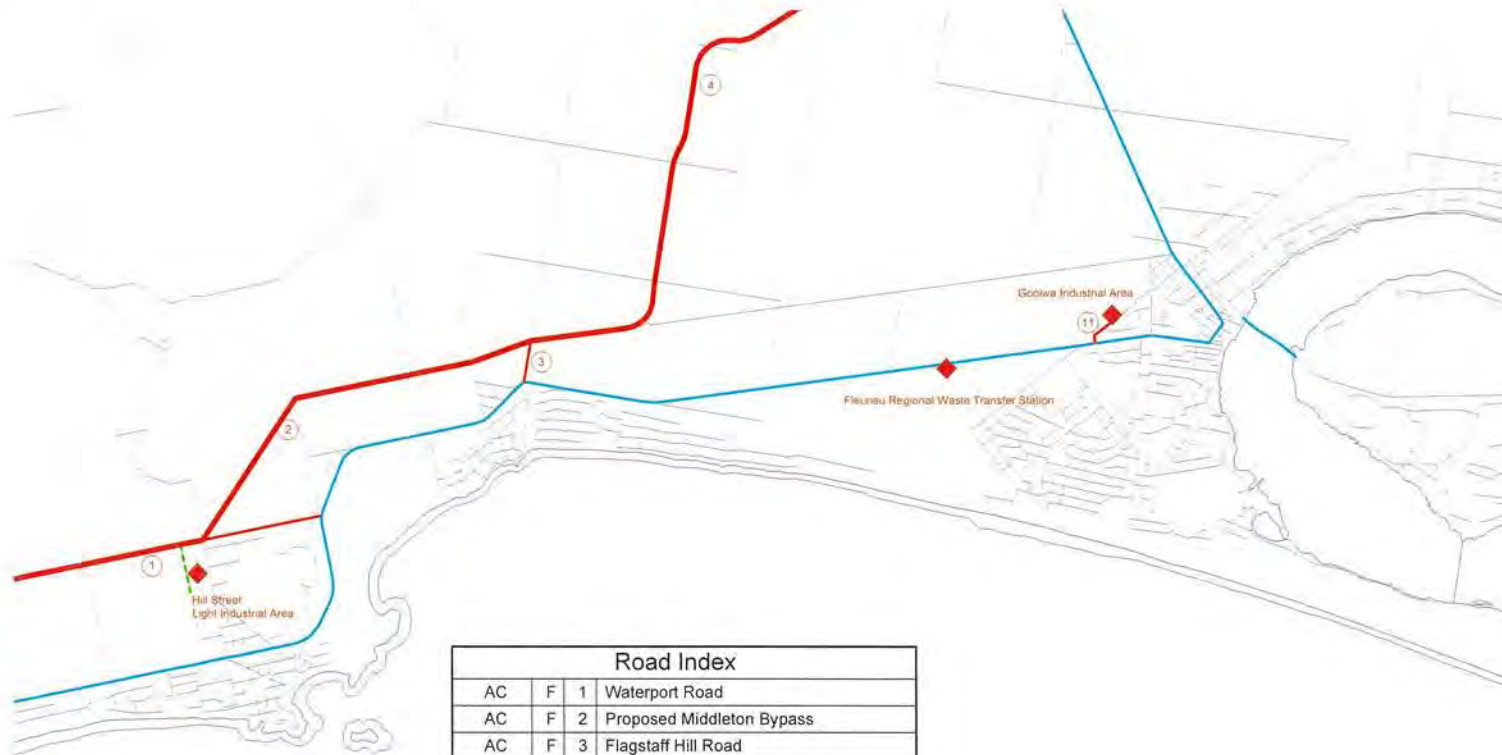
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Road Index			
DCY	F	1	Range Road
DCY	F	2	Cole Road
DCY	F	3	Range West Road

Legend










- Regional Key Freight Route
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- - - Locally Important Freight Route
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- Local Route
- +—+—+— Rail Freight Route
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AC	F	7	Quarry Road
AC	F	8	Kangaroo Road
AC	F	9	Chaunceys Line Road
AC	F	10	Milne Road
AC	F	11	Gardiner Street (South Access)
AC	F	12	Wickham Hill Road (to Saw Mill)



**Legend**

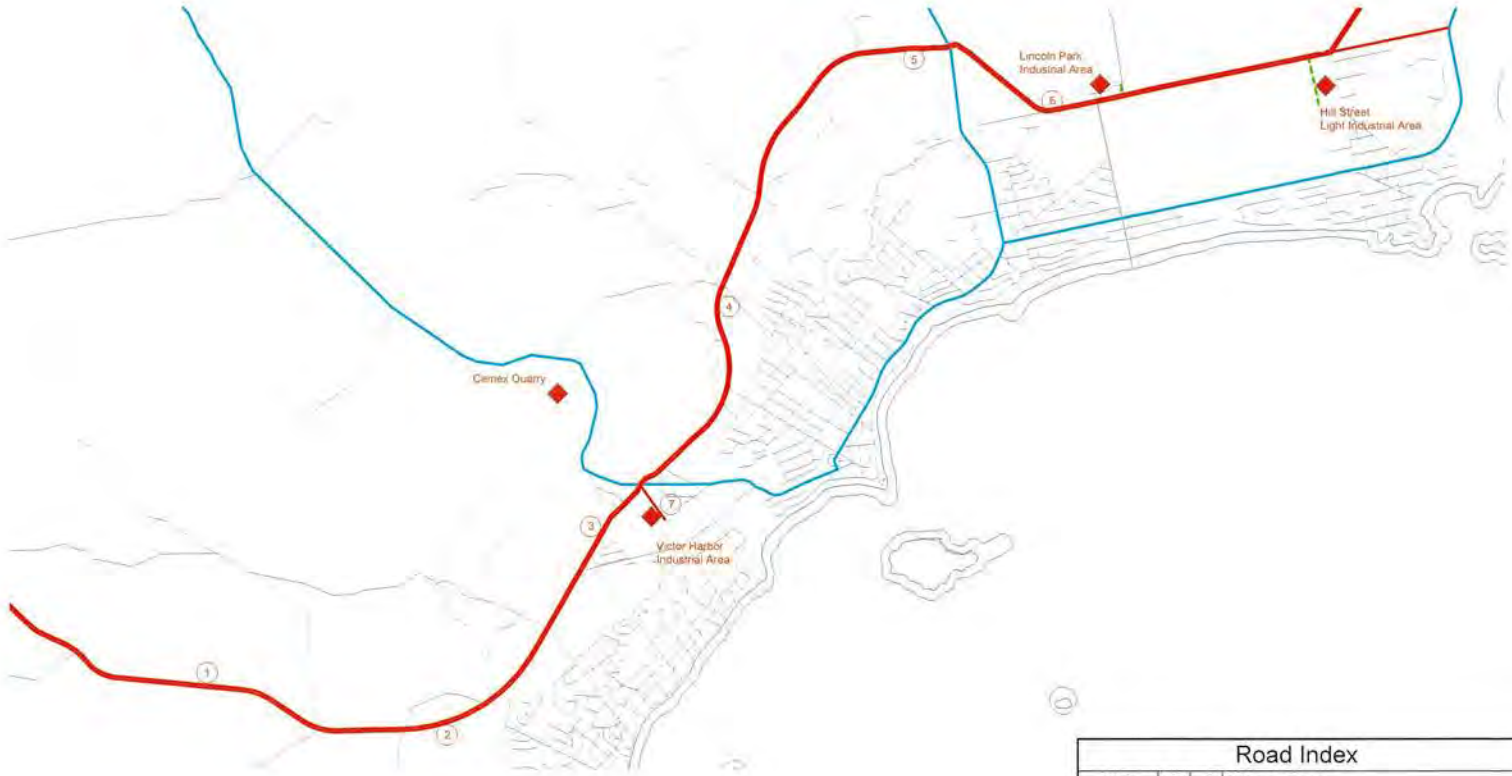
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Road Index		
MBDC	F	1 Alexandrina Road
MBDC	F	2 Bald Hills Road
MBDC	F	3 Oborn Road

**Legend**

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	Regionally Significant Freight Route
	Locally Important Freight Route
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	DIT Other Route
	Local Route
	Rail Freight Route
	Major Regional Industry / Logistics Centre
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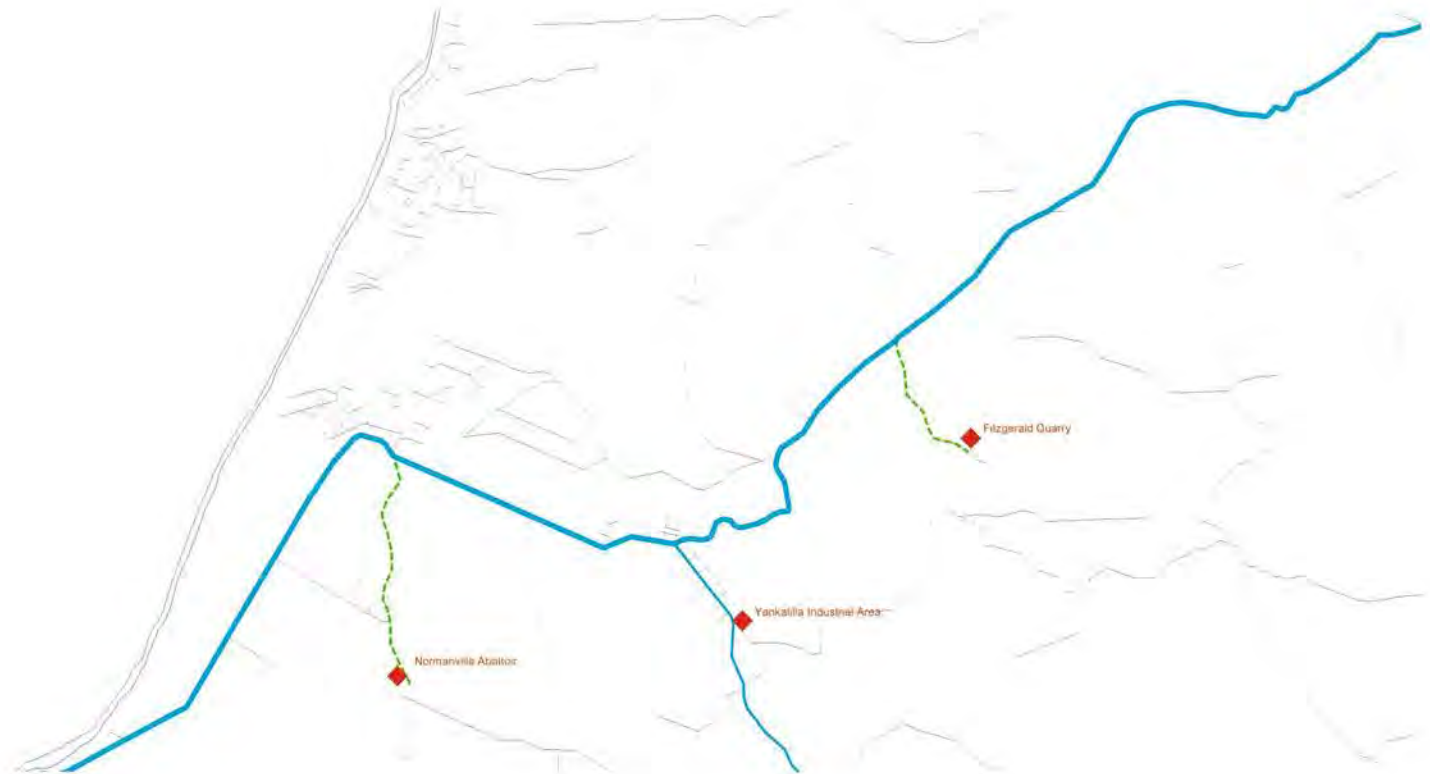
Road Index			
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CVH	F	2	Waitpinga Road
CVH	F	3	Mill Road
CVH	F	4	Armstrong Road
CVH	F	5	Welch Road
CVH	F	6	Waterport Road
CVH	F	7	Maude Street

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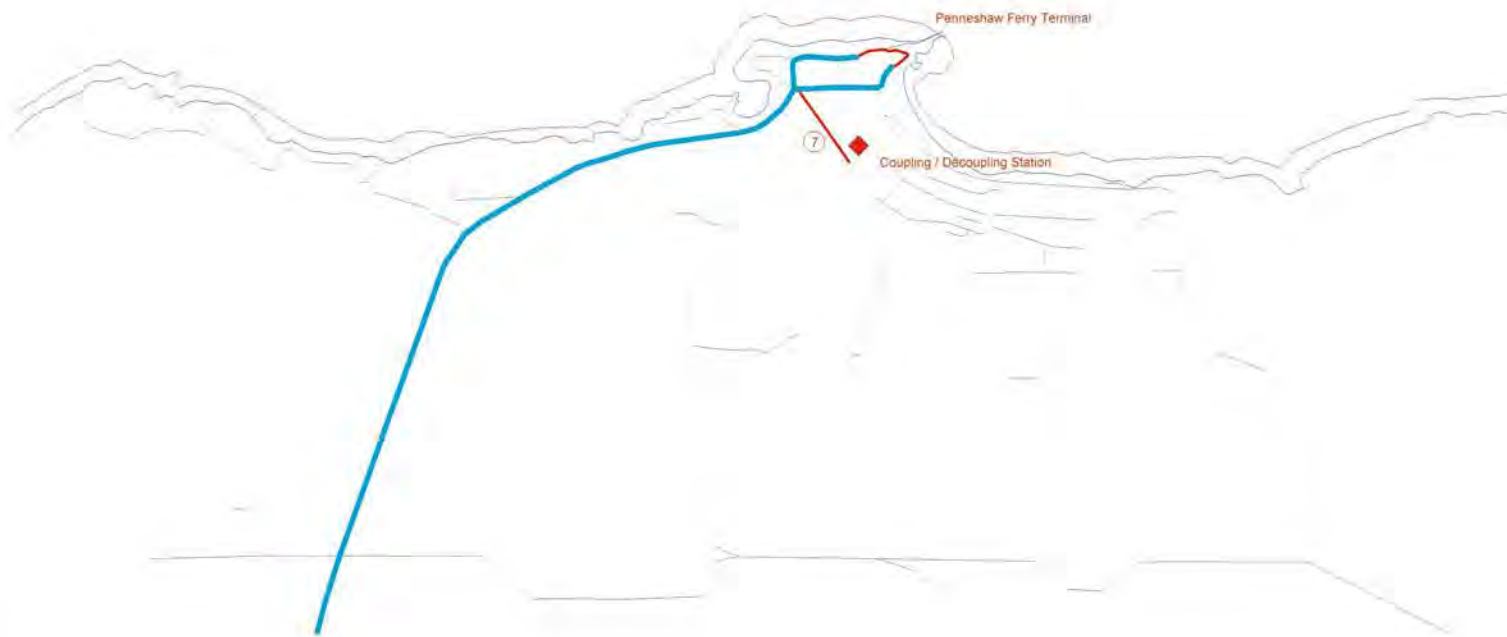
**Road Index**

DCY	F	1	Range Road
DCY	F	2	Cole Road
DCY	F	3	Range West Road



















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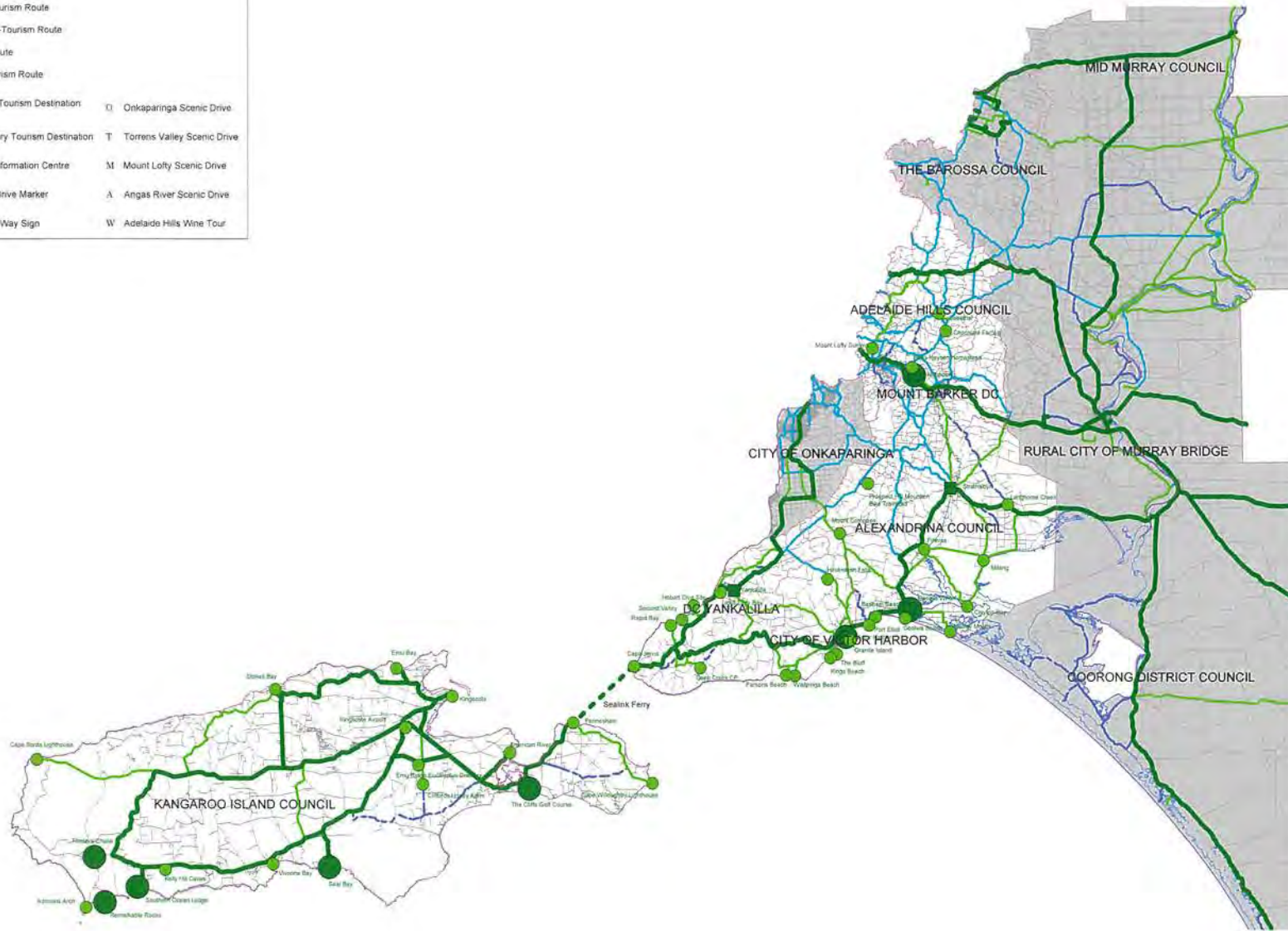
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Road Index			
KIC	F	1	Playford Highway
KIC	F	2	Forest Plantations
KIC	F	3	Timber Creek Road
KIC	F	4	Birchmore Road
KIC	F	5	Arranmore Road
KIC	F	6	North Coast Road
KIC	F	7	Boxer Road
KIC	F	8	Ten Tree Lagoon Road
KIC	F	9	The Lane

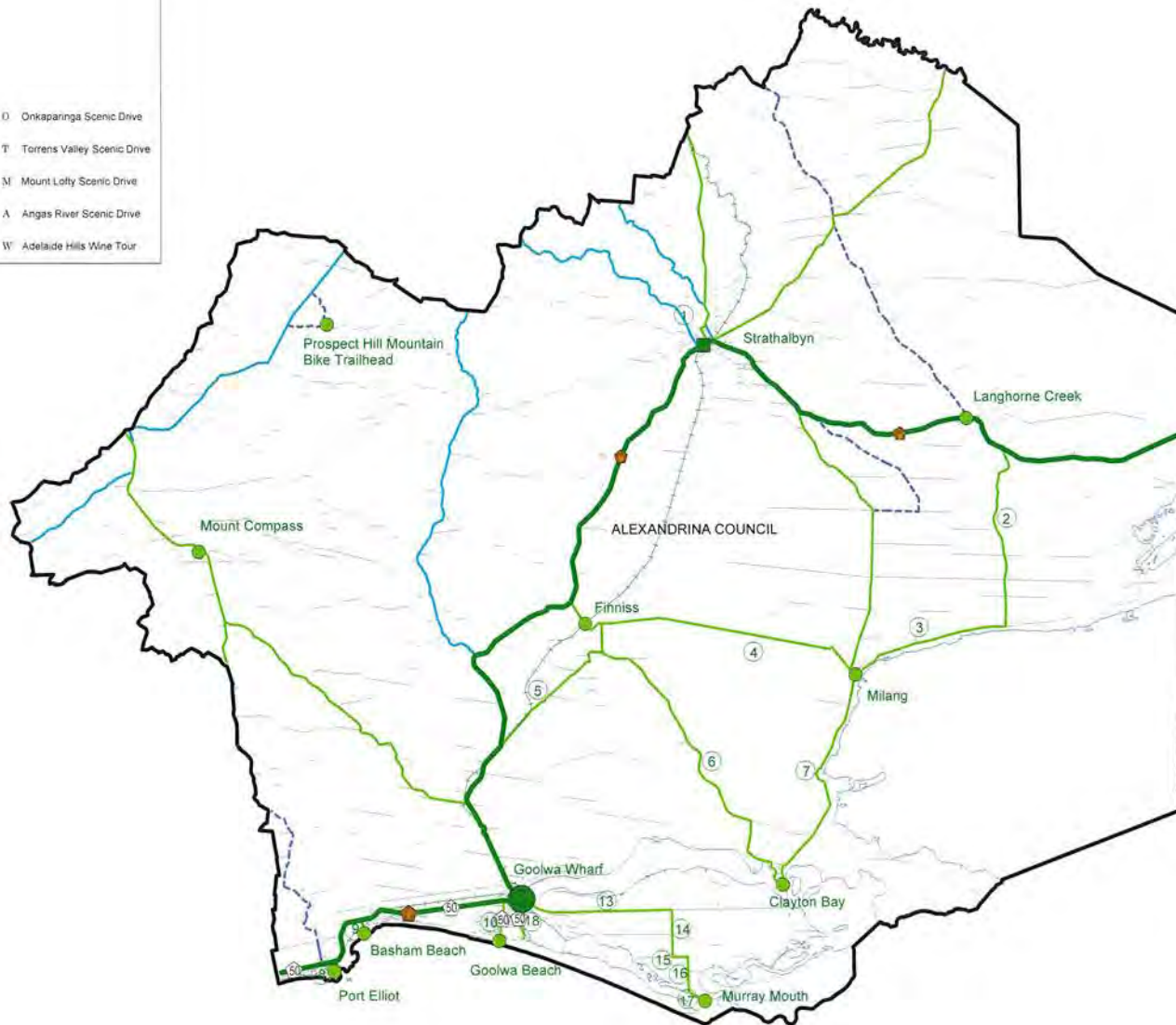
### Legend

-  Primary Tourism Route (including DIT)
-  Secondary Tourism Route
-  Local Tourism Route
-  DIT Non-Tourism Route
-  Local Route
-  Rail Tourism Route
-  Primary Tourism Destination
-  Secondary Tourism Destination
-  Visitor Information Centre
-  Tourist Drive Marker
-  Fleurieu Way Sign
-  Onkaparinga Scenic Drive
-  Torrens Valley Scenic Drive
-  Mount Lofty Scenic Drive
-  Angas River Scenic Drive
-  Adelaide Hills Wine Tour



### Legend




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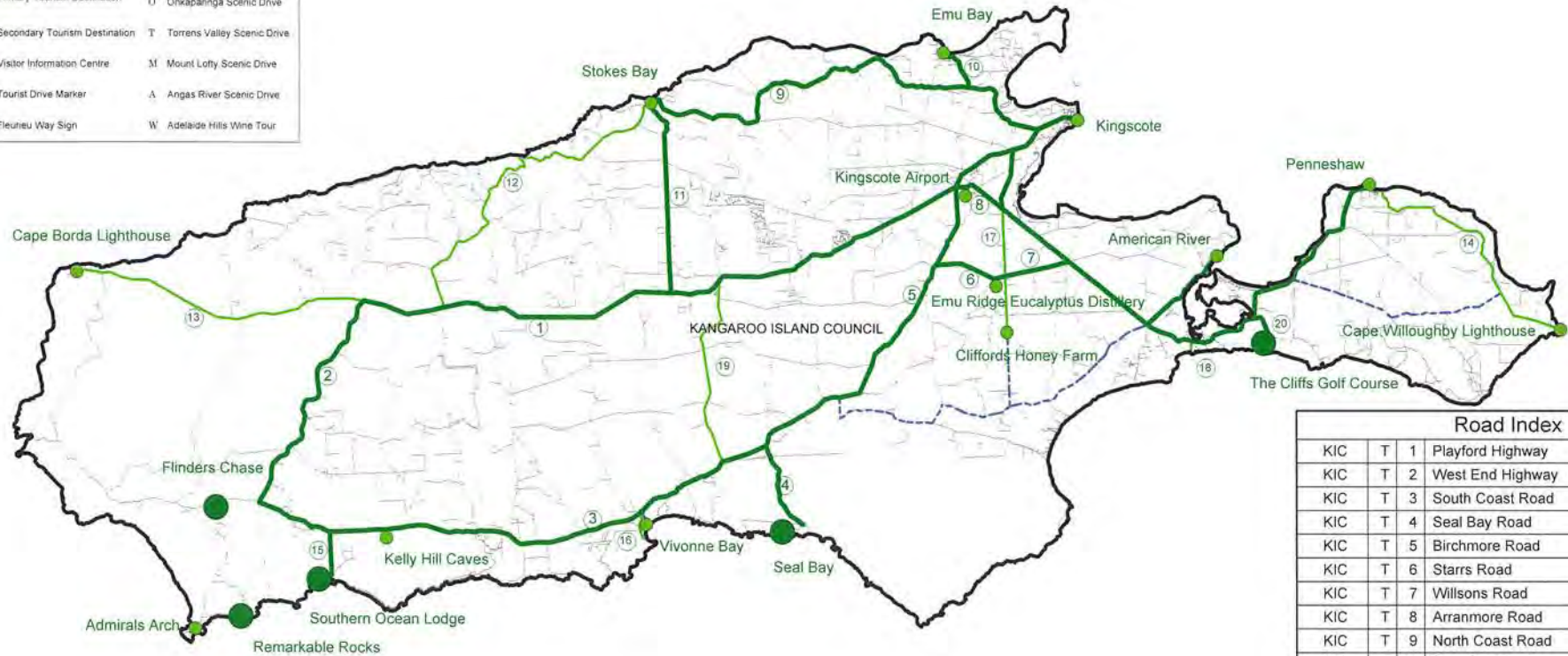


### Road Index

AC	T 1	High Street / North Parade
AC	T 2	Lake Plains Road
AC	T 3	Lake Road
AC	T 4	Finniss-Milang Road
AC	T 5	Winery Road
AC	T 6	Finniss - Clayton Bay Road
AC	T 7	Milang - Clayton Bay Road
AC	T 8	The Strand
AC	T 9	Basham Beach Road
AC	T 10	Beach Road
AC	T 11	Goolwa Terrace
AC	T 12	Brooking Street
AC	T 13	Randall Road
AC	T 14	Semaschko Road
AC	T 15	Bongalong Road
AC	T 16	Murray Mouth Road
AC	T 17	Sugars Avenue
AC	T 18	Oliver Street / Barrage Road
AC	T 19	Cutting Road
AC	T 20	Dunbar Road

### Legend

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### Road Index

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KIC	T	3	South Coast Road
KIC	T	4	Seal Bay Road
KIC	T	5	Birchmore Road
KIC	T	6	Starrs Road
KIC	T	7	Willsons Road
KIC	T	8	Arranmore Road
KIC	T	9	North Coast Road
KIC	T	10	Emu Bay Road
KIC	T	11	Stokes Bay Road
KIC	T	12	North Coast Road (West of Stokes Bay)
KIC	T	13	Cape Borda Road
KIC	T	14	Cape Willoughby Road
KIC	T	15	Hanson Bay Road
KIC	T	16	Jetty Road
KIC	T	17	Elsegood Road
KIC	T	18	Pennington Bay Road
KIC	T	19	Wedgewood Road / Hickmans Road
KIC	T	20	Davies Road

### Legend

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-  Fleurieu Way Sign
-  Orkneyringa Scenic Drive
-  Torrens Valley Scenic Drive
-  Mount Lofty Scenic Drive
-  Angas River Scenic Drive
-  Adelaide Hills Wine Tour



Road Index			
MBDC	T	1	Ambleside Road / Heyson Road
MBDC	T	2	Balhannah Road
MBDC	T	3	River Road



### Legend





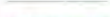











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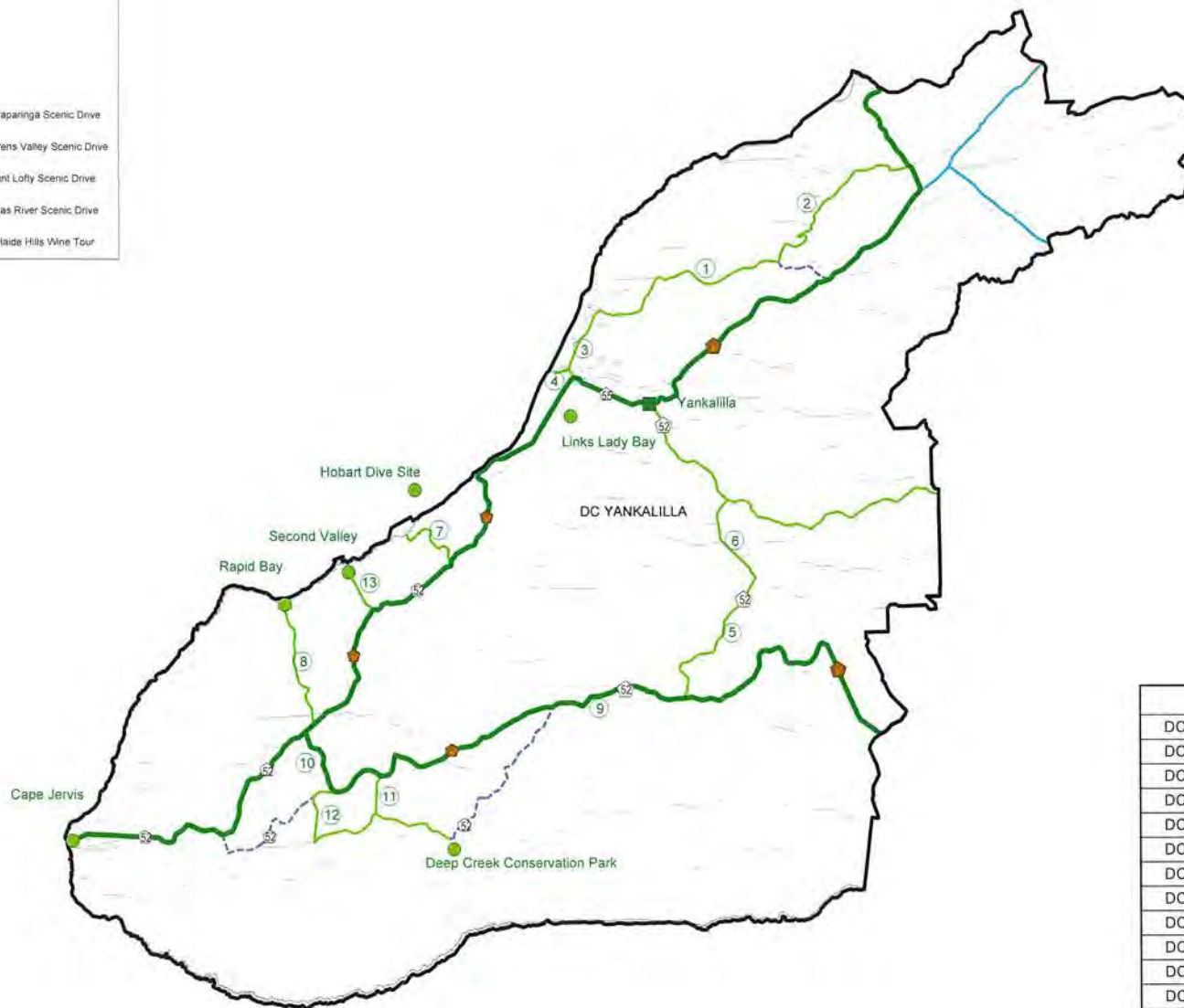


### Road Index

CVH	T	Number	Route Name
CVH	T	1	Waitpinga Road
CVH	T	2	Mill Road
CVH	T	3	Armstrong Road
CVH	T	4	Welch Road
CVH	T	5	Franklin Parade
CVH	T	6	Parsons Beach Road
CVH	T	7	Dennis Road
CVH	T	8	Range Road
CVH	T	9	Three Gullies Road / Kings Beach Road
CVH	T	10	Battye Road
CVH	T	11	Hindmarsh Falls Road
CVH	T	12	Bartel Boulevard
CVH	T	13	Bay Road
CVH	T	14	Granite Island Access
CVH	T	15	Flinders Parade
CVH	T	16	Crozier Road
CVH	T	17	Victoria Street
CVH	T	18	Ocean Street

### Legend

















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-  Mount Lofty Scenic Drive
-  Angas River Scenic Drive
-  Adelaide Hills Wine Tour



### Road Index

DCY	T	1	Fork Tree Road
DCY	T	2	Reservoir Road
DCY	T	3	Carrickalinga Road
DCY	T	4	Jetty Road
DCY	T	5	Parawa Road
DCY	T	6	Torrens Vale Road
DCY	T	7	Paradise Drive
DCY	T	8	Rapid Bay Road
DCY	T	9	Range Road
DCY	T	10	Cole Road
DCY	T	11	Three Bridges Road
DCY	T	12	Dog Trap Road
DCY	T	13	Finniss Vale Drive

### Legend

















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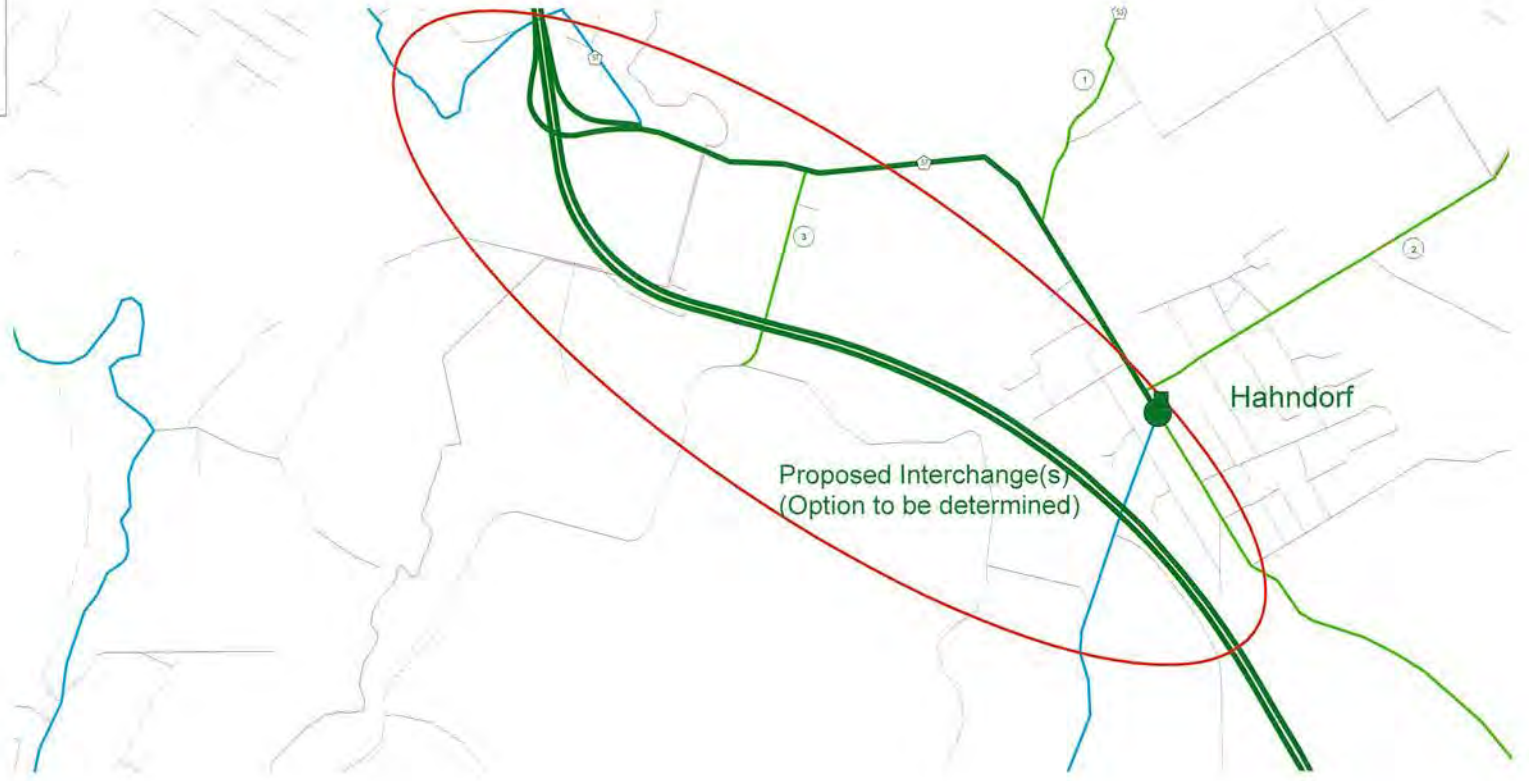


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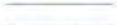











-  Primary Tourism Route (including DIT)
-  Secondary Tourism Route
-  Local Tourism Route
-  DIT Non-Tourism Route
-  Local Route
-  Rail Tourism Route
-  Primary Tourism Destination
-  Secondary Tourism Destination
-  Visitor Information Centre
-  Tourist Drive Marker
-  Fleurieu Way Sign
-  Onkaparinga Scenic Drive
-  Torrens Valley Scenic Drive
-  Mount Lofty Scenic Drive
-  Angas River Scenic Drive
-  Adelaide Hills Wine Tour



### Road Index

MBDC	T	1	Ambleside Road / Heyson Road
MBDC	T	2	Balhannah Road
MBDC	T	3	River Road

### Legend

-  Primary Tourism Route (including DIT)
-  Secondary Tourism Route
-  Local Tourism Route
-  DIT Non-Tourism Route
-  Local Route
-  Rail Tourism Route
-  Primary Tourism Destination
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### Road Index

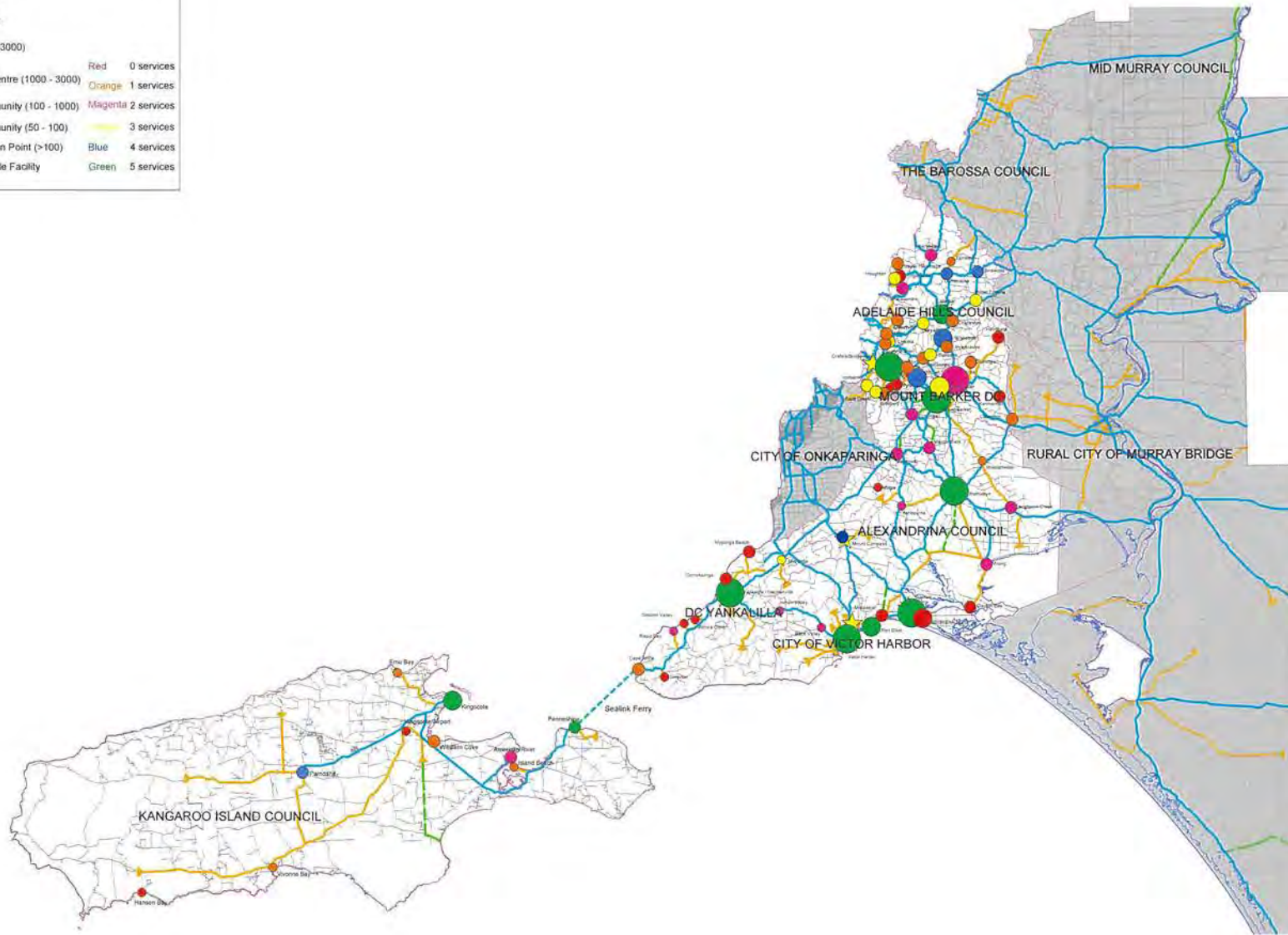
CVH	T	1	Waitpinga Road
CVH	T	2	Mill Road
CVH	T	3	Armstrong Road
CVH	T	4	Welch Road
CVH	T	5	Franklin Parade
CVH	T	6	Parsons Beach Road
CVH	T	7	Dennis Road
CVH	T	8	Range Road
CVH	T	9	Three Gullies Road / Kings Beach Road
CVH	T	10	Battye Road
CVH	T	11	Hindmarsh Falls Road
CVH	T	12	Bartel Boulevard
CVH	T	13	Bay Road
CVH	T	14	Granite Island Access
CVH	T	15	Flinders Parade
CVH	T	16	Crozier Road
CVH	T	17	Victoria Street
CVH	T	18	Ocean Street

### Legend

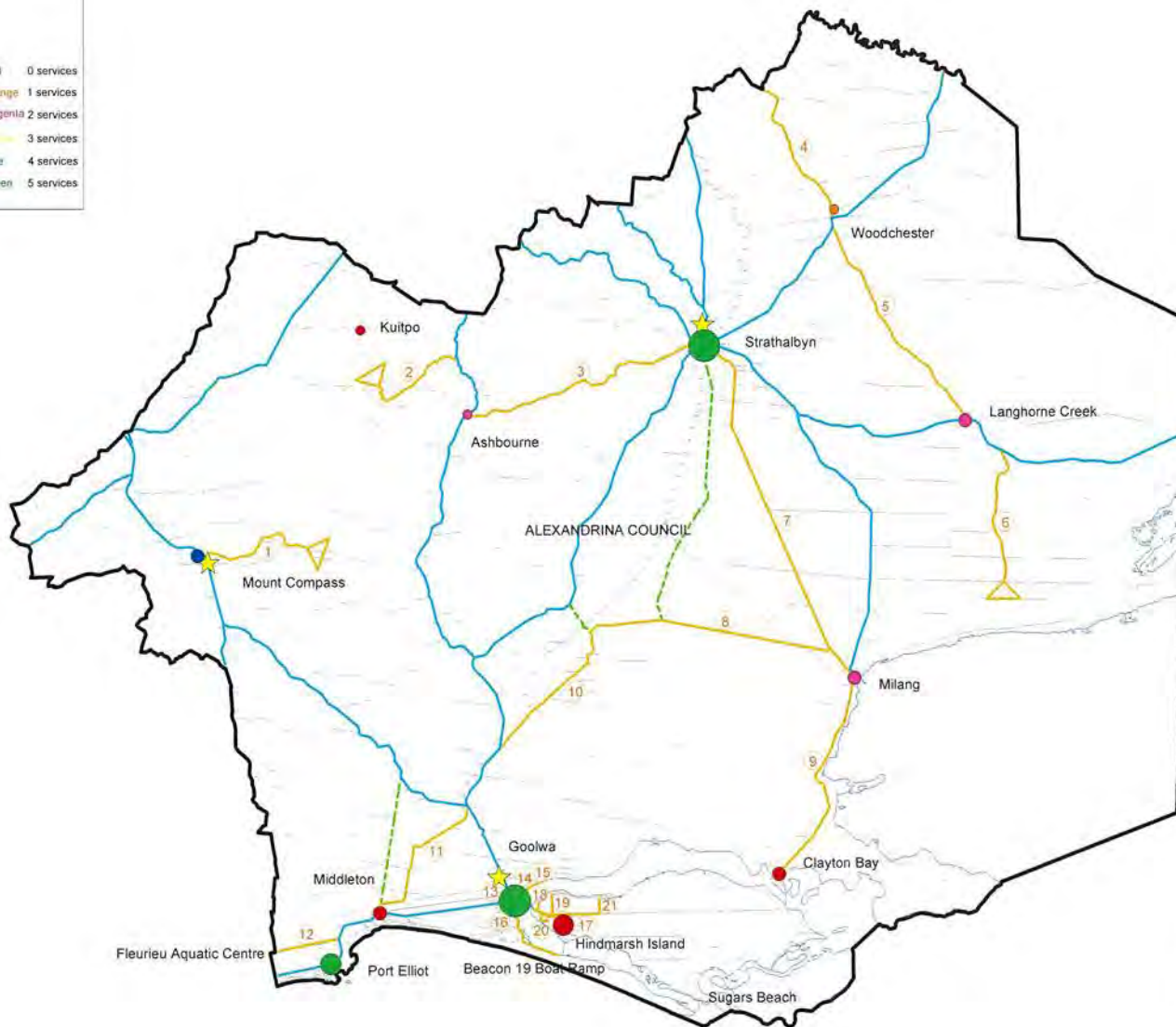
-  Primary Tourism Route (including DIT)
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-  Torrens Valley Scenic Drive
-  Mount Lofty Scenic Drive
-  Angas River Scenic Drive
-  Adelaide Hills Wine Tour



Road Index			
DCY	T	1	Fork Tree Road
DCY	T	2	Reservoir Road
DCY	T	3	Carrickalinga Road
DCY	T	4	Jetty Road
DCY	T	5	Parawa Road
DCY	T	6	Torrens Vale Road
DCY	T	7	Paradise Drive
DCY	T	8	Rapid Bay Road
DCY	T	9	Range Road
DCY	T	10	Cole Road
DCY	T	11	Three Bridges Road
DCY	T	12	Dog Trap Road
DCY	T	13	Finniss Vale Drive







Road Index			
AC	C 1	Nangkita Road	
AC	C 2	McHargs Creek Road	
AC	C 3	Ashbourne Road	
AC	C 4	Wellington Road	
AC	C 5	Meechi Road	
AC	C 6	Lake Plains Road	
AC	C 7	Nine Mile Road	
AC	C 8	Finniss - Milang Road	
AC	C 9	Milang - Clayton Bay Road	
AC	C 10	Winery Road	
AC	C 11	Airport Road / Flagstaff Hill Road	
AC	C 12	Waterport Road	
AC	C 13	Gardiner Street	
AC	C 14	Brooking Street	
AC	C 15	Liverpool Road	
AC	C 16	Beach Rd / Lewis St / Barrage Rd	
AC	C 17	Randall Road	
AC	C 18	O'Connell Avenue	
AC	C 19	Captain Sturt Road	
AC	C 20	Tolarno Drive	
AC	C 21	Monument Road	

### Legend

-  Regionally Significant Community Access Route
-  Locally Important Community Access Route / Fire Safety Route
-  DIT Route
-  Local Route
-  Rail Corridor
-  Key Town (>3000)
-  Important Centre (1000 - 3000)
-  Large Community (100 - 1000)
-  Small Community (50 - 100)
-  Concentration Point (>100)
-  Park and Ride Facility

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



Road Index			
KIC	C	1	Stokes Bay Road
KIC	C	2	Playford Highway
KIC	C	3	Wedgewood Road / Hickmans Road
KIC	C	4	South Coast Road
KIC	C	5	Birchmore Road
KIC	C	6	Elsegood Road
KIC	C	7	Arranmore Road
KIC	C	8	North Coast Road
KIC	C	9	Emu Bay Road
KIC	C	10	Cape Willoughby Road
KIC	C	11	Island Beach Road
KIC	C	12	Knofel Drive

### Legend

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Orange	1 services
Magenta	2 services
Yellow	3 services
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Green	5 services



Road Index			
MBDC	C	1	Springs Road
MBDC	C	2	Bald Hills Road
MBDC	C	3	Heysen Boulevard / Springs Road
MBDC	C	4	River Road
MBDC	C	5	Wellington Road
MBDC	C	6	Harrogate Road
MBDC	C	7	Bridge Street
MBDC	C	8	Sydney Road
MBDC	C	9	Pyrites Road

### Legend

- Regionally Significant Community Access Route
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Orange	1 services
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Yellow	3 services
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Road Index			
CVH	C	1	Range Road
CVH	C	2	Waitpinga Road
CVH	C	3	Battye Road
CVH	C	4	Tugwell Road
CVH	C	5	Tabernacle Road
CVH	C	6	Bay Road
CVH	C	7	Mill Road
CVH	C	8	Armstrong Road
CVH	C	9	Cartwright Road
CVH	C	10	Greenhills Road
CVH	C	11	Seaview Road
CVH	C	12	Welch Road
CVH	C	13	Lipizzaner Drive
CVH	C	14	Waterport Road
CVH	C	15	Ocean Road
CVH	C	16	Agnes Gillespie Drive
CVH	C	17	McCracken Drive
CVH	C	18	The Parkway
CVH	C	19	Field Avenue
CVH	C	20	Pine Avenue
CVH	C	21	Crozier Road
CVH	C	22	Oval Park Road
CVH	C	23	Bacchus Road

**Legend**

- Regionally Significant Community Access Route
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Road Index		
DCY	C 1	James Track
DCY	C 2	Torrens Vale Road
DCY	C 3	Fork Tree Road
DCY	C 4	Myponga Beach Road
DCY	C 5	Carrickalinga Road
DCY	C 6	Hay Flat Road
DCY	C 7	Parawa Road
DCY	C 8	Paradise Drive
DCY	C 9	Finnis Vale Drive
DCY	C 10	Rapid Bay Road
DCY	C 11	Range Road West / Rarking Road

Legend	
	Regionally Significant Community Access Route
	Locally Important Community Access Route / Fire Safety Route
	DIT Route
	Local Route
	Rail Corridor
	Key Town (>3000)
	Important Centre (1000 - 3000)
	Large Community (100 - 1000)
	Small Community (50 - 100)
	Concentration Point (>100)
	Park and Ride Facility
	Red 0 services
	Orange 1 services
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	Yellow 3 services
	Blue 4 services
	Green 5 services

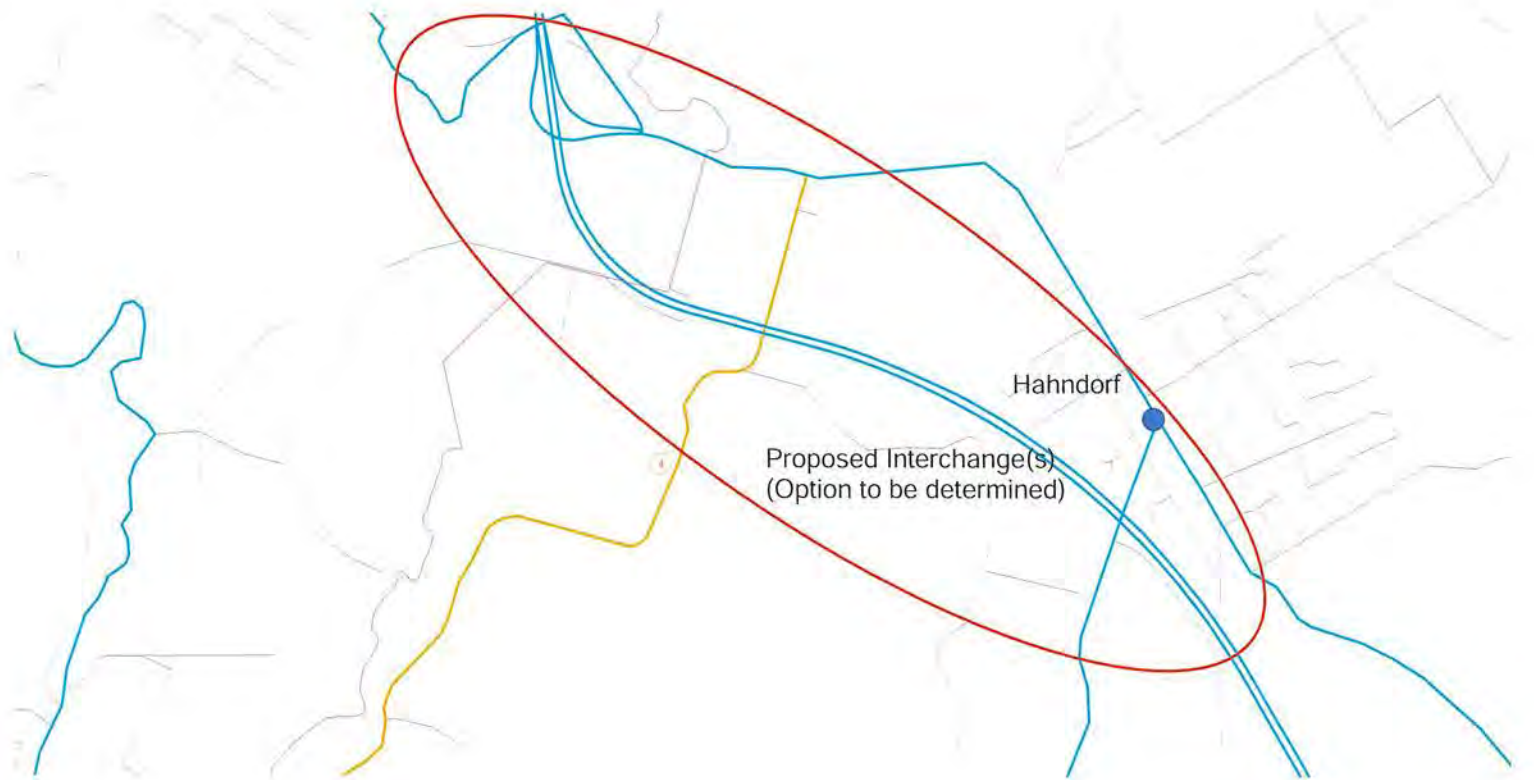


Road Index			
AC	C	1	Nangkita Road
AC	C	2	McHargs Creek Road
AC	C	3	Ashbourne Road
AC	C	4	Wellington Road
AC	C	5	Meechi Road
AC	C	6	Lake Plains Road
AC	C	7	Nine Mile Road
AC	C	8	Finniss - Milang Road
AC	C	9	Milang - Clayton Bay Road
AC	C	10	Winery Road
AC	C	11	Airport Road / Flagstaff Hill Road
AC	C	12	Waterport Road
AC	C	13	Gardiner Street
AC	C	14	Brooking Street
AC	C	15	Liverpool Road
AC	C	16	Beach Rd / Lewis St / Barrage Rd
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AC	C	18	O'Connell Avenue
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AC	C	20	Tolarno Drive
AC	C	21	Monument Road

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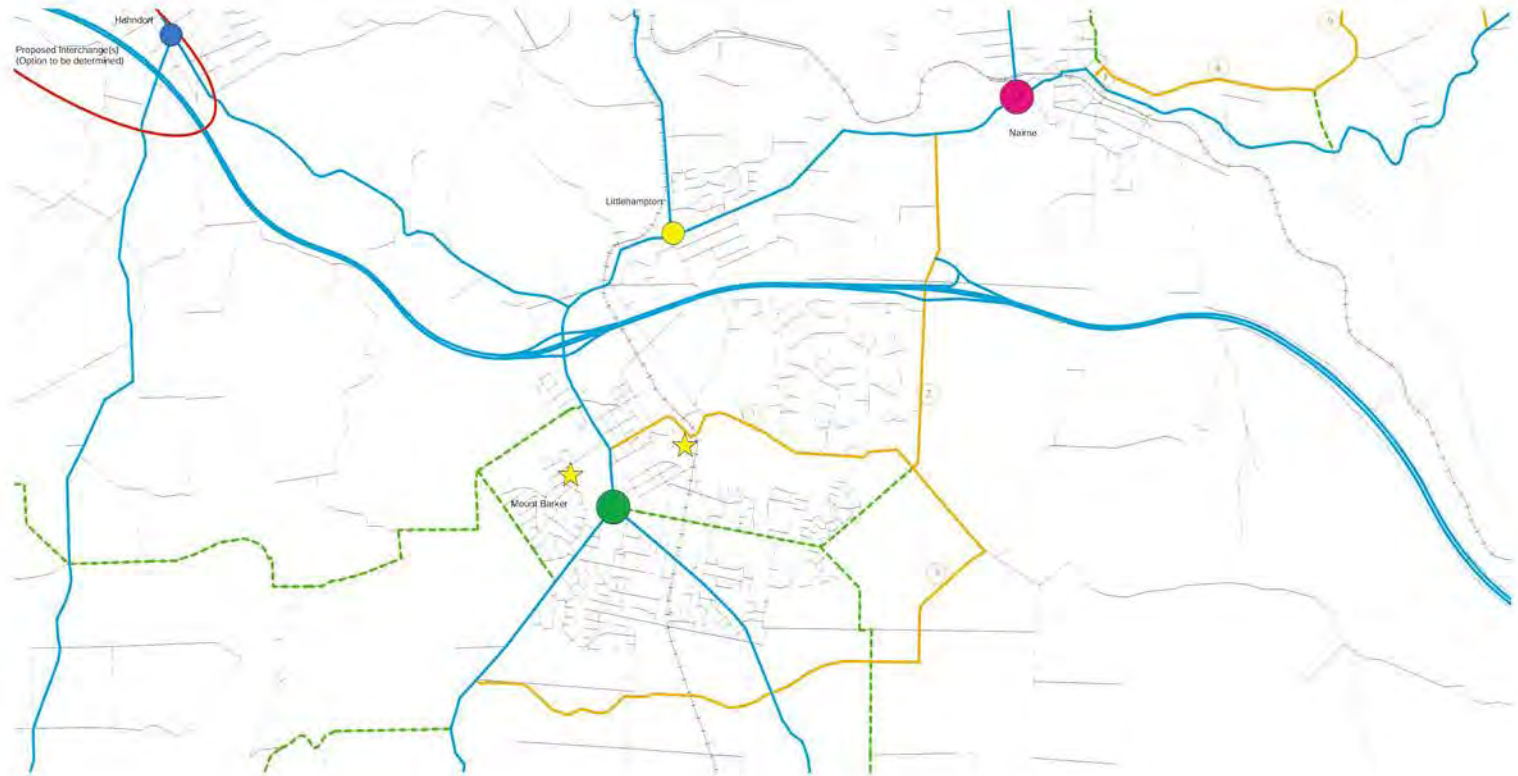


Road Index			
MBDC	C	1	Springs Road
MBDC	C	2	Bald Hills Road
MBDC	C	3	Heysen Boulevard / Springs Road
MBDC	C	4	River Road
MBDC	C	5	Wellington Road
MBDC	C	6	Harrogate Road
MBDC	C	7	Bridge Street
MBDC	C	8	Sydney Road
MBDC	C	9	Pyrites Road

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MBDC	C	6	Harrogate Road
MBDC	C	7	Bridge Street
MBDC	C	8	Sydney Road
MBDC	C	9	Pyrites Road

Prepared by  
 277 Magill Road  
 Trinity Gardens SA 5068  
 Telephone: 08 8333 3760  
 Email: sa@hdsaustralia.com.au



John C Olson  
 FIEAust  
 Chartered Professional Engineer  
 Member No. 506394

Approved  
  
 Date 7 Dec 21

**Southern & Hills Local Government Association**  
**2030 Regional Transport Plan**

Regional Community Access Routes  
**Mount Barker**

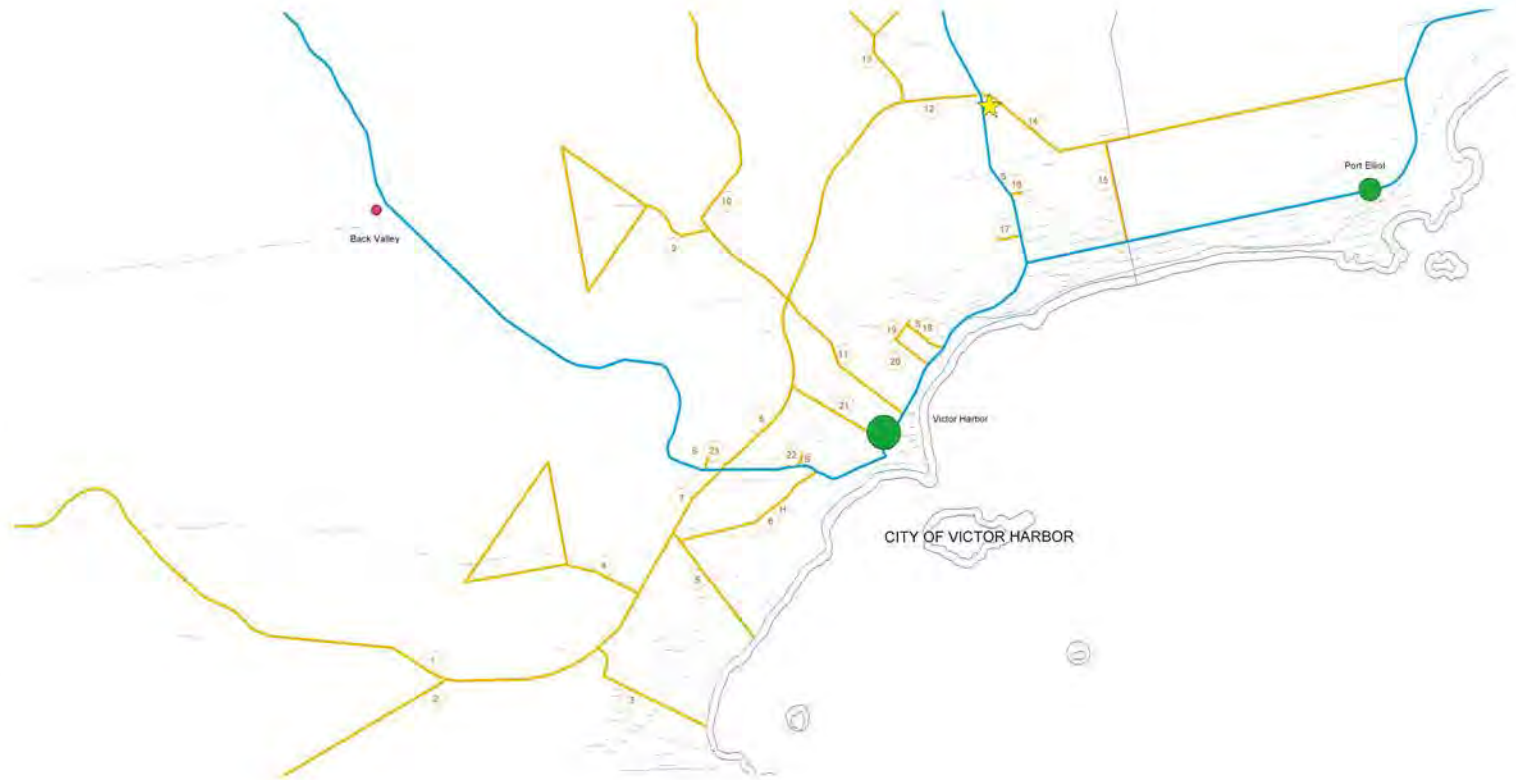
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**2030TP-C-T-04**



### Legend

- Regionally Significant Community Access Route
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- DIT Route
- Local Route
- Rail Corridor
- Key Town (>3000)
- Important Centre (1000 - 3000)
- Large Community (100 - 1000)
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- ★ Concentration Point (>100)
- ★ Park and Ride Facility

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Road Index			
CVH	C 1	1	Range Road
CVH	C 2	2	Waitpinga Road
CVH	C 3	3	Battye Road
CVH	C 4	4	Tugwell Road
CVH	C 5	5	Tabernacle Road
CVH	C 6	6	Bay Road
CVH	C 7	7	Mill Road
CVH	C 8	8	Armstrong Road
CVH	C 9	9	Cartwright Road
CVH	C 10	10	Greenhills Road
CVH	C 11	11	Seaview Road
CVH	C 12	12	Welch Road
CVH	C 13	13	Lipizzaner Drive
CVH	C 14	14	Waterport Road
CVH	C 15	15	Ocean Road
CVH	C 16	16	Agnes Gillespie Drive
CVH	C 17	17	McCracken Drive
CVH	C 18	18	The Parkway
CVH	C 19	19	Field Avenue
CVH	C 20	20	Pine Avenue
CVH	C 21	21	Crozier Road
CVH	C 22	22	Oval Park Road
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Road Index			
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DCY	C	4	Myponga Beach Road
DCY	C	5	Carrickalinga Road
DCY	C	6	Hay Flat Road
DCY	C	7	Parawa Road
DCY	C	8	Paradise Drive
DCY	C	9	Finnis Vale Drive
DCY	C	10	Rapid Bay Road
DCY	C	11	Range Road West / Rarking Road

## **Appendix B**

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2030 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)
<b>Alexandrina Council</b>									
Nangkita Road	Victor Harbor Road to Stonesford Road	F/C	5.9	Compliant	Minor	Major	Major	1	0.9
Nangkita Road	Stonesford Road to Bull Creek Road	F	7.0	Compliant	Minor	Major	Major	1	0.3
Winery Road	Alexandrina Road to Finnis - Clayton Bay Road	T/C	7.3	Compliant	Minor	Major	Compliant	1	0.3
	<b>Sub-Total</b>		<b>20.2</b>						
<b>Kangaroo Island Council</b>									
Boxer Road	North Coast Road to 650 Boxer Road	F	1.9	Major	Major	Minor	Major	1	2.7
Davies Road	Hog Bay Road to Cathers Road	T	2.4	Major	Major	Major	Major	1	1.5
Ten Trees Lagoood Road	Playford Highway to North Coast Road	F	2.6	Minor	Minor	Compliant	Major	1	2.0
Timber Creek Road	Playford Highway to Rowland Hill Highway	F	3.3	Minor	Minor	Compliant	Major	1	1.8
North Coast Road (unsealed section west of Stokes Bay)	West of Stokes Bay Road through to Playford Highway	T	28.5	Compliant	Minor	Minor	Major	1	2.3
	<b>Sub-Total</b>		<b>38.7</b>						
<b>District Council of Mount Barker</b>									
Alexandrina Road Intersection	Hartman Road and Bald Hills Road	F/T(local)/C(local)	0.1	Compliant	Major	Major	Major	1	4.0
	<b>Sub-Total</b>		<b>0.1</b>						
<b>City of Victor Harbor</b>									
Jagger Rd	Bluff Jetty Rd to Three Gullies Rd	T	3.6	Minor	Minor	Minor	Major	1	0.7
Three Gullies Rd	Waitpinga Rd to Jagger Road	T/C	1.6	Minor	Minor	Minor	Major	1	0.2
Waterport Road	Victor Harbor Rd to AC Boundary	F/C	1.9	Compliant	Minor	Compliant	Major	1	0.7
	<b>Sub-Total</b>		<b>7.1</b>						
<b>District Council of Yankalilla</b>									
Finnis Vale Drive	50 km/h zone from township of Second Valley	T/C	0.9	Compliant	Minor	Compliant	Major	1	0.6
Hay Flat Road	100 km/h zone	C	2.7	Compliant	Minor	Minor	Major	1	0.3
Range Road	Full Length	F/T	27.4	Compliant	Minor	Compliant	Major	1	1.0
Range Road West	Dog Trap Road to Cole Road	F/T	0.8	Compliant	Compliant	Compliant	Major	1	0.2
Reservoir Road	40 km/h zones	T	0.5	Compliant	Major	Minor	Minor	1	0.1
Reservoir Road	20 km/h zone	T	0.3	Compliant	Major	Major	Minor	1	0.1
Reservoir Road	100 km/h sections	T	2.5	Minor	Major	Major	Major	1	0.8
	<b>Sub-Total</b>		<b>35.1</b>						
<b>TOTAL</b>			<b>101</b>						<b>20.5</b>

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)
<b>Alexandrina Council</b>									
Main Road	Finniss-Milang Road to Alexandrina Road	T	1.8	Minor	Minor	Major	Minor	2	
McHarg Creek Road	Bull Creek Road to Milligan Road	C	5.6	Compliant	Minor	Major	Compliant	2	
Proposed Middleton Bypass	Flagstaff Hill Road to Waterport Road	F	3.4	Major	Major	Major	Major	2	
	<b>Sub-Total</b>		<b>3.4</b>						
<b>Kangaroo Island Council</b>									
Arranmore Road	East of Playford Highway through to Hog Bay Road	F/T/C	5.2	Compliant	Major	Minor	Minor	2	
Birchmore Road	North of South Coast Road intersection through to Playford Highway	F(part)/T/C	22.2	Compliant	Major	Minor	Minor	2	
Mount Taylor Road	South from Playford Highway through to South Coast Road	F	21.9	Compliant	Major	Minor	Minor	2	
North Coast Road	Playford Highway to Boxer Road	F/C/T	8.8	Compliant	Minor	Minor	Minor	2	
	<b>Sub-Total</b>		<b>58.1</b>						
<b>District Council of Mount Barker</b>									
Mount Barker Connector Road	Full Length	F/C(local)	3.0	Major	Major	Major	Major	2	
River Road	Mount Barker Road to Fairview Road	C/T	0.8	Minor	Minor	Minor	Major	2	
River Road	Fairview Road to Strathalbyn Road	C	4.7	Minor	Major	Major	Major	2	
Balhannah Road	Mount Barker Road to Jones Road	T	2.2	Compliant	Minor	Minor	Minor	2	
Wellington Road	Full Length to AC boundary	C	5.1	Compliant	Minor	Major	Major	2	
	<b>Sub-Total</b>		<b>15.8</b>						
<b>City of Victor Harbor</b>									
Hindmarsh Falls Rd	Hindmarsh Tiers Road to Hindmarsh Falls Carpark	T	1.4	Compliant	Minor	Minor	Compliant	2	
Mill Road	Inman Valley Rd to Tabernacle Rd	F/T/C	1.0	Compliant	Compliant	Minor	Major	2	
Parsons Beach Rd	Waitpinga Road to National Parks Carpark (Beach)	T	2.2	Compliant	Major	Minor	Minor	2	
Range Road	Waitpinga Rd to DCY Boundary	F/C	12.6	Minor	Minor	Minor	Major	2	
Tabernacle Rd	Mill Rd/Waitpinga to Franklin Parade	T/C	1.5	Major	Major	Minor	Minor	2	
	<b>Sub-Total</b>		<b>18.7</b>						
<b>District Council of Yankalilla</b>									
James Track	Sealed section	C	2.3	Compliant	Major	Minor	Compliant	2	
Myponga Beach Road	100 km/h zone	C	4.9	Compliant	Compliant	Major	Compliant	2	
Range Road West	Main South Road to Rarkang Road	F/T(local)/C	0.6	Minor	Compliant	Major	Major	2	
Range Road West	Rarkang Road to Dog Trap Road	F/T(local)	4.4	Minor	Compliant	Major	Major	2	
	<b>Sub-Total</b>		<b>12.2</b>						

**TOTAL****108**

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)
<b>Alexandrina Council</b>									
Ashbourne Road	West Terrace to Bull Creek Road	C	12.5	Compliant	Compliant	Minor	Compliant	3	
Barrage Road	Lewis Road to end	C	3.5	Minor	Minor	Compliant	Minor	3	
Brooking Street	Gawler Terrace to Gardiner Street	C	0.6	Compliant	Minor	Compliant	Compliant	3	
Chaunceys Line Road	Callington Road to Erimar Road	F	4.4	Compliant	Minor	Minor	Compliant	3	
Clayton Milang Road	Amaroo Road to Finnis - Milang Road	T, C	10.4	Compliant	Compliant	Minor	Compliant	3	
Dunbar Road	Cutting Road to Cutting Road	T	0.2	Compliant	Minor	Minor	Compliant	3	
Finniss Milang Road	Nine Mile Road to Barn Hill Road	C/T	12.1	Compliant	Compliant	Compliant	Minor	3	
Flagstaff Hill Road	Airport Road to Goolwa Road	F, C	0.3	Compliant	Compliant	Compliant	Minor	3	
Gardiner Street	Port Elliot Road to 47 Gardiner Road	F	0.3	Compliant	Minor	Minor	Compliant	3	
High Street / North Parade	South Terrace to East Terrace	T	1.1	Compliant	Minor	Compliant	Compliant	3	
Lake Road	Lake Plains Road to Ameroo Road	T	7.7	Compliant	Compliant	Compliant	Minor	3	
Lanacoona Road	Victor Harbor Road to salt mine	F	1.6	Minor	Minor	Compliant	Compliant	3	
Lewis Road	Beach Road to Barrage Road	C	0.4	Compliant	Minor	Compliant	Minor	3	
Liverpool Drive	Brooking Street to Johnston Street	C	1.2	Compliant	Minor	Compliant	Minor	3	
Milnes Road	South Terrace to Forrest Road	F	1.2	Compliant	Minor	Compliant	Compliant	3	
O'Connell Avenue	Randell Road to end of road	C	0.6	Compliant	Minor	Minor	Compliant	3	
The Strand	Freeman Lookout to North Terrace	T	0.7	Compliant	Minor	Compliant	Compliant	3	
Wellington Road	Callington Road to Council Boundary	C (T)	8.7	Compliant	Compliant	Minor	Compliant	3	
Wickham Hill Road	Brookman Road to Kuitpo Saw Mill	F	0.3	Compliant	Minor	Compliant	Compliant	3	
	<b>Sub-Total</b>		<b>67.7</b>						
<b>Kangaroo Island Council</b>									
Playford Highway/Cape Borda Road	West of Playford Highway through to end )	T	28.1	Compliant	Minor	Minor	Minor	3	
Emu Bay Road	North of North Coast Road through to end	T/C	42.7	Compliant	Minor	Minor	Minor	3	
Hanson Bay Road	South of South Coast Road through to end	T	4.7	Compliant	Minor	Minor	Minor	3	
North Coast Road (unsealed section)	Boxer Road to Stokes Bay Road	T	36.4	Compliant	Compliant	Minor	Minor	3	
Playford Highway	West of Parndana through to end of seal at the intersection with West End Highway	F(part)/T/C(part)	33.5	Compliant	Minor	Minor	Minor	3	
Seal Bay Road	South of intersection with South Coast Road through to end	T	8.8	Compliant	Minor	Minor	Minor	3	
South Coast Road	East of intersection with West End Highway through to Birchmore Road	T/C(part)	61.7	Compliant	Minor	Minor	Minor	3	
Stokes Bay Road	North of Playford Highway through to end	T/C(part)	18.3	Compliant	Compliant	Minor	Minor	3	
West End Highway	South of intersection with Playford Highway through to South Coast Road	T	23.8	Compliant	Minor	Minor	Minor	3	
	<b>Sub-Total</b>		<b>258.0</b>						
<b>District Council of Mount Barker</b>									
Alexandrina Road	Adelaide Road to Secker Road	F/T(local)/C(local)	1.5	Compliant	Minor	Compliant	Compliant	3	
Alexandrina Road	Secker Road to Bald Hills Road	F/T(local)/C(local)	0.5	Compliant	Minor	Compliant	Compliant	3	
Dawsley Road / Donald Street	Full Length	C(part local)	1.0	Minor	Minor	Minor	Minor	3	
Harrogate Road	80 km/h zone sealed	C	10.5	Minor	Minor	Minor	Minor	3	
Harrogate Road	50 km/h zone sealed	C	1.3	Compliant	Minor	Minor	Minor	3	
Kanmantoo Mine Road	80 km/h zone	F	1.6	Minor	Minor	Minor	Minor	3	
Kanmantoo Mine Road	50 km/h zone	F	1.2	Compliant	Compliant	Compliant	Minor	3	
Oborn Road	Full Length	F	1.2	Compliant	Compliant	Minor	Minor	3	
Pyrites Road	Full Length	C	4.7	Minor	Minor	Minor	Minor	3	

Springs Road	80 km/h zone	T(local)/C	1.9	Compliant	Minor	Major	Compliant	3	
<b>Sub-Total</b>			<b>25.4</b>						
<b>City of Victor Harbor</b>									
Armstrong Road	Waggon Rd to Inman Valley Rd	F/T/C	5.0	Compliant	Compliant	Compliant	Minor	3	
Crozier Road	Albert Place to Armstrong Rd	T/C(part)	1.7	Compliant	Compliant	Compliant	Minor	3	
Dennis Road	Waitpinga Road to National Parks Carpark (Beach)	T	3.7	Compliant	Minor	Minor	Minor	3	
Franklin Parade	Bluff Jetty Rd to Bartel Boulevard	T	3.6	Compliant	Minor	Compliant	Minor	3	
Glenvale Road / Cartwright Road	Greenhills Rd to Stockridge Rd	C	1.8	Compliant	Compliant	Minor	Compliant	3	
Greenhills Road	Seaview Road to Hutchinson Road	C	5.5	Compliant	Compliant	Compliant	Minor	3	
Renown Avenue	Hindmarsh Rd to Field Avenue	C	0.5	Compliant	Compliant	Compliant	Minor	3	
Seaview Road	Torrens St to Greenhills Rd	T(local)/C	0.9	Compliant	Compliant	Compliant	Minor	3	
Tugwell Road	Waitpinga Rd to Ferrier Drive	C	0.9	Minor	Minor	Compliant	Minor	3	
Waitpinga Road	Range Rd to Blockers Rd	T/C	4.0	Compliant	Compliant	Compliant	Minor	3	
Welch Road	Waggon Rd to Victor Harbor Rd	F/T/C	0.9	Compliant	Compliant	Compliant	Minor	3	
<b>Sub-Total</b>			<b>23.5</b>						
<b>District Council of Yankalilla</b>									
Carrickalinga Road	50 km/h zone	T/C	1.1	Compliant	Minor	Compliant	Compliant	3	
Carrickalinga Road	80 km/h zone	T/C	1.2	Compliant	Minor	Compliant	Compliant	3	
Cole Road	80 km/h zone	F/T	0.7	Compliant	Compliant	Minor	Compliant	3	
Dog Trap Road	Full Length	T	1.7	Compliant	Compliant	Minor	Compliant	3	
Finnis Vale Drive	80 km/h zone	C	0.5	Compliant	Minor	Compliant	Compliant	3	
Finnis Vale Drive	50 km/h zone to caravan park	C	0.4	Compliant	Minor	Compliant	Minor	3	
Fork Tree Road	Reservoir Road to 80 km/h zone	T/C	7.7	Compliant	Compliant	Minor	Minor	3	
Hay Flat Road	80 km/h zone	C/F(local)	1.7	Compliant	Minor	Minor	Compliant	3	
James Track	Unsealed section - to Council Boundary (Springmount Rd)	C	2.4	Compliant	Compliant	Minor	Minor	3	
Paradise Drive	Seaview Avenue to Marina	T	1.0	Compliant	Compliant	Minor	Compliant	3	
Parawa Road	Full Length	T/C	6.3	Compliant	Minor	Compliant	Minor	3	
Rapid Bay Road	100 km/h zone	T/C	4.7	Compliant	Compliant	Minor	Compliant	3	
Rapid Bay Road	60 km/h zone	T	0.2	Compliant	Minor	Compliant	Compliant	3	
Rarkang Road	Range Road West to Rarkang Pastoral	C	1.1	Minor	Compliant	Minor	Compliant	3	
Stephens Road	50 km/h zone	C	0.5	Compliant	Minor	Compliant	Compliant	3	
Stephens Road	80 km/h zone	C	0.6	Compliant	Minor	Compliant	Compliant	3	
Three Bridges Road	Range Road to Tapanappa Road	T	1.5	Compliant	Compliant	Minor	Compliant	3	
<b>Sub-Total</b>			<b>33.3</b>						

**TOTAL****408**

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)
<b>Alexandrina Council</b>									
Airport Road	Flagstaff Hill Road to Alexandrina Road	F, C	7.1	Compliant	Compliant	Compliant	Compliant	N/A	
Basham Beach Road	Port Elliot Road to carpark	T	0.6	Compliant	Compliant	Compliant	Compliant	N/A	
Beach Road	Port Elliot Road to Lewis Road	T/C	0.4	Compliant	Compliant	Compliant	Compliant	N/A	
Beach Road	Lewis Road to carpark	T	1.6	Compliant	Compliant	Compliant	Compliant	N/A	
Bongalong Road	Semaschko Road to Murray Mouth Road	T	0.7	Compliant	Compliant	Compliant	Compliant	N/A	
Brooking Street	Goolwa Terrace to Randell Road (bridge)	T, C	0.2	Compliant	Compliant	Compliant	Compliant	N/A	
Captain Sturt Road	Randell Road to Captain Sturt Parade	C	1.1	Compliant	Compliant	Compliant	Compliant	N/A	
Cutting Road	Cadell Road to Dunbar Road	T	0.2	Compliant	Compliant	Compliant	Compliant	N/A	
Finniss Clayton Road	Milang - Clayton Bay Road to Finniss - Milang Road	T	16.7	Compliant	Compliant	Compliant	Compliant	N/A	
Gardiner Street	Brooking Street to Cadell Street	C	0.2	Compliant	Compliant	Compliant	Compliant	N/A	
Goolwa Terrace	Cadell Street to Brooking Street	T	0.2	Compliant	Compliant	Compliant	Compliant	N/A	
Kangaroo Road	Langhorne Creek Road to Chauncey's Line Road	F	7.5	Compliant	Compliant	Compliant	Compliant	N/A	
Lake Plains Road	Langhorne Creek Road to Ballandown Road	T/C	6.9	Compliant	Compliant	Compliant	Compliant	N/A	
Lake Plains Road	Ballandown Road to Lake Road	T	2.4	Compliant	Compliant	Compliant	Compliant	N/A	
Meechi Road	Callington Road to Langhorne Creek Road	C/(T)	12.0	Compliant	Compliant	Compliant	Compliant	N/A	
Monument Road	Randell Road to Valmai Terrace	C	0.8	Compliant	Compliant	Compliant	Compliant	N/A	
Murray Mouth Road	Bongalong Road to Sugars Avenue	T	1.7	Compliant	Compliant	Compliant	Compliant	N/A	
Nine Mile Road	Clayton-Milang Road to Finniss-Milang Road	C/T	1.9	Compliant	Compliant	Compliant	Compliant	N/A	
Nine Mile Road	Finniss-Milang Road to South Terrace	C	17.0	Compliant	Compliant	Compliant	Compliant	N/A	
Oliver Street / Barrage Road	Bristow Smith Avenue to Hutchinson Street	T	2.0	Compliant	Compliant	Compliant	Compliant	N/A	
Quarry Road	Tooperang Quarry to Alexandrina Road	F	1.1	Compliant	Compliant	Compliant	Compliant	N/A	
Randell Road	Brooking Street to Monument Road	T/C	4.2	Compliant	Compliant	Compliant	Compliant	N/A	
Randell Road	Monument Road to Semaschko Road	T	3.4	Compliant	Compliant	Compliant	Compliant	N/A	
Semaschko Road	Randall Road to Bongalong Road	T	2.3	Compliant	Compliant	Compliant	Compliant	N/A	
Sugars Avenue	Murray Mouth Road to end of road	T	0.8	Compliant	Compliant	Compliant	Compliant	N/A	
Tolarno Drive	Randell Road to roundabout	C	1.3	Compliant	Compliant	Compliant	Compliant	N/A	
Waterport Road	Port Elliot Road to Strawberry Hill Road	F	3.9	Compliant	Compliant	Compliant	Compliant	N/A	
	<b>Sub-Total</b>		<b>98.1</b>						
<b>Kangaroo Island Council</b>									
Cape Willoughby Road (sealed section)	Hog Bay Road through to end of seal	T(local)/C	8.9	Compliant	Compliant	Compliant	Compliant	N/A	
The Lane (Penneshaw)	Middle Tce to Cheopis St	F	1.0	Compliant	Compliant	Compliant	Compliant	N/A	
Elsegood Road	South of Hog Bay Road through to Moores Road	T/C(part)	5.3	Compliant	Compliant	Compliant	Compliant	N/A	
Island Beach Road	West of Hog Bay Road through to end	C	3.3	Compliant	Compliant	Compliant	Compliant	N/A	
Starrs Road	East of Birchmore Road through to Elsegood Road	T	6.8	Compliant	Compliant	Compliant	Compliant	N/A	
Vivonne Bay Access Road (Knofel Drive Only)	South of South Coast Road through to end	T/C	1.0	Compliant	Compliant	Compliant	Compliant	N/A	
Wedgewood Road / Hickmans Road	South of Playford Highway to South Coast Road	T/C	14.8	Compliant	Compliant	Compliant	Compliant	N/A	
Willsons Road	East of Elsegood through to Hog Bay Road	T/F	6.1	Compliant	Compliant	Compliant	Compliant	N/A	
	<b>Sub-Total</b>		<b>47.2</b>						
<b>District Council of Mount Barker</b>									
Bald Hills Road	Full Length	F/T(local)/C	4.2	Compliant	Compliant	Compliant	Compliant	N/A	
Springs Road	50 km/h zone	T(local)/C	1.1	Compliant	Compliant	Compliant	Compliant	N/A	
	<b>Sub-Total</b>		<b>5.3</b>						
<b>City of Victor Harbor</b>									
Agnes Gillespie Drive	Adelaide Road to Jenke Road	C	0.1	Compliant	Compliant	Compliant	Compliant	N/A	



Bacchus Road	Inman Valley Road to school entrance	C	0.1	Compliant	Compliant	Compliant	Compliant	N/A	
Bay Road	Victoria St/George Main Rd to Tabernacle Rd	T(part)/C	1.9	Compliant	Compliant	Compliant	Compliant	N/A	
Field Avenue	Renown Ave to The Parkway	C	0.3	Compliant	Compliant	Compliant	Compliant	N/A	
Flinders Parade	Esplanade to Eyre Tce	T	0.5	Compliant	Compliant	Compliant	Compliant	N/A	
Lipizzaner Drive	Welch Rd to Arabian Court	C	0.9	Compliant	Compliant	Compliant	Compliant	N/A	
McCracken Drive	Adelaide Rd to Golf Course	C	0.3	Compliant	Compliant	Compliant	Compliant	N/A	
Ocean Road	Waterport Rd to Goolwa / Port Elliot Rd	C	1.2	Compliant	Compliant	Compliant	Compliant	N/A	
Ocean Street	Torrens St to Albert Place	T	0.5	Compliant	Compliant	Compliant	Compliant	N/A	
Oval Park Road	George Main Road to Kullaroo Road	C	0.2	Compliant	Compliant	Compliant	Compliant	N/A	
The Parkway	Riverview to Field Ave	C	0.2	Compliant	Compliant	Compliant	Compliant	N/A	
The Parkway	Hindmarsh Rd to Riverview Road	C	0.3	Compliant	Compliant	Compliant	Compliant	N/A	
Victoria Street / Albert Place	Torrens St to Esplanade	T	0.4	Compliant	Compliant	Compliant	Compliant	N/A	
<b>Sub-Total</b>			<b>6.9</b>						
<b>District Council of Yankalilla</b>									
Carrickalinga Road	50 km/h zone in Normanville	T/C	0.7	Compliant	Compliant	Compliant	Compliant	N/A	
Cole Road	100 km/h zone	F/T	1.8	Compliant	Compliant	Compliant	Compliant	N/A	
Fork Tree Road	Sealed from Main South Road	T(local)/C	0.4	Compliant	Compliant	Compliant	Compliant	N/A	
Fork Tree Road	Unsealed to Reservoir Road	T(local)/C	1.8	Compliant	Compliant	Compliant	Compliant	N/A	
Fork Tree Road	80 km/h zone	T/C	0.4	Compliant	Compliant	Compliant	Compliant	N/A	
Hansen Street	Full Length	C	0.1	Compliant	Compliant	Compliant	Compliant	N/A	
Hay Flat Road	50 km/h zone	C/F(local)	0.5	Compliant	Compliant	Compliant	Compliant	N/A	
Hutchinson Street	Full Length	C	0.1	Compliant	Compliant	Compliant	Compliant	N/A	
Jetty Road	Full Length - to 20 km/h sign	T	0.6	Compliant	Compliant	Compliant	Compliant	N/A	
Myponga Beach Road	30 km/h zone to T junction	C	0.1	Compliant	Compliant	Compliant	Compliant	N/A	
Paradise Drive	Main South Road to Seaview Avenue	T/C	1.7	Compliant	Compliant	Compliant	Compliant	N/A	
Seaview Avenue	Full length	C	1.3	Compliant	Compliant	Compliant	Compliant	N/A	
Three Bridges Road	Tapanappa Road to Dog Trap Road	T	2.9	Compliant	Compliant	Compliant	Compliant	N/A	
Torrens Vale Road	Full Length	T/C	3.7	Compliant	Compliant	Compliant	Compliant	N/A	
<b>Sub-Total</b>			<b>16.1</b>						

**TOTAL****174**

## **Appendix C**

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2030 Regional Transport Plan  
2022 Regional Roads Database

## Summary of Road Proposals

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

Council	Road Name	Segment	Primary Purpose	Initial Score	Initial Ranking	Revised Score	Revised Ranking	Council Year of Proposed Funding	Expected Source of Funding
DCY	Range Road	Range Road West to Parawa Road	Freight	63	1	59	1	2023/24	SLRP
KIC	Ten Trees Lagoon Road	Playford Highway to North Coast Road	Freight	51	3	53	2	2022/23	SLRP
AC	Nangkita Road	500m east of Victor Harbor Road to 5,400m east of Victor Harbor Road	Freight	52	2	52	3	2022/23	SLRP
DCY	Finniss Vale Drive	Main South Road to the 80km/hr speed zone	Tourism	47	5	51	4	2023/24	SLRP
CVH	Three Gullies Road	Waitpinga Road to Jagger Road	Tourism	45	6	48	5	2022/23	SLRP
KIC	Boxer Road	North Coast Road to Springs Road	Freight	49	4	43	6	2023/24	SLRP
MBDC	Intersection of Alexandrina/Bak Hartmann/Dean Street to Hartmann/Alexandrina		Freight	0	7	0	7	2023/24	SLRP

Note - The following recommended "2022 Regional Priorities", sorted both by "Primary Purpose" and "Overall", are based upon all road segments submitted for consideration up to "2022-23+" as the "Council Year of Proposed Funding" which are not yet completed (this being a subset of road segments listed in the 2022 Regional Roads Database), sub-grouped by the likelihood of funding within their individual purpose categories, then re-grouped for an overall ranking.

Council	Road Name	Segment	Primary Purpose	Revised Score	Revised Ranking	2021 Priority Overall	2021 Priority by Purpose	SLRP Grant Sought (\$)	SLRP Notes for LGTAP
KIC	Ten Trees Lagoon Road	Playford Highway to North Coast Road	Freight	53	2	P1	F1	\$1,340,000	New - Year 1 of 1
AC	Nangkita Road	500m east of Victor Harbor Road to 5,400m east of Victor Harbor Road	Freight	52	3	P2	F2	\$600,000	New - Year 1 of 1
CVH	Three Gullies Road	Waitpinga Road to Jagger Road	Tourism	48	5	P3	T1	\$200,000	New - Year 1 of 1

\$2,140,000

**S&HLGA 2022 REGIONAL ROADS DATABASE - INITIAL 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	KIC	KIC	CVH	DCY	DCY	MBDC	AC
Timeframe	2022/23	2023/24	2022/23				
<b>Council Name:</b>	Kangaroo Island Council	Kangaroo Island Council	City of Victor Harbor	District Council of Yankalilla	District Council of Yankalilla	Mount Barker District Council	Alexandrina Council
<b>Road Name:</b>	Ten Trees Lagoon Road	Boxer Road	Jagger Road	Finniss Vale Drive	Range Road	Intersection of Alexandrina/Bald	Nangkilla Road
<b>Segment:</b>	Playford Highway to North Coast Road	North Coast Road to Springs Road	Passatt Street to The Bluff access road	Main South Road to the 80km/hr speed zone	Range Road West to Parawa Road	Hartmann/Dean Street to Hartmann/Alexandrina	500m east of Victor Harbor Road to 5.400m east of Victor Harbor Road
<b>Primary Purpose:</b>	Freight	Freight	Tourism	Tourism	Freight	Freight	Freight
<b>Length of Segment (km) - RL</b>	3.0	4.5	0.2	0.9	15.0	0.3	4.90
<b>Traffic Volume (AADT) - TV</b>			550				1470
<b>% Gap Closed - GC</b>	90	90	100			90	90
<b>Cost to Close Gap (\$) - UC</b>	2000000	2700000	680000	600000	1500000	2000000	900000
<b>Amount Sought (\$)</b>	1340000	1800000	340000			2000000	600000

Benefit Influencing Factor	Weighting (%)	Specific Criteria	Maximum Score						
<b>5(a). Secondary Purpose(s)</b>	10	1. One Secondary Purpose	5.0				5.0	5.0	5.0
		2. Two Secondary Purposes	5.0						
<b>5(b). Regional Significance</b>	25	1. Community Significance	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						
<b>5(c). Economic</b>	10	<b>Road User Benefit</b>							
		1. Reduce delays and operating costs for heavy vehicles?	1.7	1.7			1.7		1.7
		2. Provide direct access to major industrial developments	1.7						
		3. Facilitate a higher classification of freight movements	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		0.6				
		5. Assist export of products by improving quality and reducing impacts of dust etc	1.7	1.7					
		6. Provide direct access to new industrial precincts	1.7	1.7					
	5	<b>Community Benefit</b>							
		7. Benefit regional employment and sustain communities	2.5	2.5	2.5		2.5		
		8. Assist attraction of economic investment to region	2.5	2.5	2.5		2.5		
	5	<b>Road Owner Benefit</b>							
		9. Reduce the road maintenance effort	5.0	5.0	5.0	5.0	5.0	5.0	5.0
<b>5(d). Access</b>	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
		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		
		5. Provide improved access to key population centres	1.7						
		6. Ensure communities are not dislocated 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						
		9B. Provide access to other types of transport - rail	0.6						
		9C. Provide access to other types of transport - air	0.6						
<b>5(e). Safety</b>	20	1. Reduce conflicts between tourist, freight and commuter traffic	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
		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
		5. Provide access for school buses	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 citytown 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
		9. Reduce the impact of roadside hazards	2.2	2.2	2.2	2.2	2.2	2.2	2.2
<b>5(f). Environmental</b>	10	1A. Reduce environmental pollution - air	1.1	1.1	1.1				1.1
		1B. Reduce environmental pollution - noise	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. Reduce reliance on road transport and encourage other forms of transport	3.3	3.3	3.3				

<b>WEIGHTED BENEFIT SCORE (WB)</b>	100	51	49	45	47	63	0	52
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<b>WEIGHTED BENEFIT/COST SCORE (WBC)</b> ( = WB x TV x (RLx1000) x (GC/100) / UC )		0	0	8	0	0	0	373
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<b>PRIORITY RANKING BY WEIGHTED BENEFIT</b>		3	4	6	5	1	7	2
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**S&HLGA 2022 REGIONAL ROADS DATABASE - REVISED 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	KIC	KIC	CVH	DCY	DCY	MBDC	AC
Timeframe	2022/23	2023/24	2022/23	2023/24	2023/24	2023/24	2022/23
Council Name:	Kangaroo Island Council	Kangaroo Island Council	City of Victor Harbor	District Council of Yankalilla	District Council of Yankalilla	Mount Barker District Council	Alexandrina Council
Road Name:	Ten Trees Lagoon Road	Boxer Road	Three Gullies Road	Finniss Vale Drive	Range Road	Intersection of Alexandrina/Bald Hartmann/Dean Street to Hartmann/Alexandrina	Nangkila Road
Segment:	Playford Highway to North Coast Road	North Coast Road to Springs Road	Walpingsa Road to Jagger Road	Main South Road to the 80km/hr speed zone	Range Road West to Parawa Road		500m east of Victor Harbor Road to 5,400m east of Victor Harbor Road
Primary Purpose:	Freight	Freight	Tourism	Tourism	Freight	Freight	Freight
Length of Segment (km) - RL	3.0	4.5	1.6	0.9	15.0	0.3	4.90
Traffic Volume (AADT) - TV	90	90	550	100		90	1470
% Gap Closed - GC	2000000	2700000	300000	600000	1500000	2000000	900000
Cost to Close Gap (\$) - UC	1340000	1800000	200000	400000	1000000	1340000	600000

Benefit Influencing Factor	Weighting (%)	Specific Criteria	Maximum Score	KIC 2022/23	KIC 2023/24	CVH 2022/23	DCY 2023/24	DCY 2023/24	MBDC 2023/24	AC 2022/23
S(a). Secondary Purpose(s)	10	1. One Secondary Purpose 2. Two Secondary Purposes	5.0 5.0				5.0	5.0		5.0
S(b). Regional Significance	25	1. Community Significance 2. Regional Significance 3. State Significance	8.3 8.3 8.3	8.3	8.3	8.3	8.3	8.3		8.3
S(c). Economic	10	Road User Benefit 1. Reduce delays and operating costs for heavy vehicles? 2. Provide direct access to major industrial developments 3. Facilitate a higher classification of freight movements 4A. Facilitate intermodal transport operations - rail 4B. Facilitate intermodal transport operations - sea 4C. Facilitate intermodal transport operations - air 5. Assist export of products by improving quality and reducing impacts of dust etc. 6. Provide direct access to new industrial precincts	1.7 1.7 1.7 0.6 0.6 0.6 1.7 1.7	1.7 1.7 1.7 0.6 0.6 1.7 1.7	1.7 1.7 1.7 0.6 0.6 1.7 1.7			1.7 1.7		1.7 1.7
	5	Community Benefit 7. Benefit regional employment and sustain communities 8. Assist attraction of economic investment to region	2.5 2.5	2.5 2.5	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
S(d). Access	15	1. Reduce traffic congestion 2. Link areas of particular land uses to strategic routes 3. Provide a higher standard alternative route 4. Complement the existing arterial road network 5. Provide improved access to key population centres 6. Ensure communities are not isolated by flooding 7. Act as a collector road for local or heavy traffic 8. Provide all weather access 9A. Provide access to other types of transport - bus 9B. Provide access to other types of transport - rail 9C. Provide access to other types of transport - air	1.7 1.7 1.7 1.7 1.7 1.7 1.7 1.7 0.6 0.6 0.6	1.7 1.7 1.7 1.7 1.7 1.7 1.7 1.7 1.7 1.7 1.7	1.7 1.7 1.7 1.7 1.7 1.7 1.7 1.7 1.7 1.7 1.7	1.7 1.7 1.7 1.7 1.7 1.7 1.7 1.7 1.7 1.7 1.7	1.7 1.7 1.7 1.7 1.7 1.7 1.7 1.7 1.7 1.7 1.7	1.7 1.7 1.7 1.7 1.7 1.7 1.7 1.7 1.7 1.7 1.7		1.7 1.7 1.7 1.7 1.7 1.7 1.7 1.7 1.7 1.7 1.7
S(e). Safety	20	1. Reduce conflicts between tourist, freight and commuter traffic 2. Contribute to safer travel and reduce accidents 3. Provide safe overtaking opportunities and reduce frustration and fatigue 4. Reduce exposure to travel risk 5. Provide access for school buses 6. Provide access for emergency services 7. Remove traffic from city/town areas 8. Reduce road roughness and potential dust hazards 9. Reduce the impact of roadside hazards	2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2	2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2	2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2	2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2	2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2	2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2		2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2
S(f). Environmental	10	1A. Reduce environmental pollution - air 1B. Reduce environmental pollution - noise 1C. Reduce environmental pollution - water 2. Minimise impact of heavy vehicles on local community 3. Reduce reliance on road transport and encourage other forms of transport	1.1 1.1 3.3 3.3	1.1 1.1 3.3 3.3	1.1 1.1 1.1 3.3			1.1 1.1 3.3 3.3		1.1 1.1 3.3 3.3

<b>WEIGHTED BENEFIT SCORE (WB)</b>	<b>100</b>	<b>53</b>	<b>43</b>	<b>48</b>	<b>51</b>	<b>59</b>	<b>0</b>	<b>52</b>
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<b>WEIGHTED BENEFIT/COST SCORE (WBC)</b> ( = WB x TV x (RLx1000) x (GC/100) / UC )	<b>0</b>	<b>0</b>	<b>142</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>373</b>
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<b>PRIORITY RANKING BY WEIGHTED BENEFIT</b>	<b>2</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>7</b>	<b>3</b>
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