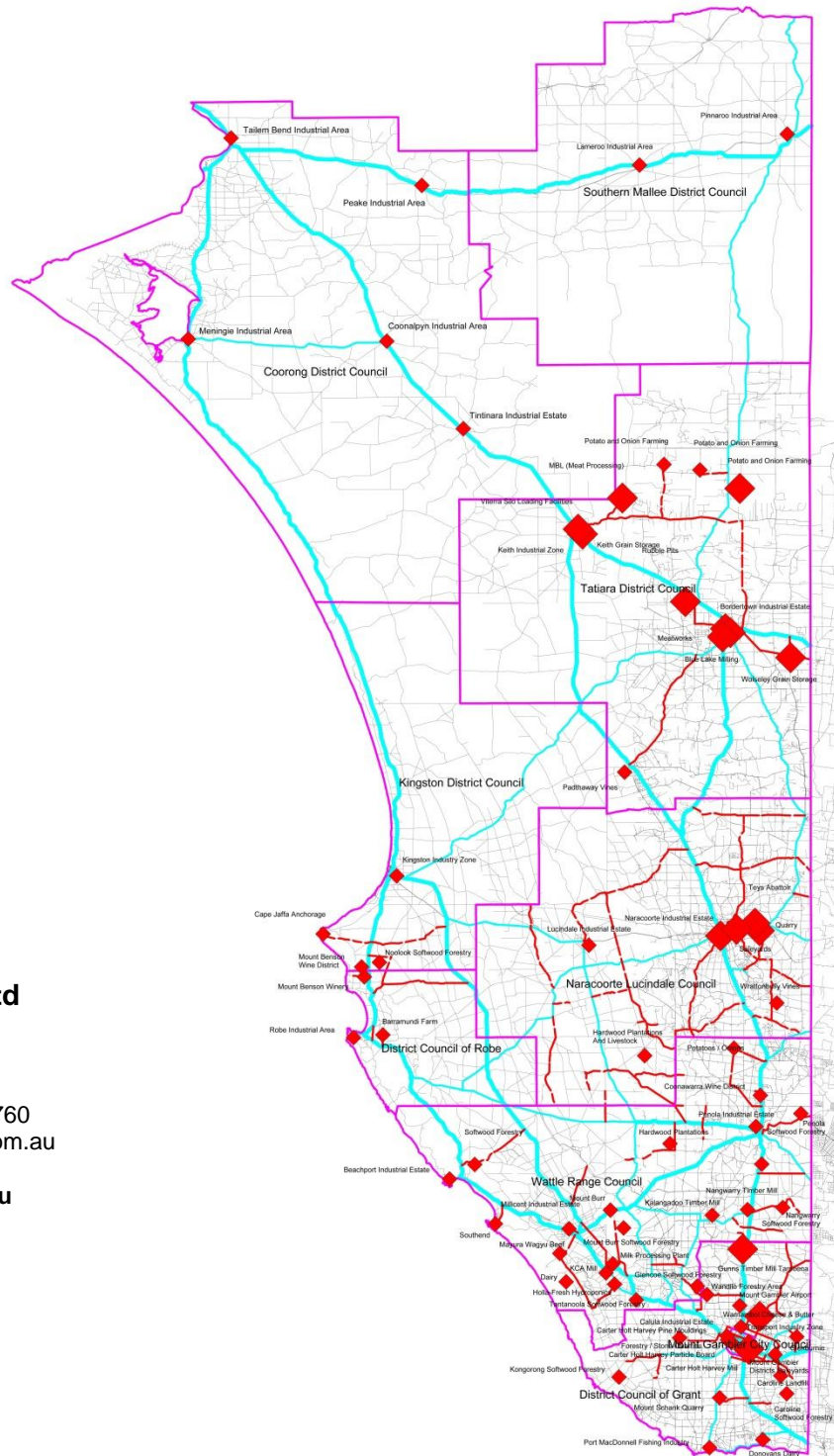




# Limestone Coast Local Government Association

## REGIONAL ROAD ACTION PLANS AND 2017 ROADS DATABASE

### Final Report



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# CONTENTS

<b>1.0</b>	<b>INTRODUCTION.....</b>	<b>1</b>
1.1	Background.....	1
1.2	Project Brief .....	2
<b>2.0</b>	<b>PROJECT ACTIVITIES AND OVERVIEW OF OUTCOMES .....</b>	<b>3</b>
2.1	Stage 1 Tasks.....	3
2.2	Stage 1 Outcomes .....	3
2.3	Stage 2 Tasks.....	3
2.4	Stage 2 Outcomes .....	4
2.5	Stage 3 Tasks.....	4
2.6	Stage 3 Outcomes .....	4
<b>3.0</b>	<b>SUMMARY OF FINDINGS .....</b>	<b>6</b>
3.1	Stage 1 – 2030 Regional Transport Plan 2016 Update.....	6
3.2	Stage 2 – Regional Road Action Plans .....	6
3.3	Stage 3 – 2017 Roads Database Update .....	7

## APPENDICES

- A. Regional Road Action Plans (Endorsed by R&TMG 3 April 2017, Minor Updates 9 June 2017)
- B. Summary of Submissions
- C. 2017 Roads Database (Endorsed by R&TMG 3 April 2017)

## REFERENCES *(downloadable from the LCLGA website “Strategic Activities \ Infrastructure” page)*

- 1. 2030 Regional Transport Plan 2016 Update – Final Report, HDS Australia, February 2017
- 2. 2030 Regional Transport Plan – Regional Routes (as at 9 February 2017, with minor revisions 9 June 2017)

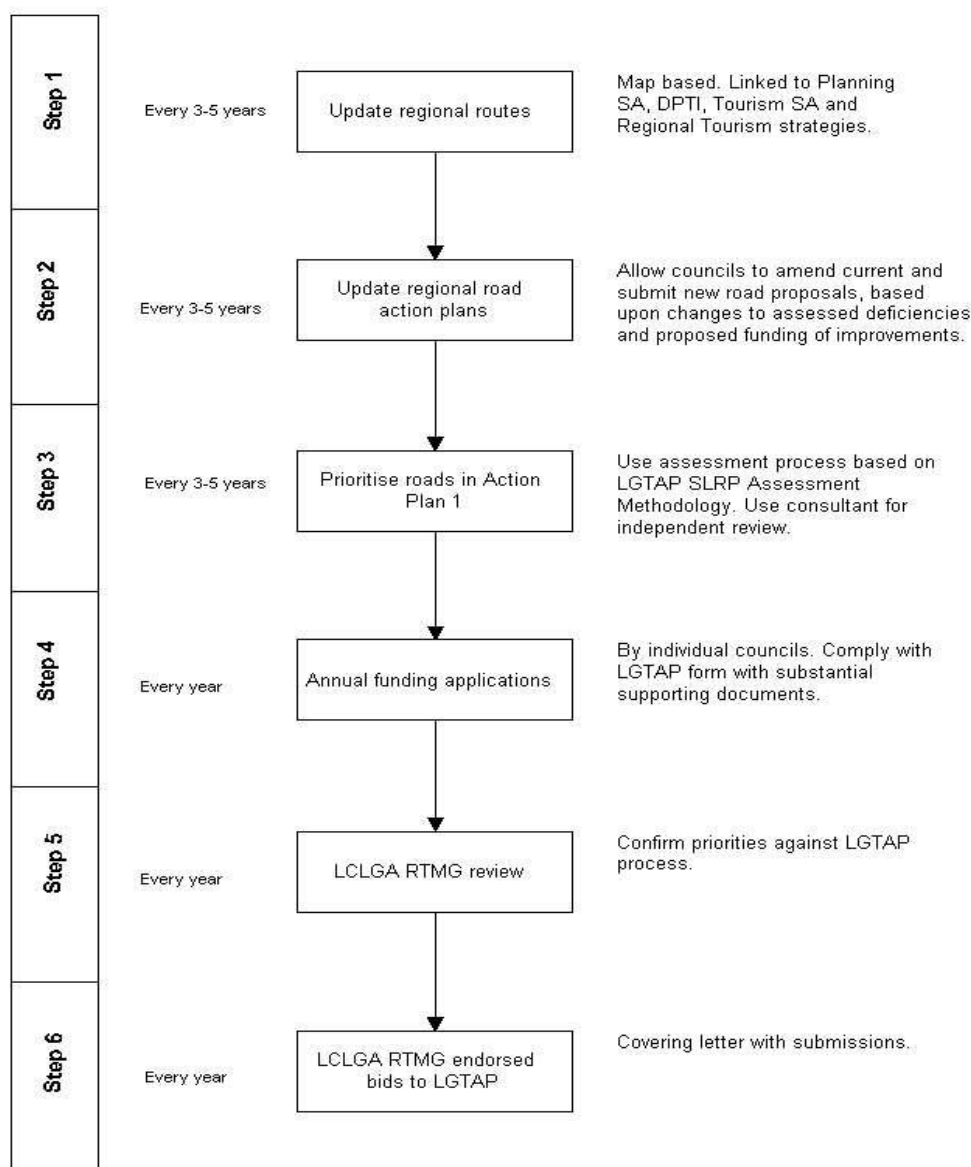
## 1.0 INTRODUCTION

### 1.1 Background

In June 2012, HDS Australia was engaged by the Limestone Coast Local Government Association (LCLGA), then known as the South East Local Governmental Association (SELGA), to prepare its 2030 Transport Strategy. The 2030 Transport Strategy is a strategic level assessment of transport needs and priorities within the Limestone Coast region for the period from 2012 to 2030.

The “2030 Regional Transport Plan – Final Report” was released in September 2013 and is the culmination of the original project to prepare a 2030 Transport Strategy. When released, the document reflected then current views in relation to regional transport priorities for the next 15 years. However, it was recognised at the time that the 2030 Regional Transport Plan is a “living” document which will need regular review and updating as subsequent regional planning and development initiatives influence future transport priorities. This is reflected in the following methodology statement, which is itself an agreed update from the original published methodology.

#### 2030 REGIONAL TRANSPORT PLAN METHODOLOGY FOR REVIEW AND UPDATE



## 1.2 Project Brief

On 14 September 2016, the LCLGA Roads & Transport Management Group (R&TMG) held a Regional Transport Planning Workshop in Naracoorte, at which the need for an update to the 2030 Regional Transport Plan was discussed and agreed. Required changes included the LCLGA name change, a literature currency update (e.g. referencing the latest Council Development Plans) and a methodology review to incorporate an updated six step process, in line with the methodology adopted by neighbouring LGA Regions. In addition, it was agreed that the update would include a review of regional route changes proposed by councils, with updated drawings, followed by a region wide road deficiency assessment on all regionally significant roads.

In October 2016, HDS Australia was engaged by LCLGA to assist member councils undertake Steps 1, 2 and 3 of the “2030 Regional Transport Plan – Methodology for Review and Update” as shown on the previous page.

The project comprised three separate, but linked components, namely:

1. Stage 1 – Provision of assistance to the LCLGA and individual member councils to update the 2030 Regional Transport Plan and associated Regional Route Drawings.
2. Stage 2 – Provision of assistance to the LCLGA and individual member councils with development of Regional Road Action Plans, in accordance with the methodology contained in Section 10 of the 2030 Regional Transport Plan. The purpose of these Action Plans was to develop an overall funding priority list, and associated strategy for seeking additional funds when available, to enable all regionally significant freight, tourism and community access routes, as defined by the maps in Appendix A of the 2030 Regional Transport Plan Final Report, to operate at their “fit for purpose” standard.
3. Stage 3 – Provision of assistance to the LCLGA to undertake an independent review and prioritisation of road upgrade proposals submitted by member councils for consideration under SLRP annual funding arrangements. This process, identified in Section 9.3 of the 2030 Regional Transport Plan Final Report, is a single stage methodology which evaluates road proposals against six categories, namely Secondary Purpose, Regional Significance, Economic, Access, Safety and Environmental.

Unique to 2017, all road proposals submitted for consideration during Stage 3 were required to have been first listed under Regional Road Action Plan 1. This provides an essential link to the 2030 Regional Transport Plan, by ensuring that all Roads Database proposals were for regionally significant roads with major deficiencies.

The project was undertaken by a specialist team of road transport planning and traffic engineers from HDS Australia led by John Olson, Managing Director and Principal Engineer, assisted by Daniel Ahrens, Senior Roads & Infrastructure Engineer, along with Hugh Dixon and Deshitha Senanayake, both Senior Traffic Engineers. The R&TMG acted as a Reference Group for the project, with Dominic Testoni, Chief Executive Officer of the LCLGA, as the Client Representative.



## **2.0 PROJECT ACTIVITIES AND OVERVIEW OF OUTCOMES**

### **2.1 Stage 1 Tasks**

Listed below are the activities undertaken in Stage 1.

1. Initiate an update of regional transport routes and provide councils with advice.
2. Update the 2030 Regional Transport Plan with the LCLGA name change, a literature currency update (e.g. referencing the latest Council Development Plans) and a methodology review to incorporate the six step methodology discussed at the Regional Transport Planning Workshop in September 2016.
3. Review regional route changes proposed by councils and update drawings.
4. Conduct a final review, then release the 2030 Regional Transport Plan 2016 Update (including revised regional route drawings).

### **2.2 Stage 1 Outcomes**

Following detailed correspondence with individual council representatives, the 2030 Regional Transport Plan 2016 Update was released, including updated regional transport route drawings. These updated drawings were endorsed by the R&TMG after subsequent completion of Stage 2.

### **2.3 Stage 2 Tasks**

Listed below are the activities undertaken in Stage 2.

1. The R&TMG Regional Transport Planning Workshop conducted in Naracoorte on 14 September 2016 included a detailed discussion about the methodology for determining major and minor deficiencies on the regional road network. The methodology is based upon comparing sample deficiencies with standards contained in the most recent version of the Local Government Association of SA (LGASA) Special Local Roads Program (SLRP) Fit for Purpose Standards Spreadsheet. At the end of the workshop, all R&TMG representatives agreed that, for consistency, HDS Australia should assist all councils to assess regional routes in their area for major and minor deficiencies. This would achieve a consistent outcome across the region.
2. HDS Australia conducted the assessment of all regional routes for major and minor deficiencies over the period November/December 2016.
3. Results from the road deficiency assessments were prioritised into Council Action Plans 1, 2 and 3 (with those roads showing no or insignificant deficiencies listed separately as Compliant).
4. Consolidated Regional Road Action Plans for the LCLGA were then developed by HDS Australia, listing all regionally significant roads and highlighting the level of deficiencies identified. Individual councils also provided an estimated upgrade cost for all road segments listed under Action Plan 1, based upon cost estimates included in their five year capital works program.
5. A Stage 2 completion meeting of the R&TMG was held in Mount Gambier and Adelaide via Skype on 2 March 2017 to review draft Regional Road Action Plans, discuss the significance of the individual lists, seek endorsement from the R&TMG of the draft plans as presented, and identify the next steps associated with Stage 3 of the project.

## 2.4 Stage 2 Outcomes

Individual road deficiency assessment sheets, including site specific observations by the HDS Australia field assessor, were supplied to all seven LCLGA councils as part of Task 2.

All seven councils received Council Action Plans as part of Task 3.

Under Task 4, draft Regional Road Action Plans were published for review and endorsement by the R&TMG, before final versions of the Regional Road Action Plans were supplied to the client representative (for ultimate approval at a subsequent LCLGA Board meeting). Appendix A of this report contains a copy of the R&TMG endorsed Regional Road Action Plans (as at 3 April 2017), with some additional minor updates introduced on 9 June 2017.

## 2.5 Stage 3 Tasks

The independent assessment and prioritisation of road upgrade proposals submitted as part of the 2017 Roads Database involved the following steps:

1. 17 road upgrade proposals were received from six of the seven councils within the LCLGA. Summaries of these upgrade proposals are contained in Appendix B of this report. The proposals were independently reviewed by HDS Australia, which included the following activities:
  - a. A check that each road segment proposed for upgrading was regionally significant, as shown on the Regional Transport Route maps forming part of the 2030 Regional Transport Plan;
  - b. A check that each road segment was identified as a deficient road segment within Regional Road Action Plan 1;
  - c. Provision of telephone and/or emailed comments on the overall quality of each submission and evidence provided in support of benefits claimed for each road upgrade proposal;
  - d. Calculation of assessment scores, in accordance with the LCLGA R&TMG methodology; and
  - e. Ranking of all proposals by assessment score.
2. A Stage 3 completion meeting of the R&TMG was held in Naracoorte on 3 April 2017, at which:
  - a. The final version of Regional Road Action Plans (released on 30 March 2017) were endorsed; and
  - b. The prioritised list of 2017 Roads Database upgrade proposals was discussed and formal endorsement obtained from the R&TMG for the overall list and for a set of identified 2017-18 priorities.

## 2.6 Stage 3 Outcomes

Individual verbal feedback by telephone was provided to each LCLGA member council as their submissions were reviewed. Additional face-to-face feedback was provided to R&TMG representatives at the Stage 3 completion meeting.

A verbal report of HDS Australia's findings, incorporating all assessment spreadsheets, was presented at the Stage 3 completion meeting.

This final report of our findings, incorporating key outcomes from both Stage 2 and Stage 3 of the project, plus the final agreed LCLGA priority lists, is the project's final deliverable. Appendix C of this report contains a copy of the endorsed 2017 Roads Database.

### 3.0 SUMMARY OF FINDINGS

#### 3.1 Stage 1 – 2030 Regional Transport Plan 2016 Update

All member councils received detailed feedback by telephone and email in relation to their individual regional route drawings as part of Stage 1 of the project. It is not intended to replicate those detailed findings in this final report. However, at the meeting held on 2 March 2017 at which the Regional Route Drawings were formally endorsed by the R&TMG, the following key facts and recommendations were highlighted:

1. Recently revised woodflow maps resulted in many locally important roads being upgraded to regionally significant within District Council of Grant, Naracoorte Lucindale Council and Wattle Range Council.
2. Additional regionally significant freight routes were included on the drawings based on new freight centres and new freight volumes for existing freight centres. These included:
  - District Council of Grant – Warrnambool Cheese, Mil-lel via Riddoch Highway, Worrolong Road & Mingbool Road.
  - Mount Gambier City Council – Wireless Road East, Wireless Road West, Margaret Street and Wehl Street South.
  - District Council of Robe – Bagdad Road, Dairy Range Road, Barnett Swamp Road.
  - Tatiara District Council – MBL Meats on Dark Island Well Road, new borrow pits on Don Hunts Road and Siding Road, along with Stirling Road, Keith and Western Service Road, Bordertown.
  - Wattle Range Council – Industry centre changes including inclusion of Holla-Fresh Pty Ltd on Whites Road, Mayurra Wagyu Beef, Milk Processing Plant near KCA and new Milk Processing Plant at former Saffris site, along with an amended location for Nangwarry Mill.
3. Regional significant tourist route changes consisted of a revised route to the Naracoorte Caves, along with the addition of Boatswain Point Road in the District Council of Robe.

#### 3.2 Stage 2 – Regional Road Action Plans

All member councils received detailed feedback by telephone and email in relation to their individual road deficiency assessments as part of Stage 2 of the project. It is not intended to replicate those detailed findings in this final report. However, at the meeting held on 2 March 2017 at which an initial version of the Regional Road Action Plans were discussed by the R&TMG, the following key facts and recommendations were highlighted to the representatives present at that meeting:

1. The total length of regionally significant roads of all functional types (freight, tourism and community access) is 1,035 km. *Note that this figure was later (as at 9 June 2017) reduced to 1,031 km following a review by the City of Mount Gambier of their regionally significant community access routes.* The figure does not include locally important roads, which were not part of the assessment. This places strategic oversight of at least 1,031 km (not including locally important roads) of the LCLGA local road network under the collective responsibility of the R&TMG, through implementation of the 2030 Regional Transport Plan.
2. 99 km (*subsequently reduced to 98 km*) of regionally significant roads are listed under Regional Road Action Plan 1, with identified major deficiencies expected to cost in the order of \$16.7 million to bring these roads up to a fit-for-purpose standard. The seven LCLGA councils have committed to this level of expenditure over the next five years, assuming that grant funding is available to assist. Therein lies a major hurdle. Forecast SLRP funding, if last year's reduced level is maintained, will see about \$1.5 million per

year (i.e. \$7.5 million over five years) allocated to the region. On a one part council to one part SLRP grant basis, this will only enable a maximum of \$15 million out of the forecast \$16.7 million of capital works to be funded under the SLRP program over the next five years. This level of funding is inadequate, especially if other regionally significant roads with currently unfunded major deficiencies (see Item 3 below) are also to be addressed. Other sources for grants, or a higher contribution from individual councils, will be required.

3. 444 km of regionally significant roads are listed under Regional Road Action Plan 2. These roads have identified major deficiencies which should be rectified in order to achieve a fit-for-purpose standard, but no funds have been committed by councils in the next five years. This unfunded liability can be estimated at about \$75 million, if compared on a pro-rata basis to costs in Regional Road Action Plan 1. Hence, the total spend required to bring all regionally significant roads in the LCLGA region up to a fit-for-purpose standard over the next five years is in the order of \$92 million.
4. On a percentage basis, over 50% of regionally significant roads in the LCLGA region have been assessed as having at least one major deficiency in their fit-for-purpose standard (i.e. they fall into Regional Road Action Plans 1 or 2). A further 40% display minor deficiencies which require on-going monitoring and potentially higher than normal routine maintenance to ensure the road operates safely and effectively (i.e. they fall into Regional Road Action Plan 3). Barely 7% of regionally significant roads have been assessed as being fully compliant with their fit-for-purpose standard.

### 3.3 Stage 3 – 2017 Roads Database

All member councils received detailed feedback by telephone and email in relation to their individual road upgrade proposals as part of Stage 3 of the project. It is not intended to replicate those detailed findings in this final report. However, in the lead up to and at the meeting held on 3 April 2017, the 2017 Roads Database was discussed and then formally endorsed by the R&TMG, with the following key conclusions forming part of that endorsement:

1. The assessment and associated prioritisation of the submissions is based upon the agreed methodology set out in the 2030 Regional Transport Plan, which in turn is consistent with the assessment methodology used previously.
2. Council members were required to submit the eight page summary application form for each project, along with supporting information in dot point form for each of the “Influencing Factor” benefits being claimed. The first two pages of each application are shown in Appendix B.

It was noted that the supporting information was not provided for many applications, which made the assessment process difficult, and resulted in applications needing to be discussed in detail at the meeting held on 3 April 2017. This is a learning that should be carried forward into the first Roads Database update (which is scheduled for three years’ time, except for supplementary submissions which may, as agreed by the R&TMG, be accepted in the second half of 2017 from councils with insufficient current applications in the database).

3. As a result of the meeting discussions on 3 April 2017, particularly consideration of application details noted above, the 2017 Roads Database was agreed and endorsed by the R&TMG. The final list of recommended priorities, subsequently formally submitted by the LCLGA to LGASA for 2017-18, was:

Region Priority	Road Name	Segment	(Primary Purpose)	SLRP Grants Sought
R1	Mingbool Road	Attamurra Road to Worrolong Road	Freight	\$200,000
R2	Kingston Avenue / Donald Street	Wheeler Street to Donald Street	Freight	\$375,000
R3	Ramsay Terrace	Dukes Highway to Pigeon Flat Rd	Freight	\$75,000
R4	Wandilo Forest Road	Kangaroo Flat Road to Council Boundary	Freight	\$250,000
R5	Whites Road	Tantanoola Road to Chainage 895	Freight	\$165,000
R6	Meatworks Road	Intersections with Pidgeon Flat Road & Cannawigara Road	Freight	\$275,000
R7	Bagdad Road / Dairy Range Road	Kangaroo Flat Road to Chainage 900	Freight	\$245,000
R8	Elizabeth Street	Commercial Street to Jane Street	Community Access	\$70,000
R9	Caldwell Street	Elizabeth Street to Gray Street	Community Access	\$70,000

## **Appendix A**

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Regional Road Action Plans

(Endorsed by R&TMG 3 April 2017,  
Minor Updates 9 June 2017)

Road	Segment Description (from/to)	Regional Routes F/T/C or Combo - ( ) implies Locally Important for this category	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>District Council of Grant</b>									
Cafpirco Road	Marte Siding Road to Burnda Road	F,C	3.2	Compliant	Major	Compliant	Major	1	0.6
Mingbool Road	Attamurra Road to Worrolong Road	F	5.8	Compliant	Major	Minor	Major	1	1.2
Post Office Road	Riddoch Highway to Trevor Clarke Drive	F,T	2.2	Minor	Major	Major	Minor	1	0.5
Sub-Total			11.2						
<b>Kingston District Council</b>									
Cape Jaffa Road	Southern Port Highway to Rothalls Road	C	13.7	Compliant	Minor	Compliant	Major	1	0.4
Sub-Total			13.7						
<b>Mount Gambier City Council</b>									
Acacia Street	Jubilee Hwy West to Heath Street	C	0.5	Minor	Minor	Minor	Major	1	0.2
Caldwell Street	Elizabeth St to Gray St	C	0.2	Compliant	Compliant	Compliant	Major	1	0.2
Elizabeth Street	Commercial Street to Jane Street	C	0.2	Minor	Minor	Compliant	Major	1	0.2
Sturt Street	Bay Rd to Ferrers St	T	0.2	Compliant	Compliant	Compliant	Major	1	0.3
Sub-Total			0.6						
<b>Naracoorte Lucindale Council</b>									
Bool Lagoon Road	Maaoupe Rd to 3.3km east	T	3.3	Compliant	Compliant	Compliant	Major	1	0.8
Carters Road	Wimmera Highway intersection	F	0.1	Minor	Minor	Major	Major	1	DPTI
Coles-Killanoola Road	Start of seal (S -37.2117°) to Coles-Spence Road	F	1.4	Compliant	Compliant	Minor	Major	1	1.6
Doolans Road / Aerodrome Road	Riddoch Hwy to Airport Entrance	C	1.5	Compliant	Minor	Major	Major	1	0.2
Kingston Avenue	Wheeler Street to Donald Street	F	0.9	Compliant	Major	Compliant	Major	1	0.8
Old Caves Road	Arthur Street to 700m south-east of Arthur Street (urban section)	T	0.7	Compliant	Major	Minor	Major	1	1.0
Old Caves Road	5km North of Caves Road to Caves Road	T	5.0	Compliant	Major	Minor	Major	1	1.6
Sub-Total			12.9						
<b>District Council of Robe</b>									
Bagdad Road	Southern Ports Hwy to Dairy Range Road	F	3.4	Compliant	Major	Minor	Major	1	0.3
Barnett Swamp Road	Baxters Hill Road to 4km East of Baxters Hill Road	F	4.0	Compliant	Minor	Minor	Major	1	0.2
Dairy Range Road	Bagdad Road to Baxters Hill Road	F	11.3	Compliant	Major	Minor	Major	1	0.5
Sub-Total			18.7						
<b>Tatiara District Council</b>									
Densley Road / Basketball Stadium Rd	Railway Terrace to Emu Flat Road	F	1.0	Minor	Major	Minor	Compliant	1	0.1
Meatworks Road	Intersection with Pigeon Flat Rd	F	0.2	Compliant	Minor	Minor	Major	1	0.3
Meatworks Road	Intersection with Cannawigara Rd	F	0.6	Compliant	Minor	Minor	Major	1	0.3
Pigeon Flat Road	Ramsay Terrace to Meatworks Rd	F,C	2.0	Minor	Compliant	Minor	Major	1	0.4
Pigeon Flat Road	Meatworks Road to Cuppa Cup Road	F,C	1.4	Minor	Major	Minor	Major	1	0.3
Pigeon Flat Road	Cuppa Cup Road to Rowney Road	C	4.3	Compliant	Major	Minor	Minor	1	0.5
Railway Terrace S, Wolseley	Ridgway Road to Railway Entrance	F	0.5	Minor	Major	Compliant	Minor	1	0.3
Ramsay Terrace	Dukes Highway to Weir Drive	F	0.2	Minor	Major	Minor	Major	1	0.2
Ramsay Terrace	Weir Drive to Bertha Street	F	0.5	Minor	Major	Minor	Minor	1	0.2
Ramsay Terrace	Bertha Street to Pigeon Flat Road	F	1.0	Minor	Major	Minor	Major	1	0.3
Vogelsang Road	Summers Road to Riddoch Highway	F,C	1.2	Compliant	Major	Minor	Compliant	1	0.3
Sub-Total			12.9						
<b>Wattle Range Council</b>									
Agricultural Bureau Drive	Princes Highway (North) to Mount Burr Road	F	1.9	Compliant	Compliant	Compliant	Major	1	0.1
Belt Road	Sutherland Rd to Saleyards Road	F	2.0	Compliant	Minor	Compliant	Major	1	0.1
Canunda Causeway	Canunda Frontage Road to Chainage 4650	T	4.6	Compliant	Minor	Compliant	Major	1	0.2
Cluain Lane	Clay Wells Road to Council Boundary	F	3.8	Compliant	Minor	Minor	Major	1	0.1
Coles-Killanoola Road	Start of seal (S -37.2117°) to Coles-Spence Road	F	refer NLC	Compliant	Compliant	Minor	Major	1	refer NLC
Dergholm Road	Gordon Street to Shepherds Lane	F	0.7	Compliant	Major	Minor	Major	1	0.1
Dergholm Road	Shepherds Lane to Blight Road	F	4.8	Compliant	Major	Minor	Major	1	0.1
Kennedy Road	Kangaroo Flat Road to Chainage 900	F	0.9	Compliant	Minor	Minor	Major	1	0.1
LDE Road	Chainage 5670 to Chainage 7520	F	1.9	Compliant	Minor	Compliant	Major	1	0.1
Petticoat Lane	Portland Street to Roden Lane	T	0.3	Compliant	Minor	Minor	Major	1	0.1
Wandilo Forest Road	Kangaroo Flat Road to Council Boundary	F	6.2	Compliant	Major	Compliant	Major	1	1.4
Whites Road	Tantanoola Road to Chainage 95 (end of seal)	F	0.1	Compliant	Minor	Minor	Major	1	0.1
Whites Road	Chainage 95 (end of seal) to Chainage 895 (end of road)	F	0.8	Minor	Major	Minor	Minor	1	0.4
Sub-Total			28.0						

TOTAL

98

16.7

NOTE - Road deficiency assessments were carried out over the period November/December 2016. At that time, some of the road segments showing one or more major deficiencies, and initially included above as part of Action Plan 1, were scheduled to be upgraded in the 2016/17 financial year. While re-construction of these road segments may not be complete as at April 2017, they have been assumed as fully compliant at the end of the 2016/17 construction season. They have therefore been moved out of Action Plan 1 into the Compliant list. On the other hand, a few segments currently being upgraded are part of staged works, so they will remain on Action Plan 1, but with a reduced cost estimate, until the Regional Action Plans are next revised.



Road	Segment Description (from/to)	Regional Routes F/T/C or Combo - ( ) implies Locally Important for this category	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>District Council of Grant</b>									
Cafpirco Road	Burnda Road to Tollner Road	F,C	5.1	Compliant	Major	Compliant	Minor	2	
Carpenter Rocks Road	Bonney Street to Pelican Point Road	C	1.0	Compliant	Major	Minor	Minor	2	
Carpenter Rocks Road	Pelican Point Road to Old Mill Road	C,T	8.8	Compliant	Major	Minor	Major	2	
Carpenter Rocks Road	Old Mill Road to Dixons Road	C,T	8.5	Compliant	Major	Minor	Minor	2	
Dry Creek Road	Donovans Road to Princess Margaret Rose Caves Road	T	6.0	Minor	Minor	Major	Minor	2	
Grant Avenue	Carpenter Rocks Road to Riddoch Highway	F	refer Mt G	Compliant	Major	Minor	Compliant	2	
Hay Tce	Aslins Road to Dixons Road	C	0.8	Minor	Major	Minor	Minor	2	
Kilsby Road	Riddoch Highway to Glenelg River Road	F	2.9	Compliant	Major	Minor	Compliant	2	
Laslett Road	Trevor Clarke Drive to Glenelg River Road	F,T	5.8	Minor	Major	Major	Compliant	2	
Lighthouse Road	Smiths Road to Springs Road	C,T	0.4	Minor	Major	Compliant	Compliant	2	
McEnroe Road	Riddoch Hwy to Armstrong Swamp Road	F	9.2	Compliant	Major	Minor	Minor	2	
Meyers Road	Blackfellows Caves Road to Megaws Lane	C,T	13.1	Compliant	Major	Minor	Compliant	2	
Mingbool Road	Victorian Border to Paltridge Road	F	5.0	Compliant	Major	Minor	Minor	2	
Mingbool Road	Paltridge Road to Attamurra Road	F	13.7	Compliant	Major	Minor	Minor	2	
Nene Valley Road	Blackfellows Caves Road to Meyers Road	C	7.1	Compliant	Major	Major	Minor	2	
Paltridge Road	McEnroe Road to Mingbool Road	F	6.3	Compliant	Major	Compliant	Minor	2	
Perkins Road	Aslins Road to Blackfellows Caves Road	C	0.3	Compliant	Major	Minor	Compliant	2	
Pinehall Avenue (West)	O'Leary Road to near Sunnybrae Road	F	refer Mt G	Compliant	Major	Minor	Compliant	2	
Sea Parade	Springs Road to Compton Street	C,T	0.9	Compliant	Major	Minor	Compliant	2	
Vorwerk Road	Princes Highway to Caroline Road	F,T	0.7	Compliant	Major	Compliant	Minor	2	
Wandilo Forest Road	Blanche Young Forest Road to Riddoch Highway	F	10.1	Compliant	Major	Minor	Compliant	2	
Sub-Total			105.7						
<b>Kingston District Council</b>									
Old Coorong Road	Granites Road to Princes Highway	T	40.9	Minor	Major	Major	Minor	2	
Sub-Total			40.9						
<b>Mount Gambier City Council</b>									
Crouch Street North	Jubilee Hwy East to Wireless Rd East	C	1.3	Compliant	Minor	Minor	Major	2	
Grant Avenue	White Avenue to Bay Road	F	2.1	Compliant	Major	Minor	Compliant	2	
Pine Hall Avenue	O'Leary Road to near Sunnybrae Road	F	1.1	Compliant	Major	Minor	Compliant	2	
Sub-Total			4.5						
<b>Naracoorte Lucindale Council</b>									
Boddingtons Road	Riddoch Hwy to 1.2km east	F	1.2	Compliant	Major	Minor	Major	2	
Boddingtons Road	1.2km east of Riddoch Hwy to Cadgee Road	F	9.8	Compliant	Major	Minor	Minor	2	
Burgess Road	Wimmera Highway to end of seal	F	1.7	Minor	Major	Minor	Minor	2	
Cadgee Road	Carters Road to Boddingtons Road	F,C	11.3	Compliant	Major	Compliant	Minor	2	
Cadgee Road	Boddingtons Road to Gap Road	C (F)	13.3	Compliant	Major	Compliant	Minor	2	
Carters Road	100m north Wimmera Highway to Cadgee Road	F	4.0	Minor	Major	Minor	Minor	2	
Caves Road	Wonambi Road to Langkoop Road	T	4	Minor	Major	Minor	Compliant	2	
Coles-Spence Road	Reid Road to Coles-Killanoola Road	F	19.9	Compliant	Major	Minor	Major	2	
Country Club Road	Gum Avenue to Lochaber West Road / Fairview Road	C	0.4	Compliant	Major	Minor	Compliant	2	
Gap Road	Frances-Bordertown Road to 5km west	C	5	Compliant	Major	Minor	Major	2	
Gooseneck Swamp Road	Coles-Spence Road to end of Pavement	F	2.2	Major	Major	Minor	Major	2	
Gordon Street	Pethick Street to Butler Street	C	0.2	Minor	Compliant	Major	Compliant	2	
Hynam Caves Road	Wimmera Hwy to Langkoop Road	T	8.6	Minor	Major	Minor	Compliant	2	
Langkoop Rd	Arthur Street to Council Boundary	C	25	Compliant	Major	Minor	Compliant	2	
Lindsay Hood Road	Bool Lagoon Road to end of seal	T	0.5	Compliant	Major	Minor	Minor	2	
Lochaber Lane	Riddoch Highway to Lochaber West Road / Fairiew Road	C	12.6	Compliant	Major	Minor	Compliant	2	
Lochaber West Road / Fairview Road	Country Club Road to Lochaber Lane	C	28.1	Compliant	Major	Minor	Compliant	2	
Moyhall Road	Brighton Road to Doolans Road (Aerodrome Road)	C	1.8	Minor	Minor	Compliant	Major	2	
Wrattenbully Road	140.872187 ° (change of road width) east to Edenhope Rd	C	7.3	Minor	Major	Minor	Major	2	
Sub-Total			156.9						
<b>District Council of Robe</b>									
Nora Creina Road	Main Road to 6km South	T,C	6.0	Minor	Major	Minor	Minor	2	
Nora Creina Road	6km South of Main Road to Powells Road	T,C	13.5	Minor	Major	Minor	Minor	2	
Nora Creina Road	Powells Road to end	T,C	2.8	Minor	Major	Minor	Minor	2	
Wrights Bay Road	Lings Road to Southern Ports Hwy	F	3.8	Compliant	Major	Minor	Compliant	2	
Sub-Total			26.1						
<b>Tatiara District Council</b>									
Aerodrome Road	Dukes Highway to Aerodrome Road	C	1.9	Minor	Major	Major	Minor	2	
Bunker Road	Densley Road (Railway Terrace) to bunker access road	F	0.6	Compliant	Major	Minor	Compliant	2	
Cannawigara Road	Ramsay Terrace to Siding Road	F,C	8.8	Compliant	Major	Compliant	Compliant	2	
Creecoona Terrace	Dukes Highway to Tatiara Road	F	0.8	Minor	Major	Minor	Compliant	2	
Dark Island Well Road	Emu Flat Road to end of seal	F	2.6	Compliant	Major	Compliant	Compliant	2	
Don Hunts Road	Dukes Highway to Sidling	F	0.8	Compliant	Major	Compliant	Minor	2	
Railway Crossing	Dukes Highway to Railway Terrace / Bunker Road	F	0.1	Compliant	Major	Compliant	Minor	2	
Railway Terrace, Keith	Emu Flat Road to Bunker Road	F	1.4	Minor	Major	Minor	Compliant	2	
Ridgway Road	Railway Terrace North to Dukes Hwy	F	4.4	Compliant	Major	Compliant	Major	2	
Siding Road	Don Hunts Road to Cannawigara Road	F	5.1	Compliant	Major	Minor	Compliant	2	
South Terrace	Woolshed Street to Ramsay Terrace	C	1.4	Compliant	Major	Minor	Compliant	2	
Tatiara Road	Creecoona Terrace to Railway Crossing	F,C	6.5	Compliant	Major	Minor	Minor	2	
Tatiara Road	Railway Crossing to West Terrace	F,C	6.0	Compliant	Major	Minor	Major	2	
Victoria Parade	Marston Terrace to Creecoona Terrace	C	0.5	Compliant	Compliant	Compliant	Major	2	
Sub-Total			40.9						
<b>Wattle Range Council</b>									
Dergholm Road	Chainage 10530 to Border Road (SA/VIC Border)	F	2.5	Compliant	Major	Minor	Major	2	
Dergholm Road	Blight Road to Chainage 10530	F	5.0	Compliant	Major	Minor	Compliant	2	
Furner Road	Princes Highway to Reedy Lagoon Road	F,C	9.8	Minor	Major	Minor	Major	2	
Glencoe Road	Kangaroo Flat Road to Diagonal Road	C	4.6	Compliant	Major	Compliant	Compliant	2	
Hemmings Lane	Riddoch Highway to Chainage 3000	F	3.0	Minor	Major	Minor	Minor	2	
Kennedy Road	Chainage 900 to Overland Track	F	6.7	Compliant	Major	Minor	Compliant	2	
LDE Road	Chainage 7520 to Manga Road	F	2.3	Compliant	Major	Compliant	Minor	2	
Logging Track	Princes Highway to Chainage 244	F	0.2	Compliant	Major	Major	Minor	2	
Lossie Road	Williams Road to Chainage 293	T (F)	0.3	Compliant	Major	Minor	Major	2	
Lossie Road	Chainage 293 to Mayurra Road	T (F)	4.1	Compliant	Major	Minor	Major	2	
Lossie Road	Mayurra Road to Canunda Frontage Road	T (F)	2.1	Compliant	Major	Minor	Compliant	2	
McEnroe Road	Riddoch Highway to Armstrong Swamp Road	F	refer NLC	Compliant	Major	Minor	Minor	2	
Memorial Drive	Riddoch Highway to Wynns Gate	F	1.3	Compliant	Major	Compliant	Compliant	2	

Road	Segment Description (from/to)	Regional Routes F/T/C or Combo - ( ) implies Locally Important for this category	Segment Length (nearest 0.1 km)	Speed Environment	Dimensions	Geometry	Strength / Durability	Action Plan	Cost for Action Plan 1 Only (nearest \$0.1 million)
Ockley Road / Border Road	Casterton Road to 1km sth of Shepherds Lane	F	6.4	Compliant	Major	Minor	Compliant	2	
Ockley Road / Border Road	1km sth of Shepherds Lane to Shepherds Lane	F	1.0	Compliant	Major	Minor	Minor	2	
Seven Sisters Road	Riddoch Highway to Chainage 8379	F	8.4	Compliant	Major	Minor	Compliant	2	
Tower Road	Riddoch Highway to Casterton Road	F	11.0	Minor	Major	Minor	Major	2	
Sub-Total			68.7						
TOTAL			444						

Road	Segment Description (from/to)	Regional Routes F/T/C or Combo - ( ) implies Locally Important for this category	Segment Length (nearest 0.1 km)	Speed Environment	Dimensions	Geometry	Strength / Durability	Action Plan	Cost for Action Plan 1 Only (nearest \$0.1 million)
District Council of Grant									
Airport Road	Airport Entrance to Riddoch Hwy	C	0.8	Compliant	Compliant	Compliant	Minor	3	
Attamurra Road	Worrolong Road to Bishop Road	F,C	1.2	Compliant	Minor	Minor	Minor	3	
Attamurra Road	Bishop Road to Wireless Road	F,C	refer Mt G	Compliant	Minor	Minor	Minor	3	
Attamurra Road	Wireless Road to Sycamore Road	F,C	refer Mt G	Minor	Minor	Minor	Compliant	3	
Blackfellows Caves	Hammer Parade to Perkins Road	C,T	9.7	Compliant	Minor	Minor	Compliant	3	
Border Road South	Donovans Road to Glenelg River Road	T	2.9	Compliant	Compliant	Minor	Compliant	3	
Burrungule Road	Princes Highway to Carpenter Rocks Road	C	12.1	Compliant	Minor	Minor	Minor	3	
Caroline Road	Yahl Road to Vorwerk Road	F	5.0	Compliant	Minor	Compliant	Minor	3	
Caroline Road	Vorwerk Road to Mount Sinai Road	F,T	5.2	Compliant	Minor	Compliant	Minor	3	
Caroline Road	Mount Sinai Road to Princess Margaret Rose Caves Road	T	5.8	Compliant	Minor	Minor	Minor	3	
Donovans Road	Glenelg River Road to Dry Creek Road	C	3.8	Compliant	Minor	Compliant	Compliant	3	
Ewan Ponds Road	Lower Nelson Road to End of Road	T	0.7	Compliant	Minor	Compliant	Minor	3	
Fairbanks Road	Glenelg Highway to Princes Highway	F	5.4	Compliant	Minor	Compliant	Compliant	3	
Hammer Parade	Pelican Point Road to Saunders Road	C,T	0.8	Compliant	Compliant	Compliant	Minor	3	
Lower Nelson Road	Riddoch Highway to Youngs Road	T	5.8	Compliant	Minor	Minor	Compliant	3	
Lower Nelson Road	Youngs Road to Peacocks Road	T	2.5	Minor	Minor	Minor	Minor	3	
Old Boundary Road	Megaws Lane to Yatemans Road	C,T	3.2	Compliant	Minor	Minor	Compliant	3	
Old Boundary Road	Yatemans Road to Riddoch Highway	C	8.6	Compliant	Minor	Minor	Compliant	3	
O'Leary Road	Pinehall Avenue to Wireless Road West	F	refer Mt G	Compliant	Compliant	Minor	Compliant	3	
Pelican Point Road	Hammer Parade to Carpenters Rocks Road	C,T	5.9	Compliant	Minor	Compliant	Compliant	3	
Pinehall Avenue (East)	near Sunnynbrae Road to Riddoch Highway	F	refer Mt G	Compliant	Compliant	Minor	Minor	3	
Princess Margaret Rose Caves Road	Dry Creek Road to Caroline Road	T	3.8	Compliant	Minor	Minor	Compliant	3	
Ruwoldt Road	Dohle Road to Caroline Road	F	3.2	Compliant	Minor	Compliant	Compliant	3	
Sassanowsky Road	Wireless Road West to Princes Highway	C	0.9	Minor	Minor	Compliant	Compliant	3	
Sea Parade	Compton Street to Standish Street	C,T	1.5	Compliant	Compliant	Minor	Compliant	3	
Smiths Road / Diagonal Road	Pannells Road to Lighthouse Road	C,T	6.6	Compliant	Minor	Compliant	Compliant	3	
Square Mile Road	Glenelg River Road to Yahl Road	F	3.3	Compliant	Minor	Compliant	Minor	3	
Tollner Road	Jubilee Highway West to Milton Street	F,C	1.5	Compliant	Minor	Minor	Compliant	3	
Tollner Road	Milton Street to White Avenue	F	refer Mt G	Minor	Compliant	Compliant	Minor	3	
Worrolong Road	Riddoch Hwy to Attamurra Road	F	3.4	Compliant	Minor	Minor	Minor	3	
Worrolong Road	Attamurra Road to Preece Road	F,C	1.2	Compliant	Minor	Compliant	Compliant	3	
Worrolong Road	Preece Road to Glenelg Highway	F	2.9	Compliant	Minor	Compliant	Compliant	3	
Yahl Hall Road	Glenelg River Road to Yahl Road	C	3.3	Compliant	Minor	Compliant	Compliant	3	
Yahl Road	Princes Highway to Yahl Hall Road	C	3.7	Compliant	Minor	Compliant	Compliant	3	
Yatemans Road	Old Boundary Road to Pannells Road	C,T	1.8	Compliant	Minor	Compliant	Compliant	3	
Sub-Total			116.5						
Kingston District Council									
Agnes Street	East Terrace to Hanson Street	C,T	0.8	Minor	Compliant	Compliant	Compliant	3	
Agnes Street	Hanson Street to Cooke Street	C	0.5	Minor	Compliant	Compliant	Compliant	3	
Golflinks Road	Marine Parade to Southern Port Highway	T	1.1	Compliant	Minor	Compliant	Compliant	3	
Old Coorong Road	Princes Highway to Granites Road	T	2.4	Compliant	Minor	Compliant	Compliant	3	
Sub-Total			4.8						
Mount Gambier City Council									
Allison Street	Wehl St Nth to Penola Road	C	0.6	Minor	Minor	Minor	Compliant	3	
Attamurra Road	Jubilee Hwy East to Bishop Road	F,C	3.0	Minor	Minor	Minor	Compliant	3	
Avey Road	Tollner Road to Commercial St West	F	0.9	Minor	Minor	Compliant	Compliant	3	
Boandik Terrace	Crouch Street Sth to Pick Avenue	C	1.2	Minor	Minor	Compliant	Compliant	3	
Brownes Road	White Avenue to Wilson Street	C	0.8	Minor	Minor	Compliant	Minor	3	
Commercial Street East	Bay Road to Pick Avenue	C,T	1.8	Compliant	Compliant	Compliant	Minor	3	
Commercial Street West	Sutton Avenue to Bay Road	C	1.7	Compliant	Compliant	Compliant	Minor	3	
Crouch Street North	Commercial Street East to Jubilee Hwy East	C,T	0.3	Minor	Minor	Compliant	Minor	3	
Davison Drive	Haig Drive to end	T	0.7	Compliant	Compliant	Compliant	Minor	3	
Elliot Drive	Davison Dr to End	T	0.8	Compliant	Compliant	Minor	Compliant	3	
Ferrers Street	Sturt St to Commercial St East	T	0.2	Compliant	Compliant	Compliant	Minor	3	
Graham Road	Commercial St West to Jubilee Highway West	F	0.6	Minor	Compliant	Compliant	Minor	3	
Haig Drive	Davison Dr to Davison Dr	T	1.0	Minor	Compliant	Minor	Compliant	3	
Heath Street	Acacia Street to Fartch Street	€	0.4	Minor	Compliant	Compliant	Minor	3	
Hosking Street	Newsham Ave to Lake Tce East	C	0.4	Compliant	Compliant	Minor	Minor	3	
John Watson Drive	Bay Road to Bay Road	T	2.6	Compliant	Compliant	Compliant	Minor	3	
Lake Terrace East	Bay Road to Dohle Rd	F	4.0	Minor	Compliant	Minor	Minor	3	
Lewis Avenue	Lake Tce East to End	F	0.4	Compliant	Compliant	Minor	Compliant	3	
Margaret Street	Wehl St Sth to Bay Rd	F,C	0.6	Compliant	Compliant	Compliant	Minor	3	
North Terrace	Crouch Street Nth to Livingston Street	€	0.4	Minor	Compliant	Compliant	Minor	3	
O'Halloran Terrace	Wehl Street South to Riddoch Hwy	€	0.8	Minor	Compliant	Compliant	Compliant	3	
O'Leary Road	Wireless Road West to Pinehall Avenue	F	1.2	Compliant	Compliant	Minor	Minor	3	
O'Leary Road	Jubilee Hwy West to Wireless Road West	F,C	1.1	Minor	Compliant	Compliant	Minor	3	
Pinehall Avenue (East)	near Sunnynbrae Road to Riddoch Highway	F	1.7	Compliant	Compliant	Minor	Compliant	3	
Queens Avenue	Wehl St Nth to Penola Road	€	0.6	Minor	Minor	Minor	Minor	3	
Thurston Street	Brownes Rd to Commercial St West	C	0.1	Minor	Minor	Compliant	Compliant	3	
Tollner Road	Milton Street to White Avenue	F	2.0	Minor	Compliant	Compliant	Compliant	3	
Wehl Street North	Commercial St West to Jubilee Highway West	F	0.6	Minor	Minor	Compliant	Compliant	3	
Wehl Street North	Fartch Street to Queens Avenue	F,€	0.0	Minor	Minor	Compliant	Compliant	3	
Wehl Street South	Margaret Street to Commercial Street West	F	0.5	Minor	Minor	Compliant	Minor	3	
Willow Avenue	Jubilee Hwy West to Roundabout	€	0.4	Minor	Minor	Compliant	Compliant	3	
Wilson Street	Brownes Rd to Commercial St	C	0.1	Minor	Minor	Compliant	Minor	3	
Wireless Road East	Crouch Street Nth to Attamurra Road	F	2.9	Compliant	Compliant	Compliant	Minor	3	
Wireless Road East	Penola Road to Crouch Street Nth	F,C	0.5	Compliant	Minor	Compliant	Compliant	3	
Wireless Road West	O'Leary Road to Penola Road	F,C	2.8	Compliant	Compliant		Minor	3	
Sub-Total			35.1						
Naracoorte Lucindale Council									
Arthur Street	Smith Street / Wimmera Hwy to Pinkerton Road	C,T	1.5	Compliant	Compliant	Minor	Compliant	3	
Bool Lagoon West Road	Maaupe Road to Moyhall Road	T	1.9	Compliant	Minor	Compliant	Compliant	3	
Brighton Drive	Deviation Road to Moyhall Road	F	0.6	Compliant	Minor	Minor	Minor	3	
Cadgee Road	Sandstone Avenue to Carters Road	C	5.0	Compliant	Minor	Minor	Minor	3	
Charcutt Road	Diagonal Road to Coles-Killanoola Road	F	10.4	Compliant	Minor	Minor	Minor	3	
Coles-Killanoola Road	Diagonal Road to Charcutt Road	F	7.3	Compliant	Minor	Minor	Compliant	3	
Coles-Killanoola Road	Charcutt Road to start of seal (S -37.2117°)	F	4.9	Compliant	Compliant	Minor	Compliant	3	
Diagonal Road	Callendale Road to Charcutt Road	F	6.8	Compliant	Minor	Minor	Minor	3	
Diagonal Road	Charcutt Road to Council Boundary	F	12.2	Compliant	Minor	Minor	Minor	3	
Doolans Road / Aerodrome Road	Airport Entrance to Moyhall Road	C	0.6	Compliant	Minor	Compliant	Compliant	3	
Gap Road	5km west of Frances-Bordertown Road to Cadgee Road	C	9.4	Compliant	Compliant	Minor	Compliant	3	
Gordon Street	Church Street (on McRae St) to Pethick Street	C	0.2	Compliant	Minor	Compliant	Compliant	3	
Gordon Street	Butler Terrace to Cathness Avenue	C	0.5	Minor	Compliant	Compliant	Compliant	3	

Road	Segment Description (from/to)	Regional Routes F/T/C or Combo - ( ) implies Locally Important for this category	Segment Length (nearest 0.1 km)	Speed Environment	Dimensions	Geometry	Strength / Durability	Action Plan	Cost for Action Plan 1 Only (nearest \$0.1 million)
MacDonnell Street	Stewart Terrace to Omerod Street	C	0.9	Minor	Compliant	Compliant	Compliant	3	
Moyhall Road	Deviation Road (Riddoch Highway) to Brighton Road	F,C	0.2	Minor	Minor	Compliant	Compliant	3	
Sandstone Ave	Smith Street to Playford Drive	C	0.7	Compliant	Minor	Minor	Compliant	3	
Wrattenbully Road	Riddoch Hwy to 140.872187 ° east (change of road width)	C	5.1	Compliant	Minor	Minor	Minor	3	
Sub-Total			68.2						
District Council of Robe									
Barnett Swamp Road	4km East of Baxters Hill Road to Princes Hwy	F	4.8	Compliant	Minor	Compliant	Minor	3	
Boatswain Point Road	Southern Ports Hwy to Sneath Rd	T,C	5.3	Compliant	Minor	Minor	Compliant	3	
Sub-Total			10.1						
Tatiara District Council									
Cannawigara Road	Tatiara Terrace to Ramsay Terrace	C	1.0	Compliant	Minor	Compliant	Compliant	3	
Cannawigara Road	Siding Road Monkey Bridge Road	C	2.8	Compliant	Compliant	Minor	Compliant	3	
Crocker Street	West Street to Tatiara Terrace	C	0.1	Compliant	Minor	Compliant	Compliant	3	
Eastern Service Road	Racecourse Road to Senior Road	C	0.4	Compliant	Minor	Minor	Compliant	3	
Emu Flat Road	Dukes Highway to Ngarkat Highway	F,C	34.5	Compliant	Minor	Minor	Compliant	3	
Garrard Road / Snoch Road	Railway Terrace South to grain bunker entrance	F	0.5	Compliant	Minor	Minor	Compliant	3	
Hill Avenue	Riddoch Highway to Memorial Avenue	C	0.8	Minor	Compliant	Compliant	Compliant	3	
Makin Street	Dukes Highway to Tolmer Terrace	C	0.2	Compliant	Compliant	Minor	Compliant	3	
Meatworks Road	Dukes Highway to Pigeon Flat Road (excl 2 intersections)	F	4.2	Compliant	Minor	Minor	Compliant	3	
Meatworks Road	100m south of Tatiara Meatworks Entrance to Naracoorte Road	F	1.4	Compliant	Minor	Minor	Compliant	3	
Mount Charles Road	Riddoch Highway to Cadzow Road	C	12.9	Compliant	Minor	Minor	Compliant	3	
Naracoorte Road, Keith	Tolmer Terrace to Riddoch Highway	C	1.3	Compliant	Minor	Minor	Compliant	3	
Padthaway Road	Rowney Road to Barker Road	F,C	30.6	Compliant	Minor	Minor	Minor	3	
Range Road	Riddoch Highway to Hundred Line Road	C	11.0	Compliant	Minor	Compliant	Compliant	3	
Senior Road	Eastern Service Road to CH21000	C	21.0	Compliant	Minor	Compliant	Minor	3	
Stirling Road	Riddoch Highway to Dukes Highway	F	2.2	Minor	Compliant	Compliant	Compliant	3	
Sub-Total			124.9						
Wattle Range Council									
Aberle Street	Boandik Drive to End of Road	F	0.1	Minor	Compliant	Compliant	Compliant	3	
Cameron Street	Riddoch Highway to Portland Street	T	0.1	Compliant	Minor	Compliant	Compliant	3	
Canunda Frontage Road	Poonada Road to Cannunda Causeway	T (F)	15.2	Compliant	Minor	Minor	Compliant	3	
Coles-Killanoola Road	Diagonal Road to Charcutt Road	F	refer NLC	Compliant	Minor	Minor	Compliant	3	
Coles-Killanoola Road	Charcutt Road to start of seal (S -37.2117°)	F	refer NLC	Compliant	Compliant	Minor	Compliant	3	
Diagonal Road	V&A Lane / Coles Killanoola Road to Clay Wells Road	F	4.7	Compliant	Minor	Compliant	Compliant	3	
Eliza Street	Watson Street to Eyre Street	T	1.1	Minor	Compliant	Compliant	Compliant	3	
Elizabeth Street	Riddoch Highway to Portland Street	T	0.1	Compliant	Minor	Compliant	Compliant	3	
Glens Lane	Princes Highway to KCA Gate	F	1.0	Compliant	Minor	Compliant	Compliant	3	
Gordon Street	South Terrace to Dergholm Road	F	1.6	Minor	Minor	Compliant	Compliant	3	
Logging Track	Chainage 244 to Sawmill Track	F	10.4	Compliant	Compliant	Minor	Minor	3	
Ockley Road / Border Road	Shepherds Lane to Start of seal	F	1.8	Compliant	Compliant	Minor	Compliant	3	
Ockley Road / Border Road	Start of seal to End of Seal (Old Telegraph Rd)	F	4.8	Compliant	Minor	Compliant	Compliant	3	
Ockley Road / Border Road	End of Seal (Old Telegraph Rd) to Dergholm Road	F	1.8	Compliant	Minor	Compliant	Compliant	3	
Poonada Road	Whites Road to Canunda Frontage Road	T	6.1	Compliant	Minor	Compliant	Compliant	3	
Portland Street	Elizabeth Street to John Street	T	0.3	Compliant	Minor	Compliant	Compliant	3	
Portland Street	John Street to Change of width (S -37.3730°)	T	0.1	Compliant	Minor	Compliant	Compliant	3	
Portland Street	Change of width (S -37.3730°) to Cameron Street	T	0.2	Compliant	Minor	Compliant	Compliant	3	
Portland Street	Cameron Street to Julian Street	T	0.7	Minor	Compliant	Compliant	Compliant	3	
Saleyards Road	Belt Road to McIntyre Road	F	0.3	Compliant	Minor	Minor	Compliant	3	
Seven Sisters Road	Chainage 8379 to Nangwarry Station Road / Bittners Road	F	1.7	Compliant	Minor	Minor	Minor	3	
Southend Access Road	Southern Ports Highway to Watson Street	F,C,T	4.5	Minor	Minor	Minor	Compliant	3	
Sub-Total			56.6						

TOTAL

416

Road	Segment Description (from/to)	Regional Routes F/T/C or Combo - ( ) implies Locally Important for this category	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>District Council of Grant</b>									
Nene Valley Shacks Road	Meyers Road to Fishermans Lane	C	3.7	Compliant	Compliant	Compliant	Compliant	N/A	
Piccaninnie Ponds Road	Glenelg River Road to end of road	T	3.6	Compliant	Compliant	Compliant	Compliant	N/A	
Sub-Total			7.3						
<b>Kingston District Council</b>									
Cooke Street	Agnes Street to Young Street	C	0.2	Compliant	Compliant	Compliant	Compliant	N/A	
Hanson Street	Holland Street to Marine Parade	C,T	0.2	Compliant	Compliant	Compliant	Compliant	N/A	
Holland Street	Agnes Street to Hanson Street	C,T	0.3	Compliant	Compliant	Compliant	Compliant	N/A	
Marine Parade	Hanson Street to Golflinks Road	T	3.1	Compliant	Compliant	Compliant	Compliant	N/A	
Young Street	Cooke Street to Southern Port Highway	C	0.8	Compliant	Compliant	Compliant	Compliant	N/A	
Sub-Total			4.6						
<b>Mount Gambier City Council</b>									
Crouch Street South	Gwendoline St to Commercial Street East	C	0.6	Compliant	Compliant	Compliant	Compliant	N/A	
Davison Drive	Bay Road to Haig Drive	T	1.2	Compliant	Compliant	Compliant	Compliant	N/A	
Fartch Street	Wehl St Nth to Heath Street	E	0.2	Compliant	Compliant	Compliant	Compliant	N/A	
Jane Street	Wehl St Nth to Elizabeth St	C	0.2	Compliant	Compliant	Compliant	Compliant	N/A	
Newsham Street	Pick Ave to Hosking Ave	C	0.1	Compliant	Compliant	Compliant	Compliant	N/A	
St Martins Drive	Crouch Street Nth to School Entry	C	0.7	Compliant	Compliant	Compliant	Compliant	N/A	
Sub-Total			2.8						
<b>Naracoorte Lucindale Council</b>									
Bool Lagoon Road	Riddoch Highway to 10km west	T	10.0	Compliant	Compliant	Compliant	Compliant	N/A	
Butler Terrace	Smith Street (Wimmera Hwy) to McCoy Street	F	0.6	Compliant	Compliant	Compliant	Compliant	N/A	
Church Street	McCrae Street to Gordon Street	C	0.0	Compliant	Compliant	Compliant	Compliant	N/A	
Gum Avenue	Musgrave Avenue to Country Club Road	C	0.1	Compliant	Compliant	Compliant	Compliant	N/A	
McCrae Street	Smith Street to Church Street	C	0.3	Compliant	Compliant	Compliant	Compliant	N/A	
McCrae Street	Ormerod Street to Smith Street	C	0.1	Compliant	Compliant	Compliant	Compliant	N/A	
Moyhall Road (near Bool Lagoon)	Limberts Road to Bool Lagoon West	T	6.8	Compliant	Compliant	Compliant	Compliant	N/A	
Old Caves Road	700m south-east of Arthur Street to 5km North of Caves Road	T	3.4	Compliant	Compliant	Compliant	Compliant	N/A	
Ormerod Street	Sandstone Avenue to MacDonnell Street	C	0.6	Compliant	Compliant	Compliant	Compliant	N/A	
Sub-Total			21.9						
<b>District Council of Robe</b>									
N/A									
Sub-Total			0.0						
<b>Tatiara District Council</b>									
Crocker Street	Woolshed Street to West Street	C	0.3	Compliant	Compliant	Compliant	Compliant	N/A	
DeCoursey Street	Woolshed Street to East Terrace	C	0.2	Compliant	Compliant	Compliant	Compliant	N/A	
Don Hunts Road	Sidling to CH 3400	F	2.6	Compliant	Compliant	Compliant	Major	N/A	
East Terrace	DeCoursey Street to Benjamin Street	C	0.1	Compliant	Compliant	Compliant	Compliant	N/A	
Meatworks Road	Pigeon Flat Road to 100m south of Tatiara Meatworks Rd entrance	F	0.9	Compliant	Compliant	Compliant	Compliant	N/A	
Possum Park Drive	Benjamin Street to Victoria Parade	C	0.4	Compliant	Compliant	Compliant	Compliant	N/A	
Racecourse Road	Dukes Highway to Eastern Service Road	C	0.0	Compliant	Compliant	Compliant	Compliant	N/A	
Railway Terrace N, Wolseley	West Terrace to Ridgway	F,C	0.9	Compliant	Compliant	Compliant	Minor	N/A	
Ridgway Road	Railway Terrace South to Railway Terrace North	F	0.1	Compliant	Compliant	Compliant	Compliant	N/A	
Victoria Parade	Naracoorte Road to Marston Terrace	C	0.9	Compliant	Compliant	Compliant	Compliant	N/A	
Vogelsang Road	Barker Road to Summers Road	F,C	0.3	Compliant	Compliant	Compliant	Compliant	N/A	
Western Service Road	Dukes Highway to Dukes Highway (north western end)	F	0.7	Compliant	Compliant	Compliant	Minor	N/A	
Woolshed Street	North Terrace to South Terrace	C	0.5	Compliant	Compliant	Compliant	Compliant	N/A	
Sub-Total			7.9						
<b>Wattle Range Council</b>									
Aberle Street	Unsealed Access to Belt Rd to Boandik Drive	F	0.3	Compliant	Compliant	Compliant	Compliant	N/A	
Agricultural Bureau Drive	Mount Burr Road to Princes Highway (South)	F	11.4	Compliant	Compliant	Compliant	Compliant	N/A	
Belt Road	Adelaide Road to Sutherland Rd	F	0.5	Compliant	Compliant	Compliant	Compliant	N/A	
Canunda Causeway	Chainage 4650 to Chainage 5900 (end of road - former landfill gate))	T	1.3	Compliant	Compliant	Compliant	Compliant	N/A	
Manga Road	Atlantic Heath Road to Clay Wells Road	F	6.5	Compliant	Compliant	Compliant	Compliant	N/A	
POW Lane	Riddoch Highway to Armstrong Swamp Road	F	8.0	Compliant	Compliant	Compliant	Compliant	N/A	
Sub-Total			28.0						

TOTAL

73

## **Appendix B**

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Summary of Submissions



Funding application summaries  
(with notes from R+WA Mtg  
on 3 Apr 17)  
JCO

## Local Government Transport Advisory Panel

### FUNDING APPLICATION SPECIAL LOCAL ROADS PROGRAM 2017-18

(Please complete this form using the GUIDELINES available at  
[www.lga.sa.gov.au/goto/lgtap](http://www.lga.sa.gov.au/goto/lgtap))

#### 1. PROJECT SUMMARY (please complete all details in this box)

Regional LGA or MLGG	Limestone Coast Local Government Association
Council	District Council of Grant
Contact Name	Adrian Schutz
Contact Email	Adrian.schutz@dcgrant.sa.gov.au
Road Name	Mingbool Road
Timeframe (Continuing Project or New Project)	This project has not received SLRP funding previously.

	2017-18 Application	Project Total (3-year Project)
Estimated Cost (\$)	\$400,000	\$1.2m
Length of Road (Km)	2kms	5.8kms
% Gap Closed (Refer to Section 3 of Guidelines)	100	100
Amount Sought (\$)	\$200,000	\$600,000
Council Contribution (\$)	\$200,000	\$600,000



## 2(a). BRIEF DESCRIPTION OF WORKS TO BE UNDERTAKEN

Mingbool Road extends from the turn off at the Riddoch Highway, north of Mount Gambier, to the Victorian border. The road sits within the 'Green Triangle Region', the area in South West Victoria and South East of South Australia.

The road is classified freight.

The project will be undertaken in 3 stages:

Stage 1 – Commencement of Worrolong Road to Peeweena Road Junction – 2km

Stage 2 - Peeweena Road Junction to Kennedy Ave – 2.2km

Stage 3 - Kennedy Avenue to Attamurra Road – 1.6km

~~This application is for Stage 1.~~

Mingbool Road is a heavy vehicle by-pass and provides access for commodity freight to the A1 Princes Highway into Victoria for the horticulture, agriculture, dairy and forestry industries residing north of the City of Mount Gambier (See Appendix 3).

Mingbool Road is a main access road for the Warrnambool Cheese and Butter Factory of which 75% of their product from their Mil-lal site is freighted to the Riddoch Highway via Mingbool Road (See Attached Email). Commodities such as potatoes and milk, produced east of the Riddoch Highway are freighted via Mingbool Road and the Riddoch Highway to Adelaide or via Mingbool Road and on to Victorian processing facilities. Mingbool Road is a heavy vehicle by pass for stock transport from the Mount Gambier saleyards to various locations north of the City of Mount Gambier.

Mingbool Road also forms part of a bus and commuter access route for the Mil-Lal school and surrounding communities.

All roads are currently sealed through to the Victorian border, however the road is not fit for purpose as it is too narrow and requires widening. The road also causes discomfort and is unsafe for users particularly in wet weather conditions (See Attached Safety Audit).

## 2(b). PROJECT SUITABILITY CHECKLIST FOR LGTAP CONSIDERATION

1. **If not covered in section 2(a) on the previous page, please outline justification and objectives of the project, including a description of the functions of the road and any existing problems.**  
Addressed in Section 2(a)

2. **A map showing the location of the project has been included.**  
Yes, attached as appendix 3 – Funding application section, in yellow

3. **If not considered in section 2(a) on the previous page, please describe the nature and extent of the project, highlighting the principal aspects and ensure that the application is submitted under one of the 'fit for purpose' categories of freight, tourism or community access.**

### **Primary – Freight**

Mingbool Road is a Heavy Vehicle By-Pass and B-Double Access route providing access for vehicles to Victoria for the horticulture, agriculture, dairy and forestry industries residing north of the City of Mount Gambier. Mingbool Road also provides access to the Riddoch





## Local Government Transport Advisory Panel

### FUNDING APPLICATION SPECIAL LOCAL ROADS PROGRAM 2017-18

(Please complete this form using the GUIDELINES available at  
[www.lga.sa.gov.au/goto/lgtap](http://www.lga.sa.gov.au/goto/lgtap))

#### 1. PROJECT SUMMARY (please complete all details in this box)

Regional LGA or MLGG	Limestone Coast Local Government Association
Council	District Council of Grant
Contact Name	Adrian Schutz
Contact Email	adrian.schutz@dcgrant.sa.gov.au
Road Name	Post Office Road
Timeframe (Continuing Project or New Project)	This project has not received SLRP funding previously

	2017-18 Application	Project Total
Estimated Cost (\$)	450,000	450,000
Length of Road (Km)	2.2	2.2
% Gap Closed (Refer to Section 3 of Guidelines)	100	N/A
Amount Sought (\$)	225,000	225,000
Council Contribution (\$)	225,000	225,000

## 2(a). BRIEF DESCRIPTION OF WORKS TO BE UNDERTAKEN

Post Office Road extends from the turn off at the Riddoch Highway, south of Mount Gambier and becomes Laslett Road ~~connecting~~ <sup>at Trevor Clarke Drive,</sup> to the Glenelg River Road which continues on to the Victorian Border and to Portland.

Laslett Road has been upgraded, however Post Office Road remains incomplete.

The road sits within the 'Green Triangle Region', the area in South West Victoria and South East of South Australia.

<sup>as Regionally Significant for</sup>  
The road is classified freight and is a designated Heavy Vehicle By-Pass Road.

Post Office Road provides freight transport for enterprises to the west and south of the City of Mount Gambier. Commodities are freighted via Post Office Road onto the Glenelg River Road (which becomes the Portland-Nelson Road) to the Port of Portland for export or onto other Victoria processing facilities. This includes but is not limited to bulk tanker transport for milk and harvested timber on B-Double trucks.

Post Office Road provides access for live cattle transport to the Mount Gambier Saleyards.

Post Office Road also forms part of a tourism access route to the Mount Shank State Heritage Area. Access to Mount Shank is via Post Office Road which connects to Mountain Path Road.

All roads are currently sealed through to the Victorian border, however the road is not fit for purpose as it is too narrow and requires widening. Tree removal and side road hazard removal will occur with the widening of the road.

The pavement is also failing and has roughness thus the road also causes discomfort and is unsafe for users particularly in wet weather conditions.

## 2(b). PROJECT SUITABILITY CHECKLIST FOR LGTAP CONSIDERATION

- |    |   |
|----|---|
| 1. | <b>If not covered in section 2(a) on the previous page, please outline justification and objectives of the project, including a description of the functions of the road and any existing problems.</b><br>Addressed in Section 2(a)  |
| 2. | <b>A map showing the location of the project has been included.</b><br><br>Yes / No   |
| 3. | <b>If not considered in section 2(a) on the previous page, please describe the nature and extent of the project, highlighting the principal aspects and ensure that the application is submitted under one of the 'fit for purpose' categories of freight, tourism or community access.</b> |



## Local Government Transport Advisory Panel

### FUNDING APPLICATION SPECIAL LOCAL ROADS PROGRAM 2017-18

(Please complete this form using the GUIDELINES available at  
[www.lga.sa.gov.au/goto/lgtap](http://www.lga.sa.gov.au/goto/lgtap))

#### 1. PROJECT SUMMARY:

<b>Regional LGA or MLGG</b>	Limestone Coast LGA
<b>Council</b>	City of Mount Gambier
<b>Contact Name</b>	Daryl Morgan
<b>Contact Email</b>	<a href="mailto:dmorgan@mountgambier.sa.gov.au">dmorgan@mountgambier.sa.gov.au</a>
<b>Road Name</b>	Caldwell Street (Elizabeth St to Gray St)
<b>Timeframe (Continuing Project or New Project)</b>	New Project – 2017-2018 FY

	<b>2017-18 Application</b>	<b>Project Total</b>
<b>Estimated Cost (\$)</b>	\$140,000	\$140,000
<b>Length of Road (Km)</b>	0.2	0.2
<b>% Gap Closed</b> (Refer to <b>Section 3</b> of Guidelines)	100	N/A
<b>Amount Sought (\$)</b>	\$70,000	\$70,000
<b>Council Contribution (\$)</b>	\$70,000	\$70,000



## 2(a). BRIEF DESCRIPTION OF WORKS TO BE UNDERTAKEN

Reconstruction of road pavement to full depth and replacement of water table and kerb where required.

Pavement has reached the end of its life and requires replacement in order to maintain service levels

## 2(b). PROJECT SUITABILITY CHECKLIST FOR LGTAP CONSIDERATION

1. **If not covered in section 2(a) on the previous page, please outline justification and objectives of the project, including a description of the functions of the road and any existing problems.**

Caldwell Street provides direct access to a number of key community facilities such as a shopping precinct, aged care facility and Families SA regional office

2. **A map showing the location of the project has been included.**

Yes / ~~No~~ refer to attached

3. **If not considered in section 2(a) on the previous page, please describe the nature and extent of the project, highlighting the principal aspects and ensure that the application is submitted under one of the 'fit for purpose' categories of freight, tourism or community access.**

4. **Points at which the proposal interlinks with other regional, State or Federal plans or policies.**

Identified as a regionally significant community access route that provides direct access to a number of key community facilities.



## Local Government Transport Advisory Panel

# FUNDING APPLICATION SPECIAL LOCAL ROADS PROGRAM 2017-18

(Please complete this form using the GUIDELINES available at  
[www.lga.sa.gov.au/goto/lgtap](http://www.lga.sa.gov.au/goto/lgtap))

### 1. PROJECT SUMMARY:

<b>Regional LGA or MLGG</b>	Limestone Coast LGA
<b>Council</b>	City of Mount Gambier
<b>Contact Name</b>	Daryl Morgan
<b>Contact Email</b>	<a href="mailto:dmorgan@mountgambier.sa.gov.au">dmorgan@mountgambier.sa.gov.au</a>
<b>Road Name</b>	ELIZABETH ST (Commercial St to Jane St)
<b>Timeframe (Continuing Project or New Project)</b>	New Project – 2018-2019 FY

	<b>2017-18 Application</b>	<b>Project Total</b>
<b>Estimated Cost (\$)</b>	\$140,000	\$140,000
<b>Length of Road (Km)</b>	0.2	0.2
<b>% Gap Closed</b> (Refer to <b>Section 3</b> of Guidelines)	100	N/A
<b>Amount Sought (\$)</b>	\$70,000	\$70,000
<b>Council Contribution (\$)</b>	\$70,000	\$70,000

## 2(a). BRIEF DESCRIPTION OF WORKS TO BE UNDERTAKEN

Reconstruction of road pavement to full depth and replacement of water table and kerb where required.

Pavement has reached the end of its life and requires replacement to improve the serviceability of the road

## 2(b). PROJECT SUITABILITY CHECKLIST FOR LGTAP CONSIDERATION

1. **If not covered in section 2(a) on the previous page, please outline justification and objectives of the project, including a description of the functions of the road and any existing problems.**

Elizabeth Street provides direct access to a number of key community facilities such as a shopping precincts, business district and health facilities

2. **A map showing the location of the project has been included.**

Yes /No- refer to attached

3. **If not considered in section 2(a) on the previous page, please describe the nature and extent of the project, highlighting the principal aspects and ensure that the application is submitted under one of the 'fit for purpose' categories of freight, tourism or community access.**

4. **Points at which the proposal interlinks with other regional, State or Federal plans or policies.**

Identified as a regionally significant community access route that provides direct access to a number of key community facilities.



## Local Government Transport Advisory Panel

### FUNDING APPLICATION SPECIAL LOCAL ROADS PROGRAM 2017-18

(Please complete this form using the GUIDELINES available at  
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#### 1. PROJECT SUMMARY (please complete all details in this box)

Regional LGA or MLGG	
Council	Naracoorte Lucindale Council
Contact Name	Steve Bourne
Contact Email	steve.bourne@nlc.sa.gov.au
Road Name	Kingston Avenue / Donald Street
Timeframe (Continuing Project or New Project)	One year 2017/18

	2017-18 Application	Project Total
Estimated Cost (\$)	\$ 750,000	\$ 750,000
Length of Road (Km)	1060 -m	
% Gap Closed (Refer to Section 3 of Guidelines)		N/A
Amount Sought (\$)	\$ 375,000	<del>\$ 750,000</del> \$375,000
Council Contribution (\$)	\$ 375,000	<del>\$ 750,000</del> \$375,000

for



## 2(a). BRIEF DESCRIPTION OF WORKS TO BE UNDERTAKEN

Works will involve the reconstruction of Kingston Avenue West from the roundabout constructed 2017 on Konetta Road to Treatment Works Road. Works will include the construction of Kingston Avenue to 10 m width to accommodate heavy vehicles, the intersection to the as yet unmade Donald Street (to be constructed concurrently with this project) including kerb and watertable on the northern side, and construction of a swale drain on the southern side of the road. This edge will remain unkerbed with a 1m sealed shoulder. The pavement will be constructed from 175 mm of PM2 material for the sub-base and 175 mm of PM1 material for the base course. *(type of seal is still being determined)* Stormwater drainage will be included in construction works to manage water captured on adjacent property and the road itself.

## 2(b). PROJECT SUITABILITY CHECKLIST FOR LGTAP CONSIDERATION

- |    |  |
|----|--|
| 1. | If not covered in section 2(a) on the previous page, please outline justification and objectives of the project, including a description of the functions of the road and any existing problems.   |
| 2. | A map showing the location of the project has been included.<br><br><input checked="" type="radio"/> Yes <input type="radio"/> No  |
| 3. | If not considered in section 2(a) on the previous page, please describe the nature and extent of the project, highlighting the principal aspects and ensure that the application is submitted under one of the 'fit for purpose' categories of freight, tourism or community access. |
| 4. | Points at which the proposal interlinks with other regional, State or Federal plans or policies.   |





## Local Government Transport Advisory Panel

### FUNDING APPLICATION SPECIAL LOCAL ROADS PROGRAM 2017-18

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#### 1. PROJECT SUMMARY (please complete all details in this box)

Regional LGA or MLGG	
Council	Naracoorte Lucindale Council
Contact Name	Steve Bourne
Contact Email	steve.bourne@nlc.sa.gov.au
Road Name	Old Caves Road
Timeframe (Continuing Project or New Project)	Has this project received SLRP funding previously? If so, indicate the financial year it commenced and what year this is i.e. 2 of 3 or 1 of 1

	2018-19	2019-20	2020-21	Total project
Estimated Cost (\$)	\$800,000	\$800,000	\$980,000	\$2,780,000
Length of Road (Km)	2.5km	2.5km	700m	5.7km
% Gap Closed (Refer to Section 3 of Guidelines)	100%	100%	100%	
Amount Sought (\$)	\$400,000	\$400,000	\$200,000 (of roadworks)	\$1,000,000
Council Contribution (\$)	\$400,000	\$400,000	\$780,000	\$1,780,000

## 2(a). BRIEF DESCRIPTION OF WORKS TO BE UNDERTAKEN

Naracoorte Lucindale Council is seeking to establish the Old Caves Road as the primary link between Naracoorte township and Naracoorte Caves, South Australia's only World Heritage Site and a major regional visitor attraction. This link will be complemented with walking and bike trails, as well as an interpretative trail. The need for this was identified by Council and the community and supported through a project called "Caves Connections", coordinated by Council consisting of community and business members.

Works will involve the reconstruction of Old Caves Road to a suitable standard for tourism traffic. This includes the re-construction of a 700m section from Arthur Street to Pinkerton Road (urban section), and 5km of road extending north from the Caves Road (rural section). The balance of the road is fit for purpose.

### Rural Section

Works include the realignment to meet standards for a 100km/r road and full reconstruction of 5km of road. The road will have 6.2m seal with a 2 m shoulder with a 1m seal. It will be constructed with a 150mm sub base and 150 mm base of 70mm minus rubble. The road will be sealed with a 100mm crumbed rubber to match existing surface of previously constructed road.

### Urban section

Works will include the realignment and reconstruction of the existing 5.8m wide sealed pavement to a 10m pavement with an AC10 asphalt seal. The pavement will be constructed from 300mm of 70mm minus crushed rubble and include kerb and watertable and the replacement of the stormwater drainage infrastructure. There will be significant drainage works required for the construction of this section of road. There is provision for a shared path to be included in the construction from Arthur Street to The Sunrise Christian School that will link the school to the CBD footpath network and provision for bike lanes.

Final costings for this project will not be completed until April 2018 to get a more accurate budget figure.

## 2(b). PROJECT SUITABILITY CHECKLIST FOR LGTAP CONSIDERATION

1. **If not covered in section 2(a) on the previous page, please outline justification and objectives of the project, including a description of the functions of the road and any existing problems.**

The current pavement is failing with large areas of longitudinal cracking, pavement deformity and potholing. This section of road has issues with water laying on the sides of roadway during rain events as there is no drainage or kerbing. The seal is narrow and becoming unsatisfactory for tourist and community traffic.



## Local Government Transport Advisory Panel

### FUNDING APPLICATION SPECIAL LOCAL ROADS PROGRAM 2017-18

(Please complete this form using the GUIDELINES available at  
[www.lga.sa.gov.au/goto/lgtap](http://www.lga.sa.gov.au/goto/lgtap))

#### 1. PROJECT SUMMARY (please complete all details in this box)

Regional LGA or MLGG	Limestone Coast LGA
Council	District Council of Robe
Contact Name	Trevor Hondow
Contact Email	works@robe.sa.gov.au
Road Name	Bagdad Road/Dairy Range Road <i>Barnett Swamp Road</i>
Timeframe (Continuing Project or New Project)	New project 2017-2018

	2017-18 Application	Project Total
Estimated Cost (\$)	\$491,000	\$752,000
Length of Road (Km)	10.2 kms	14.7 kms
% Gap Closed (Refer to Section 3 of Guidelines)	50 %	N/A
Amount Sought (\$)	\$245,000	\$375,000
Council Contribution (\$)	\$245,000	\$376,000

*Barnett Swamp Road*



## 2(a). BRIEF DESCRIPTION OF WORKS TO BE UNDERTAKEN

Dairy Range Road has a section of corners and hills and Council will be undertaking obtaining road design and a process of road opening and closing in accordance with that design in 2018-2019. The section of road to be completed in 2017-2018 is an open surface road with a variable road width. It is intended to re-sheet the road and establish a road width through out of 7.1 metres width a road shoulder of 1.00 metre on each side.

Road intersections will be constructed in accordance with Australian Road Design standards.

The road will be constructed with side drain and a significant camber to enable water to be drained from the road surface. Currently the flatness of the road does not allow water to drain which reduces the life of the road surface and causes an annual maintenance cost for council.

## 2(b). PROJECT SUITABILITY CHECKLIST FOR LGTAP CONSIDERATION

**1. If not covered in section 2(a) on the previous page, please outline justification and objectives of the project, including a description of the functions of the road and any existing problems.**

- Dairy Range Road/Bagdad Road are used for freight from the surrounding primary production properties and a school bus route for the Kingston Area School. The primary production which travels this road is mainly pine logs, potatoes, stock and grain.
- Sections of the road have not been re sheeted in the past 20 years and are substandard for the volume of traffic the road carries.
- The objective of the road is to ensure that the road is brought up to standard for commercial freight and passenger transport.

**2. A map showing the location of the project has been included.**

Yes / No

**3. If not considered in section 2(a) on the previous page, please describe the nature and extent of the project, highlighting the principal aspects and ensure that the application is submitted under one of the 'fit for purpose' categories of freight, tourism or community access.**

The road requires a full reconstruction to bring it to a level whereby it is fit for purpose.

**4. Points at which the proposal interlinks with other regional, State or Federal plans or policies.**



Dairy Range Road/Bagdad Road - Asset Renewal

Section of road which requires road design and realignment which will be undertaken in 2017-2018 to enable funding to be applied for

Section of road for which funding is applied for in 2017-2018

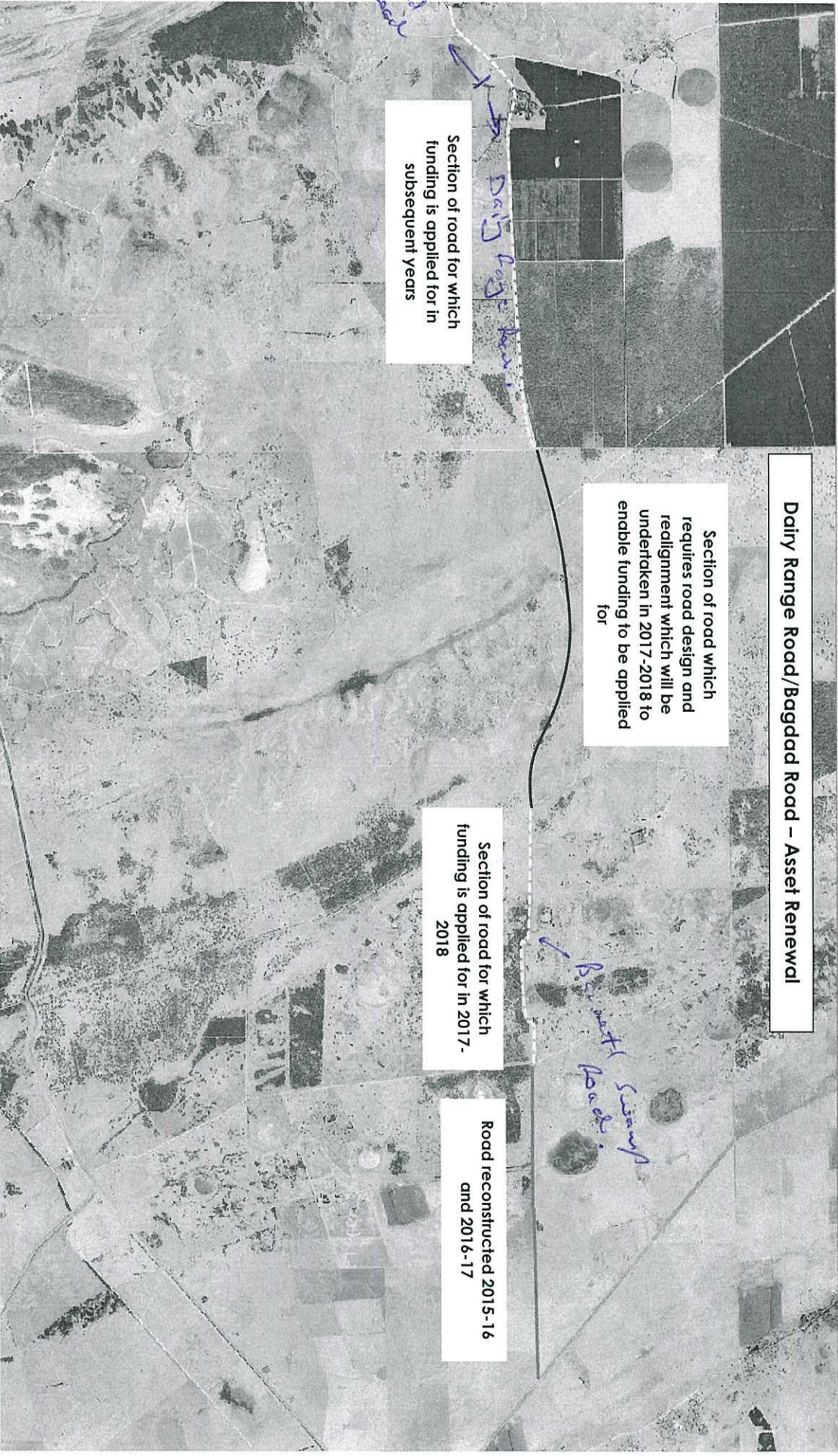
Road reconstructed 2015-16 and 2016-17

Section of road for which funding is applied for in subsequent years

Bagdad Road

Dairy Range Road

Bagdad Road





## Local Government Transport Advisory Panel

### FUNDING APPLICATION SPECIAL LOCAL ROADS PROGRAM 2017-18

(Please complete this form using the GUIDELINES available at  
[www.lga.sa.gov.au/goto/lgtap](http://www.lga.sa.gov.au/goto/lgtap))

#### 1. PROJECT SUMMARY (please complete all details in this box)

Regional LGA or MLGG	LIMESTONE COAST LOCAL GOVERNMENT ASSOCIATION
Council	Tatiara District Council
Contact Name	Surya Prakash
Contact Email	suryaprakash@tatiara.sa.gov.au
Road Name	Meatworks Rd
Timeframe (Continuing Project or New Project)	Yes – 2 year project commenced in 16/17 and will be completed in 17/18

	2017-18 Application	Project Total
Estimated Cost (\$)	\$550,000	\$917,000
Length of Road (Km)	600	\$917,000
% Gap Closed (Refer to Section 3 of Guidelines)	100	N/A
Amount Sought (\$)	\$275,000	\$458,500
Council Contribution (\$)	\$275,000	\$458,500



## **2(a). BRIEF DESCRIPTION OF WORKS TO BE UNDERTAKEN**

The proposed project involves upgrading two major intersections located along Meatworks Rd. The two intersections are Pigeon Flat Rd and Cannawigara Rd. The works at each intersection include the following:

Pigeon Flat Rd – widen turning lanes and add BAL treatments, finish with an asphalt overlay over the entire intersection

Cannawigara Rd – reconstruct low lying areas (where water pools) to improve the drainage, widen the turning lanes and add BAL treatments and finish with an asphalt overlay over the entire intersection.

## **2(b). PROJECT SUITABILITY CHECKLIST FOR LGTAP CONSIDERATION**

- 1. If not covered in section 2(a) on the previous page, please outline justification and objectives of the project, including a description of the functions of the road and any existing problems.**

Meatworks Road is a major transport route servicing the Bordertown Industrial Estate Precinct, Blue Lake Milling and JBS meat processing plant. It also provides a transport link from Dukes Highway to the Riddoch Highway on route to Naracoorte, Mount Gambier and Lower Southeast region.

The road is classified as a freight route of regional significance as indicated on the South East Transport 2030 Strategy map produced by HDS Australia (see 2030 Strategy map in Appendix). The road is a gazetted 26 m B-double route and HML (see RAVNET Gazetted Routes map)

The two intersections, Pigeon Flat Rd and Cannawigara Rd are both classified as freight routes receiving high amounts of heavy vehicle turning movements. The current alignment of the intersection requires turning B-doubles to cross the white line into oncoming traffic posing a safety risk. In addition there are no turning lanes or BAL treatments to accommodate vehicles turning off Meatworks Road onto either Pigeon Flat Rd or Cannawigara Rd. This is a major safety concern as regularly motorists have to remain stationary in the traffic lane while waiting for oncoming traffic, resulting in a high risk of rear end collision or road run off from vehicles travelling along Meatworks Rd.

- 2. A map showing the location of the project has been included.**



## Local Government Transport Advisory Panel

### FUNDING APPLICATION SPECIAL LOCAL ROADS PROGRAM 2017-18

(Please complete this form using the GUIDELINES available at  
[www.lga.sa.gov.au/goto/lgtap](http://www.lga.sa.gov.au/goto/lgtap))

#### 1. PROJECT SUMMARY (please complete all details in this box)

Regional LGA or MLGG	LIMESTONE COAST LOCAL GOVERNMENT ASSOCIATION
Council	Tatiara District Council
Contact Name	Surya Prakash
Contact Email	suryaprakash@tatiara.sa.gov.au
Road Name	Pigeon Flat Road
Timeframe (Continuing Project or New Project)	New Project to be completed over 2 stages Stage 1 – 2019-20 Stage 2 – 2020-21 <i>) quite different projects. (need to split)</i>

	2019-20 Application	Project Total
Estimated Cost (\$)	\$450,000	\$850,000
Length of Road (Km)	4.3km	7.8km
% Gap Closed (Refer to Section 3 of Guidelines)	90%	90%
Amount Sought (\$)	\$225,000	\$425,000
Council Contribution (\$)	\$225,000	\$425,000



## 2(a). BRIEF DESCRIPTION OF WORKS TO BE UNDERTAKEN

The proposal is to reconstruct and upgrade Pigeon Flat Road over two stages as detailed below:

Stage 1, 2019-20, 4.3km section of Pigeon Flat Rd from Cup a Cup Rd to Rowney Rd. Reconstruct and widen the shoulders and seal width to meet fit for purpose standards and accommodate cycle lanes on either side of the road.

Stage 2, 2020-21, 1.7km section of Pigeon Flat Road from Ramsay Tce to just west of Meatworks Rd. Reconstruct, and strengthen the pavement and finish with a two coat spray seal surface.

## 2(b). PROJECT SUITABILITY CHECKLIST FOR LGTAP CONSIDERATION

- 1. If not covered in section 2(a) on the previous page, please outline justification and objectives of the project, including a description of the functions of the road and any existing problems.**

Pigeon Flat Road traverses between the townships of Bordertown and Mundulla. The objective of this two stage project is to upgrade the road to fit for purpose standards, accommodate cyclists with bicycle lanes along the length and repair a rough and failing section.

The first stage, a 4.3km section from Cup a Cup Rd to Rowney Rd is classified as a Community access route of regional significance as indicated on the South East Transport 2030 Strategy map produced by HDS Australia (see 2030 Strategy map in Appendix). The road is a gazetted 26 m B-double commodity route (see RAVNET Gazetted Routes map).

The current width has been identified as a major deficiency for a community access route of regional significance. The road is also used significantly by cyclists travelling between the two townships. Council has committed to providing a safe cycling environment for this road and has already constructed 1.5m cycle lanes on both sides of the road for the first 3.4km from Bordertown to Cup a Cup Rd. Cyclists will be accommodated by sealing the entire shoulder width of the section

Stage 2 includes the reconstruction of a 1.7km section that is failing due to a lack of pavement strength. This segment of road is classified as a freight route of regional significance as indicated on the South East Transport 2030 Strategy map produced by HDS Australia (see 2030 Strategy map in Appendix). The road is a gazetted 26 m B-double route and HML route. (see RAVNET Gazetted Routes map).

A major deficiency has been identified with the strength and durability of the pavement as a



## Local Government Transport Advisory Panel

### FUNDING APPLICATION SPECIAL LOCAL ROADS PROGRAM 2017-18

(Please complete this form using the GUIDELINES available at  
[www.lga.sa.gov.au/goto/lgtap](http://www.lga.sa.gov.au/goto/lgtap))

#### 1. PROJECT SUMMARY (please complete all details in this box)

Regional LGA or MLGG	LIMESTONE COAST LOCAL GOVERNMENT ASSOCIATION
Council	Tatiara District Council
Contact Name	Surya Prakash
Contact Email	suryaprakash@tatiara.sa.gov.au
Road Name	Railway Terrace South, Wolseley
Timeframe (Continuing Project or New Project)	New Project

	2018-19 Application	Project Total
Estimated Cost (\$)	\$250000	
Length of Road (Km)	0.5	
% Gap Closed (Refer to Section 3 of Guidelines)	100%	
Amount Sought (\$)	\$125000	
Council Contribution (\$)	\$125000	

## 2(a). BRIEF DESCRIPTION OF WORKS TO BE UNDERTAKEN

The proposal is to upgrade/reconstruct Railway Terrace South to meet fit for purpose standards. The works involve ripping, reconstructing and adding additional material and widening the pavement and seal width to cater for heavy vehicle traffic.

## 2(b). PROJECT SUITABILITY CHECKLIST FOR LGTAP CONSIDERATION

- 1. If not covered in section 2(a) on the previous page, please outline justification and objectives of the project, including a description of the functions of the road and any existing problems.**

Railway Terrace South is classified as a freight route of regional significance as indicated on the South East Transport 2030 Strategy map produced by HDS Australia (see 2030 Strategy map in Appendix). The road is a gazetted 26 m B-double route and HML (see RAVNET Gazetted Routes map)

The road services access to the Viterra grain site located at Wolseley for all trucks from a southerly direction. It also facilitates access between the Viterra grain bunkers located at the eastern end and the silos and railway loading facility located midway along the road length.

The current width of the road seal of 6.4m is below fit for purpose standards for the high amounts of heavy vehicles utilising the road and the road is showing signs of significant pavement failure. The reconstruction will include stabilisation of the very reactive subgrade to increase the pavement strength and widening the seal and shoulders to meet fit for purpose standards.

- 2. A map showing the location of the project has been included.**

Yes / No

- 3. If not considered in section 2(a) on the previous page, please describe the nature and extent of the project, highlighting the principal aspects and ensure that the application is submitted under one of the 'fit for purpose' categories of freight, tourism or community access.**





## Local Government Transport Advisory Panel

### FUNDING APPLICATION SPECIAL LOCAL ROADS PROGRAM 2017-18

(Please complete this form using the GUIDELINES available at  
[www.lga.sa.gov.au/goto/lgtap](http://www.lga.sa.gov.au/goto/lgtap))

#### 1. PROJECT SUMMARY (please complete all details in this box)

Regional LGA or MLGG	LIMESTONE COAST LOCAL GOVERNMENT ASSOCIATION
Council	Tatiara District Council
Contact Name	Surya Prakash
Contact Email	suryaprakash@tatiara.sa.gov.au
Road Name	Ramsay Terrace
Timeframe (Continuing Project or New Project)	New Project to be completed over 3 stages Stage 1 – 2017-18 Stage 2 – 2018-19 Stage 3 – 2019-20

	2017-18 Application	Project Total
Estimated Cost (\$)	150,000	\$70000
Length of Road (Km)	0.15km	1.6km
% Gap Closed (Refer to Section 3 of Guidelines)	90%	90%
Amount Sought (\$)	\$75,000	\$350,000
Council Contribution (\$)	\$75,000	\$350,000

## 2(a). BRIEF DESCRIPTION OF WORKS TO BE UNDERTAKEN

The proposal is to reconstruct and upgrade Ramsay Tce from the Dukes Highway through to Pigeon Flat Rd over three stage as detailed below:

Stage 1, 2017-18, 150m section of Ramsay Tce from Dukes Highway to Weir Drive. Reconstruct, widen, strengthen the pavement and finish with an asphalt surface.

Stage 2, 2019-20, 650m section of Ramsay Tce from Cannawigara Rd to Pigeon Flat Rd. Reconstruct, widen, strengthen the pavement and finish with a two coat spray seal surface.

Stage 2, 2018-19, 650m section of Ramsay Tce from Weir Drive to Cannawigara Rd, 150m section. Reconstruct, widen, strengthen the pavement and finish with and two coat spray seal surface.

## 2(b). PROJECT SUITABILITY CHECKLIST FOR LGTAP CONSIDERATION

- 1. If not covered in section 2(a) on the previous page, please outline justification and objectives of the project, including a description of the functions of the road and any existing problems.**

Ramsay Terrace is classified as a freight route of regional significance as indicated on the South East Transport 2030 Strategy map produced by HDS Australia (see 2030 Strategy map in Appendix). The road is a gazetted 26 m B-double route and HML (see RAVNET Gazetted Routes map).

The road services two major businesses, Blue Milling Company and Qube Logistic Transport Depot. It also services access to the Bordertown Industrial Estate precinct and is used by heavy vehicles to bypass the centre of Bordertown. The current width is classified as a major deficiency for the classification of road and is also displaying defects such a rutting indicating pavement failure.

The road runs along the outer boundary of Bordertown in a built up residential area resulting in a high number of commuter and local traffic.

Stage 1 involves upgrading the first 150m segment from the Dukes Highway to the Weir Drive. Qube Logistics operates a transport depot adjacent to Ramsay Terrace just off of the Dukes Highway. The Dukes Highway is a National Highway that traverses between Adelaide and Melbourne and is the reason for the location of Qube's transport depot there. Qube Logistics are currently operating PBS Level 2B vehicles from their Bordertown depot and to ensure the continued use of this configuration, DPTI requires the road to be upgraded to fit for purpose standards for this configuration.

The upgrade includes asphaltting this section of road due to the high number of heavy vehicle turning movements in and out of the transport depot, impacting on the condition of the road surface. Asphaltting the road will reduce the maintenance effort, increase the



## Local Government Transport Advisory Panel

### FUNDING APPLICATION SPECIAL LOCAL ROADS PROGRAM 2017-18

(Please complete this form using the GUIDELINES available at  
[www.lga.sa.gov.au/goto/lgtap](http://www.lga.sa.gov.au/goto/lgtap))

#### 1. PROJECT SUMMARY (please complete all details in this box)

<b>Regional LGA or MLGG</b>	Limestone Coast Local Government Association
<b>Council</b>	Wattle Range Council
<b>Contact Name</b>	Peter Halton
<b>Contact Email</b>	<a href="mailto:peh@wattlerange.sa.gov.au">peh@wattlerange.sa.gov.au</a>
<b>Road Name</b>	Whites Road
<b>Timeframe (Continuing Project or New Project)</b>	New Project

	<b>2017-18 Application</b>	<b>Project Total</b>
<b>Estimated Cost (\$)</b>	\$330,000	\$330,000
<b>Length of Road (Km)</b>	0.895 km	0.895 km
<b>% Gap Closed</b> (Refer to <b>Section 3</b> of Guidelines)		N/A
<b>Amount Sought (\$)</b>	\$165,000	
<b>Council Contribution (\$)</b>	\$165,000	



## **2(a). BRIEF DESCRIPTION OF WORKS TO BE UNDERTAKEN**

To reconstruct an existing unsealed road to a standard suitable for gazettal for B double. It will be a sealed road with an 80kp/h design speed, 6.2 metre wide 14/7 mm two coated sealed pavement, 1.5 metre shoulder (.5m sealed & 1m unsealed) and a pavement depth of approximately 400mm.

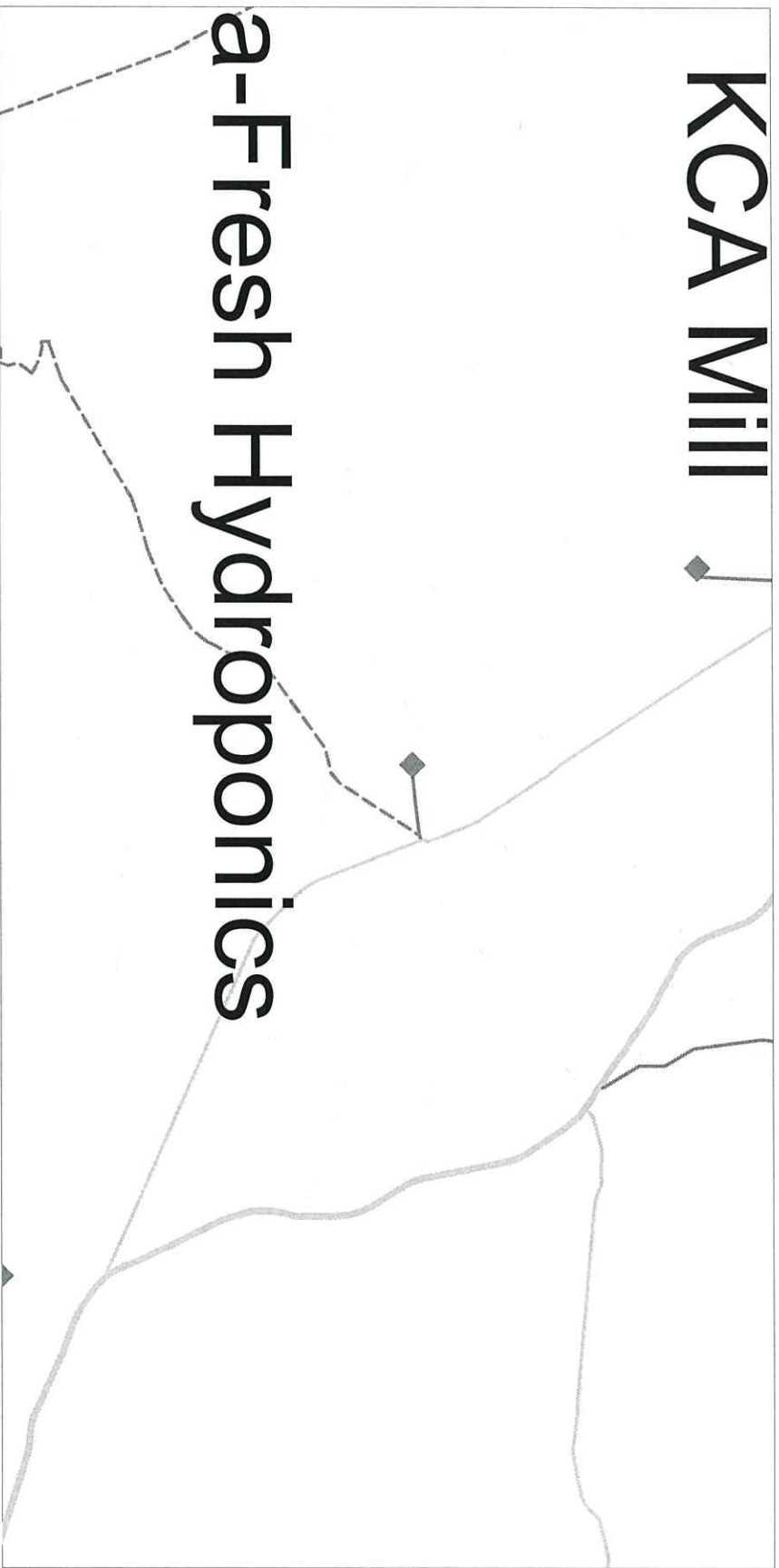
The reconstruction will be slightly North of the existing alignment to achieve a clear-zone from the existing stobie poles in accordance with Austroads Part 6, Roadside Design, Safety and Barriers.

Roadside vegetation encroaching onto the roadway will be removed or trimmed as required to ensure appropriate sight distances are provided.

Asphalt with localised widening at strategic locations on the western end of the road will be used to reduce damage caused by heavy vehicles entering onto the roadway.

KCA Mill

a-Fresh Hydroponics







## Local Government Transport Advisory Panel

### FUNDING APPLICATION SPECIAL LOCAL ROADS PROGRAM 2018-19

(Please complete this form using the GUIDELINES available at  
[www.lga.sa.gov.au/goto/lgtap](http://www.lga.sa.gov.au/goto/lgtap))

#### 1. PROJECT SUMMARY (please complete all details in this box)

Regional LGA or MLGG	Limestone Coast Local Government Association
Council	Wattle Range Council
Contact Name	Peter Halton
Contact Email	<a href="mailto:peh@wattlerange.sa.gov.au">peh@wattlerange.sa.gov.au</a>
Road Name	Agricultural Bureau Drive
Timeframe (Continuing Project or New Project)	New Project

	2018-19 Application	Project Total
Estimated Cost (\$)	\$98,000	\$98,000
Length of Road (Km)	1.9km	1.9km
% Gap Closed (Refer to Section 3 of Guidelines)	100%	N/A
Amount Sought (\$)	\$49,000	\$49,000
Council Contribution (\$)	\$49,000	\$49,000

## **2(a). BRIEF DESCRIPTION OF WORKS TO BE UNDERTAKEN**

In accordance with a Sealed Road condition assessment, and Council's 10yr renewal plan, a 1.9km section of Agricultural Bureau Drive between Princes Highway (northern end) and Mount Burr Road, is due for renewal. The renewal takes form of a bitumen reseal.

## **2(b). PROJECT SUITABILITY CHECKLIST FOR LGTAP CONSIDERATION**

- 1. If not covered in section 2(a) on the previous page, please outline justification and objectives of the project, including a description of the functions of the road and any existing problems.**

The existing road surface is 11.0m wide, and this includes a partially sealed shoulder. Total formation width is 16.0m. The sealed road condition assessment indicated that a reseal was required within the next five years from the date of the plan. The dimensions of the roadway are deemed fit for purpose.

- 2. A map showing the location of the project has been included.**

Yes / No

- 3. If not considered in section 2(a) on the previous page, please describe the nature and extent of the project, highlighting the principal aspects and ensure that the application is submitted under one of the 'fit for purpose' categories of freight, tourism or community access.**

- 4. Points at which the proposal interlinks with other regional, State or Federal plans or policies.**



## Local Government Transport Advisory Panel

### FUNDING APPLICATION SPECIAL LOCAL ROADS PROGRAM 2018-19

(Please complete this form using the GUIDELINES available at  
[www.lga.sa.gov.au/goto/lgtap](http://www.lga.sa.gov.au/goto/lgtap))

#### 1. PROJECT SUMMARY

<b>Regional LGA or MLGG</b>	Limestone Coast Local Government Association
<b>Council</b>	Wattle Range Council
<b>Contact Name</b>	Peter Halton
<b>Contact Email</b>	<a href="mailto:peh@wattlerange.sa.gov.au">peh@wattlerange.sa.gov.au</a>
<b>Road Name</b>	Kennedy Road (Glencoe)
<b>Timeframe (Continuing Project or New Project)</b>	New Project

	<b>2018-19 Application</b>	<b>Project Total</b>
<b>Estimated Cost (\$)</b>	\$112,000	\$112,000
<b>Length of Road (Km)</b>	0.9	0.9
<b>% Gap Closed</b> (Refer to <b>Section 3</b> of Guidelines)	100%	N/A
<b>Amount Sought (\$)</b>	\$56,000	\$56,000
<b>Council Contribution (\$)</b>	\$56,000	\$56,000



## 2(a). BRIEF DESCRIPTION OF WORKS TO BE UNDERTAKEN

The eastern 900m of Kennedy Road (Glencoe) from Kangaroo Flat Road is due for a reseal in FY18/19, in accordance with a condition assessment report and Council's Sealed Road 10yr Renewal Plan.

This section of Kennedy Road is subjected to a naturally occurring spring, causing rapid deterioration of the roadway in this area due to constant water inundation. It is proposed to reconstruct the small portion of roadway, estimated 80-100m, to allow adequate drainage of the natural spring away from the road pavement. During these works, shoulders will also be constructed the full segment length to meet fit for purpose freight route criteria. At the completion of the construction works, the full 900m segment will be resealed.

## 2(b). PROJECT SUITABILITY CHECKLIST FOR LGTAP CONSIDERATION

- 1. If not covered in section 2(a) on the previous page, please outline justification and objectives of the project, including a description of the functions of the road and any existing problems.**

Kennedy Road, Glencoe, is a significant freight route, servicing the Mount Burr Timber Plantation. The current dimensions of this segment is 6.8m wide, with no shoulders. The proposed construction works will widen the sealed surface to 7.1m, provide 2x 3.1m lanes and provide shoulders (0.5/1.0 sealed/unsealed), closing the gap within this segment.

- 2. A map showing the location of the project has been included.**

Yes / No

- 3. If not considered in section 2(a) on the previous page, please describe the nature and extent of the project, highlighting the principal aspects and ensure that the application is submitted under one of the 'fit for purpose' categories of freight, tourism or community access.**

- 4. Points at which the proposal interlinks with other regional, State or Federal plans or policies.**



## Local Government Transport Advisory Panel

### FUNDING APPLICATION SPECIAL LOCAL ROADS PROGRAM 2019-20

(Please complete this form using the GUIDELINES available at  
[www.lga.sa.gov.au/goto/lgtap](http://www.lga.sa.gov.au/goto/lgtap))

#### 1. PROJECT SUMMARY (please complete all details in this box)

Regional LGA or MLGG	Limestone Coast Local Government Association
Council	Wattle Range Council
Contact Name	Peter Halton
Contact Email	<a href="mailto:peh@wattlerange.sa.gov.au">peh@wattlerange.sa.gov.au</a>
Road Name	Dergholm Road
Timeframe (Continuing Project or New Project)	New Project

	2019-20 Application	2020-21 Application	Project Total
Estimated Cost (\$)	\$24,000	\$144,000	\$168,000
Length of Road (Km)	0.7km	4.9km	5.6km
% Gap Closed (Refer to Section 3 of Guidelines)	100%	100%	N/A
Amount Sought (\$)	\$12,000	\$72,000	\$84,000
Council Contribution (\$)	\$12,000	\$72,000	\$84,000



## **2(a). BRIEF DESCRIPTION OF WORKS TO BE UNDERTAKEN**

In accordance with a Sealed Road Condition Assessment and Council's 10yr Renewal Plan, two consecutive sections of Dergholm Road are due for a reseal in FY19/20 and FY20/21. The sections relate to the segments between Gordon Street and Shepherds Lane in FY19/20 and between Shepherds Lane and Blight Road in FY20/21. The total length to be resealed over the two year period is 5.6km.

## **2(b). PROJECT SUITABILITY CHECKLIST FOR LGTAP CONSIDERATION**

- 1. If not covered in section 2(a) on the previous page, please outline justification and objectives of the project, including a description of the functions of the road and any existing problems.**

During FY16/17, Council are undertaking shoulder works between Gordon Street and Blight Road under the Black Spot Funding program. The construction of sealed shoulders closes the geometry gap and ensures this roadway is now fit for purpose.

- 2. A map showing the location of the project has been included.**

Yes / No

- 3. If not considered in section 2(a) on the previous page, please describe the nature and extent of the project, highlighting the principal aspects and ensure that the application is submitted under one of the 'fit for purpose' categories of freight, tourism or community access.**

- 4. Points at which the proposal interlinks with other regional, State or Federal plans or policies.**



## Local Government Transport Advisory Panel

### FUNDING APPLICATION SPECIAL LOCAL ROADS PROGRAM 2017-18

(Please complete this form using the GUIDELINES available at  
[www.lga.sa.gov.au/goto/lgtap](http://www.lga.sa.gov.au/goto/lgtap))

#### 1. PROJECT SUMMARY (please complete all details in this box)

<b>Regional LGA or MLGG</b>	Limestone Coast Local Government Association
<b>Council</b>	Wattle Range Council
<b>Contact Name</b>	Peter Halton
<b>Contact Email</b>	<a href="mailto:peter.halton@wattlerange.sa.gov.au">peter.halton@wattlerange.sa.gov.au</a>
<b>Road Name</b>	Wandilo Forest Road
<b>Timeframe (Continuing Project or New Project)</b>	Continuing project, Stage 1 was funded by SLRP 16-17. Seeking funding for Stage 2 of 4

	<b>2017-18 Application</b>	<b>Project Total</b>
<b>Estimated Cost (\$)</b>	\$500,000	\$1,900,000
<b>Length of Road (Km)</b>	2.0km	5.5km
<b>% Gap Closed</b> (Refer to Section 3 of Guidelines)	100%	N/A
<b>Amount Sought (\$)</b>	\$250,000	
<b>Council Contribution (\$)</b>	\$250,000	

## **2(a). BRIEF DESCRIPTION OF WORKS TO BE UNDERTAKEN**

Wandilo Forest Road is located to the east of Glencoe and provides an alternate light and heavy vehicle route to the nearest major centre of Mount Gambier. It also provides an alternate route for heavy vehicles to link up with the heavy vehicle bypass to the north of the major centre. A locality map of the region is shown in Appendix A.

Since the initial construction of the roadway, many areas have undergone subsidence due to the swampy nature of the roadside reserve. A partial reconstruction was undertaken approximately 6-7 years ago, repairing a subsided section midway along the length of road. The previous major construction of the road was undertaken during the mid to late 1990's. The existing road formation is currently a bitumen, spray sealed surface 6 to 7m wide, single lane traffic in each direction. The existing pavement material is approximately 300mm in depth and varies between limestone, sandstone and gravel. Whilst there are formed shoulders present along the entire length of road, much of it is overgrown with grass and weeds and can be very soft in areas.

It is proposed to rehabilitate and reconstruct a 5.5km section of Wandilo Forest Road, between Earls Road and Blanche Young Forest Road (boundary of Wattle Range Council and District Council of Grant). The second stage of this project proposes to rehabilitate and reconstruct a 2.0km section, with a 10m wide formation. The reconstructed road will consist of two 3.5m wide traffic lanes and 1.5m wide shoulders (0.5m sealed / 1.0m unsealed). The rehabilitation will entail the ripping and tining of the existing pavement, with a stabilisation treatment applied. Once the stabilised material has been reshaped and compacted, a 150mm basecourse layer of PM2 material will be constructed, followed by a two-coat spray seal. The PM2 material will be sourced from the Boral Mount McIntyre Quarry, located approximately 25km north west of Wandilo Forest Road.

The project is being completed in stages, with Stage 1 (approximately 1.5km) currently under construction. The additional staging to complete the project would be dependent on available funding at the time. It is anticipated to complete the project over four stages. The proposed staging plan can be found in Appendix A.





## Local Government Transport Advisory Panel

### FUNDING APPLICATION SPECIAL LOCAL ROADS PROGRAM 2017-18

(Please complete this form using the GUIDELINES available at  
[www.lga.sa.gov.au/goto/lgtap](http://www.lga.sa.gov.au/goto/lgtap))

#### 1. PROJECT SUMMARY (please complete all details in this box)

Regional LGA or MLGG	Limestone Coast Local Government Association
Council	Wattle Range Council
Contact Name	Peter Halton
Contact Email	<a href="mailto:peh@wattlerange.sa.gov.au">peh@wattlerange.sa.gov.au</a>
Road Name	Wandilo Forest Road
Timeframe (Continuing Project or New Project)	Yes Commenced FY16/17 Individual application FY17/18 Additional 2years of funding requests

	2018-19 Application	20 <sup>20-21</sup> <del>2021-22</del> Application	Project Total
Estimated Cost (\$)	\$500,000	\$500,000	\$1,900,000
Length of Road (Km)	2.0km	0.6km + major intersection reworks	5.5km
% Gap Closed (Refer to Section 3 of Guidelines)	100%	100%	N/A
Amount Sought (\$)	\$250,000	\$250,000	<del>\$500,000</del> \$950,000
Council Contribution (\$)	\$250,000	\$150,000 (seeking \$100,000 from DPTI)	<del>\$500,000</del> \$950,000 fca

↑  
why not  
2017-18

## **2(a). BRIEF DESCRIPTION OF WORKS TO BE UNDERTAKEN**

Last remaining stages of the Wandilo Forest Road reconstruction as a fit for purpose freight route. FY18/19 will see the final 2.0km of road reconstruction towards the boundary with District Council of Grant. FY20/21 will involve the reconstruction of the first 600m from Kangaroo Flat Road, including the Kangaroo Flat Road/Medhurst Road/Wandilo Forest Road intersection. This intersection is currently not approved for heavy vehicle movements under the NHVR system. Kangaroo Flat Road is a DPTI road, and as such will require consultation to finalise the design and undertake works.

## **2(b). PROJECT SUITABILITY CHECKLIST FOR LGTAP CONSIDERATION**

- 1. If not covered in section 2(a) on the previous page, please outline justification and objectives of the project, including a description of the functions of the road and any existing problems.**

Wandilo Forest Road is a regionally significant freight route, servicing the Wandilo and Mount Burr timber plantations. The reconstruction of Wandilo Forest Road meets the fit for purpose criteria under SLRP.

- 2. A map showing the location of the project has been included.**

Yes / No

- 3. If not considered in section 2(a) on the previous page, please describe the nature and extent of the project, highlighting the principal aspects and ensure that the application is submitted under one of the 'fit for purpose' categories of freight, tourism or community access.**

- 4. Points at which the proposal interlinks with other regional, State or Federal plans or policies.**



## **Appendix C**

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2017 Roads Database

(Endorsed by R&TMG 3 April 2017)

## 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	Expected Source of Funding
								Proposed Funding	
DCG	Mingbool Road	Attamurra Road to Worrolong Road	Freight	55	5	63	1	2017-20	SLRP
DCG	Post Office Road	Riddoch Highway to Trevor Clarke Drive	Freight	68	1	61	2	2018-19	SLRP
WRC	Kennedy Road (Glencoe)	Kangaroo Flat Road to Chainage 900	Freight	56	4	59	3	2018-19	SLRP
NLC	Kingston Avenue / Donald Street	Wheeler Street to Donald Street	Freight	58	3	57	4	2017-18	SLRP
TDC	Ramsay Terrace	Dukes Highway to Pigeon Flat Rd	Freight	37	12	57	5	2017-20	SLRP
WRC	Wandilo Forest Road	Kangaroo Flat Road to Council Boundary	Freight	59	2	53	6	2016-21	SLRP
WRC	Whites Road	Tantanoola Road to Chainage 895	Freight	48	8	50	7	2017-18	SLRP
TDC	Meatworks Road	Intersections with Pidgeon Flat Road & Cannawigara	Freight	36	13	54	8	2017-18	SLRP
WRC	Dergholm Road	Gordon Street to Blight Road	Freight	37	11	47	9	2019-21	SLRP
WRC	Agricultural Bureau Drive	Princes Highway (North) to Mount Burr Road	Freight	43	10	46	10	2018-19	SLRP
NLC	Old Caves Road	Arthur St to 700m South of Arthur St & 5km North of C	Tourism	51	6	44	11	2018-21	SLRP
DCR	Bagdad Road / Dairy Range Rd	Kangaroo Flat Road to Chainage 900	Freight	48	9	43	12	2017-20	SLRP
TDC	Railway Terrace South	Ridgway Road to Vittera Entrance	Freight	50	7	43	13	2018-19	SLRP
TDC	Pigeon Flat Road	Ramsay Terrace to Meatworks Road	Community Access	32	17	35	14	2020-21	SLRP
CMG	Elizabeth Street	Commercial Street to Jane Street	Community Access	34	15	34	15	2017-18	SLRP
CMG	Caldwell Street	Elizabeth Street to Gray Street	Community Access	34	14	34	16	2017-18	SLRP
TDC	Pigeon Flat Road	Cuppa Cup Road to Rowney Road	Community Access	32	16	30	17	2019-20	SLRP

Note - The following recommended "2017 Regional Priorities", sorted both by "Primary Purpose" and "Overall", are based upon all road segments submitted for consideration with "2017-18+" council priority (being a subset of road segments listed in the 2017 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	2017 Priority Overall	2017 Priority by Purpose	SLRP Grant Sought (\$)	SLRP Notes for LGTAP
DCG	Mingbool Road	Attamurra Road to Worrolong Road	Freight	63	1	R1	F1	\$200,000	New - Year 1 of 3
NLC	Kingston Avenue / Donald Street	Wheeler Street to Donald Street	Freight	57	4	R2	F2	\$375,000	New - Year 1 of 1
TDC	Ramsay Terrace	Dukes Highway to Pigeon Flat Rd	Freight	57	5	R3	F3	\$75,000	New - Year 1 of 3
WRC	Wandilo Forest Road	Kangaroo Flat Road to Council Boundary	Freight	53	6	R4	F4	\$250,000	Continue - Year 2 of 4
WRC	Whites Road	Tantanoola Road to Chainage 895	Freight	50	7	R5	F5	\$165,000	New - Year 1 of 1
TDC	Meatworks Road	Intersections with Pidgeon Flat Road & Cannawigara	Freight	54	8	R6	F6	\$275,000	Continue - Year 2 of 2
DCR	Bagdad Road / Dairy Range Rd	Kangaroo Flat Road to Chainage 900	Freight	43	12	R7	F7	\$245,000	New - Year 1 of 2
CMG	Elizabeth Street	Commercial Street to Jane Street	Community Access	34	15	R8	C1	\$70,000	New - Year 1 of 1
CMG	Caldwell Street	Elizabeth Street to Gray Street	Community Access	34	16	R9	C2	\$70,000	New - Year 1 of 1

\$1,725,000

LCLGA 2017 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 Timeframe				DCG 2017-20	DCG 2018-19	CMG 2017-18	CMG 2017-18	NLC 2017-18	NLC 2018-21	DCR 2017-20	TDC 2017-18	TDC 2019-20	TDC 2020-21
Council Name:				District Council of Grant	District Council of Grant	City of Mount Gambier	City of Mount Gambier	Naracoorte Lucindale Council Kingston Avenue / Donald Street	Naracoorte Lucindale Council Old Caves Road	District Council of Robe Bagdad Road / Dairy Range Road Southern Ports Highway to Barnett Swamp Road	Tatiara District Council Meatworks Road	Tatiara District Council Pigeon Flat Road	Tatiara District Council Pigeon Flat Road
Road Name:				Mingbool Road	Post Office Road	Caldwell Street	Elizabeth Street	Kingston Avenue / Donald Street	Old Caves Road	Bagdad Road / Dairy Range Road	Meatworks Road	Pigeon Flat Road	Pigeon Flat Road
Segment:				Attamurra Road to Worrolong Road	Riddoch Highway to Trevor Clarke Drive	Elizabeth Street to Gray Street	Commercial Street to Jane Street	Wheeler Street to Donald Street	Arthur Street to Caves Road	Southern Ports Highway to Barnett Swamp Road	Intersections with Pidgeon Flat Road & Cannawigara Road	Cuppa Cup Road to Rowney Road	Ramsay Terrace to Meatworks Road
Primary Purpose:				Freight	Freight	Community Access	Community Access	Freight	Tourism	Freight	Freight	Community Access	Community Access
Length of Segment (km) - RL				5.8	2.2	0.2	0.2	1.1	5.7	14.7	0.6	4.3	1.7
Traffic Volume (AADT): - TV				780		2000	2000	500	300	750	750	450	450
% Gap Closed: - GC				100	100	100	100		100	50	100	90	90
Cost to Close Gap (\$): - UC				1200000	450000	140000	140000	750000	2580000	752000	550000	450000	400000
Amount Sought (\$)				600000	225000	70000	70000	375000	1000000	375000	275000	225000	200000
Benefit Influencing Factor	Weighting (%)	Specific Criteria	Maximum Score										
5(a). Secondary Purpose(s)	10	1. One Secondary Purpose	5.0		5.0			5.0	5.0		5.0		
		2. Two Secondary Purposes	5.0										
5(b). Regional Significance	25	1. Community Significance	8.3		8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3
		2. Regional Significance	8.3	8.3	8.3	8.3	8.3	8.3		8.3	8.3	8.3	8.3
		3. State Significance	8.3						8.3				
5(c). Economic	10	Road User Benefit											
		1. Reduce delays and operating costs for heavy vehicles?	1.7	1.7	1.7					1.7			
		2. Provide direct access to major industrial developments	1.7	1.7	1.7			1.7		1.7			
		3. Facilitate a higher classification of freight movements	1.7	1.7	1.7			1.7					
		4A. Facilitate intermodal transport operations - rail	0.6										
		4B. Facilitate intermodal transport operations - sea	0.6		0.6								
		4C. Facilitate intermodal transport operations - air	0.6										
		5. Assist export of products by improving quality and reducing impacts of dust etc	1.7					1.7					
		6. Provide direct access to new industrial precincts	1.7					1.7					
	5	Community Benefit											
		7. Benefit regional employment and sustain communities	2.5	2.5		2.5	2.5	2.5	2.5	2.5			
		8. Assist attraction of economic investment to region	2.5	2.5	2.5			2.5	2.5	2.5			
	5	Road Owner Benefit											
		9. Reduce the road maintenance effort	5.0	5.0	5.0	5.0	5.0	5.0	2.5	5.0		5.0	5.0
5(d). Access	15	1. Reduce traffic congestion	1.7	1.7	1.7				1.7				
		2. Link areas of particular land uses to strategic routes	1.7	1.7	1.7	1.7	1.7	1.7		1.7			
		3. Provide a higher standard alternative route	1.7					1.7	1.7				
		4. Complement the existing arterial road network	1.7	1.7	1.7					1.7		1.7	1.7
		5. Provide improved access to key population centres	1.7	1.7		1.7	1.7	1.7	1.7		1.7	1.7	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		
		8. Provide all weather access	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7			
		9A. Provide access to other types of transport - bus	0.6						1.7				
		9B. Provide access to other types of transport - rail	0.6										
		9C. Provide access to other types of transport - air	0.6										
5(e). Safety	20	1. Reduce conflicts between tourist, freight and commuter traffic	2.2	2.2	2.2			2.2	2.2		2.2		
		2. Contribute to safer travel and reduce accidents	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2
		3. Provide safe overtaking opportunities and reduce frustration and fatigue	2.2	2.2	2.2					2.2			
		4. Reduce exposure to travel risk	2.2	2.2	2.2					2.2	2.2	2.2	2.2
		5. Provide access for school buses	2.2	2.2	2.2				2.2	2.2			
		6. Provide access for emergency services	2.2	2.2	2.2								
		7. Remove traffic from city/town areas	2.2	2.2	2.2								
		8. Reduce road roughness and potential dust hazards	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2		
		9. Reduce the impact of roadside hazards	2.2	2.2	2.2			2.2	2.2		2.2	2.2	2.2
5(f). Environmental	10	1A. Reduce environmental pollution - air	1.1					1.1					
		1B. Reduce environmental pollution - noise	1.1						1.1				
		1C. Reduce environmental pollution - water	1.1										
		2. Minimise impact of heavy vehicles on local community	3.3	3.3	3.3			3.3					
		3. Reduce reliance on road transport and encourage other forms of transport	3.3										
WEIGHTED BENEFIT SCORE (WB)				100	55	68	34	34	58	51	48	36	32
WEIGHTED BENEFIT/COST SCORE (WBC)					205	0	96	96	0	34	0	29	122
( = WB x TV x (RLx1000) x (GC/100) / UC )													54
PRIORITY RANKING BY WEIGHTED BENEFIT					5	1	14	15	3	6	9	13	16
													17

LCLGA 2017 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 Timeframe	TDC 2018-19	TDC 2017-20	WRC 2017-18	WRC 2018-19	WRC 2018-19	WRC 2019-21	WRC 2016-21
				Council Name:	Tatiara District Council	Tatiara District Council	Wattle Range Council	Wattle Range Council	Wattle Range Council	Wattle Range Council	Wattle Range Council
				Road Name:	Railway Terrace South	Ramsay Terrace	Whites Road	Agricultural Bureau Drive	Kennedy Road (Glencoe)	Dergholm Road	Wandilo Forest Road
				Segment:	Ridgway Road to Viterra Entrance	Dukes Highway to Pigeon Flat Rd	Tantanoola Road to Chainage 895	Princes Highway (North) to Mount Burr Road	Kangaroo Flat Road to Chainage 900	Gordon Street to Blight Road	Kangaroo Flat Road to Council Boundary
				Primary Purpose:	Freight	Freight	Freight	Freight	Freight	Freight	Freight
				Length of Segment (km) - RL	0.5	1.6	0.9	1.9	0.9	5.6	2.6
				Traffic Volume (AADT): - TV	100	750	200	665	110	315	640
				% Gap Closed: - GC	100	90		100	100	100	100
				Cost to Close Gap (\$): - UC	250000	700000	330000	98000	112000	168000	1900000
				Amount Sought (\$)	125000	350000	165000	49000	56000	84000	950000
Benefit Influencing Factor	Weighting (%)	Specific Criteria	Maximum Score								
5(a). Secondary Purpose(s)	10	1. One Secondary Purpose	5.0	5.0							5.0
		2. Two Secondary Purposes	5.0								
5(b). Regional Significance	25	1. Community Significance	8.3	8.3	8.3		8.3	8.3	8.3	8.3	8.3
		2. Regional Significance	8.3	8.3			8.3	8.3	8.3	8.3	8.3
		3. State Significance	8.3								
5(c). Economic	10	Road User Benefit									
		1. Reduce delays and operating costs for heavy vehicles?	1.7			1.7	1.7	1.7	1.7	1.7	1.7
		2. Provide direct access to major industrial developments	1.7								
		3. Facilitate a higher classification of freight movements	1.7		1.7	1.7	1.7	1.7	1.7	1.7	1.7
		4A. Facilitate intermodal transport operations - rail	0.6	0.6							
		4B. Facilitate intermodal transport operations - sea	0.6								
		4C. Facilitate intermodal transport operations - air	0.6								
		5. Assist export of products by improving quality and reducing impacts of dust etc	1.7	1.7	1.7	1.7	1.7	1.7	1.7		
		6. Provide direct access to new industrial precincts	1.7								
	5	Community Benefit									
		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		2.5			2.5
	5	Road Owner Benefit									
		9. Reduce the road maintenance effort	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
5(d). Access	15	1. Reduce traffic congestion	1.7		1.7			1.7	1.7		
		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
		4. Complement the existing arterial road network	1.7			1.7	1.7	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								
		8. Provide all weather access	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	0.6							
		9C. Provide access to other types of transport - air	0.6								
5(e). Safety	20	1. Reduce conflicts between tourist, freight and commuter traffic	2.2	2.2		2.2	2.2	2.2	2.2		
		2. Contribute to safer travel and reduce accidents	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2
		3. Provide safe overtaking opportunities and reduce frustration and fatigue	2.2								
		4. Reduce exposure to travel risk	2.2	2.2	2.2	2.2		2.2	2.2	2.2	2.2
		5. Provide access for school buses	2.2					2.2	2.2	2.2	2.2
		6. Provide access for emergency services	2.2								
		7. Remove traffic from city/town areas	2.2				2.2	2.2			2.2
		8. Reduce road roughness and potential dust hazards	2.2	2.2	2.2	2.2					2.2
		9. Reduce the impact of roadside hazards	2.2	2.2	2.2	2.2					2.2
5(f). Environmental	10	1A. Reduce environmental pollution - air	1.1	1.1		1.1					
		1B. Reduce environmental pollution - noise	1.1	1.1	1.1	1.1					1.1
		1C. Reduce environmental pollution - water	1.1								
		2. Minimise impact of heavy vehicles on local community	3.3	3.3	3.3		3.3	3.3			3.3
		3. Reduce reliance on road transport and encourage other forms of transport	3.3								
WEIGHTED BENEFIT SCORE (WB)				100	50	37	48	43	56	37	59
WEIGHTED BENEFIT/COST SCORE (WBC)					10	57	0	560	50	385	51
( = WB x TV x (RLx1000) x (GC/100) / UC )											
PRIORITY RANKING BY WEIGHTED BENEFIT					7	12	8	10	4	11	2

LCLGA 2017 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 Timeframe	DCG 2017-20	DCG 2018-19	CMG 2017-18	CMG 2017-18	NLC 2017-18	NLC 2018-21	DCR 2017-20	TDC 2017-18	TDC 2019-20	TDC 2020-21
				Council Name:	District Council of Grant	District Council of Grant	City of Mount Gambier	City of Mount Gambier	Naracoorte Lucindale Council Kingston Avenue / Donald Street	Naracoorte Lucindale Council Old Caves Road	District Council of Robe Bagdad Road / Dairy Range Road	Tatiara District Council Meatworks Road	Tatiara District Council Pigeon Flat Road	Tatiara District Council Pigeon Flat Road
				Road Name:	Mingbool Road	Post Office Road	Caldwell Street	Elizabeth Street	Kingston Avenue / Donald Street	Old Caves Road	Bagdad Road / Dairy Range Road	Meatworks Road	Pigeon Flat Road	Pigeon Flat Road
				Segment:	Attamurra Road to Worrolong Road	Riddoch Highway to Trevor Clarke Drive	Elizabeth Street to Gray Street	Commercial Street to Jane Street	Wheeler Street to Donald Street	Arthur St to 700m South of Caves Road to Caves Road	Southern Ports Highway to Barnett Swamp Road	Intersections with Pidgeon Flat Road & Cannawigara Road	Cuppa Cup Road to Rowney Road	Ramsay Terrace to Meatworks Road
				Primary Purpose:	Freight	Freight	Community Access	Community Access	Freight	Tourism	Freight	Freight	Community Access	Community Access
				Length of Segment (km) - RL	5.8	2.2	0.2	0.2	1.1	5.7	14.7	0.6	4.3	1.7
				Traffic Volume (AADT): - TV	780	780	2000	2000	500	300		750	450	450
				% Gap Closed: - GC	100	100	100	100	100	100	80	100	90	90
				Cost to Close Gap (\$): - UC	1200000	450000	140000	140000	750000	2580000	752000	550000	450000	400000
				Amount Sought (\$)	600000	225000	70000	70000	375000	1000000	375000	275000	225000	200000
Benefit Influencing Factor	Weighting (%)	Specific Criteria	Maximum Score											
5(a). Secondary Purpose(s)	10	1. One Secondary Purpose	5.0									5.0		5.0
		2. Two Secondary Purposes	5.0											
5(b). Regional Significance	25	1. Community Significance	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3
		2. Regional Significance	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3
		3. State Significance	8.3											
5(c). Economic	10	Road User Benefit												
		1. Reduce delays and operating costs for heavy vehicles?	1.7	1.7	1.7						1.7			
		2. Provide direct access to major industrial developments	1.7	1.7	1.7			1.7			1.7	1.7		
		3. Facilitate a higher classification of freight movements	1.7	1.7	1.7			1.7				1.7		
		4A. Facilitate intermodal transport operations - rail	0.6											
		4B. Facilitate intermodal transport operations - sea	0.6		0.6									
		4C. Facilitate intermodal transport operations - air	0.6											
		5. Assist export of products by improving quality and reducing impacts of dust etc	1.7					1.7						
		6. Provide direct access to new industrial precincts	1.7					1.7				1.7		
	5	Community Benefit												
		7. Benefit regional employment and sustain communities	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5		
		8. Assist attraction of economic investment to region	2.5	2.5	2.5			2.5	2.5	2.5	2.5	2.5		
	5	Road Owner Benefit												
		9. Reduce the road maintenance effort	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
5(d). Access	15	1. Reduce traffic congestion	1.7	1.7	1.7									
		2. Link areas of particular land uses to strategic routes	1.7	1.7	1.7	1.7	1.7	1.7	1.7		1.7			
		3. Provide a higher standard alternative route	1.7	1.7	1.7			1.7		1.7				
		4. Complement the existing arterial road network	1.7	1.7	1.7						1.7			
		5. Provide improved access to key population centres	1.7	1.7	1.7	1.7	1.7					1.7	1.7	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	1.7		
		8. Provide all weather access	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7			
		9A. Provide access to other types of transport - bus	0.6											
		9B. Provide access to other types of transport - rail	0.6											
		9C. Provide access to other types of transport - air	0.6											
5(e). Safety	20	1. Reduce conflicts between tourist, freight and commuter traffic	2.2	2.2	2.2			2.2	2.2	2.2		2.2		
		2. Contribute to safer travel and reduce accidents	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2
		3. Provide safe overtaking opportunities and reduce frustration and fatigue	2.2	2.2										
		4. Reduce exposure to travel risk	2.2	2.2	2.2			2.2			2.2	2.2	2.2	2.2
		5. Provide access for school buses	2.2	2.2					2.2			1.1		
		6. Provide access for emergency services	2.2	2.2	2.2									
		7. Remove traffic from city/town areas	2.2	2.2	2.2									
		8. Reduce road roughness and potential dust hazards	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2				
		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
5(f). Environmental	10	1A. Reduce environmental pollution - air	1.1						1.1			1.1		
		1B. Reduce environmental pollution - noise	1.1						1.1	1.1				
		1C. Reduce environmental pollution - water	1.1											
		2. Minimise impact of heavy vehicles on local community	3.3	3.3	3.3			3.3				3.3		
		3. Reduce reliance on road transport and encourage other forms of transport	3.3											
WEIGHTED BENEFIT SCORE (WB)				100	63	61	34	34	57	44	43	54	30	35
WEIGHTED BENEFIT/COST SCORE (WBC)					237	233	96	96	40	29	0	44	116	60
( = WB x TV x (RLx1000) x (GC/100) / UC )														
PRIORITY RANKING BY WEIGHTED BENEFIT					1	2	16	15	4	11	12	8	17	14



LCLGA 2017 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 Timeframe	TDC 2018-19	TDC 2017-20	WRC 2017-18	WRC 2018-19	WRC 2018-19	WRC 2018-19	WRC 2019-21	WRC 2016-21
				Council Name:	Tatiara District Council	Tatiara District Council	Wattle Range Council	Wattle Range Council	Wattle Range Council	Wattle Range Council	Wattle Range Council	Wattle Range Council
				Road Name:	Railway Terrace South	Ramsay Terrace	Whites Road	Agricultural Bureau Drive	Kennedy Road (Glencoe)	Dergholm Road	Wandilo Forest Road	
				Segment:	Ridgway Road to Viterra Entrance	Dukes Highway to Pigeon Flat Rd	Tantanoola Road to Chainage 895	Princes Highway (North) to Mount Burr Road	Kangaroo Flat Road to Chainage 900	Gordon Street to Blight Road	Kangaroo Flat Road to Council Boundary	
				Primary Purpose:	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight
				Length of Segment (km) - RL	0.5	1.6	0.9	1.9	0.9	5.6	4.6	
				Traffic Volume (AADT): - TV	100	750	200	665	110	315	640	
				% Gap Closed: - GC	100	90	100	100	100	100	100	
				Cost to Close Gap (\$): - UC	250000	700000	330000	98000	112000	168000	1900000	
				Amount Sought (\$)	125000	350000	165000	49000	56000	84000	950000	
Benefit Influencing Factor	Weighting (%)	Specific Criteria	Maximum Score									
5(a). Secondary Purpose(s)	10	1. One Secondary Purpose 2. Two Secondary Purposes	5.0 5.0									
5(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	8.3 8.3	8.3 8.3	8.3 8.3	8.3 8.3	
5(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	   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	
	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 2.5	2.5 2.5	
	5	Road Owner Benefit 9. Reduce the road maintenance effort	5.0 5.0	5.0 5.0		5.0 5.0	5.0 5.0	5.0 5.0	5.0 5.0	5.0 5.0	5.0 5.0	
5(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 dislocated 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        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	
5(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	
5(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 1.1 3.3 3.3	1.1 1.1  3.3		1.1 1.1 3.3						
WEIGHTED BENEFIT SCORE (WB)				100	43	57	50	46	59	47	53	
WEIGHTED BENEFIT/COST SCORE (WBC)					9	88	27	594	52	497	82	
( = WB x TV x (RLx1000) x (GC/100) / UC )												
PRIORITY RANKING BY WEIGHTED BENEFIT					13	5	7	10	3	9	6	