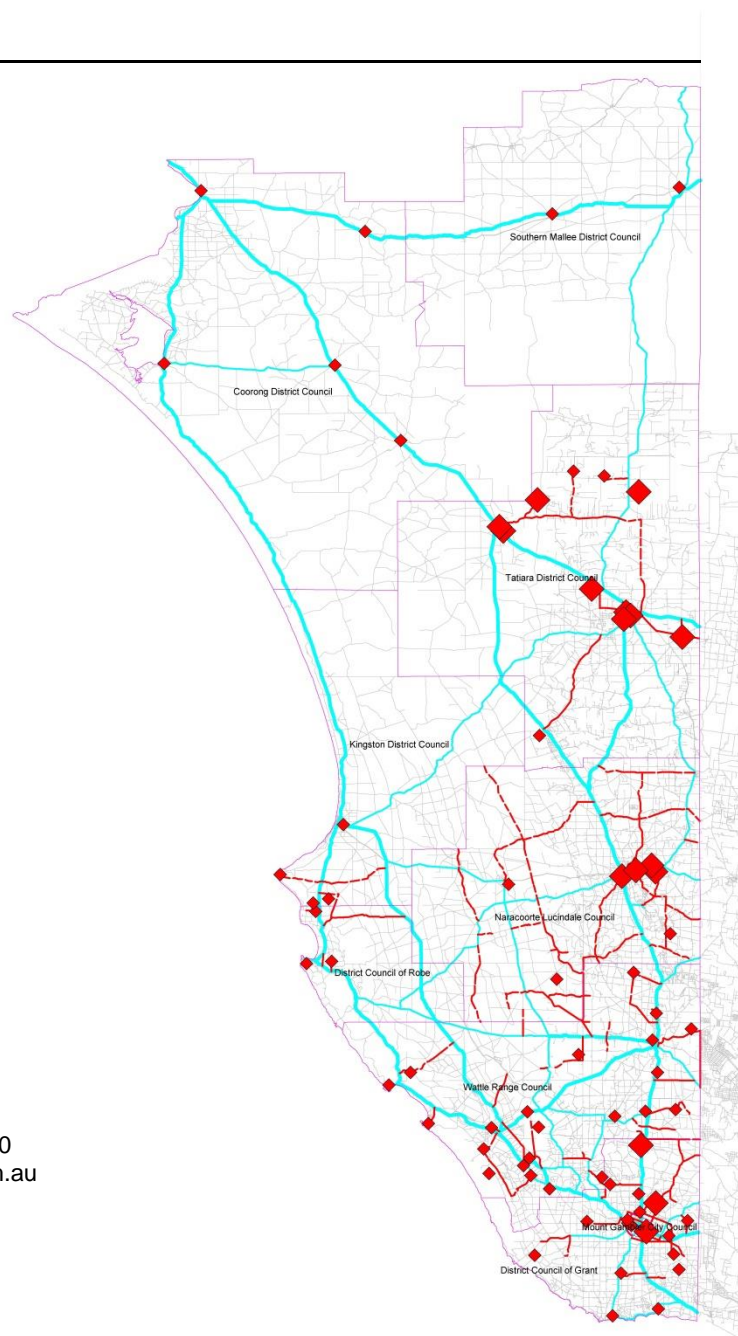


# Limestone Coast Local Government Association

## 2030 REGIONAL TRANSPORT PLAN – 2016 UPDATE

### Final Report



#### HDS Australia Pty Ltd

277 Magill Road  
Trinity Gardens SA 5068

telephone +61 8 8333 3760  
email [sa@hdsaustralia.com.au](mailto:sa@hdsaustralia.com.au)

[www.hdsaustralia.com.au](http://www.hdsaustralia.com.au)

February 2017

# CONTENTS

## PART A

<b>1.0</b>	<b>EXECUTIVE SUMMARY .....</b>	<b>1</b>
1.1	Project Overview – 2030 Regional Transport Plan (released September 2013)...	1
1.2	Project Overview – 2030 Regional Transport Plan 2016 Update .....	2
1.3	Regional Development and Transport Planning Issues.....	2
1.4	Routes of Regional Significance .....	3
1.5	Methodology for Review and Update of Regional Transport Plan .....	4
1.6	Action Plans .....	5
1.7	Conclusions and Recommendations.....	6

## PART B

<b>2.0</b>	<b>INTRODUCTION .....</b>	<b>9</b>
2.1	Background .....	9
2.2	Project Overview .....	10
2.3	Stage 1 Tasks.....	10
2.4	Stage 1 Outcome.....	11
2.5	Stage 2 Tasks.....	12
2.6	Stage 2 Outcomes .....	13
2.7	Stage 3 Tasks.....	13
2.8	Stage 3 Outcomes .....	14
<b>3.0</b>	<b>REVIEW OF STATE AND REGIONAL DEVELOPMENT PLANS .....</b>	<b>15</b>
3.1	South Australia's Strategic Plan.....	15
3.2	Strategic Infrastructure Plan for South Australia (SIPSA).....	16
3.3	South Australian Planning Strategy .....	18
3.4	Development Plans .....	20
3.5	Other Relevant Studies.....	24
<b>4.0</b>	<b>REVIEW OF CURRENT TRANSPORT PLANS .....</b>	<b>26</b>
4.1	General.....	26
4.2	South East 2020 Transport Strategy .....	26
4.3	AusLink White Paper .....	27
4.4	Melbourne – Adelaide Corridor Strategy .....	27
4.5	Mount Gambier Heavy Vehicle Access Study 2002 .....	28
4.6	Road Classification Guidelines in South Australia.....	29

## PART C

<b>5.0</b>	<b>FREIGHT ROUTES OF REGIONAL SIGNIFICANCE .....</b>	<b>31</b>
5.1	Freight Demands .....	31
5.2	Capacity and Safety Issues .....	35
5.3	Definition of Regional Freight Routes .....	35
5.4	Short Term High Intensity Freight Routes.....	36
5.5	Summary of Findings – Regional Freight Routes.....	37

<b>6.0</b>	<b>TOURISM ROUTES OF REGIONAL SIGNIFICANCE .....</b>	<b>38</b>
6.1	Tourism Demands .....	38
6.2	Regional Tourism Considerations .....	39
6.3	Methodology for Creation of Regional Tourism Routes .....	39
6.4	Summary of Findings – Regional Tourism Routes .....	40
<b>7.0</b>	<b>COMMUNITY ACCESS ROUTES OF REGIONAL SIGNIFICANCE .....</b>	<b>42</b>
7.1	Community Access Demands .....	42
7.2	Methodology for Creation of Regional Community Access Routes .....	42
7.3	Supplementary Methodology for Adding Community Access Routes .....	43
7.4	Summary of Findings – Regional Community Access Routes .....	44
<b>8.0</b>	<b>NON-ROADS TRANSPORT CONSIDERATIONS.....</b>	<b>45</b>
8.1	Review of Public Transport Policy.....	45
8.2	Rail Transport Infrastructure .....	46
8.3	Sea Transport Infrastructure .....	48
8.4	Air Transport Infrastructure .....	48

## PART D

<b>9.0</b>	<b>METHODOLOGY FOR REVIEW AND UPDATE OF THE STRATEGY.....</b>	<b>50</b>
9.1	Background .....	50
9.2	Overview of Process.....	50
9.3	Road Proposal Assessment.....	52
<b>10.0</b>	<b>ACTION PLANS.....</b>	<b>54</b>
10.1	Background .....	54
10.2	Methodology .....	54
10.3	Action Plan 1 – Immediate Priority (0 to 5 Years).....	54
10.4	Action Plan 2 – Medium Term Priority (6 to 10 Years) .....	54
10.5	Action Plan 3 – Long Term Priority (11 Years and Beyond) .....	54
10.6	Regional Roads Considered Fit-for-Purpose (i.e. Compliant).....	55
10.7	Sample Output.....	55

## PART E

<b>11.0</b>	<b>CONCLUSIONS AND RECOMMENDATIONS.....</b>	<b>56</b>
11.1	Updated Regional Transport Goals.....	56
11.2	Roads of Regional Significance – Guiding Principles.....	57
11.3	Recommendations.....	58

## APPENDICES

- A. 2030 Regional Transport Plan – Regional Routes (as at 9 February 2017), A4 Size
- B. Green Triangle Plantation Woodflow – Total Volumes 2015-2024

## ENCLOSURES

1. 2030 Transport Strategy – Demand Modelling Working Paper
2. 2030 Regional Transport Plan – Regional Routes (as at 9 February 2017), A3 Size

## REFERENCES *(downloadable from LCLGA web site (2030 Regional Transport Plan page) or relevant SA Government web site)*

1. South East 2020 Transport Strategy – Final, SELGA, May 2000
2. Development of a Roads Infrastructure Database – Project Report, Office of Local Government / Local Government Association of SA, December 2001
3. South Australia's Strategic Plan 2011, State Government of SA, 2011
4. Strategic Infrastructure Plan for South Australia, Office for Infrastructure Development, State Government of SA, April 2005
5. Strategic Infrastructure Plan for South Australia – Regional Overview, Office for Infrastructure Development, State Government of SA, May 2005
6. Planning Strategy for the Outer Metropolitan Adelaide Region, Planning SA, December 2007
7. Planning Strategy for Regional South Australia, Planning SA, January 2003 (amended December 2007)
8. The 30-Year Plan for Greater Adelaide 2016 Update, Department of Planning and Local Government, 2016
9. A Plan for Freight Transport for the South East, Department for Transport, Energy and Infrastructure, July 2006
10. Population Projections for South Australia and Statistical Divisions (2011-41), Department of Planning and Local Government, September 2015
11. Development Plan, District Council of Tatiara, October 2013
12. Development Plan, Kingston District Council, December 2012
13. Development Plan, Naracoorte Lucindale Council, November 2012
14. Development Plan, District Council of Robe, August 2014
15. Development Plan, Wattle Range Council, February 2013
16. Development Plan, District Council of Grant, February 2016
17. Development Plan, City of Mount Gambier, February 2013
18. 2007 – 2012 Strategic Plan, Limestone Coast Regional Development Board, 2007
19. Mount Gambier Master Plan, Planning SA, February 2008
20. Limestone Coast Region Plan, Department of Planning and Local Government, August 2011
21. Regional Roadmap 2013 – 2016, Regional Development Australia Limestone Coast, 2013
22. SELGA Business Plan 2010 – 2011, South East Local Government Association, 2010
23. Green Triangle Region Freight Action Plan, Joint Initiative of the Victorian and South Australian Governments, 2009
24. Development Plan, Land Not Within A Council Area (Coastal Waters), October 2016
25. Melbourne Adelaide Corridor Strategy – Building our National Transport Future, Department of Transport, Energy and Infrastructure, June 2007
26. AusLink White Paper – Building our National Transport Future, Department of Transport and Regional Services, June 2004
27. Melbourne – Adelaide Corridor Study, Department of Transport and Regional Services, January 2007
28. Mount Gambier Heavy Vehicle Access Study, Maunsell, August 2002
29. Regional Airports Project, Hudson Howells, February 2012
30. Natural resources of the Tatiara – A plan for local action 2013 – 2018, Tatiara Local Action Plan Committee, 2013



31. South Australian Forest Industry Strategy – Vision 2050 – Strategic Directions 2011-2016, Forest Industry Development Board, September 2011
32. Road Classification Guidelines in South Australia, Local Roads Advisory Committee, July 2008
33. Heavy Vehicle Access Framework, Department for Transport Energy and Infrastructure, May 2012
34. South Australia Limestone Coast – A Brilliant Blend, South Australian Tourism Commission, 2011
35. Melbourne Adelaide Touring Route, South Australian Tourism Commission, 2012
36. Regional Tourism Profiles for South Australia, South Australian Tourism Commission, 2009
37. Regional Tourism Profile for Limestone Coast, South Australian Tourism Commission, 2009
38. South Australian Tourism Plan 2020, South Australian Tourism Commission, 2013
39. Green Triangle Forest Industry Prospectus, Regional Development Australia, 2012
40. Local Government's Engagement in Tourism – Final Report, SA Tourism Commission / Local Government Association of SA, July 2006
41. Limestone Coast Destination Action Plan 2012-2015, SATC and South East Local Government Association, June 2012
42. A Functional Hierarchy for South Australia's Land Transport Network, Department of Planning Transport and Infrastructure, June 2013
43. Towards Zero Together – South Australia's Road Safety Strategy 2020, Government of South Australia, 2013

## PART A

### 1.0 EXECUTIVE SUMMARY

#### 1.1 Project Overview – 2030 Regional Transport Plan (released September 2013)

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. It officially replaces the 2020 Transport Strategy, which has reached the end of its period of operation.

Development of the 2030 Transport Strategy, culminating in release of the 2030 Regional Transport Plan, 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, with key regional planning assistance from MasterPlan SA. The team's approach used an agreed methodology developed jointly by HDS Australia and LCLGA. The LCLGA Roads and Transport Working Group (RTWG) acted as a Reference Group for the project, with Rob Forgan, former Executive Officer for LCLGA, as the Client Representative.

Overall, the project entailed three distinct stages, namely:

1. Identification of Land Use and Regional Transport Demands
2. Development of Updated Regionally Significant Routes for the Region
3. Preparation of a Final Report

Each of the above stages had defined inputs, process requirements and consultancy deliverables, as specified in the consultancy framework included as Appendix A to Enclosure 1. This document complements the original project brief issued by LCLGA.

Included in the first stage was a substantial study of all currently available literature reflecting state level strategic planning, regional planning and development issues, regional transport planning and local transport plans. 41 documents were initially examined, with input from a further key state document, titled "Future Directions Optimising Our Transport Corridors" subsequently included in the final report.

One interim publication was prepared during development of the 2030 Regional Transport Plan. Titled "2030 Transport Strategy – Demand Modelling Working Paper", it was released in October 2012. This document is included as an enclosure to the final report.

The final report for the 2030 Regional Transport Plan is the culmination of the project. However, while released as a current summary of regional transport priorities for the next 15 years, it is recognised 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.

Further details of specific tasks undertaken and outcomes achieved as part of the 2030 Transport Strategy project are contained in Section 2 of the report.

## 1.2 Project Overview – 2030 Regional Transport Plan 2016 Update

As noted in Section 1.1, the 2030 Regional Transport Plan is a “living” document which will need regular review and updating. This 2016 update includes 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 held on 14 September 2016. In addition, this update incorporates a review of regional route changes proposed by councils and updated drawings.

## 1.3 Regional Development and Transport Planning Issues

Section 3 of the report reviews the strategic direction set by the state government for both South Australia as a whole and for the Limestone Coast region. It examines the state’s current planning strategy, including consideration of regional planning issues contained within the Limestone Coast Region Plan and the Greater Mount Gambier Master Plan. Development plans in existence for the seven councils which form LCLGA are also examined, along with other relevant planning studies such as the SELGA Joint Section 30 Development Plan Review and the Natural Resources of the Tatiara 2013 Local Action Plan.

Section 4 of the report looks at recent transport planning studies covering the Limestone Coast region, which have been undertaken by various federal, state and local government bodies. The first of these documents is the original South East 2020 Transport Strategy, while a further four transport studies have also been examined, namely:

- AusLink White Paper, released June 2004. This document set up the framework for planning and funding of Australia’s national roads and railways, taking a long term strategic approach with a focus on integrated road/rail national corridors.

The AusLink White Paper encouraged strategic planning at the regional level. AusLink regional funding was therefore designed to encourage and reward collaborative and strategic planning approaches – especially those which enhance the connections between local, state and national networks and those which are responsive to improved freight logistics.

- Melbourne – Adelaide Corridor Strategy, released January 2007. This document is aimed at long term development of the important Melbourne to Adelaide transport corridor. It was prepared in 2007 jointly by the Australian Government’s Department of Transport and Regional Services, along with state government transport agencies in Victoria and South Australia. The strategy provided guidance to decision makers and planners on the direction for development of the corridor over the next 20 to 25 years.
- Mount Gambier Heavy Vehicle Access Study, released August 2002. This study considered the impact of heavy vehicles in Mount Gambier and identified alternate heavy vehicle routes that could be made available to meet the requirements of the freight industry whilst minimising the impact on the Mount Gambier township and immediate environs. Consideration of various options resulted in the identification of possible heavy vehicle network scenarios, including use of the existing road network, an inner road route and a middle road route.

- Road Classification Guidelines in South Australia, released July 2008. These guidelines were prepared by the Local Roads Advisory Committee on behalf of the Local Government Association of South Australia and DPTI. The document provides the most recent and most comprehensive set of definitions for the classification of roads throughout South Australia as “Arterial” or “Local”. It also provides a fundamental definition of “Key Towns” and “Important Centres” based upon “ABS 2006 Census of Population and Housing” data.

#### 1.4 Routes of Regional Significance

Section 5 of the report summarises key land use and freight demands in the Limestone Coast region. It examines capacity and safety issues, plus states a definition for “Regional Freight Routes”. A brief discussion in relation to short term high intensity freight routes is also included. A recommendation is made regarding quantifying the term “large volume of heavy freight vehicles”, so that measured or predicted heavy vehicle traffic volumes and/or freight tonnages can be used to support applications for local roads to be considered as a freight route of regional significance or local importance.

Updated regional freight routes have been presented as a regional overview, together with council wide maps for greater clarity and, where needed, detailed maps for key towns. All maps are included at A4 size in Appendix A of the report, while a separate volume of A3 sized maps is also available as Enclosure 2.

Section 6 of the report addresses tourism demands in the Limestone Coast region by examining in some detail various publications available from the South Australian Tourism Commission (SATC). Section 6 defines such demands in terms of economic benefit to the state, region and local community. A summary of total visitor numbers and accommodation nights highlights the significance of the Limestone Coast as a tourist destination, not only for intrastate visitors (where the average stay is three nights), but for international visitors (with an average stay of nearly six nights).

From information contained in the South Australia regional tourism profile published by SATC in 2009, it can be seen that the Limestone Coast is ranked second (behind Adelaide) for most visited region by interstate visitors, while it is ranked fourth (behind Adelaide, Fleurieu Peninsula and Yorke Peninsula) for most visited region by intrastate visitors.

A methodology for defining tourism roads of regional significance is proposed in Section 6. Based upon this methodology, updated regional tourism routes have been presented as a regional overview, together with council wide maps for greater clarity and, where needed, detailed maps for key towns. All maps are included at A4 size in Appendix A of the report, while a separate volume of A3 sized maps is also available as Enclosure 2.

Section 7 of the report identifies community access demands based upon current population, expected future growth in population under the current state strategic plan, consideration of demographic shifts and availability of essential regional services covering education, health, finance (banking), recreation and emergency services.

The second part of Section 7 proposes a methodology for defining community access routes of regional significance, using a combination of community size and availability of essential services. Based upon this methodology, updated regional community access routes have been presented as a regional overview, together with council wide

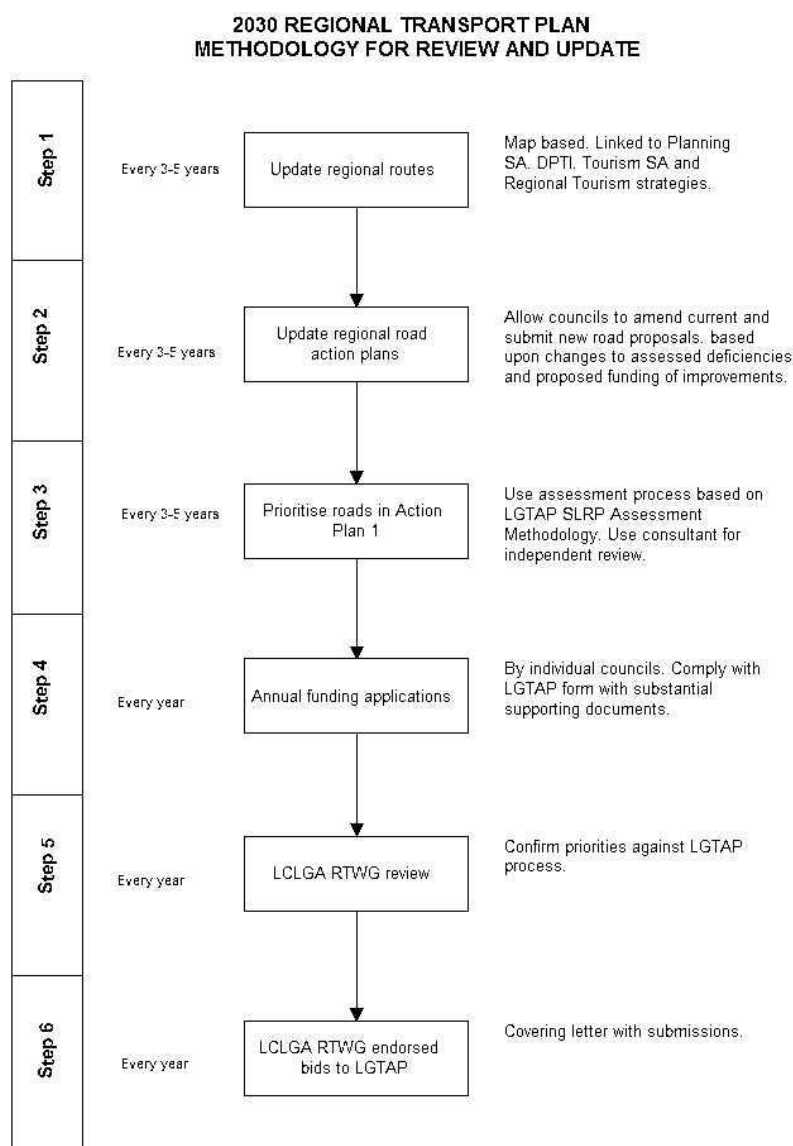
maps for greater clarity and, where needed, detailed maps for key towns. All maps are included at A4 size in Appendix A of the report, while a separate volume of A3 sized maps is also available as Enclosure 2.

Section 8 of the report examines rail, sea and air transport infrastructure and its importance to freight, tourism and community access considerations within the Limestone Coast region.

## 1.5 Methodology for Review and Update of Regional Transport Plan

Section 9 of the report outlines the methodology for review and update of the 2030 Regional Transport Plan, along with preparation and submission of annual Special Local Roads Program (SLRP) or other funding applications. The methodology recognises that the 2030 Regional Transport Plan should be a “living” document, which periodically takes into account changes in planning and development needs, along with revised priorities for the road proposals submitted by individual councils.

A flow chart depicting the methodology is shown below and also in Section 9.2 of the report.



## 1.6 Action Plans

Section 10 of the report describes the methodology for creation and periodic update of three Regional Road Action Plans. These action plans, once complete, will list immediate, medium term and long term requirements for improvement of all regionally significant freight, tourism and community access routes identified in the 2030 Regional Transport Plan. The action plans will be generated by HDS Australia, on behalf of each council, undertaking a broad “fit-for-purpose” assessment of the condition of each regionally significant route, based upon the four fit-for-purpose categories listed in Section 4 of the SLRP Standard Funding Application Form, namely:

- Speed Environment
- Dimensions
- Geometry
- Strength/Durability

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

Once the above assessment is made, each regionally significant route (or section of route) will be listed on one of the following three action plans, or remain on a fourth list of roads classified as “compliant”.

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

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

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

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

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

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

## 1.7 Conclusions and Recommendations

### 1.7.1 Updated Regional Transport Goals

Many of the regional transport goals identified in the South East 2020 Transport Strategy remain relevant for the 2030 Transport Strategy, with the exception of those focussed on shifting freight movements from road to rail, since in recent times rail is proving to be uneconomical on the short haul rail routes existing in the Limestone Coast region (including the rail link to Portland).

A revised set of regional transport goals is stated below. These were the subject of discussion at the RTWG review meeting held on 28 November 2012.

1. Establish consistent regional road transport links within the Limestone Coast region and across the South Australian / Victorian border which are of an appropriate “fit for purpose” standard;
2. Develop a network of regional freight routes for heavy vehicles which complement the state government managed arterial road system by linking current and future significant sources of freight to their planned destinations;
3. Reduce the impact of heavy vehicle movements through key centres, using township bypasses or by adopting appropriate traffic management within townships where a bypass is not feasible;
4. Reduce the number of commercial vehicles on the road network by facilitating the safe operation of higher productivity vehicles;
5. Ensure that intermodal facilities, such as grain storage and handling sites, as well as major commodity load/unload points (e.g. livestock and timber), can operate in a safe and efficient manner;
6. Reduce potential conflict between freight, tourism and community access users of the road network, particularly at intersections;
7. Promote and assist regional tourism, by improving road access to tourist sites and developing a network of well signed tourist routes;
8. Ensure that all communities in the Limestone Coast region have safe and reliable access to essential community services such as health, education, financial services, recreation facilities and emergency services;
9. Continue the upgrade of regional airport facilities, particularly Mount Gambier as an important tourism and community access entry point to the region, but also the use of other aerodromes and airstrips by essential services such as RFDS and for fire-fighting, along with commercial applications including high value freight; and
10. Further explore opportunities for cruise liners to visit coastal ports like Robe, including appropriate facility upgrades.

Underpinning the development of any regional transport network in the Limestone Coast region is the need for a strong focus on road safety. LCLGA recognises and supports the principles contained within the Government of South Australia publication

“Towards Zero Together – South Australia’s Road Safety Strategy 2020” In particular, the fundamental premise that “No death or serious injury on our roads is acceptable or inevitable, and the whole South Australian community must work together to address the trauma caused by everyday use of the roads – regardless of the circumstances or the people involved” is endorsed as a key message within the 2030 Regional Transport Plan.

#### 1.7.2 Roads of Regional Significance – Guiding Principles

Six key recommendations were included in the 2030 Transport Strategy Demand Modelling Working Paper. These recommendations were intended to define the principles for development of an updated “regionally significant local road network” in the Limestone Coast region. The principles were discussed at the RTWG review meeting held on 28 November 2012 and subsequently adopted, with minor amendments, for inclusion in the 2030 Regional Transport Plan.

1. Regionally significant freight routes have initially been developed by connecting industrial and logistics development zones in Key Towns and Important Centres with the freight routes identified on Page 21 of the DPTI publication “A Functional Hierarchy for SA’s Land Transport Network” (Reference 42). This process has been supplemented with consideration of the impact of the emerging hard wood plantations and other future expansions within the region.
2. Councils have been able to nominate additional roads as regionally significant freight routes based upon connection to other industrial and mining sites declared in the Development Plan for their council area or under the town bypass policy, provided that the number of B-Double or semi-trailer movements complies with the definition of a “large volume of heavy freight vehicles” as contained in Section 5.3. Councils have also been able to nominate roads as locally important freight routes, based upon a reduced volume (tonnage) of freight defined in the last paragraph of Section 5.3.
3. Regionally significant tourism routes have been developed by mirroring the major tourism routes promoted in state and regional publications, along with designated scenic drives indicated in regional promotional material. Consideration has also been given to any route used by a 40 seat tourist bus.
4. Councils have been able to nominate additional roads as regionally significant tourism routes using locally generated information to show that a significant (i.e. 100 plus) number of visitors see the site every day.
5. Regionally significant community access routes have initially been developed based upon population data which identifies Key Towns (3000+), Important Centres (1000 to 3000) and Large Communities (100 to 1000), combined with access to the five essential services of education, health, finance (banking), recreation and emergency services.
6. Councils have been able to nominate additional roads as regionally significant community access routes either because a Small Community (50 to 100) is particularly isolated, or because a section of road leading to a major service centre supports a population of at least 100 dispersed over various farms and micro communities which concentrate road movement as they near the service centre.



### 1.7.3 Recommendations

The following recommendations are presented for consideration by the LCLGA RTWG and for formal adoption by the LCLGA Board:

1. The updated regional transport goals developed as part of the 2030 Transport Strategy, as listed in Section 11.1 of this report, be adopted as the Regional Transport Goals for the 2030 Regional Transport Plan.
2. Revised Regional Freight Routes, as shown on the regional overview, council wide maps and selected township detail maps in Appendix A and Enclosure 2, along with the underpinning definitions and methodology used to create the plans (as described in Section 5 of this report) be adopted as part of the 2030 Regional Transport Plan.
3. Revised Regional Tourism Routes, as shown on the regional overview, council wide maps and selected township detail maps in Appendix A and Enclosure 2, along with the underpinning definitions and methodology used to create the plans (as described in Section 6 of this report) be adopted as part of the 2030 Regional Transport Plan.
4. Revised Regional Community Access Routes, as shown on the regional overview, council wide maps and selected township detail maps in Appendix A and Enclosure 2, along with the underpinning definitions and methodology used to create the plans (as described in Section 7 of this report) be adopted as part of the 2030 Regional Transport Plan.
5. Non-Roads Regional Transport Considerations, as presented in Section 8 of this report, be adopted as a basis for further investigation and development of specific initiatives for improving rail freight, sea transport and air transport infrastructure where economically viable to do so.
6. The methodology for review and update of the 2030 Regional Transport Plan, along with preparation and submission of annual Special Local Roads Program or other funding applications, as summarised by the flowchart in Section 9.2 of this report, be adopted as a key element to ensure that the 2030 Regional Transport Plan remains current and relevant to the region's transport planning needs.
7. Regional Road Action Plans, highlighting immediate, medium term and long term requirements for improvement of all regional freight, tourism and community access routes identified in the 2030 Regional Transport Plan, be developed in accordance with the guidelines and sample spreadsheet shown in Section 10 of this report.
8. The next scheduled strategic review of the regional freight, tourism and community access routes identified in the 2030 Regional Transport Plan be set down for financial year 2019/20 (i.e. three years after release of the 2016 Update).

## PART B

### 2.0 INTRODUCTION

#### 2.1 Background

The Limestone Coast Local Government Association (LCLGA), formerly the South East Local Government Association (SELGA), is a Regional Association of Councils under Part 4 of the Constitution of the Local Government Association of South Australia. LCLGA is now constituted as a Regional Subsidiary under Section 43 and Schedule 2 of the Local Government Act 1999, formed by the City of Mount Gambier, District Councils of Grant, Kingston, Robe and Tatiara, and the Naracoorte Lucindale and Wattle Range Councils.

Collectively, the above seven councils have a total of 9,091 km of local roads under their care, comprising 2,071 km of sealed roads and 7,020 km of unsealed roads. The region serves a population of about 63,000 people (August 2011 census).

Over 12 years ago, LCLGA formed a Roads & Transport Working Group (RTWG), with membership comprising an elected member and an engineering/works representative from each constituent council. One of the initial tasks of the RTWG was to prepare a regional transport plan within the context of state transport planning initiatives being developed around the same time.

The South East 2020 Transport Strategy was prepared by Maunsell McIntyre on behalf of LCLGA. It was released in May 2000 (Reference 1). The original reason for development of the transport strategy was to enable all councils within LCLGA to adopt a more coordinated approach to regional transport planning, including the submission of funding applications covering construction and maintenance of the regional road network.

Several goals were defined as part of the 2020 Transport Strategy, namely:

- Reduce run-off and fatigue related vehicle accidents;
- Establish consistent and appropriate standard transport links across the South Australian / Victorian border;
- Develop an effective transport system for heavy vehicles;
- Address bottlenecks to freight flows which exist beyond the region;
- Reduce impacts of heavy vehicle movements through key centres;
- Improve regional airport facilities;
- Reduce the number of commercial vehicles on the road network;
- Reduce travel delays for freight vehicles;
- Reduce road transport of unprocessed products through the south eastern region; and

- Promote and assist regional tourism, including cycling.

There were two relevant key recommendations established through the strategy process, which were:

1. Incorporate the South East 2020 Transport Strategy within each council's strategic planning, transport and land use planning processes.
2. Develop corridor strategies and implementation plans for specific routes, similar to the corridor strategies developed for rural arterial roads in Victoria.

## **2.2 Project Overview**

In June 2012, HDS Australia was engaged by LCLGA 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. It officially replaces the 2020 Transport Strategy, which has reached the end of its period of operation.

Development of the 2030 Transport Strategy 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, with key regional planning assistance from MasterPlan SA. The team's approach used an agreed methodology developed jointly by HDS Australia and LCLGA. The LCLGA RTWG acted as a Reference Group for the project, with Rob Forgan, former Executive Officer for SELGA, as the Client Representative.

Overall, the project entailed three distinct stages, namely:

4. Identification of Land Use and Regional Transport Demands
5. Development of Updated Regionally Significant Routes for the Region
6. Preparation of a Final Report

Each of the above stages had defined inputs, process requirements and consultancy deliverables, as specified in the consultancy framework included as Appendix A to Enclosure 1. This document complements the original project brief issued by LCLGA.

## **2.3 Stage 1 Tasks**

As outlined in Appendix A to Enclosure 1, an initial understanding of regional transport demands for the Limestone Coast region was gained from a review of the SELGA 2020 Transport Strategy adopted in 2002, along with the Green Triangle Freight Action Plan and all other relevant transport planning documentation which has been published over the last ten years. This review of core transport demands (sources and destinations) for freight, tourism and community access requirements in LCLGA was undertaken as the initial component of the project.

The first stage of the project therefore entailed the following tasks (all of which are further explained in Appendix A to Enclosure 1):

1. Carry out a study of all currently available development plans and associated transport plans, summarising research undertaken to date against the three transport "purpose" categories of freight, tourism and community access.

2. Undertake additional research in relation to tourism demands.
3. Undertake independent research into the current and anticipated future location of employment, education, health, finance, recreation and emergency services relative to residential centres, including a definition of all population centres in the Limestone Coast region with a permanent population over 50.
4. Examine non-roads transport options in light of the freight, tourism and community access transport demands identified under Steps 1, 2 and 3 above. This would include existing or potential air and rail services, along with passenger bus services throughout the region.
5. Prepare a Working Paper summarising information collected in Stage 1, for consideration and adoption by the RTWG and individual councils.

## 2.4 Stage 1 Outcome

The major deliverable arising from the first stage of the project was the “2030 Transport Strategy – Demand Modelling Working Paper”, which summarised all of the Stage 1 findings. The Demand Modelling Working Paper comprised an introduction and seven other sections (as listed below), along with 12 appendices containing relevant supporting information and 41 reference documents (supplied in PDF format on an accompanying CD).

The main content of the Demand Modelling Working Paper covered:

Section 2 (Review of State and Regional Development Plans) reviewed the strategic direction set by the state government for both South Australia as a whole and for the Limestone Coast region. It also examined the state’s current Planning Strategy, plus individual development plans in existence for the seven councils which form LCLGA, along with a master plan and urban growth strategy for Mount Gambier. For each document reviewed, a summary of pertinent findings was provided, particularly where the issues impacted upon LCLGA regional transport planning requirements.

Section 3 (Review of Current Transport Plans) looked at recent transport planning studies covering the Limestone Coast region which have been undertaken by various federal, state and local government bodies. In addition to the 2020 Transport Strategy, a further seven transport studies were examined, with a summary of each provided in the Demand Modelling Working Paper.

Sections 2 and 3 collectively identified and in many instances quantified the expected future demand for transport infrastructure in the Limestone Coast region out to various years from 2020 to 2050.

Section 4 (Freight Routes of Regional Significance) summarised freight demands, including the main source of freight movements in the Limestone Coast region. A recommendation was made regarding quantifying the term “large volume of heavy freight vehicles”, so that measured or predicted heavy vehicle traffic volumes can be used to support applications for local roads to be considered a freight route of regional significance.

Section 5 (Tourism Routes of Regional Significance) addressed tourism demands in the Limestone Coast region by examining in some detail various publications available from the South Australian Tourism Commission. Section 5 defined such demands in

terms of economic benefit to the state, region and local community. A summary of total visitor numbers and accommodation nights included in Section 5 confirms that the Limestone Coast is very popular with tourists and driving holidays between Adelaide and Melbourne are well supported. Section 5 also addressed strategic tourism issues through reference to the state and various regional tourism strategies. A methodology for defining tourism roads of regional significance was also proposed.

Section 6 (Community Access Routes of Regional Significance) identified community access demands based upon current population, expected future growth in population under the current state strategic plan, consideration of demographic shifts (mainly the ageing population in South Australia) and availability of essential regional services covering education, health, finance (banking), recreation and emergency services. The second part of Section 6 proposed a methodology for defining community access routes of regional significance, using a combination of community size and availability of essential services.

Section 7 (Non-Roads Transport Considerations) looked at state government public transport policy and its likely effect on LCLGA regional transport planning. Operation of the Mount Gambier airport was discussed and potential upgrades considered. Impact of the Adelaide to Melbourne railway line was also examined, along with the disused “broad gauge” railway line to Mount Gambier. Sea movements were discussed, but are not considered to have a major impact in the region.

Section 8 provided some recommendations with regard to the process for developing draft routes of regional significance, along with refinement of those routes through council consultation processes.

Following review of the Demand Modelling Working Paper at an RTWG meeting held on 16 August 2012, and its subsequent adoption, the Working Paper became a key input to the second stage of the project.

## **2.5 Stage 2 Tasks**

Stage 2 of the project involved development of revised principal route plans for the region, covering regionally significant and locally important freight, tourism and community access routes. The tasks undertaken as part of Stage 2 are detailed in the consultancy framework (refer Appendix A of Enclosure 1). In summary they involved:

1. Meetings were held with staff from each council to discuss, then formally identify, all local roads which the council considered to have regional significance under one or more of the freight, tourism and community access categories. In the case of freight and tourism categories, “locally important” roads were also identified. While these roads did not meet the agreed criteria for regional significance, they were nevertheless considered sufficiently important to the council for inclusion in the regional transport plan. As part of the discussion process, each council was encouraged to include representatives from appropriate special interest groups (local tourism board, local development board, community associations, major freight or tourism operators) either at the main meeting or via one or more preliminary meetings, to gain specific input in relation to potential regionally significant roads.
2. Following completion of the seven meetings with council staff, freight, tourism and community access regional route drawings were prepared to identify new

routes submitted by individual councils, for consideration and endorsement by the LCLGA RTWG.

3. A second meeting of the LCLGA RTWG was held on 28 November 2012, during which RTWG members were guided through the process of considering, amending if needed, then preparing a recommendation in relation to the updated freight, tourism and community access plans.
4. All councils provided further individual feedback in relation to the draft freight, tourism and community access drawings, which were amended and formally released as an approved set on 29 January 2013.
5. Two councils subsequently requested further minor changes. These were actioned, along with a minor change in relation to Mount Gambier Airport access and inclusion of Naracoorte Aerodrome as a community access point, in Revision A drawings released on 9 April 2013.

## **2.6 Stage 2 Outcomes**

The key deliverable prepared under Stage 2 was a set of approved Principal Route Plans (released as at 29 January 2013, with some at Revision A dated 9 April 2013). However, subsequent to release of these approved drawings:

1. A third meeting of the LCLGA RTWG was held on 11 April 2013, at which RTWG members adopted the regional routes presented at the meeting, subject to clarification of the Canunda Frontage Road tourism route and freight routes within Frances Township.
2. Several further changes to the regional route drawings were made as a result of the RTWG meeting on 11 April and subsequent communication with individual councils. All drawings were subsequently re-published at Revision B status to avoid any confusion with earlier releases.

The Revision B drawings now form the basis of the 2030 Regional Transport Plan. They are included in A4 format as Appendix A of this report, with A3 versions also available as Enclosure 2. In addition, MapInfo data sets are available if individual councils wish to incorporate the revised Regional Routes into local transport planning documents.

## **2.7 Stage 3 Tasks**

Stage 3 of the project involved preparation of this final report, including detailed discussion of all aspects of the project and recommendations regarding regional transport priorities.

The tasks undertaken as part of Stage 3 are shown in the consultancy framework (refer Appendix A of Enclosure 1). In summary they were:

1. Consolidate all working papers into a final report.
2. Prepare a draft of the “2030 Regional Transport Plan – Final Report” for consultation.
3. Review any comments received on the draft report.

4. Release a final version of the “2030 Regional Transport Plan – Final Report”.

Release of a key publication in August 2012, namely “Future Directions Optimising Our Transport Corridors” by the Department of Planning Transport and Infrastructure, necessitated an additional review of its likely influence over LCLGA’s 2030 Regional Transport Plan. The document was subsequently updated and re-released in June 2013 under its new title of “A Functional Hierarchy for South Australia’s Land Transport Network”. This document has been included as Reference 42.

## **2.8 Stage 3 Outcomes**

This final report is the culmination of the 2030 Transport Strategy project. While released as a current summary of regional transport priorities for the next ten years, it is recognised 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 transport priorities.

### 3.0 REVIEW OF STATE AND REGIONAL DEVELOPMENT PLANS

#### 3.1 South Australia's Strategic Plan

South Australia's Strategic Plan (SASP) was originally launched by the State Government of South Australia in March 2004. The plan had six objectives, namely:

- Growing Prosperity
- Improving Wellbeing
- Attaining Sustainability
- Fostering Creativity and Innovation
- Building Communities
- Expanding Opportunity

The SASP was updated in 2007 and again in 2011 (Reference 3). It has been prepared as a basis for guiding all government actions and priorities. The latest version has objectives, visions, goals and targets for various priorities based on the three foundations of a sustainable society, namely Our Community, Our Prosperity and Our Environment.

Relevant to the 2030 Transport Strategy is the vision, goal and targets under Our Prosperity:

*The Vision: South Australia plans and delivers the right infrastructure.*

*To ensure the success of our State well into the future, we need to plan infrastructure that is economically and socially efficient. This will provide maximum return on investment and best value and benefit for our communities.*

*The Goal: South Australia's transport network enables efficient movement by industry and the community.*

*The Target: Strategic Infrastructure.*

*Ensure the provision of key economic and social infrastructure accommodates population growth.*

Reference to regional areas is provided in the following commentary:

*"We value the contributions our regions make to our economic prosperity, home to agriculture, forestry and fishing industries as well as an expanding mining industry. These industries together contributed \$6 billion to our economy in 2009/10. We want our regional communities to thrive through sustained growth while reaping the economic benefits of their hard work."*

South Australia's Strategic Plan is not a statutory document. The Plan's objectives and targets are taken into account in all state government decision making, driving greater discipline and focus across government. Associated with the SASP are specific "action plans" for various topics, which facilitate reaching the SASP targets. Of particular reference to the 2030 Transport Strategy is the Strategic Infrastructure Plan for South Australia.



### 3.2 Strategic Infrastructure Plan for South Australia (SIPSA)

The current published version of the Strategic Infrastructure Plan for South Australia (SIPSA) was released in April 2005 and covers the period 2004/05 to 2014/15 (Reference 4). The State Government has advised that release of an updated Strategic Infrastructure Plan for South Australia is “imminent”. Although it may soon be superseded, relevance of the current SIPSA to the 2030 Transport Strategy is reflected in the following “Transport Strategic Priorities”:

#### Road

- *Improve the State’s competitiveness through efficient freight transport networks and improved international links.*
- *Minimise the impact of freight vehicle movement on the community and environment by appropriately locating and protecting freight routes.*
- *Concentrate resources on maintaining and improving existing assets rather than extending the network.*

#### Rail

- *Encourage the shift to rail transport for passenger and freight movements where justified by environmental, economic or social imperatives.*

#### Air

- *Provide for the orderly expansion of facilities at regional airports to meet growing visitor and freight activities.*

SIPSA also identifies a series of specific strategic level transport projects for implementation across the state. Those relevant to the Limestone Coast region are:

- *Enhance existing priority strategic freight routes throughout the state in order to minimise community impacts of road freight.*
- *Implement the strategic town bypass policy.*

The state government has lead responsibility for promoting, developing and evaluating these projects.

#### South East / Limestone Coast

The Strategic Infrastructure Plan for South Australia – Regional Overview (Reference 5, Pages 60 to 69) provides the following information about the South East / Limestone Coast region.

There are 9,091 kilometres of roads in the region, of which 2,071 kilometres are sealed. The main Adelaide to Melbourne standard-gauge rail line passes through Tintinara, Keith and Bordertown. There are existing disused broad-gauge lines running from Wolseley to Mount Gambier, from Millicent to Mount Gambier and from Mount Gambier to Portland.

In addition to the traditional softwood (Radiata Pine) timber industry, hardwood (Blue Gum) forests planted over the last decade are expected to yield an additional one million tonnes of timber when harvesting commences. Impacts on the community from transporting the projected tonnage by road are a major issue. The state government is continuing to fund road widening and construction of overtaking lanes on major roads.

There is a significant network of bridges associated with the South East Drainage Scheme. The size and condition of some of these bridges will impact on heavy vehicle movements. Traffic flows in the South East have led local communities to lobby the Australian government for release of Auslink funding for heavy vehicle bypasses around major towns.

The following project information is provided under the headings of “Transport” and “Land” in SIPSA:

<b>Project: Transport</b>	<b>Priority</b>	<b>2005-2010</b>	<b>2011-2015</b>
<i>Movement of freight between Limestone Coast and Victoria:</i>			
<ul style="list-style-type: none"> <li>Work with the Victorian government to facilitate the use of rail to transport freight between South Australia and Victoria (Portland).</li> </ul>	1	*	
<ul style="list-style-type: none"> <li>Develop plans to manage growth in freight including road improvements and heavy vehicle detours of key towns, for example Penola and Mount Gambier.</li> </ul>	1	*	*
<ul style="list-style-type: none"> <li>Leverage Australian government funding to provide additional transport infrastructure.</li> </ul>	2	*	*
<ul style="list-style-type: none"> <li>Upgrade the Riddoch Highway and the Princes Highway section along the Coorong.</li> </ul>	2	*	*
<ul style="list-style-type: none"> <li>Identify the preferred site for a regional intermodal facility as part of a statewide intermodal strategy.</li> </ul>	3	*	

<b>Project: Land</b>	<b>Priority</b>	<b>2005-2010</b>	<b>2011-2015</b>
<i>Coastal marine facilities at Cape Jaffa</i>			
<ul style="list-style-type: none"> <li>Develop a combined public/commercial marina and upgrade recreational facilities to cater for aquaculture and recreational/commercial fishing activities.</li> </ul>	2	*	*
<i>Availability of large-scale industrial sites</i>			
<ul style="list-style-type: none"> <li>Investigate the potential location of future industrial sites in consultation with industry.</li> </ul>	2	*	
<ul style="list-style-type: none"> <li>Develop an industrial estate at Mount Gambier.</li> </ul>	2	*	

Note that several of the above projects have been significantly progressed, while others have stalled or been abandoned. It is expected that an updated SIPSA, together with the recently announced “Integrated Transport and Land Use Strategy for

South Australia” will, when released late in 2013, provide much greater clarity regarding the State Government’s priorities for transport and land use.

### 3.3 South Australian Planning Strategy

The Planning Strategy for South Australia (contained in various documents, but mainly References 7 and 8) is a statutory process required under Section 22 of the Development Act 1993, which presents the South Australian Government’s strategic policy directions for the physical development of the state. It is a requirement of the Development Act that councils must seek to align the Development Plan for their area with the Planning Strategy relevant to their region when preparing Development Plan Amendments. In this way, broad directions outlined within the Planning Strategy are translated to local area Development Plans and can affect local and regional development outcomes.

#### 3.3.1 Limestone Coast Region Plan

The relevant volume of the Planning Strategy covering the Limestone Coast region is the Limestone Coast Region Plan dated August 2011 (Reference 20). Transport related references, and particularly those relating to freight transport, are summarised under the following headings:

##### Overview

- Creation of employment opportunities depends on a good supply of land for development that is not constrained by a lack of infrastructure, as well as supporting opportunities in the primary production sector. In addition, the region is well positioned to benefit from having major rail and road freight transport networks that provide excellent access to markets in Adelaide and the eastern states.

##### Principle 5: Protect and Build on the Region’s Strategic Infrastructure

- Proximity to major freight transport networks and freight storage facilities are crucial elements in the value chain, and provide comparative advantage to local agricultural, forestry, seafood and related industries in the region.
- The Green Triangle Region Freight Action Plan (Reference 23) identifies the actions needed to meet growing transport demand in the region, including road and rail network enhancements and regulatory reform.

##### Policies

- Protect the transport functionality of road and rail corridors through planning policy in Development Plans.
- Designate and protect strategic roads and primary/secondary freight roads as identified.
- Protect current and future freight bypasses around towns.
- Site and locate industrial land to ensure an efficient road freight network.

Priorities for the Limestone Coast Region as identified in SIPSA

- Facilitate the use of rail to transport freight between South Australia and Portland.
- Develop plans to manage growth in freight.
- Leverage Australian government funding to provide additional transport infrastructure.
- Upgrade the Riddoch Highway and Princes Highway section along the Coorong.
- Identify the preferred site for a regional intermodal facility.

Further Issues Related to Infrastructure and Services

- The need for improved north-south access between communities and for freight vehicles during harvest periods, and for the management of potential conflicts between cars and large freight vehicles.

### 3.3.2 Greater Mount Gambier Master Plan

The Greater Mount Gambier Master Plan is also a volume of the Planning Strategy which was adopted on 28 February 2008 (Reference 19). The Master Plan provides the following information in relation to “Infrastructure and Services – Transport”:

*Road Infrastructure:*

*The South East is generally well supported with road infrastructure. The Riddoch, Jubilee and Princes Highways serve an important role for freight and private vehicle transport. Nelson Road and Princes Highway are particularly important freight routes to Portland, Victoria.*

*An overtaking lane has been recently constructed on the Riddoch Highway near the Mount Gambier and District airport. Another two overtaking lanes are proposed further to the north along the Riddoch Highway to improve safety. (Note – Since publication of the Greater Mount Gambier Master Plan, these two overtaking lanes, along with a further overtaking lane on the Princes Highway between Mount Gambier and Millicent near Tantanoola, have now been constructed).*

*A railway line extending from Wolseley through to the greater city of Mount Gambier and into Western Victoria has not been used to transport freight for more than 10 years. The state government is keeping future freight transport options open and is retaining this rail corridor. The line is being considered as one of the options in private sector investigations into the possible transportation of timber products from the proposed pulp mill site in Penola. (Note – Since publication of the Greater Mount Gambier Master Plan, the Penola Pulp Mill proposal has failed to proceed, so the likelihood of the rail corridor being required for timber product transport is very low).*

*Road reserves along the Penola Road to the airport and Jubilee Highway West to the “Five Corners” intersection should be sufficient to enable the duplication of these roads when increased traffic conditions warrant it.*

*Investigations into Airport Expansion:*

*The Mount Gambier District airport provides an important service to the region.*

*The District Council of Grant commissioned a 15 Year Strategic Plan for the airport to position it strategically given increasing passenger numbers. The major issues relate to the main runway upgrade and terminal facilities. Council continues to work with the stakeholders in developing a proposal to seek federal and state funding for the runway and terminal facilities upgrades. (Note – Since publication of the Greater Mount Gambier Master Plan, a funding proposal for airport upgrades has been completed and funding received to upgrade the landside terminal facilities, install new runway lighting to reduce fog-related cancellations and allow larger aircraft to land, plus build a 50 car secure car park).*

### **3.4 Development Plans**

Development Plans are the key statutory documents in the South Australian planning and development system. The *Development Act 1993* requires there to be a Development Plan for each part of the State in order to guide development and inform assessment of development applications. They are unlike the Strategic Plans referred to in Sections 3.1 and 3.2, or the other relevant studies referred to in Section 3.5, as they are part of the statutory process and provide detailed criteria against which development applications will be assessed.

Each council within the Limestone Coast region has its own Development Plan. There is also a Land Not Within a Council Area (Coastal Waters) Development Plan which is relevant to the coastal region (Reference 24).

Each Development Plan contains zones, maps and explicit written rules in the form of policies which guide property owners and others as to what can be done in the future on any piece of land in the area covered by the Development Plan. The zone maps and the policies (in the form of objectives, desired character statements and principles of development control) provide the detailed criteria used in assessment of proposed development applications.

All Development Plans within South Australia are in the process of being converted to a Better Development Plan (BDP) process and format. Within the Limestone Coast region, as at August 2012 Wattle Range Council, Kingston District Council, Naracoorte Lucindale Council and the District Council of Robe Development Plans have been converted, while the other three are in various stages of completion.

The BDP mapping format contains a series of overlays for each zone map, including a specific transport overlay which shows primary and secondary arterial roads, railways and provides the opportunity to recognise significant local road issues like freight routes and bypass roads. The BDP format provides the opportunity to reinforce transport and access route issues in the future. The existing Development Plan format, still in use by the City of Mount Gambier, District Council of Grant and Tatiara District Council, contains an overall structure plan indicating railways, major local roads, secondary and primary arterial roads, but no detail at the local level.

Apart from the identification of significant transport access routes, the Development Plans identify the location of designated land uses including residential, centre, commercial and industrial zones within township boundaries, and other uses outside the townships including specific industrial zones and primary industry or primary production areas. This information is important in determining where the major traffic generators are located, and how they are connected to the local and regional road system. A brief summary of each council's Development Plan follows, providing an overview of the key land use factors to consider in the 2030 Transport Strategy.

#### 3.4.1 City of Mount Gambier

The latest version of the Mount Gambier (City) Development Plan was released in February 2013 (Reference 17). Its major relevance to the 2030 Transport Strategy is the Structure Plan – Transport, Map MtG(C)/1, Overlay 1 (see Appendix L) which highlights the Primary Arterial Roads (Penola Road and Jubilee Highway) and the Secondary Arterial Roads (Benara Road / White Avenue and Punt Road / Pick Avenue). However, proposed northern and southern freight bypasses around the city are not shown.

There are two main industrial areas located within the city at the western and eastern boundaries. The western industrial area contains a large General Industry zone located mainly west of the railway corridor and White Avenue and south of Jubilee Highway West, with adjoining Light Industry, Light Industry (Enterprise) and Commercial Industry Zones. This industrial area is centred around the Carter Holt Harvey (CHH) Mill on Commercial Street West, then CHH Particle Board Plant on White Avenue, and a number of other holdings including the Scotts, Sneaths and Whiteheads Transport depots. There is also the Calula Industrial Estate on O'Leary Road. The eastern industrial area is centred around the CHH Mill on Jubilee Highway East and is zoned General Industry. Other major industrial uses include Whiteheads Mill, Van Schaiks Bio-Products and the Council Waste Transfer Station.

There is also a new retail precinct on the northern boundary of the city.

#### 3.4.2 District Council of Grant

The relevant Development Plan at the time of writing is based on the amalgamation of the former District Councils of Mount Gambier and Port MacDonnell which occurred in 1996. The latest version of the plan is dated February 2016 (refer to Reference 16) and it is still subject to conversion into the BDP format. Its major relevance to the 2030 Transport Strategy is summarised in the Structure Plan Map Gr/1 (Overlay 1) (see Appendix L) which will be converted to the BDP format in the future and defines the major road classifications.

The Development Plan zones the main towns and settlements including Tarpeena, Yahl, Kongorong, Allendale East and Donovans on the mainland, and Port MacDonnell, Carpenter Rocks, Pelican Point, Blackfellows Caves, Nene Valley and Racecourse Bay on the coast. The majority of the district is situated within the Primary Industry zone, including the major softwood forestry plantations area and the rest is mainly used for grazing and dairy farming. A major freight traffic generator in the Primary Industry zone is the Mount Gambier and District Saleyards on Princes Highway. A large dairy is located off Nelson Road at Eight Mile Plains.

The Mount Gambier District Airport is located within the current Primary Industry zone, approximately 10 kilometres north of Mount Gambier and it will be converted to an

Airfield Zone in the future. Industrial zones outside of designated townships are located adjacent to the airport off Riddoch Highway, adjacent to the City of Mount Gambier on Riddoch Highway and Millicent Road, and at Mount Schank on the Bay Road. Industrial zones within townships are located at Port MacDonnell (fishing industry) and at Tarpeena (forestry).

#### 3.4.3 Wattle Range Council

The Wattle Range Council was formed in 1997 and the Development Plan is based on Development Plans for the former District Councils of Beachport, Millicent and Penola, consolidated in 2004 and converted to the BDP format in 2008. The latest version is dated 7 February 2013 (refer to Reference 15). Its major relevance in relation to the 2030 Transport Strategy is summarised in Overlay Map Wat R/1 – Transport (see Appendix L) which shows the primary and secondary arterial road network. More detail is provided in each individual zone map overlay, including the recent extension to the Millicent Bypass Road and the proposed Penola Bypass development.

The Development Plan zones the main towns including Millicent, Penola and Beachport, plus smaller townships at Kalangadoo, Mount Burr, Rendelsham, Hatherleigh, Southend, Nangwarry and Coonawarra. The majority of the district is zoned Primary Production, with significant horticultural activities centred around Coonawarra, softwood forestry around Kalangadoo, Nangwarry, Mount Burr and Glencoe, hardwood forestry (Blue Gums) west of Penola, and the rest of the area being a combination of farming and grazing activities.

Large industry zones are located at Millicent, including the Viterra bulk handling site and the Saleyards, and at Kalangadoo (timber mill), while smaller local industry zones are established at Beachport, Southend and Penola. The Katnook Primary Industry policy area of the Primary Production zone has been set aside for industries processing or associated with the products of farming, intensive animal keeping, horticulture or commercial forestry, including industries for the processing of timber or the production of paper. The Saffries Potato Chip Factory is also located within this area. The pulp and paper works and timber mill located at Snuggery between Millicent and Tantanoola are situated within the Primary Production zone.

#### 3.4.4 Naracoorte Lucindale Council

Naracoorte Lucindale Council was formed in 1997 and the Development Plan is based on the former Naracoorte (CT), Naracoorte (DC) and Lucindale (DC) Development Plans, consolidated in 2000 and converted to the BDP format in 2010. The latest version is dated 29 November 2012 (Reference 13). Its major relevance in relation to the 2030 Transport Strategy is summarised in Overlay Map NaLu/1 – Transport (see Appendix L) which shows the primary and secondary arterial road network. More detail is provided in the individual zone map overlays.

The Development Plan zones the main towns of Naracoorte and Lucindale, and the smaller settlements including Hynam, Kybybolite and Frances. The majority of the council area is zoned Primary Production. The main primary industry products are sheep for meat and wool, dairy products, beef cattle and vines. Planting of vines, commercial forestry and other more intensive agriculture has occurred mainly east of Riddoch Highway around Wrattenbully.

Large industry zones are located in Naracoorte on the eastern and western sides of the town. A large industry zone centred around the Naracoorte meatworks is located on

the Wimmera Highway. The Naracoorte Saleyards are also located in the Primary Production zone on the Wimmera Highway between Naracoorte and Hynam. Local industry is located in the township of Lucindale in the Commercial zone. Large areas of hardwood plantations are located within the Primary Production zone south of Lucindale. The major tourism attraction is the World Heritage listed Naracoorte Caves located 15 minutes' drive south of the Naracoorte township.

#### 3.4.5 District Council of Robe

The Robe Council Development Plan was converted to BDP format in November 2011. The latest version is dated August 2014 (Reference 14). Its major relevance to the 2030 Transport Strategy is the Overlay Map Ro/1 – Transport (see Appendix L) which shows the primary and secondary road network. More detail is provided in each individual zone map overlay.

The main township of Robe is divided into a number of zones including two Industry zones at the south western section of the designated township which are not connected to the secondary arterial road access along the main road. The rest of the council area is predominantly located in the Primary Production zone which includes irrigated and non-irrigated cropping and horticulture, grazing and forestry. Robe hosts a Southern Rock Lobster fishing fleet out of Lake Butler and a boutique wine district is located around Mount Benson.

#### 3.4.6 Kingston District Council

The latest version of the Kingston District Council Development Plan is dated 13 December 2012 (Reference 12). The plan was converted to BDP format in 2008 and the Cape Jaffa Anchorage DPA was adopted in 2009. The plan's major relevance to the 2030 Transport Strategy is Overlay Map King/1 – Transport (see Appendix L) which shows the location of primary and secondary arterial roads. More detail is provided in the individual map overlays.

The Development Plan zones the main town of Kingston and the coastal marina at Cape Jaffa. An Industry zone is located in Kingston adjacent to the Princes Highway and the Reedy Creek to Lucindale Road. A rock lobster fleet operates out of the Cape Jaffa Marina, and commercial and industrial areas are specifically zoned for the fishing and aquaculture industry. The rest of the district is predominantly located within the Primary Production zone.

The main land uses are grazing (cattle and sheep) with some minor cropping. There is an established commercial forestry plantation near Mount Benson and a local wine region at Mount Benson / Cape Jaffa. For some time, the Development Plan has identified the location of a lignite deposit within the Primary Production zone north of Rowney Road. Although there has been no progress and no development to date, it is identified as a potential source of freight generation in the future.

#### 3.4.7 Tatiara District Council

The latest version of the Tatiara (DC) Development Plan is dated October 2013 (Reference 11). Its major relevance to the 2030 Transport Strategy is the existing Structure Plan Map Tat/1 – Overlay 1 (see Appendix L), which highlights the Adelaide to Melbourne railway, major local roads, as well as existing primary and secondary arterial roads.



The Development Plan zones the main towns including Bordertown and Keith, and the smaller settlements of Mundulla, Padthaway and Wolseley. The majority of the district is zoned Primary Industry and main land uses are cropping (wheat, barley and oats), stock grazing (cattle and sheep) and pastoral activities. Keith is also well known for its small seed production, mainly lucerne.

In some parts, particularly around Padthaway, there is extensive irrigation which has facilitated the growing of vines as well as small seeds, flowers, vegetables and olives. Mass production of onions and potatoes has occurred in the Primary Industry zone north of Bordertown.

Major bulk grain storage and handling facilities are located at Keith and Wolseley. An export meat processing works is located just out of Bordertown and processes up to 5,000 sheep per day. There are also Industrial zones located at Bordertown and Keith catering for the local businesses and a transport hub which is utilised by heavy vehicles.

### **3.5 Other Relevant Studies**

#### **3.5.1 Development Plan Review**

The final report of the South East Local Government Association Joint Section 30 Development Plan Review was released in May 2010. South Australia's planning system enables the state government and councils, in partnership with each community, to plan ahead in order to:

*promote development in suitable locations, protect the environment, and create a desired character and urban and regional form throughout the state and provide more clarity and certainty for those proposing development and the wider community.*

Section 30 of the Development Act, 1993 requires councils to regularly review their Development Plans to determine how the Planning Strategy as outlined in Section 3.3 can best be implemented in their areas, and how their Development Plans should be upgraded in the future. The Development Act 1993 states that councils must review their Development Plans every three to five years.

Since 1997, LCLGA has organised Joint Section 30 Development Plan Reviews on behalf of its seven member councils. There was one undertaken in 1997 and again in 2003, while the latest was conducted in 2009 and completed in 2010. Each council is also required to provide a local strategic plan pursuant to the requirements of the Local Government Act. The 2010 Joint Section 30 Development Plan Review also reviewed all the relevant local strategic plans of each member council.

The 2010 Development Plan Review included the following strategic recommendation that may have an influence on the issue of freight transport routes in the future. The review identified a need to undertake several Regional Development Plan Amendments (DPAs) to address key outcomes and directions of the various strategies, and to address existing deficiencies in the current relevant Development Plans. A particular regional DPA recommendation that may be relevant to the 2030 Transport Strategy was:

*a Regional Economic Development DPA to respond to key elements of the Regional Strategic Plan including economic development, commercial growth, industrial land supply, primary industry and tourism.*

A regional DPA of this nature could also be used to implement any regional transport strategies that may arise out of this study. The following list of current local council Development Plan Amendments (DPAs) may have an influence on the transport strategy in the future:

District Council of Grant:	Better Development Plan Amendment
	Country/Rural Living & Township Expansion DPA
Mount Gambier City Council:	Better Development Plan Amendment
Wattle Range Council:	Primary Production Zone and General DPA
Naracoorte Lucindale Council:	Nil
Robe District Council:	Nil
Kingston District Council:	Residential (Golf Club) and Rural Living DPA
Tatiara District Council:	Better Development Plan Amendment and General DPA

### 3.5.2 Natural Resources of the Tatiara 2013

Natural Resources of the Tatiara is a local action plan prepared in May 2012 (updated 2013) by the Tatiara Local Action Plan Committee on behalf of the Tatiara District Council (Reference 30). The study looks at the level of sustainable agriculture and farming practices in the future, which provides an indication of potential land use changes in the Primary Industry zone. In summary:

- Dryland cropping covers about 20 percent of the district's developed land each year and there are approximately one million head of livestock (sheep and cattle).
- Despite the small area covered by irrigation (approximately 5.5 percent), it forms a significant part of Tatiara's economy.
- There are over 25,400 hectares of irrigated crops, of which about one third is used for lucerne seed production.
- It is estimated that in some years the farm gate value of irrigation production may be up to 50 percent of the district's agricultural total.

PIRSA special information mapping 2009 shows the concentration of irrigated crops in the following areas:

- West of Bordertown.
- South of Keith.
- North-west of Keith.
- North of Bordertown (potatoes).

## **4.0 REVIEW OF CURRENT TRANSPORT PLANS**

### **4.1 General**

This section of the report looks at recent transport planning studies covering the LCLGA region which have been undertaken by various federal, state and local government bodies. The first of these documents is the South East 2020 Transport Strategy, while a further four transport studies have also been examined. Once again, a summary of each is provided.

### **4.2 South East 2020 Transport Strategy**

The South East 2020 Transport Strategy was prepared by Maunsell McIntyre and dated May 2000 (Reference 1). The development of this integrated transport strategy was undertaken to benefit all councils in the region and the Department of Planning, Transport and Infrastructure (DPTI, formerly DTEI) by providing a single strategy for the development, construction and maintenance of the regional transport network. As part of the community and stakeholder consultation undertaken throughout the study, a number of specific issues were identified in relation to the transport network, and these were developed and reviewed to establish the following relevant goals:

- reduce run-off road and fatigue related vehicle accidents;
- establish consistent and appropriate standard transport links across the South Australian / Victorian border;
- develop an effective transport system for heavy vehicles;
- address bottlenecks to freight flows which exist beyond the region;
- reduce impacts of heavy vehicle movements through key centres;
- improve regional airport facilities;
- reduce the number of commercial vehicles on the road network;
- reduce travel delays for freight vehicles;
- reduce road transport of unprocessed products through the south eastern region; and
- promote and assist regional tourism, including cycling.

The relevant key recommendations established through the strategy process included:

1. Incorporate the South East 2020 Transport Strategy within each council's strategic planning, transport and land use planning processes.
2. Develop corridor strategies and implementation plans for specific routes, similar to the corridor strategies developed for rural arterial roads in Victoria.

### 4.3 AusLink White Paper

The AusLink White Paper titled “Building our National Transport Future” was published by the Australian Government’s Department of Transport and Regional Services in June 2004 (Reference 26). It set up the framework for the planning and funding of Australia’s national roads and railways taking a long term strategic approach for the future. It provided an integrated corridor approach to infrastructure planning. This approach focussed on meeting future freight and passenger needs in the best way, irrespective of the transport mode. Only projects of high national priority were considered. As a result, the Australian Government funded projects which would have the greatest effect on the nation’s long term future, including projects to improve the safety of Australia’s major transport links and to make it quicker and cheaper to transport freight around the country.

The following investments were made in the Melbourne to Adelaide corridor during the five year planning period of AusLink:

Dukes Highway: The Australian Government committed \$15 million for shoulder sealing and to complete pavement reconstruction east of Bordertown within South Australia.

Adelaide to Melbourne Railway: The Australian Rail Track Corporation planned on-going maintenance and minor works to increase rail reliability and capacity.

The AusLink regional strategic investment funding stream aimed to enhance the ability of regional industry and communities to compete in the national and global marketplace.

Funding was to be targeted to local transport links of regional significance that might:

- carry out a connecting function within the regional land transport network or the National Network;
- form an important part of the economic development strategies within a region, consistent with existing or development regional plans;
- provide access to export-related transport networks – via rail heads, higher order regional roads, freight depots, intermodal facilities, ports and major airports; and
- enhance access for regional communities to services and employment.

The AusLink White Paper encouraged strategic planning at the regional level. AusLink regional funding was therefore designed to encourage and reward collaborative and strategic planning approaches – especially those which enhance the connections between local, state and national networks and those which are responsive to improved freight logistics.

### 4.4 Melbourne – Adelaide Corridor Strategy

One of the key components of the AusLink White Paper process was the development of a strategy for each corridor of the AusLink National Network. The Melbourne – Adelaide Corridor Strategy is aimed at long term development of this important transport corridor. It was prepared in 2007 jointly by the Australian Government’s Department of Transport and Regional Services, along with state government transport

agencies in Victoria and South Australia (Reference 27). The strategy provided guidance to decision makers and planners on the direction for development of the corridor over the next 20 to 25 years.

At a glance, the Corridor Strategy provided the following information:

*“Address congestion, safety and reliability on underperforming sections of the road links and improve rail’s performance and share of the freight market. The Melbourne-Adelaide Corridor provides a vital link in the freight flows between eastern and central Australia and serves various regions with a mix of urban and regional communities. The corridor links major agriculture (grain, timber, horticulture and livestock) production areas of western Victoria and the south-east of South Australia to Melbourne, Adelaide and the associated export market. The corridor’s role in moving freight between capital cities extends beyond the boundaries of South Australia and Victoria. Some of the freight carried originates in or is destined for Perth and (to a lesser extent) Sydney and Darwin. The total freight movements along the corridor, including those originating in or destined for Perth or Darwin, are expected to increase at a rate of 2.6 percent a year to 2025. Road is expected to continue to be the dominant mode of transport for intra-state passenger travel particularly for trips less than 400 kilometres, while inter-capital passenger movements are dominated by air.”*

Short-term priorities included in the Melbourne – Adelaide Corridor Strategy which are relevant to the 2030 Transport Strategy centre around the following strategic issues:

- the safety of passenger and freight movements along the corridor;
- the condition of the ageing road and rail infrastructure, which affects safety and efficiency;
- planning for longer-term management of transport issues in growth areas between Ballarat and Melbourne and Murray Bridge and Adelaide; and
- improvements of the rail corridor to increase the capacity and competitiveness of rail.

In response, DPTI undertook an extensive study in 2009 to determine appropriate treatments to address the aims of the strategy. The approach chosen was to deliver a program of works to produce the most cost effective and widespread improvements to safety along the whole length of the Dukes Highway.

\$100 million was committed to improving the Adelaide to Melbourne corridor in South Australia under the Australian Government’s Nation Building Program (2008/9 to 2013/14). Funding for this program comprises \$80 million for Dukes Highway improvements from the Australian Government and \$20 million from the SA Government for improvements to the South Eastern Freeway and Princes Highway.

#### **4.5 Mount Gambier Heavy Vehicle Access Study 2002**

In 2002, the City of Mount Gambier, DC Grant and DPTI jointly commissioned Maunsell Australia to undertake the Mount Gambier Heavy Vehicle Access Study (Reference 28). The study considered the impact of heavy vehicles in Mount Gambier and identified alternate heavy vehicle routes that could be made available to meet the

requirements of the freight industry whilst minimising the impact on the Mount Gambier township and immediate environs.

Consideration of various options resulted in the identification of possible heavy vehicle network scenarios, including use of the existing road network, an inner road route and a middle road route. The favoured option at the time was the middle ring road option. The recommended eastern route involved Worrolong Road and Attamurra Road to Princes Highway and the relevant western connection involved Nick Lyon Road, a new road link connecting at Pinehall Road and O'Leary Road.

The general conclusions from the study were as follows:

- no single road will service the complete needs of the heavy vehicle transport industry;
- a ring route or by-pass route around the city is not feasible in the short to medium term, due to the large percentage of heavy vehicles going to or leaving Mount Gambier and the manufacturing facilities in the built up area; and
- Princes Highway (Jubilee Highway), Riddoch Highway (north of Jubilee Highway) and Nelson Road (south of Grant Avenue) will continue to be significant heavy vehicle transportation routes.

Nevertheless, it was recognised that a heavy vehicle by-pass to the north-east of the city using Worrolong Road and Fairbanks Road would cater for any increase in heavy freight traffic travelling between the Riddoch Highway and the Princes Highway to the Port of Portland. Consequently funding was obtained for the Worrolong and Fairbanks Road Bypass.

#### **4.6 Road Classification Guidelines in South Australia**

Released in July 2008, the Road Classification Guidelines in SA (Reference 32) was prepared by the Local Roads Advisory Committee on behalf of the Local Government Association of South Australia and DPTI. It provides the most recent and most comprehensive set of definitions for the classification of roads throughout South Australia as "Arterial" or "Local". It also provides a fundamental definition of "Key Towns" and "Important Centres" based upon "ABS 2006 Census of Population and Housing" data.

Relevant definitions contained within the Road Classification Guidelines which are most likely to influence LCLGA regional transport planning are:

##### Key Town and Important Centre

Key Towns are designated as those with a population greater than or equal to 3000, while Important Centres are those with a population greater than or equal to 1000 persons, but less than 3000. Note that the terms Key Town and Important Centre have been used in the Road Classification Guidelines solely to determine the road hierarchy and network. The terms are based on population only and do not necessarily reflect the general importance of towns in the state.

Using the above definitions, Page 7 of the Road Classification Guidelines lists Key Towns in the LCLGA region (from largest to smallest) as Mount Gambier, Naracoorte and Millicent. Important Centres are listed as Bordertown, Kingston SE, Robe, Penola

and Keith. An increase in population between the 2006 and 2011 census has resulted in Port MacDonnell also being included as an Important Centre.

### Rural Arterial Road

Rural Arterial Roads provide a highly connective strategic network of roads carrying significant traffic volumes, including heavy vehicles, over long distances on a continuous basis (as distinct from seasonal traffic). Such roads include:

- Roads between states and their capital cities (e.g. the Dukes Highway);
- Roads between broad geographic regions of the state and between Key Towns in these regions (e.g. Princes Highway and Riddoch Highway);
- Roads connecting Important Centres to Key Towns (e.g. Southern Ports Highway, Penola – Millicent Road, Port MacDonnell – Mount Gambier Road);
- Roads connecting Important Centres to each other where such links in association with other arterial roads are of state-wide or major regional significance (e.g. Bordertown – Kingston SE Road).

### Rural Local Road

Rural Local Roads are of three kinds:

- Roads that are obviously local access roads leading to groups of farms or small settlements;
- Roads that provide for local area movements including travel between two Important Centres (note that local area is not necessarily synonymous with council area); and
- Roads leading to Important Centres or other communities situated a short distance off the main bypassing arterial road.

### Urban Road

Urban Roads are defined as those inside the Adelaide metropolitan area. However, an exception to this is those roads located in some regional cities, or large country towns, which are considered to be of an urban nature. It is therefore proposed in the Road Classification Guidelines that roads within those towns outside of Adelaide with 10,000 people or more be treated as urban. For the LCLGA region, this would apply to Mount Gambier.

## PART C

### 5.0 FREIGHT ROUTES OF REGIONAL SIGNIFICANCE

#### 5.1 Freight Demands

Much of the freight demand modelling presented in the original 2020 Transport Strategy (Reference 1) remains relevant to preparation of the 2030 Transport Strategy. Major regional commodities identified in the 2020 Transport Strategy included wine, horticulture, livestock, grain and timber. Of these, future demands for freight transport associated with the first four remain consistent with projections in Section 3.3 of Reference 1. On the other hand, the number of hardwood timber plantations has increased dramatically, particularly in the south of the Limestone Coast region. This will place significant additional demands on the road network when timber harvesting commences.

Sources of freight movements in the region comprise two fundamental types:

1. Individual properties throughout the region. In this instance, freight movements are generally of low volume and spread across various roads in the network, dictated by the needs of individual businesses. In some cases, use of B-Doubles may be required. These are generally approved via issue of individual permits or, if required on a regular basis, through gazettal of a Commodity Freight Route under DPTI's RAVNet System.

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

2. Industrial and logistics development zones in Key Towns and Important Centres. These zones generate significant economic activity which is of benefit to an individual council's area of responsibility and to the Limestone Coast region. In some cases, the centres are of importance to the state as a whole.

One major industrial/logistics development zone has been identified within Mount Gambier. Any local roads connecting this zone to a nearby arterial road automatically qualify as being of regional significance.

Various minor industrial zones exist in Important Centres throughout the Limestone Coast region. These are identified in the Development Plan applicable to each council (References 11 to 17). Local roads connecting minor industrial zones to a nearby arterial road will qualify as being of local importance, but to be considered of regional significance will require a sufficient number of freight movements to demonstrate economic benefit to the region as a whole.

A summary of the predicted freight generation demands is provided for each local government area in the following table:



<b>Predicted Freight Generation Demands</b>		
<b>Freight Generator</b>	<b>Current/Predicted Capacity Commentary</b>	<b>Regional Significance</b>
<b><i>City of Mount Gambier</i></b>		
Calula Estate on O'Leary Road	Fully developed Light Industry zone	Combined it is likely to be a Major Industry Logistics Centre
Area Surrounding CHH Pine Mouldings on Commercial Road West	Combined General and Light Industry areas, mainly small operations	Minor Industry Centre
Carter Holt Harvey Mill and surrounding industry on Jubilee Highway East	General Industry zone including timber mills and associated industries	Combined, it is a Major Industry Centre
<b><i>District Council of Grant</i></b>		
Softwood Forestry Plantations <ul style="list-style-type: none"> <li>- Kongorong</li> <li>- Caroline</li> <li>- Glenburnie</li> <li>- Wandilo</li> </ul>	Individual sites are likely to generate less than 50,000 tonne each. The main impact is in relation to routes near the processing facility	Minor Industry Centres
Gunns Tarpeena Mill	520,000 tonne sawlog capacity	Major Industry Centre
Mount Gambier District Airport <ul style="list-style-type: none"> <li>- Associated Industry Zone</li> </ul>	100,000 passengers per annum plus freight traffic	Minor Industry Centre
Transport Industry Zone (north of Mount Gambier)	Only development so far is Cummins Diesel headquarters.	Minor Industry Centre.
Mount Gambier District Saleyard	125,000 cattle / 250,000 sheep per annum. One sale per week. High percentage of impact by small vehicles. 80% output by B Doubles	Minor Industry Centre
Port MacDonnell Industry Zone	Localised to fishing industry	Minor Industry Centre
Donovans Dairy plus other dairies in the vicinity	Average Milking Herd 2,000 cows	Minor Industry Centre
Limestone Mines	Concentrated south-west of Mount Gambier but located in various different quarries	Minor Industry Centre

Warrnambool Cheese and Butter Factory	155,000 tonnes of milk transported to silos per annum	Major Industry Centre
<b>Wattle Range Council</b>		
Softwood Forestry Plantations <ul style="list-style-type: none"> <li>- Tantanoola area</li> <li>- Glencoe area</li> <li>- Mount Burr area</li> <li>- Penola (east)</li> </ul>	Individual sites are likely to generate less than 50,000 tonne each. The main impact is in relation to routes near the processing facility.	Minor Industry Centres
Hardwood Forestry Plantations <ul style="list-style-type: none"> <li>- Penola (west)</li> </ul>	200 commercial vehicle movements per day generated by commercial forests <sup>1</sup>	Minor Industry Centre
Snuggery Pulp and Paperworks and Mill		Major Industry Centre
Kalangadoo Mill	Leading Timber Preservation/Treatment Plant in Australia. Capacity 155 cubic metres of finished product per annum	Minor Industry Centre
Nangwarry Mill		Minor Industry Centre
Milk Processing Plant – Riddoch Highway	Local Industry	Minor Industry Centre
Millicent Industry Zones including Viterra Grain Storage	Viterra Grain Storage is 130,000 tonnes, plus other industrial uses	Minor Industry Centre
Beachport and Southend Industry Zones	Local industry mainly associated with fishing	Minor Industry Centres
Coonawarra Wine District	5,860 hectares at 15-25 tonnes per hectare	Major Industry Centre
Potatoes/Onions - Glenroy		Minor Industry Centre
Milk Processing Plant – Snuggery	Local Industry	Minor Industry Centre
Holla-Fresh Hydroponics	Local Industry	Minor Industry Centre
<b>Naracoorte Lucindale Council</b>		
Hardwood Forestry Plantations south of	Same as Penola (west)	Minor Industry Centre

Lucindale		
Vineyards – Wrattenbully	2,550 hectares 15-25 tonnes per hectare	Minor Industry Centre
Teys Abattoir	12 to 40 live cattle trucks coming in and approx ten 20ft containers of finished product going out, plus approx 15 other deliveries, per day	Major Industry Centre
Naracoorte Saleyards	110,000 cattle and 650,000 sheep per annum	Major Industry Centre
Lucindale Local Industry (Commercial Zone)	Only local industries supporting town	Minor Industry Centre
Naracoorte Industrial Estate		Major Industry Centre
Naracoorte Logistics Centre and Quarry	20 B-Doubles 10 semis and 2 skeleton trailers per day, plus 800 fully laden truck and trailer movements per day	Major Industry Centre
Potatoes/Onions – Vicinity Boddingtons West Road	Sporadic high volumes of freight	Minor Industry Centre
<b><i>District Council of Robe</i></b>		
Robe Township Industry Zone	Only minor industries supporting the town	Minor Industry Centre
Mount Benson Wine Growing Area	Total 536 ha with Cape Jaffa wine region	Minor Industry Centre
<b><i>Kingston District Council</i></b>		
Noolook Softwood Forestry Plantation	Approximately 8,900 hectares	Minor Industry Centre
Cape Jaffa Wine District	Total 536 ha with Mount Benson wine region	Minor Industry Centre
Cape Jaffa Anchorage Fishing and Aquaculture Industry	Specifically zoned to support fishing and aquaculture	Minor Industry Centre
Kingston Industry Zone	Mainly serving locals in the township	Minor Industry Centre
<b><i>Tatiara District Council</i></b>		
Bordertown Industry including Viterro Grain Distribution	39,000 tonne grain storage capacity and local industries	Major Industry Centre
Keith Industry including	136,000 tonne grain storage	Major Industry Centre

Viterra Grain Distribution	capacity and local industries	
Wolseley Grain Storage and Distribution	100,000+ tonne grain storage capacity	Major Industry Centre
Padthaway Wine District	4,010 hectares at 15-20 tonnes per hectare	Minor Industry Centre
Potato and Onion Farms Pinnaroo Road	Irrigated areas scattered around the Pinnaroo Road	Major Industry Centre
Bordertown Rubble Pits	50,000 – 100,000 tonnes of rubble servicing the council area	Major Industry Centre
Master Butchers Co-operative Limited	60,000 tonnes incoming and 20,000 tonnes outgoing	Major Industry Centre
Bordertown Meatworks	Supporting regional pastoral industry	Major Industry Centre

## 5.2 Capacity and Safety Issues

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

Where possible, separation of freight movements from commuter/tourist traffic achieves pronounced improvements in road safety for all users. The continued introduction of freight bypasses for Key Towns and Important Centres has therefore been given a very high priority by the state government, with implementation of its strategic town bypass policy being recognised as a strategic transport project within the Strategic Infrastructure Plan for South Australia (Reference 4).

## 5.3 Definition of Regional Freight Routes

The most appropriate definition of a regionally significant freight route remains that which is contained within the December 2001 Roads Infrastructure Database (RID) Project Report (Reference 2), namely that a "Freight" purpose *"Facilitates industry development by linking key industries to major transport routes and contributes to efficient movement of large volumes of heavy freight vehicles"*. Unfortunately, the term "large volumes of heavy freight vehicles" was never fully defined in the RID Project Report, nor in any of the subsequent strategic planning documents which have been released.

For the purpose of the 2030 Transport Strategy, it has been agreed that the following quantifiable definition of a "large volume of heavy freight vehicles" be applied:

- At least 10 B-Double movements per day (50 per week) on a two way basis (i.e. half may be empty or part full); or

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

Assuming a typical load of 40 tonnes for a B-Double and 20 tonnes for a semi-trailer, this equates to 200 tonnes per day (1000 tonnes per week or 50,000 tonnes per annum) of general freight movement on the route. This figure provides a quantifiable assessment of whether routes servicing an industry centre should be classified as regionally significant (i.e. over 50,000 tonnes per annum) or locally important (under 50,000 tonnes per annum). However, the exception to this measure is high value freight (such as the lobster industry), where fast and reliable access to market and the value of the economic contribution to the region may justify such routes being classified as regionally significant, despite a much lower tonnage involved.

The RTWG meeting held at the end of Stage 2 of the project identified that the number of freight routes qualifying as regionally significant under the above definition would be much less than those identified in the 2020 Transport Strategy. It was therefore agreed that the term “locally important freight route” would be officially introduced, with a quantifiable definition of carrying between 20,000 and 50,000 tonnes per annum of freight. This definition allows for important freight routes to be shown as part of the Regional Freight Routes for the LCLGA region, while still defining regionally significant freight routes as carrying the higher loads of 50,000+ tonnes per annum.

#### 5.4 Short Term High Intensity Freight Routes

Within the Limestone Coast region, there are two significant freight generators which cause roads to fall into a “short term high intensity” freight route category, namely wind farm construction and forestry harvesting. The 2030 Transport Strategy is primarily intended to address longer term on-going freight generators. However, while construction of a wind farm may take as little as one year to complete, it has the potential to significantly damage a road due to the high volumes and heavy loads involved. The same can also be said for forestry harvesting, where a plantation may take between 10 and 20 years to grow and then be harvested within one year, potentially leading to significant road damage. Given the large impact of these activities on the road network, it is important to recognise them accordingly.

In the case of wind farm construction activities, sufficient funding to maintain all affected roads in a safe condition capable of handling projected short term loads will need to be included as a development contribution by the wind farm developer or separately allowed for in a council’s works budget. Such roads are not included in the 2030 Regional Transport Plan.

In the case of forestry harvesting, Figure 4 in the Green Triangle Region Freight Action Plan (Reference 23) depicts woodchip flow projections for the period from 2009 to 2018. This map is re-produced as Appendix B. While there have been a number of subsequent changes in the management of and harvest planning for the hardwood forestry plantations, the map in Appendix B remains the latest published information. Annual tonnage based definitions for regional freight routes, as contained in Section 5.3, can be further extrapolated in the case of forestry harvesting to reflect 10 year totals of over 500,000 tonnes to qualify as a “regionally significant freight route” and between 200,000 tonnes and 500,000 tonnes to qualify as a “locally important freight route”. Incorporating the woodchip flow projections in Appendix B, additional regional

freight routes have thus been identified based upon current projections for woodchip flow.

## **5.5 Summary of Findings – Regional Freight Routes**

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

1. All major industrial zones were linked to the nearest suitable DPTI arterial road and/or national highway, if they were not already located on a DPTI route.
2. Minor industry centres were examined, with connection to a DPTI arterial road determined to be regionally significant if the volume of heavy vehicles and/or tonnage of freight moved on that route met the definition in Section 5.3 above. Note that, where any route associated with a minor industry centre failed to meet the definition for regional significance, most were designated as a locally important freight route.
3. Woodchip flow projections from 2009 to 2018 were used to identify additional regional freight routes required to support the significant hardwood and softwood forestry harvest operations which occur through the southern section of the Limestone Coast region.

As a result of the above process, and using the definitions shown in Section 5.3, a variety of maps showing regionally significant and locally important freight routes in the Limestone Coast region have been prepared. These regional freight routes have then been presented in a regional overview, together with council wide maps for greater clarity and, where needed, detailed maps for key towns. All maps are included at A4 size in Appendix A of this report, along with a separate volume of A3 sized maps (as Enclosure 2).

## 6.0 TOURISM ROUTES OF REGIONAL SIGNIFICANCE

### 6.1 Tourism Demands

The South Australian Tourism Commission (SATC) has established a tourism brand known as “South Australia – A Brilliant Blend”. SATC advertises key tourism locations, which are consequently considered of state significance. They are part of the “Brilliant South Australia” booklet, available in hard copy from SATC offices but not downloadable from their web site. Key regional tourism locations are also promoted in the “South Australia Limestone Coast – A Brilliant Blend” publication (Reference 34).

For the Limestone Coast region, key tourism locations include The Coorong, Robe, Beachport, Penola, Coonawarra, Mount Gambier, Naracoorte and numerous settlements along the coast. Of these, the strategically important areas (identified as worthy of promotion at a national and/or international level) are Penola, Coonawarra, Mount Gambier and the Naracoorte Caves.

The key regional tourism destinations identified above, along with other important local tourism destinations, are further described in specific regional tourism brochures published by SATC. These depict specific towns, sites, routes, experiences and events likely to be of interest to a tourist visiting the region. As well as hard copy versions for all regions, some of the brochures can be downloaded from the SATC web site.

Any site listed in the regional tourism brochures could be considered to have regional significance. However, practical considerations in terms of the likely number of visitors, particularly those coming via organised coach or mini bus tour, should be taken into account when determining which sites need to be serviced by a regionally significant tourism route.

Finally, a market summary for Limestone Coast regional tourism destinations, along with various other facts covering the profile of domestic visitors, attractions and events, tourism accommodation, and the profile of international visitors, is provided in the regional tourism profile published by the SATC in 2009 (Reference 37). This important information further assists in defining the regional significance of various tourism destinations. In particular, Page 1 of the Limestone Coast regional tourism profile provides a valuable summary of the tourism market in the region and is therefore shown in Appendix G of Enclosure 1.

One basis of comparing tourism demand for the Limestone Coast region is the estimated number of overnight visitors and their source (intrastate vs interstate vs international). For 2009, the regional tourism profile provides the following information:

	<u>Intrastate</u>	<u>Interstate</u>	<u>International</u>
Limestone Coast			
Visits	253,000	190,000	45,000
Nights	750,000	541,000	261,000

The above table highlights the significance of the Limestone Coast as a tourist destination, not only for intrastate visitors (where the average stay is three nights), but for international visitors (with an average stay of nearly six nights).

From information contained in the South Australia regional tourism profile published by SATC in 2009 (Reference 36), it can be seen that the Limestone Coast is ranked second (behind Adelaide) for most visited region by interstate visitors, while it is ranked fourth (behind Adelaide, Fleurieu Peninsula and Yorke Peninsula) for most visited region by intrastate visitors.

## **6.2 Regional Tourism Considerations**

It has been identified that there are very few available publications which specifically address the need for tourism transport infrastructure on a regional basis. However, an understanding of the following publications provides, at least in a broad sense, guidance for the determination of regional priorities in relation to tourism transport infrastructure:

- The South Australian Tourism Plan 2020 (Reference 38).
- Local Government's Engagement in Tourism – Final Report, dated July 2006 (Reference 40).
- Destination Action Plan for Limestone Coast, dated June 2012 (Reference 41).
- A Functional Hierarchy for South Australia's Land Transport Network – Pages 24 and 25, Department of Planning Transport and Infrastructure, dated June 2013 (Reference 42).

## **6.3 Methodology for Creation of Regional Tourism Routes**

Maps showing major tourist drives and tourism destinations in the Limestone Coast region are included in Appendix A and Enclosure 2. These maps were established by undertaking a study of SATC promotional material in order to identify tourism destinations of state significance, along with regional tourism promotional material in order to identify tourism destinations of regional significance.

Tourism information is also based on a number of scenic drives indicated in regional promotional material, as well as on maps maintained at a state level by DPTI.

In determining regionally significant tourism routes, the difference between designated primary and secondary tourism routes was based on two key indicators.

Firstly, the size of vehicles that tourism operators use on the route and also the amount of advertising of the route was used as an indicator of route importance. For instance, routes which cater for 40 seat buses are considered as primary tourism routes, while routes catering for 20 seat buses (e.g. coasters, etc) are considered secondary tourism routes.

Secondly, any route which links to a destination that is promoted as having state significance is considered a primary route. On the other hand, well advertised major attractions, which are usually only accessed by private vehicles, are considered secondary routes. Examples of this type of route include access roads to Beachport and Robe.

One point which was made via feedback from councils is that some locations do not have coach access or significant tourist numbers due to the currently inadequate



access (e.g. Coorong – 42 Mile Crossing). If access was improved to these sites, tourist numbers and coach tours would consider utilising them more.

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

#### **6.4 Summary of Findings – Regional Tourism Routes**

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

1. Two heavily promoted tourism routes identified in the “Melbourne Adelaide Touring Route” document (Reference 35), incorporating several sections of national highway, as well as various arterial roads and some local roads, were shown as Primary Tourism Routes.
2. Any other DPTI arterial roads, as well as any local roads, that were identified in the “Future Directions Optimising Our Transport Corridors” document as part of the State Tourism Network were shown as Secondary Tourism Routes.
3. All primary tourism destinations were linked to the nearest suitable DPTI arterial road and/or national highway, if they were not already located on a DPTI route. An example arising from this step was Naracoorte Caves linked to the Wimmera Highway via Caves / Hynam Road.
4. All secondary tourism destinations were checked against the criteria in Section 6.3 regarding the type of vehicles used by commercial tourism operators to access the destination. Regular visits (e.g. at least daily in tourist season) by 40 seat buses dictated that the route warranted primary tourism route status. Examples arising from this step included the main streets in Robe (DC Robe) and Penola (Wattle Range Council). On the other hand, secondary tourism destinations visited regularly by smaller buses and cars were designated as secondary tourism routes. Examples in this category included Port MacDonnell to Carpenter Rocks (DC Grant), Canunda Frontage Road (Wattle Range Council), Nora Creina Road (DC Robe) and Old Coorong Road (Kingston District Council).
5. Secondary tourism destinations which were not visited by a commercial bus operator on a regular (daily) basis, or where individual cars failed to bring in at least 50 visitors per day, were considered to only be of local importance, rather than being regionally significant. Similarly, local scenic routes that were not promoted in tourism publications outside of the region, were considered to have local importance, rather than regional significance.

As a result of the above five step process, and using the definitions shown in Section 6.3, a variety of maps showing regionally significant and locally important tourism routes in the LCLGA region have been prepared. These regional tourism routes have then been presented in a regional overview, together with council wide maps for greater clarity and, where needed, detailed maps for key towns. All maps are included

at A4 size in Appendix A of this report, along with a separate volume of A3 sized maps (as Enclosure 2).

## **7.0 COMMUNITY ACCESS ROUTES OF REGIONAL SIGNIFICANCE**

### **7.1 Community Access Demands**

A process was undertaken to identify regionally significant community access roads by starting with identification of major demographics (i.e. population and available services).

Firstly, the location of town and community centres were determined using council information and other available maps. This information was then collated with the 2011 census data to establish which town and community centres had permanent populations exceeding 50. Where census data was not available for small towns (data is now packaged into regions rather than individual towns) Google Earth was used and the number of houses within the town was counted. This was then multiplied by 2.5 persons/house to give a town population.

An exception to the above rule has been made for Mil-Lel, which is included on the community access network because there is a primary school located within the community and it is 10 km from Mount Gambier. For the same reason, Kangaroo Inn has been included due to it having an area school which is attended by approximately 130 students.

Also, some further investigation is required on some shack communities (examples are Donovans, Pelican Point and Cape Douglas). They may have non permanent populations which exceed the minimum population of 50, but for the moment have been considered to be tourism destinations, rather than permanent communities.

Population data for Key Towns and for Important Centres, as per the definitions contained within the Road Classification Guidelines in SA (Reference 32), were then cross checked against data supplied by councils. Where a discrepancy existed, data from the Road Classification Guidelines has been used (refer Appendix D to Enclosure 1).

The community access network is based on town centres, which are clusters of households, rather than households scattered over a length of road. Once locations for these town centres were established, and population data received, the provision of essential services was assessed. Essential services are considered to cover the five areas of education, health, finance (banking), recreation and emergency services. The presence of an essential service was defined using various criteria. Education requires a school of any level. Health requires a doctor's surgery or hospital. Finance requires an operational bank or other lending institution (i.e. not an agency arrangement). Recreation requires use of a sporting facility and the associated existence of a sporting club not directly connected to a school. Emergency services requires at least one of Metropolitan Fire Service, Royal Flying Doctor Service base, ambulance, police or SES to be based in the township/community. CFS depots are excluded as they are in all towns and also in numerous rural locations. However, they will be considered in route planning.

### **7.2 Methodology for Creation of Regional Community Access Routes**

By combining the presence of essential services with population data, town centre locations and the DPTI arterial road network, maps showing regionally significant communities have been created (refer Appendix A or Enclosure 2). These maps show

various colours for individual towns or community centres, based on the number of essential services available in that location, namely:

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

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

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

Most townships and communities are on the arterial road network, thereby being provided with a reliable connection to other town centres with more or different services. A number of communities, though, are not on the arterial road network. These include Pelican Point, Blackfellows Caves, Nene Valley, Kybybolite, Glencoe and Boatswain Point.

Large communities (i.e. with a population of 100+) that are isolated from the arterial road network need to be provided with a regionally significant community access route to the nearest town centre or DPTI road. Small communities that are isolated from the arterial road network require access which is considered to be an important community access route at council level, but not at a regional level. These communities are shown on the community access maps to assist individual councils plan their council road network priorities.

For those towns or large communities already located on the arterial road network, it may be appropriate for councils to provide an extra regionally significant link to another service centre, where commuters would otherwise be driving a lot further out of their way to access the nearest essential services or where the DPTI road has deficiencies making it well below a fit-for-purpose standard. An example of this is Frances to Naracoorte (Naracoorte Lucindale Council), where the local community regularly uses Gap Road and Cadgee Road, rather than the DPTI controlled Frances – Hynam Road, due to the poor condition of the DPTI road.

### **7.3 Supplementary Methodology for Adding Community Access Routes**

In addition to the main methodology discussed in Section 7.2, a supplementary methodology for creation of a regionally significant community access route was also developed. This extra process involved determining the point at which local roads become a common use facility for at least 100 people, all coming from either individual farms or isolated communities each of less than 50 permanent population, and requiring access to their nearest town providing some or all of the five essential services. It resulted in some local roads which feed directly in to towns being of regional significance for part of their length, but of only local significance for the remainder.

## 7.4 Summary of Findings – Regional Community Access Routes

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

1. All communities in the LCLGA region with at least 50 permanent residents, along with essential services available in each of those communities, were identified using the methodology described in Section 7.2.
2. Small and Large Communities, plus occasionally Important Centres, were linked via a single regionally significant community access route to either a DPTI arterial road or directly to a larger community providing the required essential service(s). Examples of such routes include access to Carpenter Rocks and numerous other coastal communities (DC Grant, Wattle Range Council, DC Robe and Kingston District Council) and Padthaway – Bordertown Road (Tatiara District Council).
3. Small and Large Communities in high risk bushfire prone areas were provided, where possible, with a second regionally significant community access route in the opposite direction to the primary route. Examples of such routes include the multiple accesses to Glencoe (Wattle Range Council) and Lucindale (Naracoorte Lucindale Council).
4. Using ratepayer property information provided by individual councils, concentration points were determined for certain local roads servicing at least 100 permanent residents across diverse rural properties and very small communities. The section of local road from these concentration points to the nearest community with the relevant essential services (either directly or via a DPTI arterial road) was then defined as a regionally significant community access route. Examples of this include various feeder roads around Mount Gambier, Millicent, Bordertown and Keith.

As a result of the above four step process, and using the definitions provided in Sections 7.2 and 7.3, a variety of maps showing regionally significant community access routes in the LCLGA region have been prepared. These regional community access routes have once again been presented as a regional overview, together with council wide maps for greater clarity and, where needed, detailed maps for key towns. All maps are included at A4 size in Appendix A of this report, along with a separate volume of A3 sized maps (as Enclosure 2).

## 8.0 NON-ROADS TRANSPORT CONSIDERATIONS

### 8.1 Review of Public Transport Policy

The methodology for this component of the project involved consideration of public transport issues when reviewing the various strategic plans, development plans and transport plans previously mentioned under Sections 2 and 3, along with an additional search of publicly available transport policy documents. The review is not intended to be a detailed analysis of all public transport services in the region, nor does it include consultation with significant stakeholders or communities.

#### 8.1.1 Current Public Transport Policy – State Government

The Public Transport Division of DPTI oversees the operation of the regional passenger transport services:

Provincial City Bus Services – funded by the state government in six provincial cities in SA and managed by local operators, such as McCormick's Bus Service in Mount Gambier.

Community Passenger Networks – transport information/brokerage services for transport disadvantaged people for accessibility to services within larger regional communities, jointly funded by DPTI and the Federal Department of Families and Communities' Home and Community Care Program. The Red Cross also provides a community passenger transport service.

Integrated Transport Services – timetabled and flexible intra-region bus services, which are contracted and subsidised by the state government and with transport concessions provided.

Regional Taxi Services – 24 hour metered fares which can access the SA Transport Subsidy Scheme for people with disabilities.

A map showing all South Australian regional bus services is included as Appendix J to Enclosure 1. Further details can be found at [www.bussa.com.au](http://www.bussa.com.au).

The Parliament of South Australia's Environment, Resources and Development Committee had an inquiry into transport and released its findings in December 2009.

Key findings were:

#### Committee Recommendation 1

The Committee recommends that Government planning and funding for public transport in metropolitan Adelaide and regional South Australia reflect the urgent need to increase public transport's share of the passenger transport task.

#### Committee Recommendation 13

The Committee recommends that regional bus service fares be reviewed with a view to reducing the fares within country towns and between Adelaide's nearby country towns. Metropolitan and country public transport fares should

be adjusted according to CPI on a regular basis and metro ticket boundaries be reviewed in light of the expanded urban area.

#### Committee Recommendation 14

The Committee recommends that public transport be considered to be an essential element contributing to the achievement of the community's social goals, such as equity, social inclusion and the welfare of disadvantaged groups, through the network's geographical and temporal coverage and the quality of services provided.

#### 8.1.2 Changing Community Attitudes to Travel

The DPTI *Travel Smart Program* may be of assistance to regional communities as a way of providing travel behavioural change. This program looks at the transport needs of individuals and local areas, then provides cultural change tools. The *Travel Smart Program* would need to be linked with other programs such as community public transport network brokerage.

#### 8.1.3 Conclusions

1. The current policy for public transport in the State of South Australia is mainly focused on revitalisation for the higher demand centres in the Adelaide Metropolitan area and a transport brokerage brief on public transport demand growth in regions.
2. Regional public transport services into the future will more than likely need to be met by Regular Route Services and the integration of services.
3. Local public transport will tend to be provided within communities by Integrated Transport Services and Community Passenger Networks, supplemented where viable by Regional Taxi Services.
4. Travel Change behavioural programs could assist local people and communities in cultural change to travel demand (e.g. work from home, car pooling, teleworking, etc).

### 8.2 Rail Transport Infrastructure

A schematic map of the rail network in Western Victoria and Eastern South Australia, incorporating the Limestone Coast region, is included as Appendix K to Enclosure 1, with an interactive version available at [www.railmaps.com.au](http://www.railmaps.com.au). Existing rail infrastructure within the Limestone Coast region and expected upgrades over the next ten years are discussed in the Green Triangle Region Freight Action Plan (Reference 23), with rail works mainly focused in western Victoria. In summary:

#### 8.2.1 Current Transport Policy – Australian Government

The Australian Government released its “National Infrastructure Priorities” in May 2009 where it identified that rail freight is becoming an increasingly significant factor in Australia's economic and environmental performance.

*Infrastructure Australia supports significant investment in Australia's rail freight network and Infrastructure Australia considers that a new National Freight*

*Strategy needs to be developed for our freight networks to improve planning, investment and decision making, as part of a complete Integrated National Transport Plan.*

The key freight rail projects proposed for the area are identified in the Green Triangle Region Freight Action Plan road and rail upgrades (SA and Victoria).

The Green Triangle has been identified as a major timber plantation and mineral sands province in south-west Victoria and south-east South Australia, with capacity to generate large volumes of export timber plantation products via the Port of Portland.

The proposed Green Triangle road and rail upgrade projects complement existing and future wood chip production capacity. The \$34 million road and rail program includes:

- a new rail terminal at the Port of Portland;
- re-activation and upgrade to standard gauge of the existing rail line between Heywood (near Portland) and Kalangadoo (near Penola); and
- re-activation and upgrade to standard gauge of the existing rail line between Kalangadoo and Wolseley.

Unfortunately, with cancellation of the Penola Pulp Mill project, the economic feasibility of large scale wood chip and other forestry product movements from Penola to Portland by rail is questionable. The SA and Victorian state governments remain committed to retaining the rail corridors, but a substantial investment in the above rail upgrades is highly unlikely in the near future.

#### 8.2.2 Rail Freight Considerations

The Adelaide – Melbourne rail line runs through the northern sector of the Limestone Coast region, generally along the Dukes Highway alignment. This long haul freight line forms a key part of the interstate rail network, with services mainly focussed on interstate activity. However, if a suitable sized freight task exists, a regional intermodal facility in the Keith – Bordertown area could be considered. This already occurs in the case of grain, with silo and/or bunker storage and train loading facilities at various sites along the Dukes Highway (most notably at Wolseley) utilised for shipment of large quantities of grain by rail. Some of these road/rail intermodal facilities can be classified as regionally significant (handling greater than 50,000 tonnes per annum of grain), while the remainder would be classified as locally important.

Industrial developments within the precinct are of regional significance, but they are highly unlikely to warrant any consideration of non-grain related road/rail intermodal transfer facilities within the timeframe of the 2030 Regional Transport Plan. The principal mode of freight transport will continue to be road based. The implication for the road network is that important local roads servicing industrial/logistics precincts will need to be capable of handling up to B-Double freight movements.

#### 8.2.3 Rail Tourism Considerations

Tourism considerations are generally limited to the “Overland” train service which runs from Adelaide to Melbourne on Monday, Wednesday and Saturday with return services operating Tuesday and Friday. Local stop is only at Bordertown, then further west at Murray Bridge.

There are no plans for expansion of tourism rail facilities in the region.



#### 8.2.4 Commuter Considerations

Use of rail for commuter services is impractical due to the small population catchment with local and regional bus services providing limited serviceability for this particular user group.

Practically, private vehicle will be the predominant commuter transport mode in the immediate and medium term.

### 8.3 **Sea Transport Infrastructure**

Sea transport facilities in the Limestone Coast region have a relatively minor role to play in regional transport planning. Local ports provide private moorings for mainly small scale commercial fishing operations and recreational purposes. Several commercial lobster fishing fleets exist, but these introduce high value freight considerations rather than sea transport issues.

The Limestone Coast Destination Action Plan (Reference 41) is encouraging more cruise ships to utilise the ports. The MV Athena's planned visit to Robe in February 2013 carrying approximately 550 passengers, did not eventuate. However, another cruise ship visit is planned for 2014. Should these become a more regular activity in the future, it may require a regionally significant passenger intermodal facility and supporting road infrastructure to be introduced. However, at this stage proposed future activity is not reliable enough to warrant inclusion in current regional transport planning.

### 8.4 **Air Transport Infrastructure**

Mount Gambier has the only regional airport in the Limestone Coast region. Hudson Howell consultants in February 2012 undertook an extensive investigation of the economic and social impacts of South Australia's regional airports and key points identified for Mount Gambier were:

*Mount Gambier, already making a significant contribution to state employment and gross state product, is on the verge of improving this contribution and its financial performance through the expansion of Regular Passenger Transport (RPT) services linked to infrastructure upgrades.*

Nationally, the aviation industry is moving towards the use of larger aircraft to service regional markets. However, for RPT airports, larger planes and capacity could lead to reduced frequency of services. It also increases the number of passengers required to justify daily services and requires significant upgrades to airport security and certification.

Mount Gambier Airport: The airport has in the order of 92,500 annual passenger movements. It is currently served by Rex Airlines employing SAAB 340 aircraft (34 seats). The terminal is adequate for existing passenger services and could cater for the larger Fokker 50 and DASH 8-300.

In addition to personal travel, business and tourism facilitation, the airport offers residents the ability to access health and medical facilities in Adelaide. In this context, the Airport is considered a "social good" by the District Council of Grant, which manages the airport facilities.

Reasons for travel to/from Mount Gambier Airport have been identified as:

Business	60%
Personal	15%
Visit Friends & Relatives	10%
Leisure	8%
Medical	6%
Education	1%
Total	100%

Passenger numbers have declined in recent years from a peak of 117,000 in 2007/08 to 92,500 in 2010/11. While the Global Financial Crisis may be responsible for this decline, the regional economy has suffered some setbacks with a mill closure and proposed forward sale of forestry harvesting rights.

Other Aerodromes and Airstrips: These exist at a number of major centres around the Limestone Coast region, including Naracoorte, Millicent, Keith (for agricultural services), Bordertown, Coonawarra and Kingston. All are primarily available for use by RFDS, private aircraft and charter flights. Likely future passenger numbers are insufficient to justify major upgrades to these sites, although pilot operated landing lights and other 24 hour facilities have been installed at Kingston and are being considered at several other locations. Use of these facilities on a regular basis by the RFDS, such as occurs at Naracoorte and Kingston, is considered regionally significant due to the nature of the medical emergencies that necessitate RFDS transport. Use of aerodrome and airstrip facilities on a less frequent basis by the RFDS would not justify regional significance, with such facilities maintained on a suitable fit for purpose basis.

Air Freight Considerations: Very little export air freight is generated from regional airports to Adelaide because the cargo capacity of aircraft operating regional air services is very limited and few products are of high enough value to sustain the air freight cost irrespective of back loading issues. None of the regional airports in South Australia can accommodate freight flights to interstate freight consolidation points. The only regional high value time sensitive product that has been carried by air in significant quantities in the past is live lobster out of Port Lincoln on light aircraft charter to Adelaide.

## PART D

### 9.0 METHODOLOGY FOR REVIEW AND UPDATE OF THE STRATEGY

#### 9.1 Background

Since LCLGA released its 2020 Transport Strategy in May 2000, there has been no review of the fundamental assumptions and associated content of the original report. Periodic updates to the Strategic Routes which formed part of the original 2020 Transport Strategy have been proposed by individual councils and managed by the South East Resource Information Centre (SERIC) on LCLGA's behalf. Invariably, these updates have occurred on an annual basis when councils are preparing bids for Special Local Roads Funding (SLRP) and discover that a particular road is not shown as regionally significant. To a certain degree, the SERIC maps in recent years have thus been manipulated to suit individual funding application priorities, rather than being changed as the result of a fundamental review.

While not specifically requested as part of the original brief, inherent within the development of the 2030 Transport Strategy is the need to define a methodology for review and update of the strategy itself and the associated regional route maps that form the basis of the 2030 Regional Transport Plan. This ensures that the 2030 Regional Transport Plan is a "living" document in which LCLGA is able to incrementally reflect changing regional needs by periodic updates to the plan during its expected 10 to 15 year.

The following methodology for periodic review and update of the 2030 Regional Transport Plan, as well as activities associated with regional prioritisation of annual SLRP funding applications, is therefore proposed. It is based upon a similar successful methodology recently introduced by the Southern & Hills Local Government Association as part of their regional transport planning process.

#### 9.2 Overview of Process

The flowchart shown on the next page describes the review and update methodology as a six step process.

Step 1 addresses the need to periodically review all regional route plans developed as part of the 2030 Regional Transport Plan (refer to Appendix A or Enclosure 2 for the current plans). Changes to regional routes will be driven by changes to economic and social needs within the region.

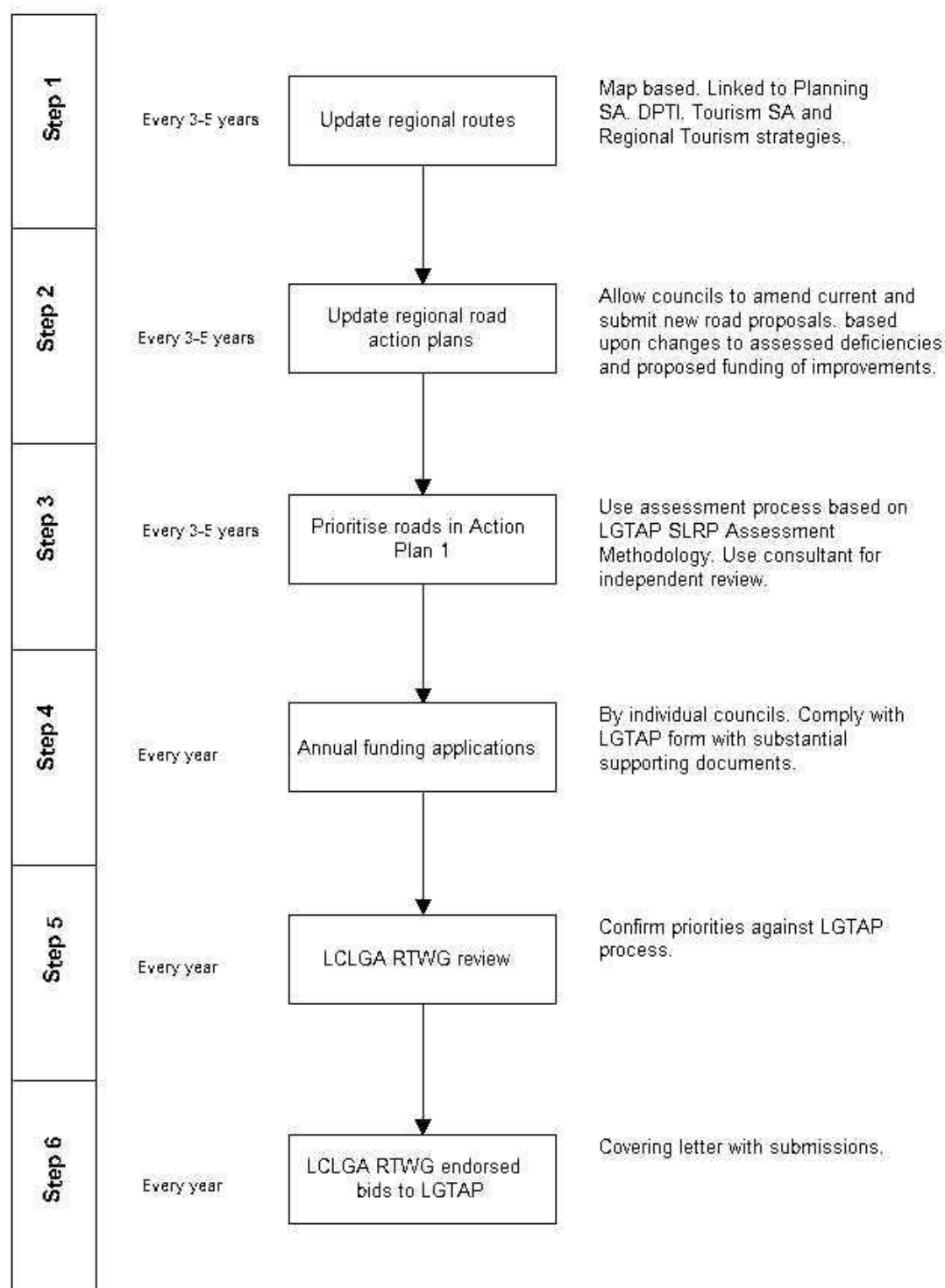
Step 2 allows councils to update the regional action plans, which identify regionally significant local roads that are not fit for purpose, then establish short, medium and long term upgrade priorities (refer to Section 10 for further details).

Step 3 allows the LCLGA RTWG, with input from a consultant as independent reviewer if desired, to prioritise all roads submitted under Action Plan 1 (i.e. those showing significant deficiencies which councils have included as a priority under their individual capital works programs (see Section 10). For consistency with previous assessments, the prioritisation process should continue to use the LGTAP SLRP Assessment Methodology, as adopted by LCLGA since 2002.

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

Steps 4 to 6 describe the annual grant funds application process, which if applied as described, should maximise the potential for LCLGA road projects to receive funding under the SLRP and from other sources. These three annual steps remain substantially unchanged from the successful process which has applied over the last 15 years.

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



### 9.3 Road Proposal Assessment

The annual road proposal assessment component of the 2030 Regional Transport Plan review and update methodology, which is shown as Step 4 in the flowchart on the previous page, is closely aligned with recommendations contained within the Roads Infrastructure Database (RID) Project Report released in 2001. The RID Project guidelines are used by the Local Government Transport Advisory Panel (LGTAP) as part of its annual assessment process for grant funding under the Special Local Roads Program (SLRP). Strong alignment between the LCLGA and LGTAP assessment processes maximises the potential for LCLGA applications to receive SLRP funding support.

The RID Project methodology is fully described in the Roads Infrastructure Database (RID) Project Report (Reference 2). It is a single stage methodology which evaluates road proposals against six categories, namely Secondary Purpose, Regional Significance, Economic, Access, Safety and Environmental. Since publishing of the project report in 2001, all annual Special Local Roads Program and Regional Roads to Recovery funding applications from throughout the state submitted to the Local Government Transport Advisory Panel (LGTAP), are required to be in a format that facilitates assessment using the RID Project methodology.

The key to successful application of this methodology is threefold:

- a. Selecting road proposals which have been clearly identified as forming part of the regional road network under the freight, tourism and/or community access categories, to ensure that the road proposal is properly recognised as having regional and/or state significance and (preferably) having more than one purpose.
- b. Substantiating claimed benefits under the economic, access, safety and environmental categories with objective evidence. This might include supporting freight movement studies for the economic benefits section, tourism or public transport operator letters of support for the access benefits section, and road safety audit reports for the safety benefits section.
- c. Once weighted benefit assessments are complete, splitting priorities for roads which have a primary purpose of freight, tourism or community access, so that the priority of tourism or community access roads for funding is independently compared with other tourism or community access roads respectively, not with freight roads.

An example of the how the road proposal assessment process operates as an integral part of the 2030 Regional Transport Plan review and update methodology is shown on the next page. Fundamental to the process is the “analysis of weighted benefit” scoring methodology.

**SOUTH EAST LOCAL GOVERNMENT ASSOCIATION****ANALYSIS OF WEIGHTED BENEFIT (WB) AND WEIGHTED BENEFIT/COST SCORE (WBC) - INITIAL ASSESSMENT**

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

				<b>Council Name:</b>	City of Mount Gambier	District Council of Grant
				<b>Road Name:</b>	O'Leary Road	Meyers Road
				<b>Length of Road (km) - RL</b>	0.9	2
				<b>Primary Purpose:</b>	FREIGHT	TOURISM
				<b>Traffic Volume (AADT): - TV</b>	2216	251
				<b>% Gap Closed: - GC</b>	100	100
				<b>Cost to Close Gap (\$): - UC</b>	510000	260000
				<b>Amount Sought (\$)</b>	255000	130000
<b>Benefit Influencing Factor</b>	<b>Weighting (%)</b>	<b>Specific Criteria</b>	<b>Maximum Score</b>	<b>Achieved Score</b>	<b>Achieved Score</b>	
5(a). Secondary Purpose(s)	10	1. One Secondary Purpose	5.0		5.0	
		2. Two Secondary Purposes	5.0			
5(b). Regional Significance	25	1. Community Significance	8.3	8.3	8.3	
		2. Regional Significance	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		
		2. Provide direct access to major industrial developments	1.7	1.7		
		3. Facilitate a higher classification of freight movements	1.7	1.7		
		4A. Facilitate intermodal transport operations - rail	0.6			
		4B. Facilitate intermodal transport operations - sea	0.6			
		4C. Facilitate intermodal transport operations - air	0.6			
		5. Assist export of products by improving quality and reducing impacts of dust etc	1.7	1.7		
		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		
		8. Assist attraction of economic investment to region	2.5			
	5	Road Owner Benefit				
		9. Reduce the road maintenance effort	5.0	5.0	5.0	
5(d). Access	15	1. Reduce traffic congestion	1.7			
		2. Link areas of particular land uses to strategic routes	1.7	1.7		
		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	
		5. Provide improved access to key population centres	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		
		8. Provide all weather access	1.7	1.7	1.7	
		9A. Provide access to other types of transport - bus	0.6	0.6	0.6	
		9B. Provide access to other types of transport - rail	0.6			
		9C. Provide access to other types of transport - air	0.6			
5(e). Safety	20	1. Reduce conflicts between tourist, freight and commuter traffic	2.2	2.2	2.2	
		2. Contribute to safer travel and reduce accidents	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	
		5. Provide access for school buses	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		
		8. Reduce road roughness and potential dust hazards	2.2	2.2	2.2	
		9. Reduce the impact of roadside hazards	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	1.1		
		2. Minimise impact of heavy vehicles on local community	3.3	3.3		
		3. Reduce reliance on road transport and encourage other forms of transport	3.3			
WEIGHTED BENEFIT SCORE (WB)			100	62	52	
WEIGHTED BENEFIT/COST SCORE (WBC)				241	100	
( = WB x TV x (RLx1000) x (GC/100) / UC )						
PRIORITY RANKING BY WEIGHTED BENEFIT				6	8	

## **10.0 ACTION PLANS**

### **10.1 Background**

Development of a methodology for creation of short, medium and long term action plans in support of the agreed 2030 Transport Strategy was included as a requirement of the original project brief.

### **10.2 Methodology**

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

- Speed Environment
- Dimensions
- Geometry
- Strength/Durability

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

Once the above assessment is made, each regionally significant route (or section of route) will be listed on one of the following three action plans, or remain on a fourth list of roads classified as "compliant".

### **10.3 Action Plan 1 – Immediate Priority (0 to 5 Years)**

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

### **10.4 Action Plan 2 – Medium Term Priority (6 to 10 Years)**

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

### **10.5 Action Plan 3 – Long Term Priority (11 Years and Beyond)**

Roads on this list will be based upon regionally significant routes exhibiting no major deficiency, but one or more minor deficiencies in fit for purpose standard, the upgrade of which councils acknowledge is unlikely to occur in the next 10 years unless

circumstances change significantly (e.g. road purpose, traffic volumes, further deterioration in standard, available funding).

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

All remaining regionally significant freight, tourism and community access roads, as identified in the 2030 Regional Transport Plan, which currently meet all fit-for-purpose standards (i.e. exhibit no major or minor deficiency) will become part of this list.

## 10.7 Sample Output

A sample spreadsheet, to be completed by each council for all of the regionally significant routes shown on the 2030 Regional Transport Plan for their area, is as follows:

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

It was resolved at the RTWG Workshop on 14 September 2016 that HDS Australia, on behalf of all member councils, will complete the above spreadsheet by the end of 2016.



## PART E

### 11.0 CONCLUSIONS AND RECOMMENDATIONS

#### 11.1 Updated Regional Transport Goals

Many of the regional transport goals identified in the South East 2020 Transport Strategy remain relevant for the 2030 Transport Strategy, with the exception of those focussed on shifting freight movements from road to rail, since in recent times rail is proving to be uneconomical on the short haul rail routes existing in the Limestone Coast region (including the rail link to Portland).

A revised set of regional transport goals is stated below. These were the subject of discussion at the RTWG review meeting held on 28 November 2012.

1. Establish consistent regional road transport links within the Limestone Coast region and across the South Australian / Victorian border which are of an appropriate “fit for purpose” standard;
2. Develop a network of regional freight routes for heavy vehicles which complement the state government managed arterial road system by linking current and future significant sources of freight to their planned destinations;
3. Reduce the impact of heavy vehicle movements through key centres, using township bypasses or by adopting appropriate traffic management within townships where a bypass is not feasible;
4. Reduce the number of commercial vehicles on the road network by facilitating the safe operation of higher productivity vehicles;
5. Ensure that intermodal facilities, such as grain storage and handling sites, as well as major commodity load/unload points (e.g. livestock and timber), can operate in a safe and efficient manner;
6. Reduce potential conflict between freight, tourism and community access users of the road network, particularly at intersections;
7. Promote and assist regional tourism, by improving road access to tourist sites and developing a network of well signed tourist routes;
8. Ensure that all communities in the Limestone Coast region have safe and reliable access to essential community services such as health, education, financial services, recreation facilities and emergency services;
9. Continue the upgrade of regional airport facilities, particularly Mount Gambier as an important tourism and community access entry point to the region, but also the use of other aerodromes and airstrips by essential services such as RFDS and for fire-fighting, along with commercial applications including high value freight; and
10. Further explore opportunities for cruise liners to visit coastal ports like Robe, including appropriate facility upgrades.

Underpinning the development of any regional transport network in the Limestone Coast region is the need for a strong focus on road safety. LCLGA recognises and supports the principles contained within the Government of South Australia publication “Towards Zero Together – South Australia’s Road Safety Strategy 2020” In particular, the fundamental premise that “No death or serious injury on our roads is acceptable or inevitable, and the whole South Australian community must work together to address the trauma caused by everyday use of the roads – regardless of the circumstances or the people involved” is endorsed as a key message within the 2030 Regional Transport Plan.

## **11.2 Roads of Regional Significance – Guiding Principles**

Six key recommendations were included in the 2030 Transport Strategy Demand Modelling Working Paper. These recommendations were intended to define the principles for development of an updated “regionally significant local road network” in the Limestone Coast region. The principles were discussed at the RTWG review meeting held on 28 November 2012 and subsequently adopted, with minor amendments, for inclusion in the 2030 Regional Transport Plan.

1. Regionally significant freight routes have initially been developed by connecting industrial and logistics development zones in Key Towns and Important Centres with the freight routes identified on Page 21 of the DPTI publication “A Functional Hierarchy for SA’s Land Transport Network” (Reference 42). This process has been supplemented with consideration of the impact of the emerging hard wood plantations and other future expansions within the region.
2. Councils have been able to nominate additional roads as regionally significant freight routes based upon connection to other industrial and mining sites declared in the Development Plan for their council area or under the town bypass policy, provided that the number of B-Double or semi-trailer movements complies with the definition of a “large volume of heavy freight vehicles” as contained in Section 5.3. Councils have also been able to nominate roads as locally important freight routes, based upon a reduced volume (tonnage) of freight defined in the last paragraph of Section 5.3.
3. Regionally significant tourism routes have been developed by mirroring the major tourism routes promoted in state and regional publications, along with designated scenic drives indicated in regional promotional material. Consideration has also been given to any route used by a 40 seat tourist bus.
4. Councils have been able to nominate additional roads as regionally significant tourism routes using locally generated information to show that a significant (i.e. 100 plus) number of visitors see the site every day.
5. Regionally significant community access routes have initially been developed based upon population data which identifies Key Towns (3000+), Important Centres (1000 to 3000) and Large Communities (100 to 1000), combined with access to the five essential services of education, health, finance (banking), recreation and emergency services.
6. Councils have been able to nominate additional roads as regionally significant community access routes either because a Small Community (50 to 100) is particularly isolated, or because a section of road leading to a major service centre supports a population of at least 100 dispersed over various farms and

micro communities which concentrate road movement as they near the service centre.

### 11.3 Recommendations

The following recommendations are presented for consideration by the LCLGA RTWG and for formal adoption by the LCLGA Board:

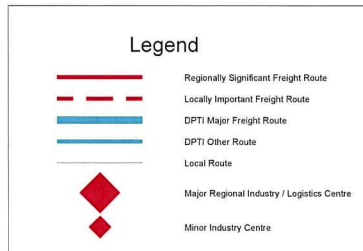
1. The updated regional transport goals developed as part of the 2030 Transport Strategy, as listed in Section 11.1 of this report, be adopted as the Regional Transport Goals for the 2030 Regional Transport Plan.
2. Revised Regional Freight Routes, as shown on the regional overview, council wide maps and selected township detail maps in Appendix A and Enclosure 2, along with the underpinning definitions and methodology used to create the plans (as described in Section 5 of this report) be adopted as part of the 2030 Regional Transport Plan.
3. Revised Regional Tourism Routes, as shown on the regional overview, council wide maps and selected township detail maps in Appendix A and Enclosure 2, along with the underpinning definitions and methodology used to create the plans (as described in Section 6 of this report) be adopted as part of the 2030 Regional Transport Plan.
4. Revised Regional Community Access Routes, as shown on the regional overview, council wide maps and selected township detail maps in Appendix A and Enclosure 2, along with the underpinning definitions and methodology used to create the plans (as described in Section 7 of this report) be adopted as part of the 2030 Regional Transport Plan.
5. Non-Roads Regional Transport Considerations, as presented in Section 8 of this report, be adopted as a basis for further investigation and development of specific initiatives for improving rail freight, sea transport and air transport infrastructure where economically viable to do so.
6. The methodology for review and update of the 2030 Regional Transport Plan, along with preparation and submission of annual Special Local Roads Program or other funding applications, as summarised by the flowchart in Section 9.2 of this report, be adopted as a key element to ensure that the 2030 Regional Transport Plan remains current and relevant to the region's transport planning needs.
7. Regional Road Action Plans, highlighting immediate, medium term and long term requirements for improvement of all regional freight, tourism and community access routes identified in the 2030 Regional Transport Plan, be developed in accordance with the guidelines and sample spreadsheet shown in Section 10 of this report.
8. The next scheduled strategic review of the regional freight, tourism and community access routes identified in the 2030 Regional Transport Plan be set down for financial year 2019/20 (i.e. three years after release of the 2016 Update).

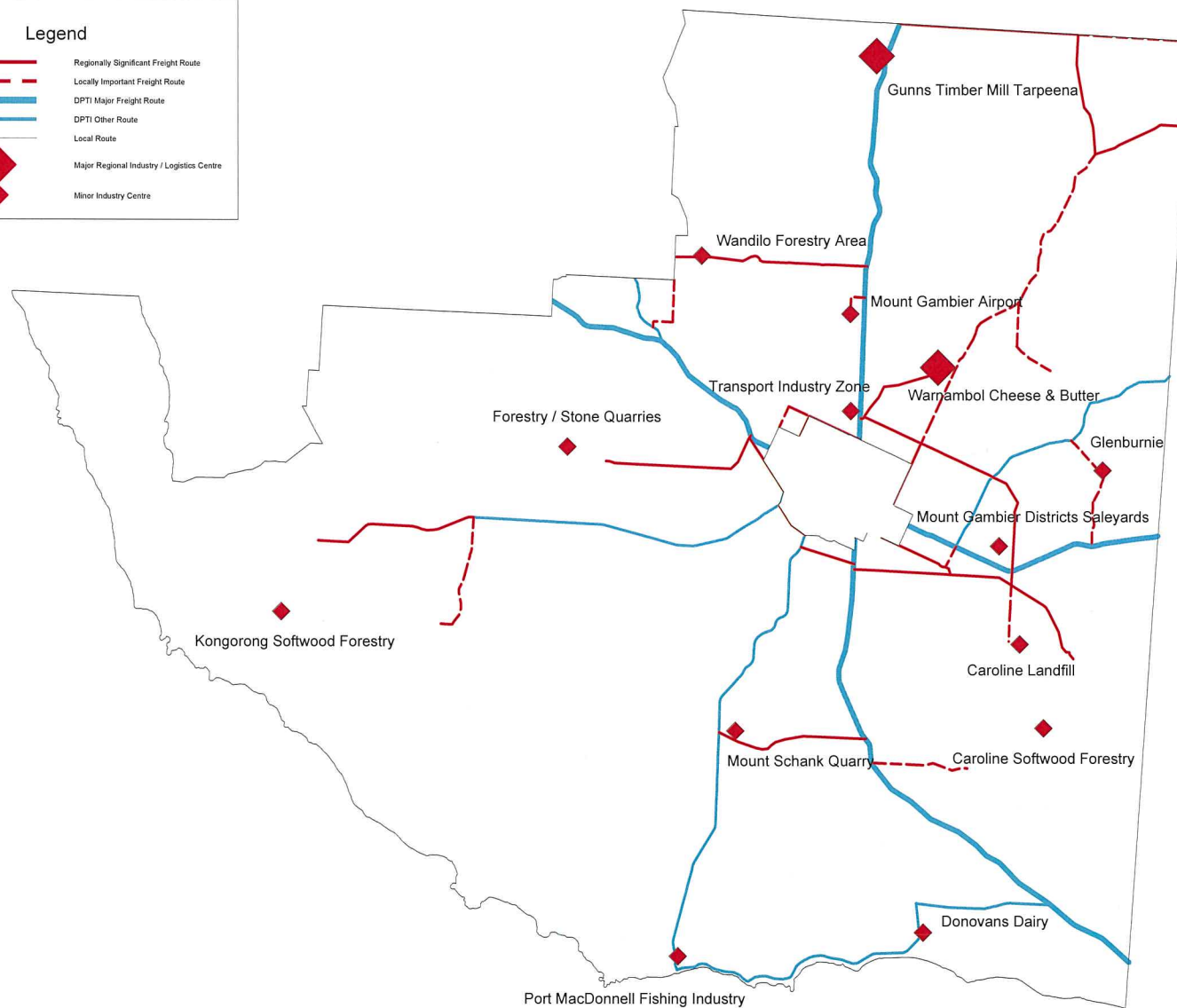
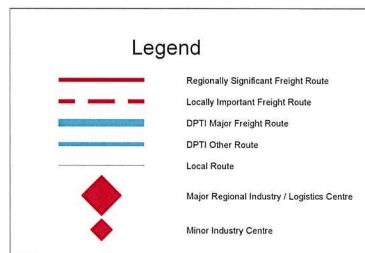
## **Appendix A**

---

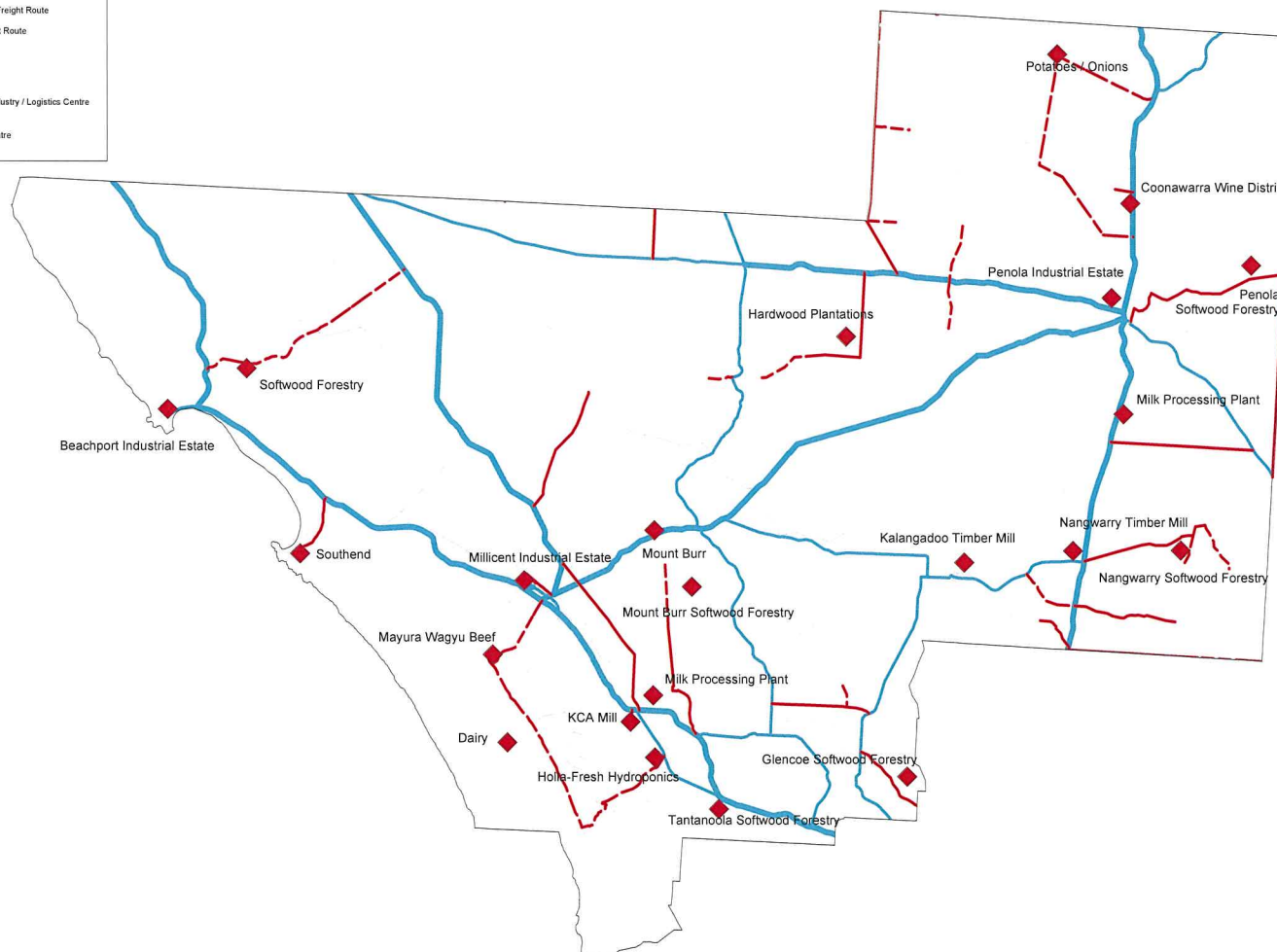
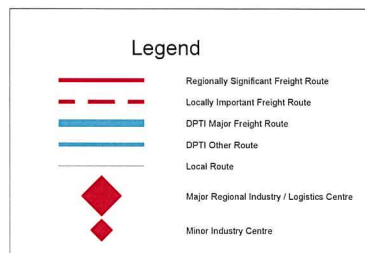
2030 Regional Transport Plan – Regional  
Routes (as at 9 February 2017), A4 Size











Prepared by



277 Magill Road  
Trinity Gardens SA 5068  
Telephone: 08 8333 3760  
Facsimile: 08 8333 3079  
Email: sa@hdsaustralia.com.au



John C Olson  
FIEAust  
Chartered Professional Engineer  
Member No. 506394

Approved

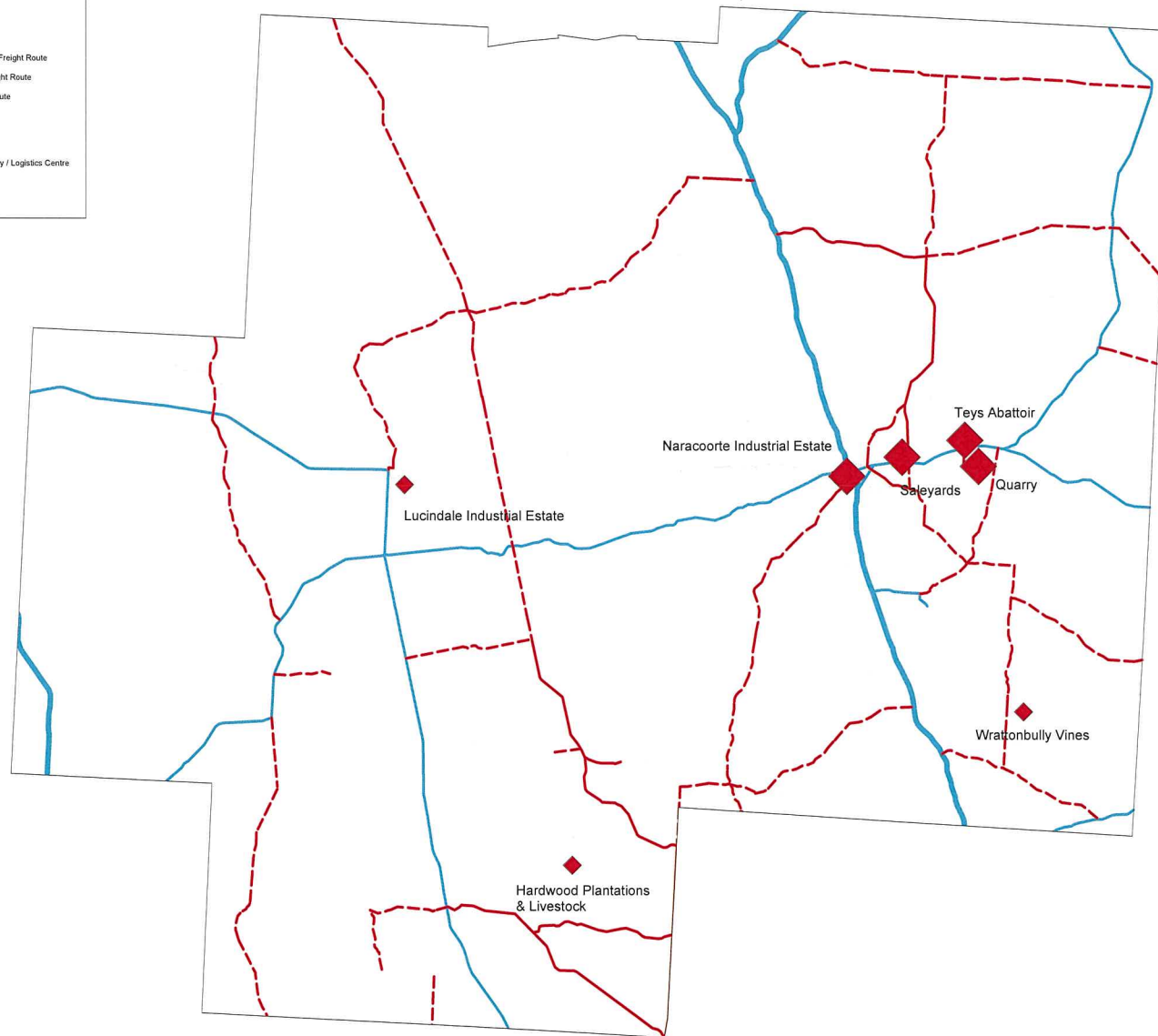
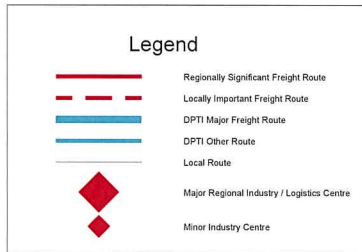
*[Signature]*  
Date 9 Feb 17

## Limestone Coast Local Government Association 2030 Regional Transport Plan

**Regional Freight Routes  
Wattle Range Council**

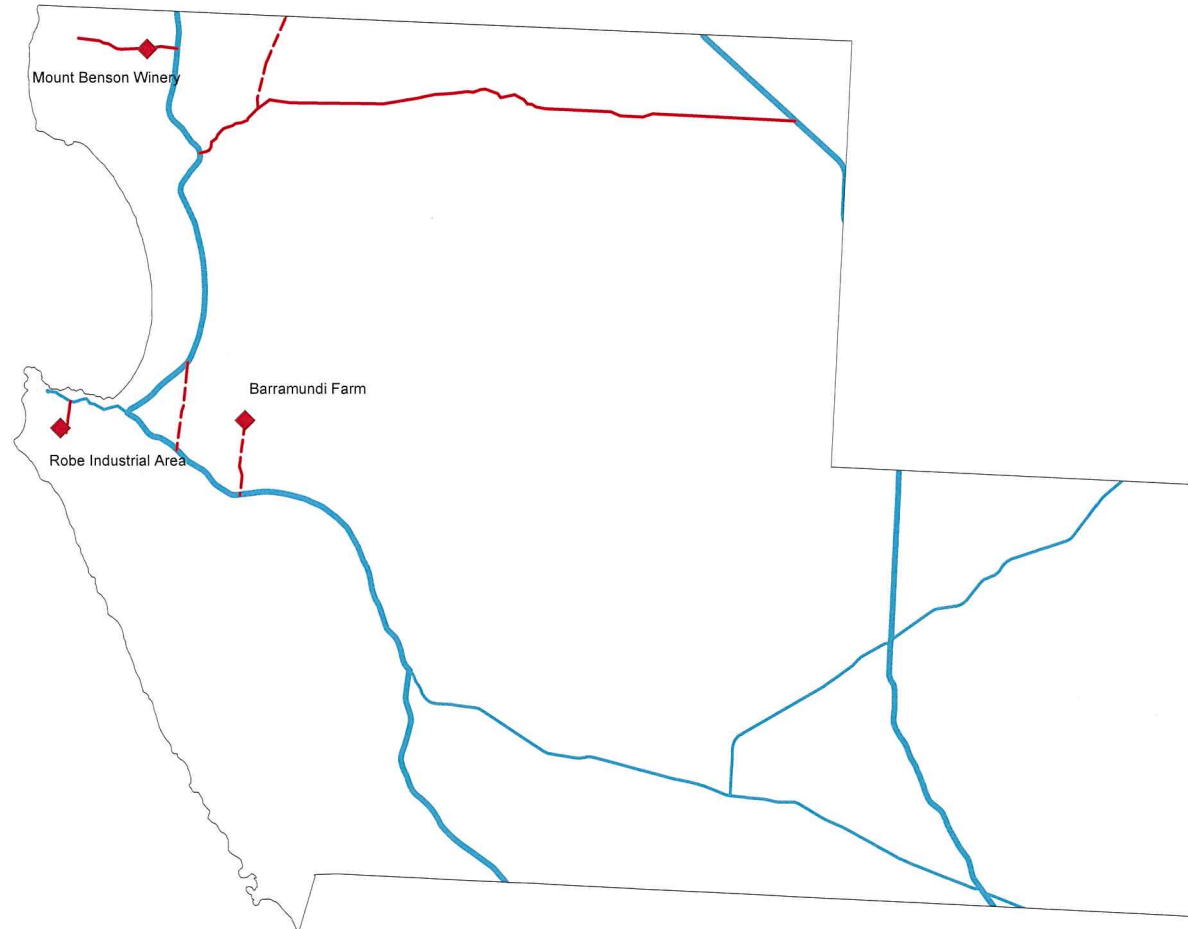
Drawing No.  
**2030TS-F-C-03**  
REVISION E





### Legend

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



Prepared by



277 Magill Road  
Trinity Gardens SA 5068  
Telephone: 08 8333 3760  
Facsimile: 08 8333 3079  
Email: sa@hdsaustralia.com.au



John C Olson  
FIEAust  
Chartered Professional Engineer  
Member No. 506394

Approved

*[Signature]*  
Date 9 FEB 17

## Limestone Coast Local Government Association 2030 Regional Transport Plan

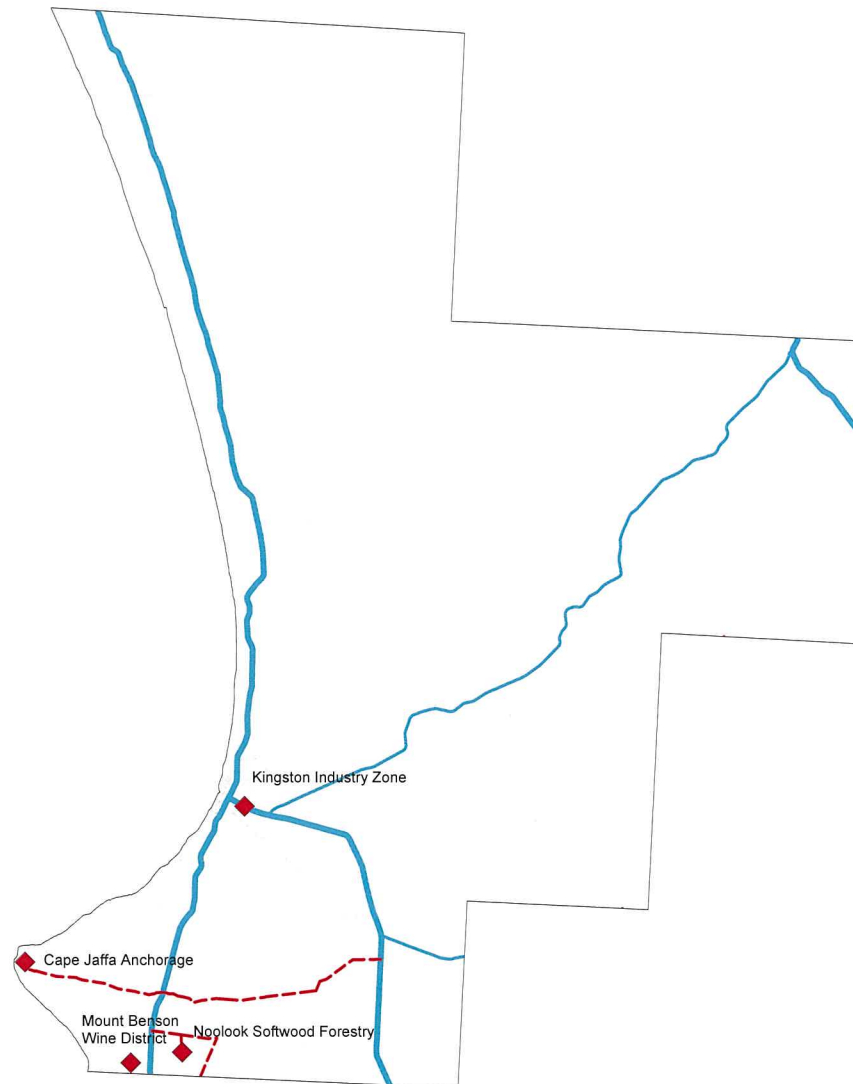
**Regional Freight Routes**  
**District Council of Robe**

Drawing No.

**2030TS-F-C-05**  
REVISION D

### Legend

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



Prepared by



277 Magill Road  
Trinity Gardens SA 5068  
Telephone: 08 8333 3760  
Facsimile: 08 8333 3079  
Email: sa@hdsaustralia.com.au



John C Olson  
FIEAust  
Chartered Professional Engineer  
Member No. 506394

Approved

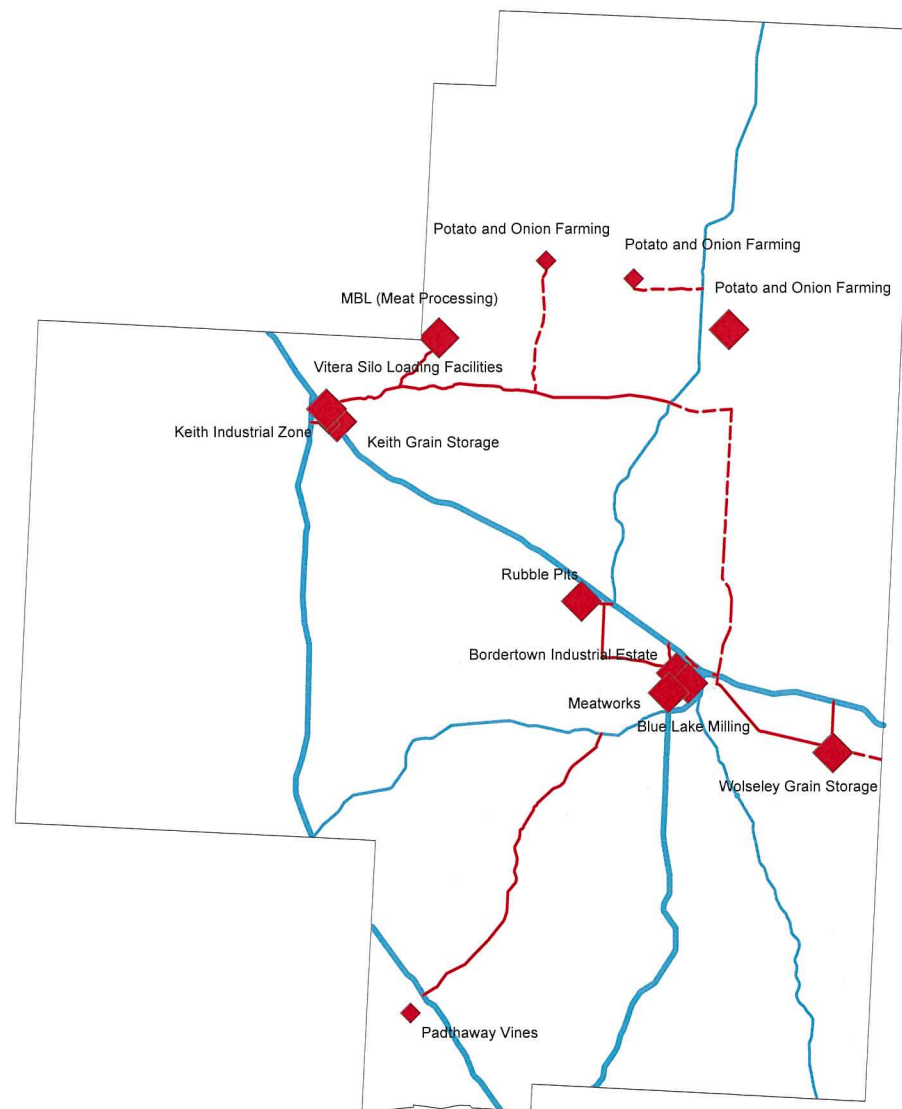
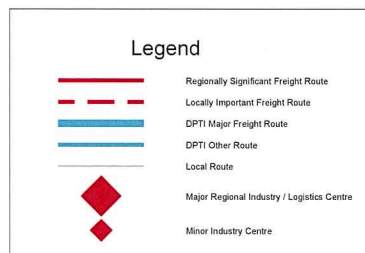
*JCO*  
Date 2 FEB 17

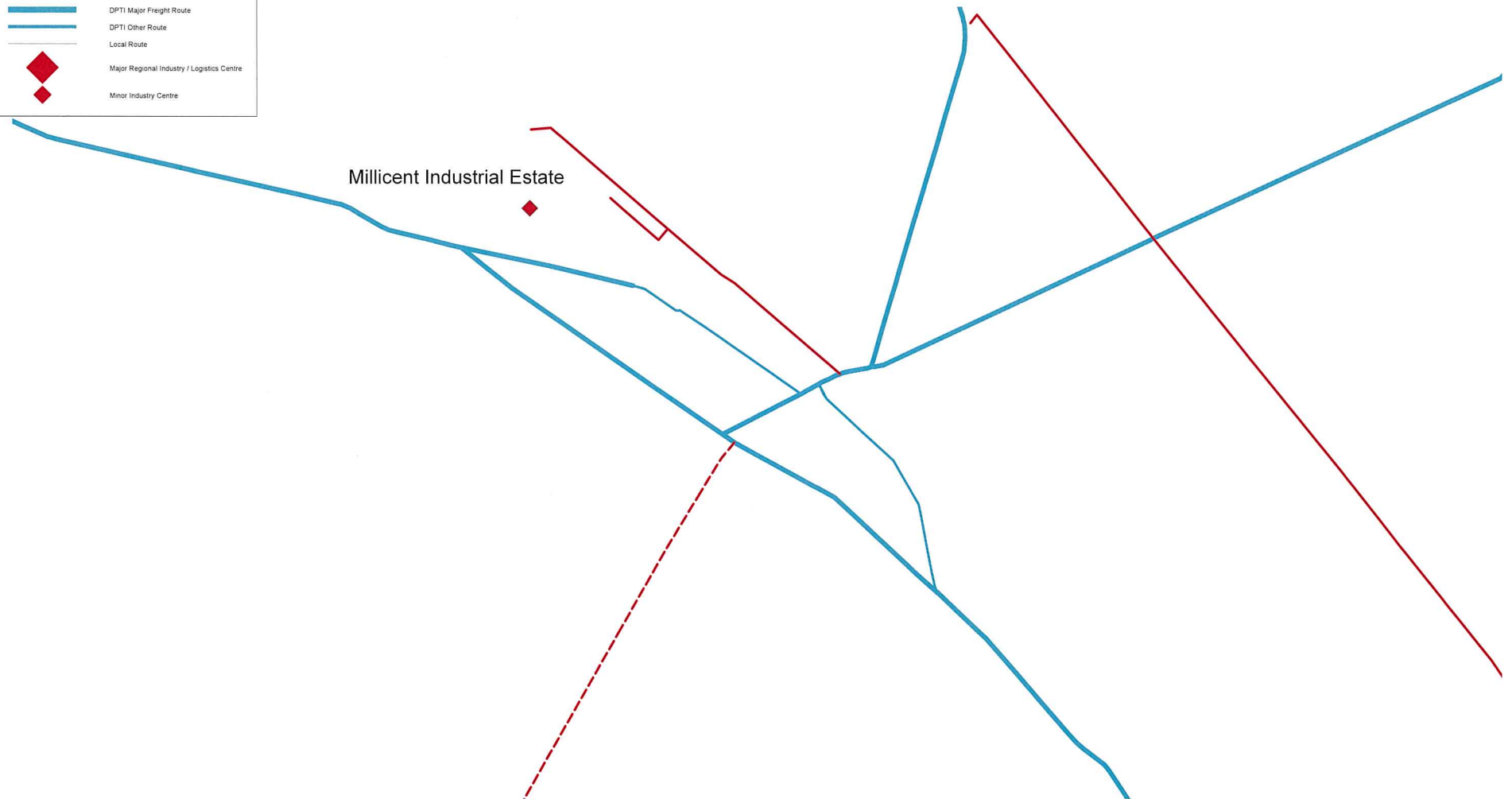
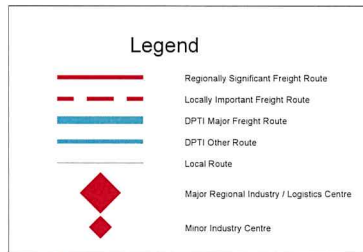
## Limestone Coast Local Government Association 2030 Regional Transport Plan

Regional Freight Routes  
Kingston District Council

Drawing No.

2030TS-F-C-06  
REVISION D





Prepared by



277 Magill Road  
Trinity Gardens SA 5068  
Telephone: 08 8333 3760  
Facsimile: 08 8333 3079  
Email: sa@hdsaustralia.com.au



John C Olson  
FIEAust  
Chartered Professional Engineer  
Member No. 506394

Approved

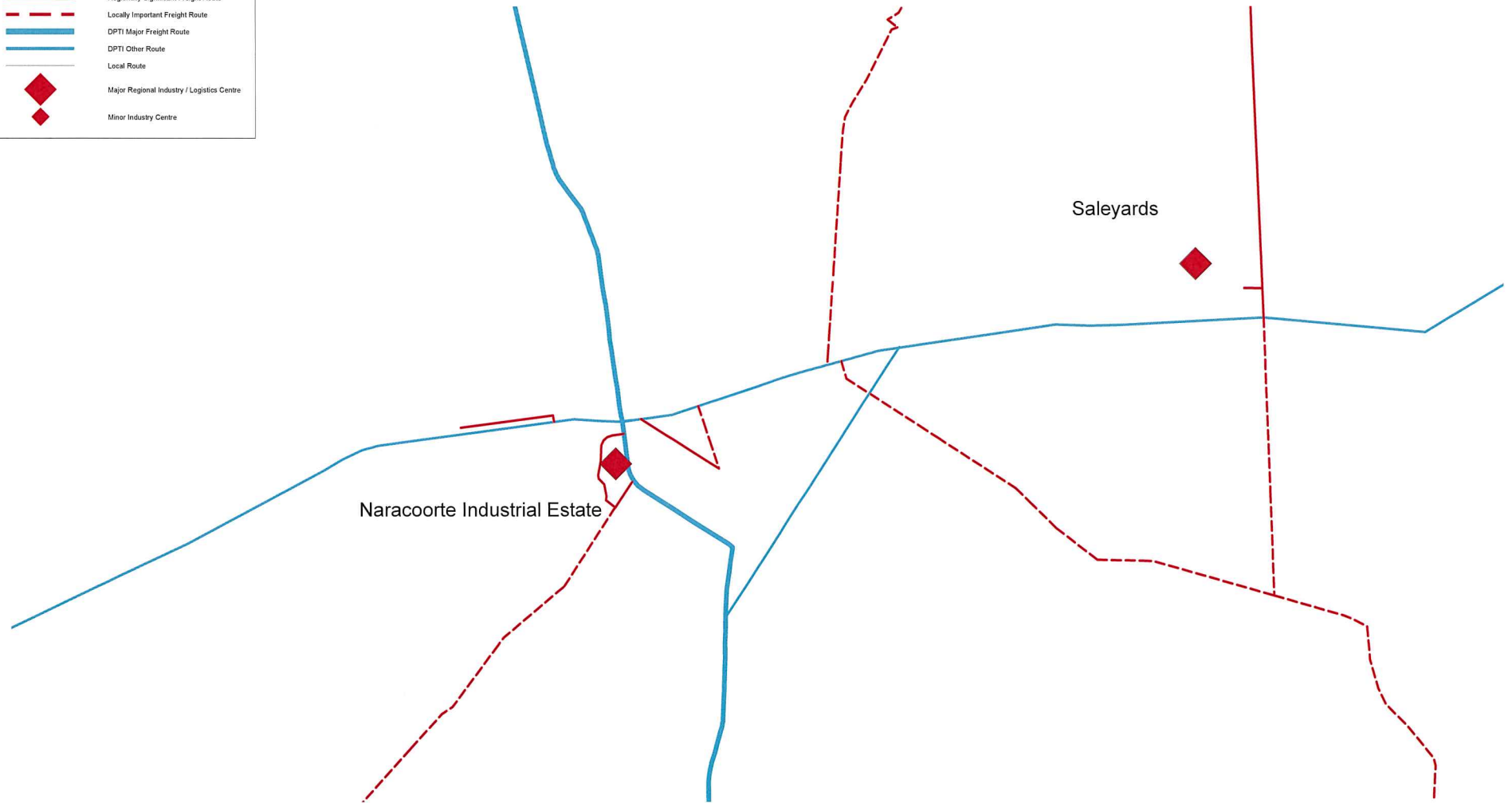
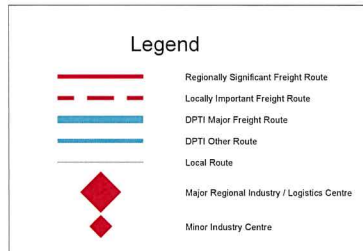
*[Signature]*  
Date 9 FEB 17

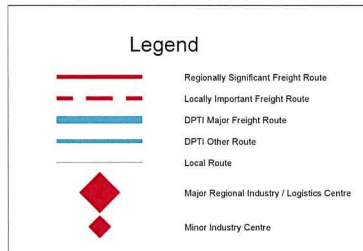
**Limestone Coast Local Government Association**  
**2030 Regional Transport Plan**

**Regional Freight Routes**  
**Millicent**

Drawing No.

**2030TS-F-T-01**  
REVISION C

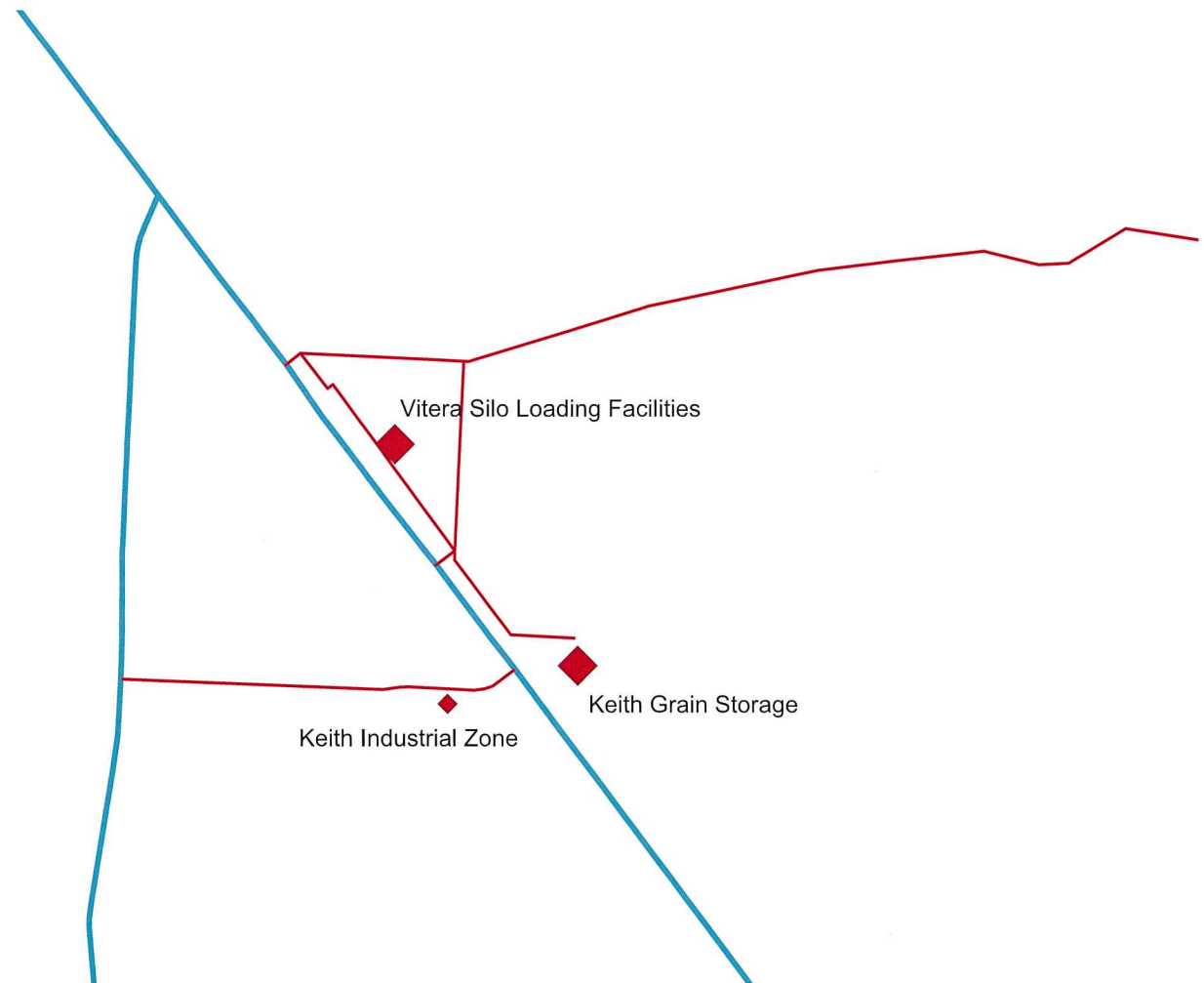






### Legend

-  Regionally Significant Freight Route
-  Locally Important Freight Route
-  DPTI Major Freight Route
-  DPTI Other Route
-  Local Route
-  Major Regional Industry / Logistics Centre
-  Minor Industry Centre



Prepared by



277 Magill Road  
Trinity Gardens SA 5068  
Telephone: 08 8333 3760  
Facsimile: 08 8333 3079  
Email: sa@hdsaustralia.com.au



John C Olson  
FIEAust  
Chartered Professional Engineer  
Member No. 506394

Approved

  
Date 9 FEB 17

## Limestone Coast Local Government Association 2030 Regional Transport Plan

### Regional Freight Routes Keith

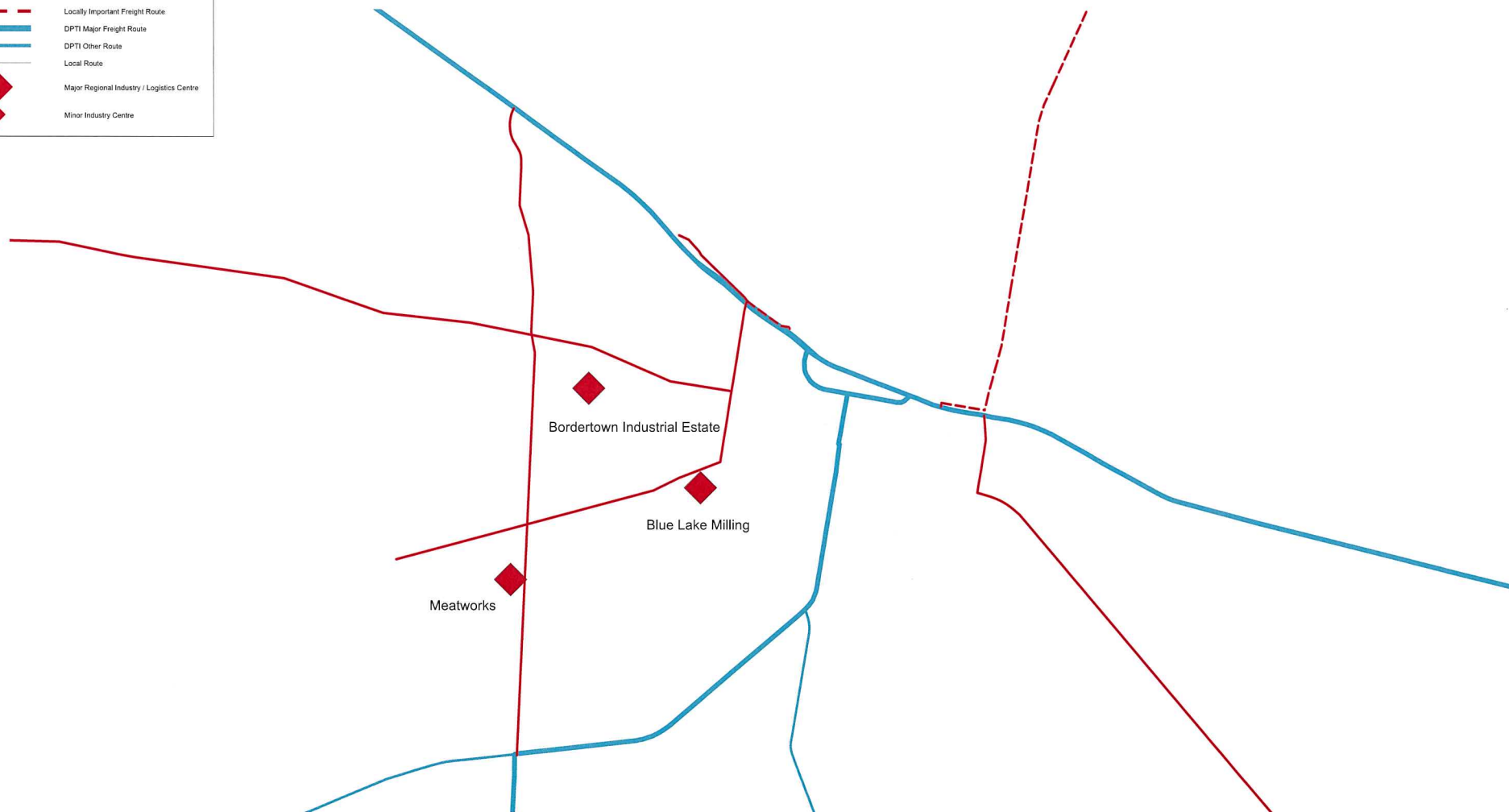
Drawing No.

2030TS-F-T-04  
REVISION C



# Legend

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



Prepared by



277 Magill Road  
Trinity Gardens SA 5068  
Telephone: 08 8333 3760  
Facsimile: 08 8333 3079  
Email: sa@hdsaustralia.com.au



John C Olson  
FIEAust  
Chartered Professional Engineer  
Member No. 506394

Approved

*[Signature]*  
Date 9 FEB 17

## Limestone Coast Local Government Association 2030 Regional Transport Plan

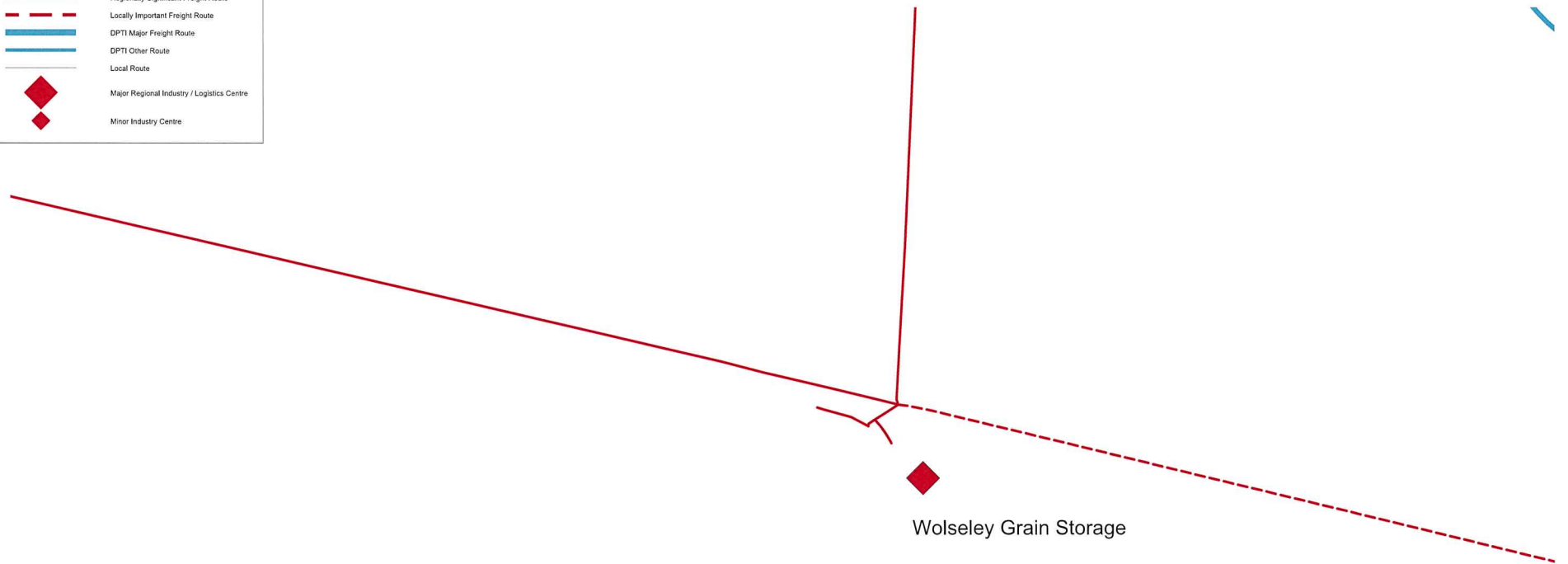
**Regional Freight Routes  
Bordertown**

Drawing No.

**2030TS-F-T-05**  
REVISION D

### Legend

-  Regionally Significant Freight Route
-  Locally Important Freight Route
-  DPTI Major Freight Route
-  DPTI Other Route
-  Local Route
-  Major Regional Industry / Logistics Centre
-  Minor Industry Centre



Wolseley Grain Storage

Prepared by




277 Magill Road  
Trinity Gardens SA 5068  
Telephone: 08 8333 3760  
Facsimile: 08 8333 3079  
Email: sa@hdsaustralia.com.au



John C Olson  
FIEAust  
Chartered Professional Engineer  
Member No. 506394

Approved

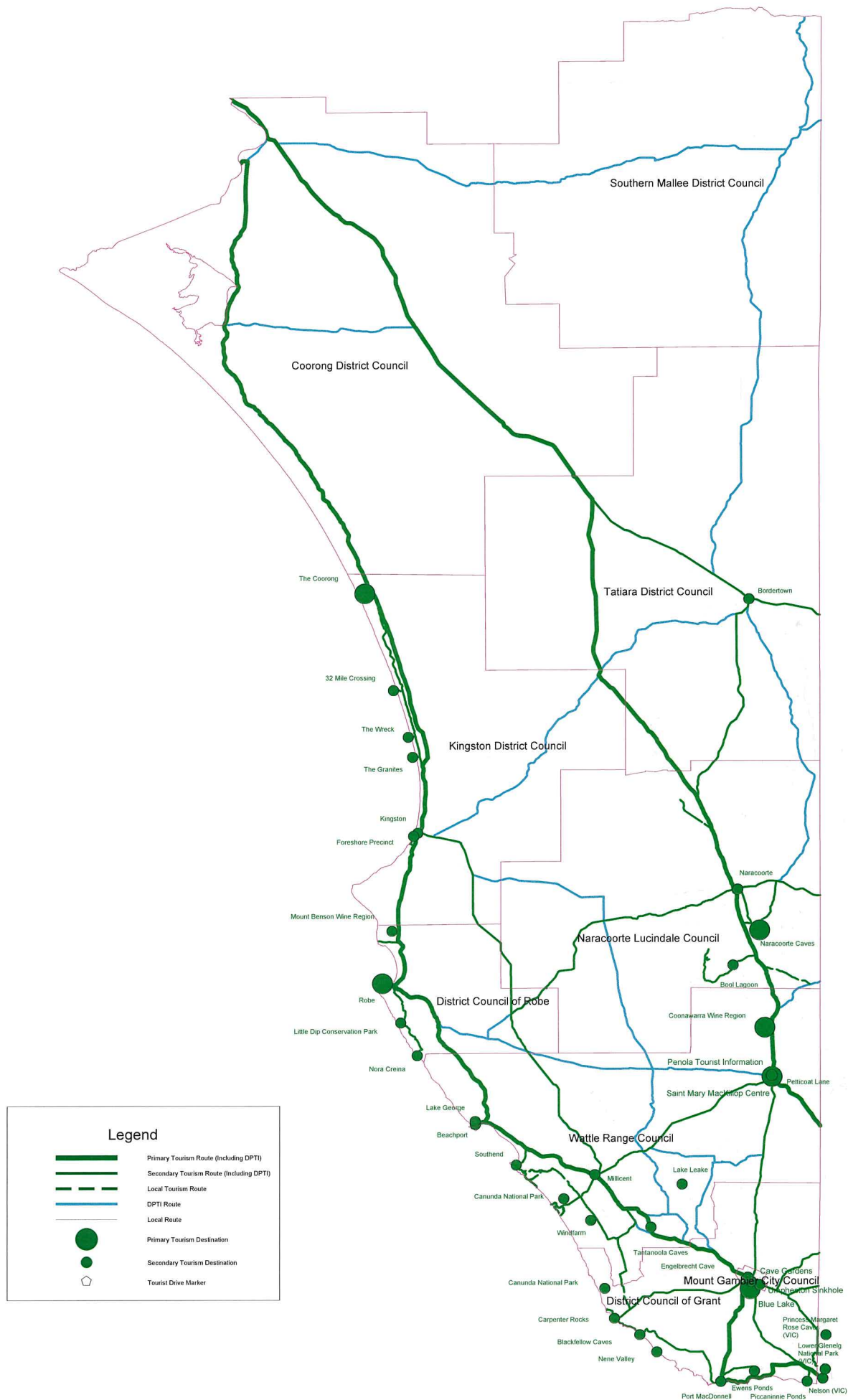
  
Date 9 FEB 17

## Limestone Coast Local Government Association 2030 Regional Transport Plan

Regional Freight Routes  
Wolseley

Drawing No.

2030TS-F-T-06  
REVISION C



## Limestone Coast Local Government Association - 2030 Regional Transport Plan

Prepared by  
**hds**  
 AUSTRALIA  
 277 Magill Road  
 Trinity Gardens SA 5068  
 Telephone: 08 8333 3760  
 Facsimile: 08 8333 3079  
 Email: sa@hdsaustralia.com.au

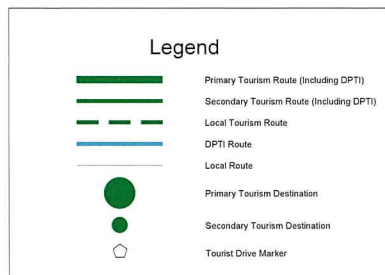


John C Olson  
 FIEAust  
 Chartered Professional Engineer  
 Member No. 506394

Approved  
*[Signature]*  
 Date 9 Feb 17

### Regional Tourism Routes

Drawing No.  
**2030TS-T-R-01**  
 REVISION D



Prepared by



277 Magill Road  
Trinity Gardens SA 5068  
Telephone: 08 8333 3760  
Facsimile: 08 8333 3079  
Email: sa@hdsaustralia.com.au



John C Olson  
FIEAust  
Chartered Professional Engineer  
Member No. 506394

Approved

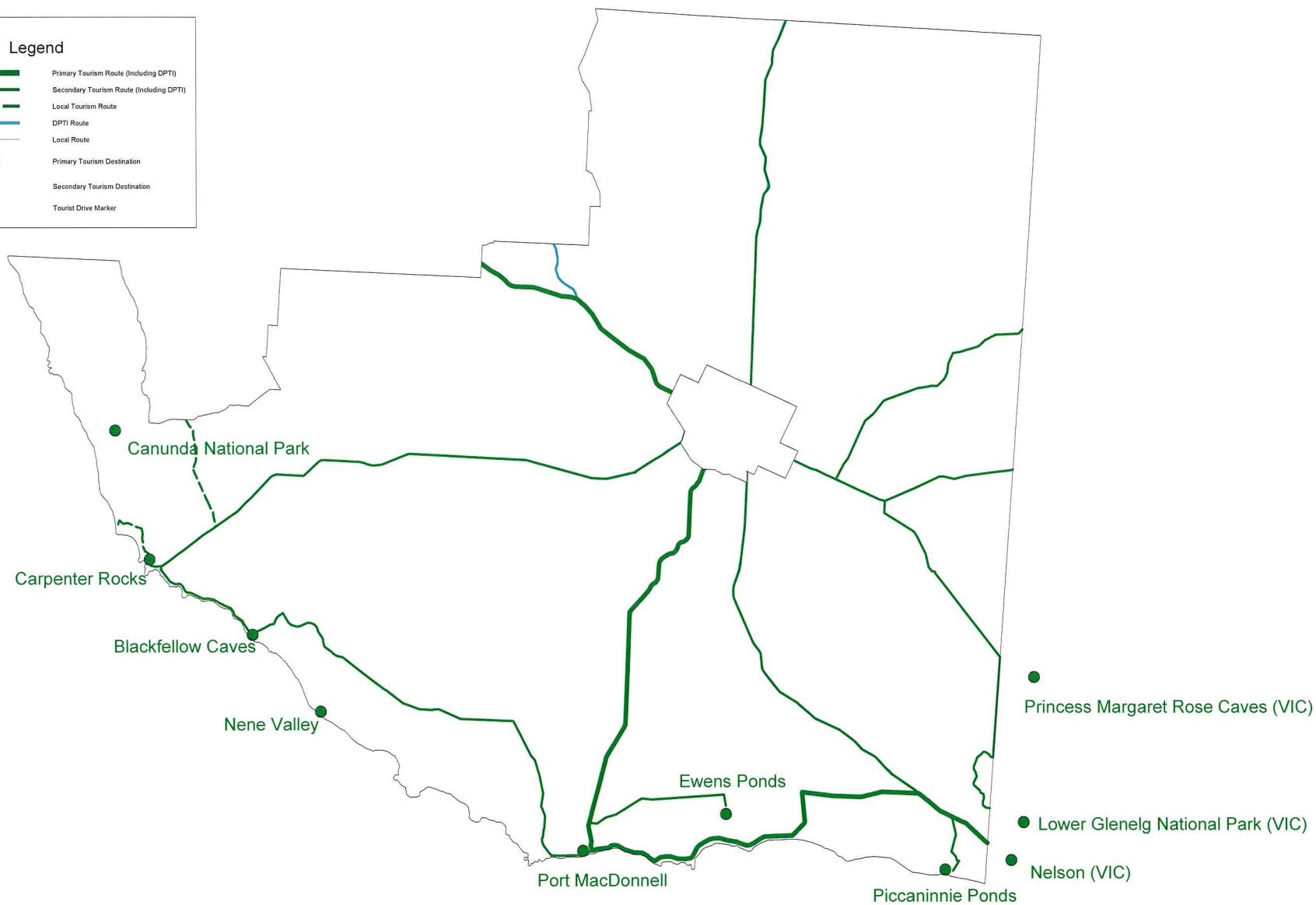
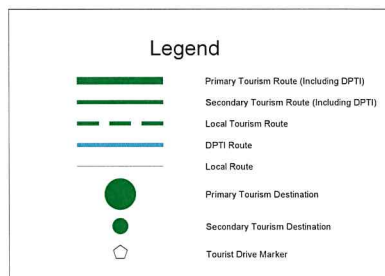
*J. C. Olson*  
Date 9 FEB 17

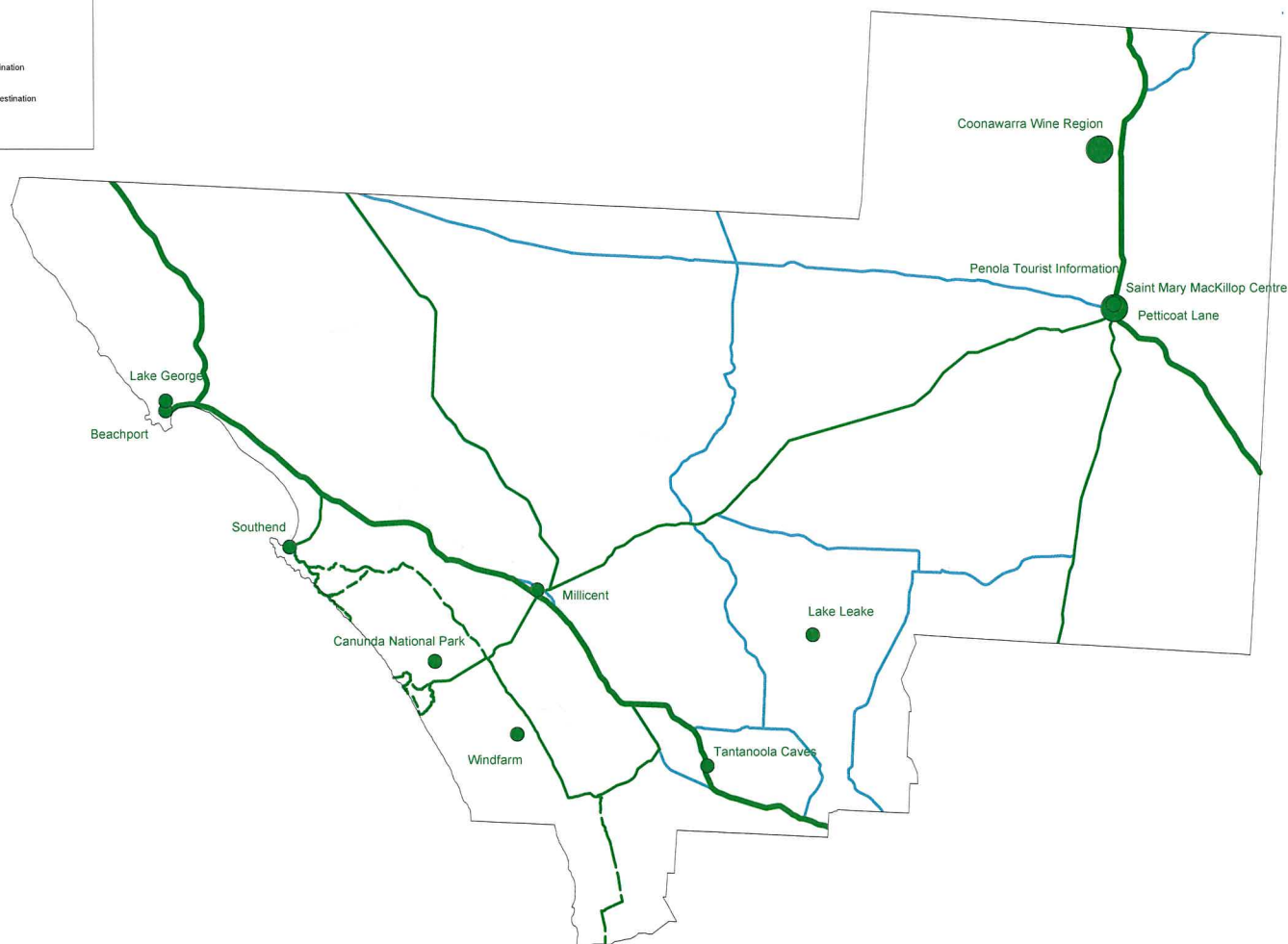
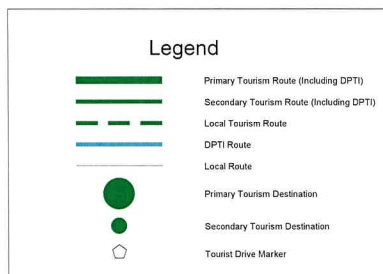
## Limestone Coast Local Government Association 2030 Regional Transport Plan

**Regional Tourism Routes**  
Mount Gambier City Council

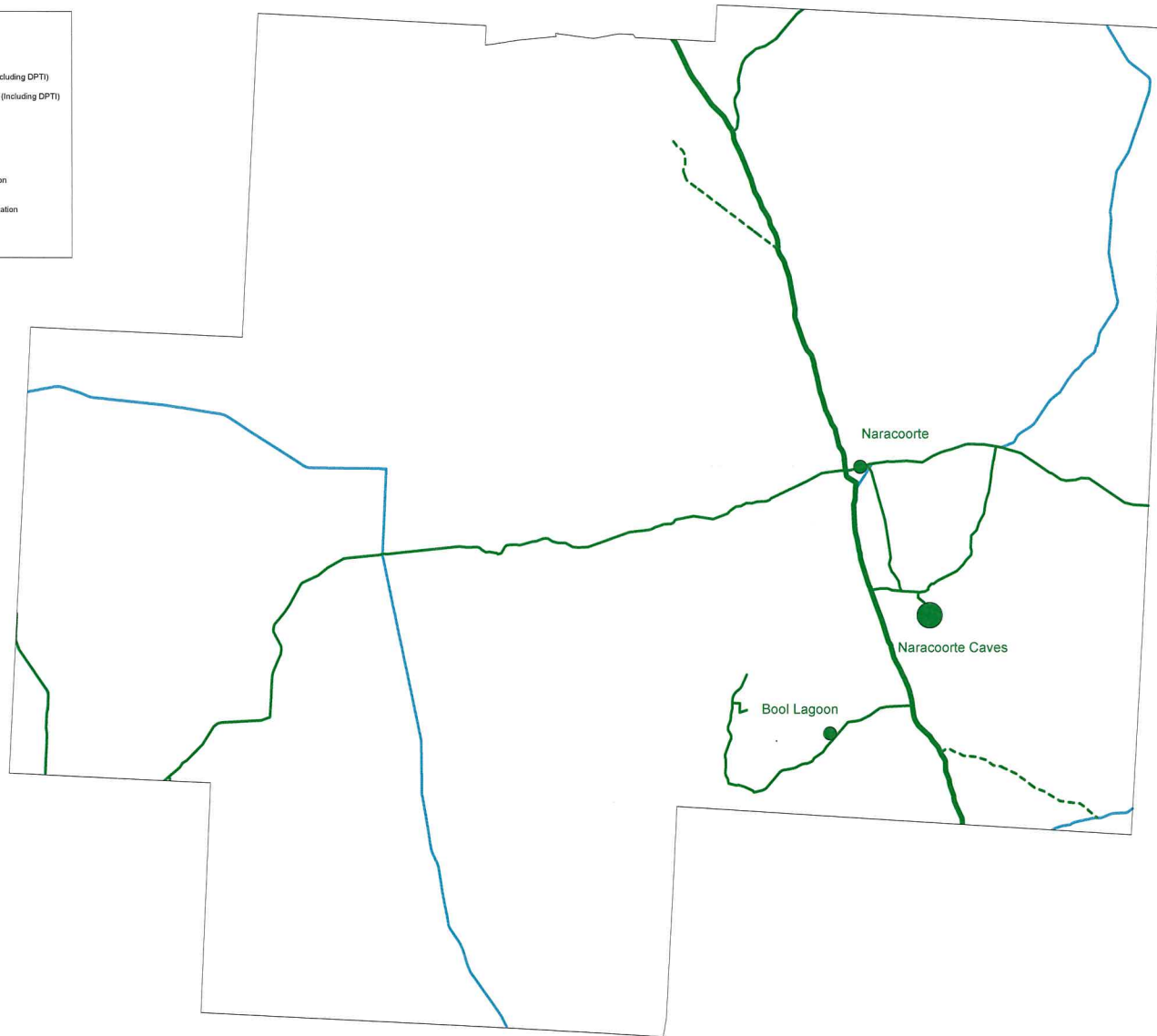
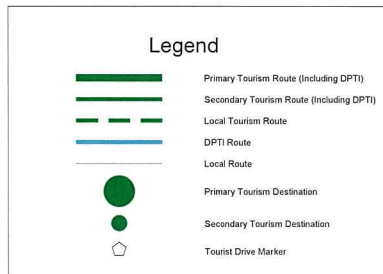
Drawing No.

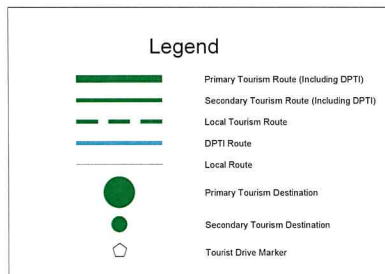
2030TS-T-C-01  
REVISION C



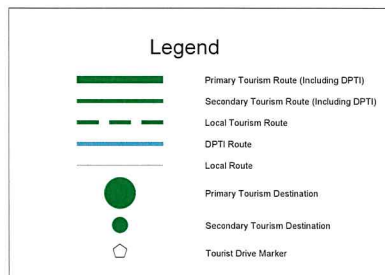


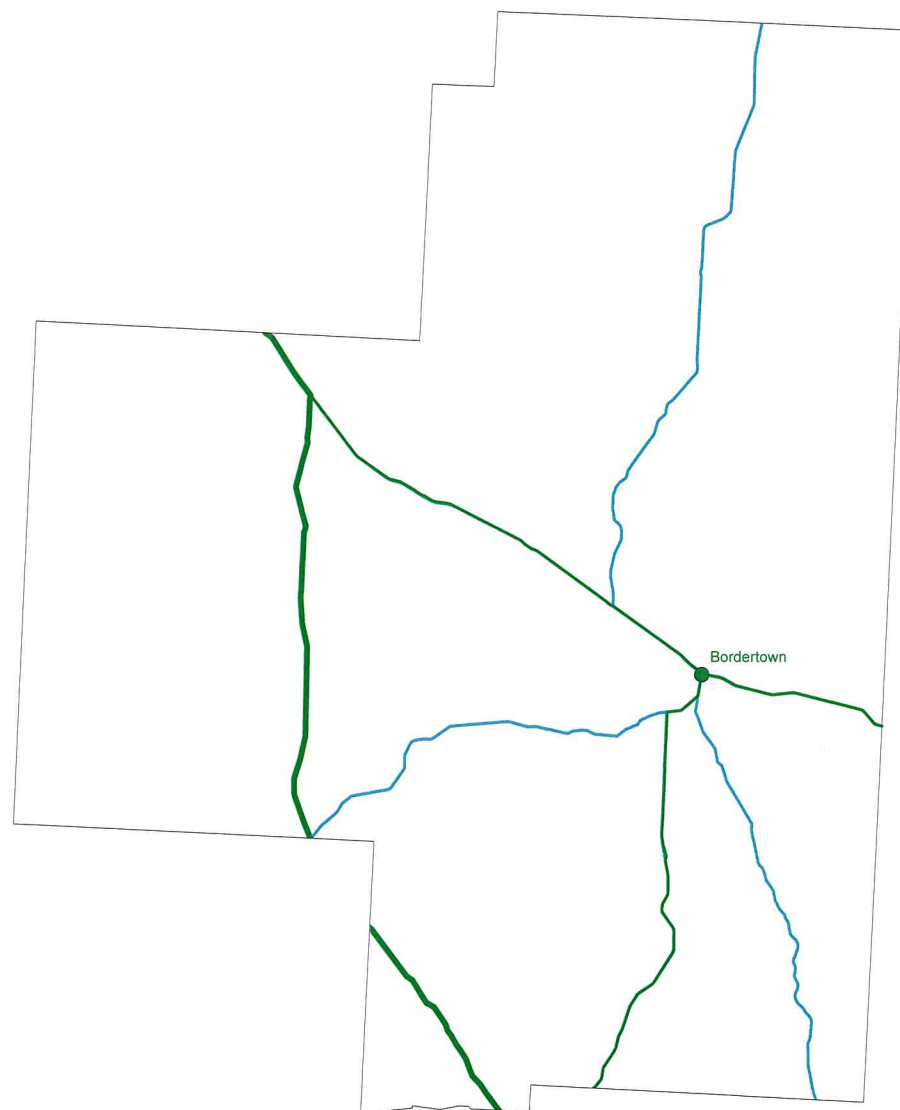
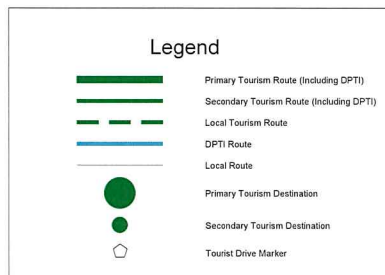


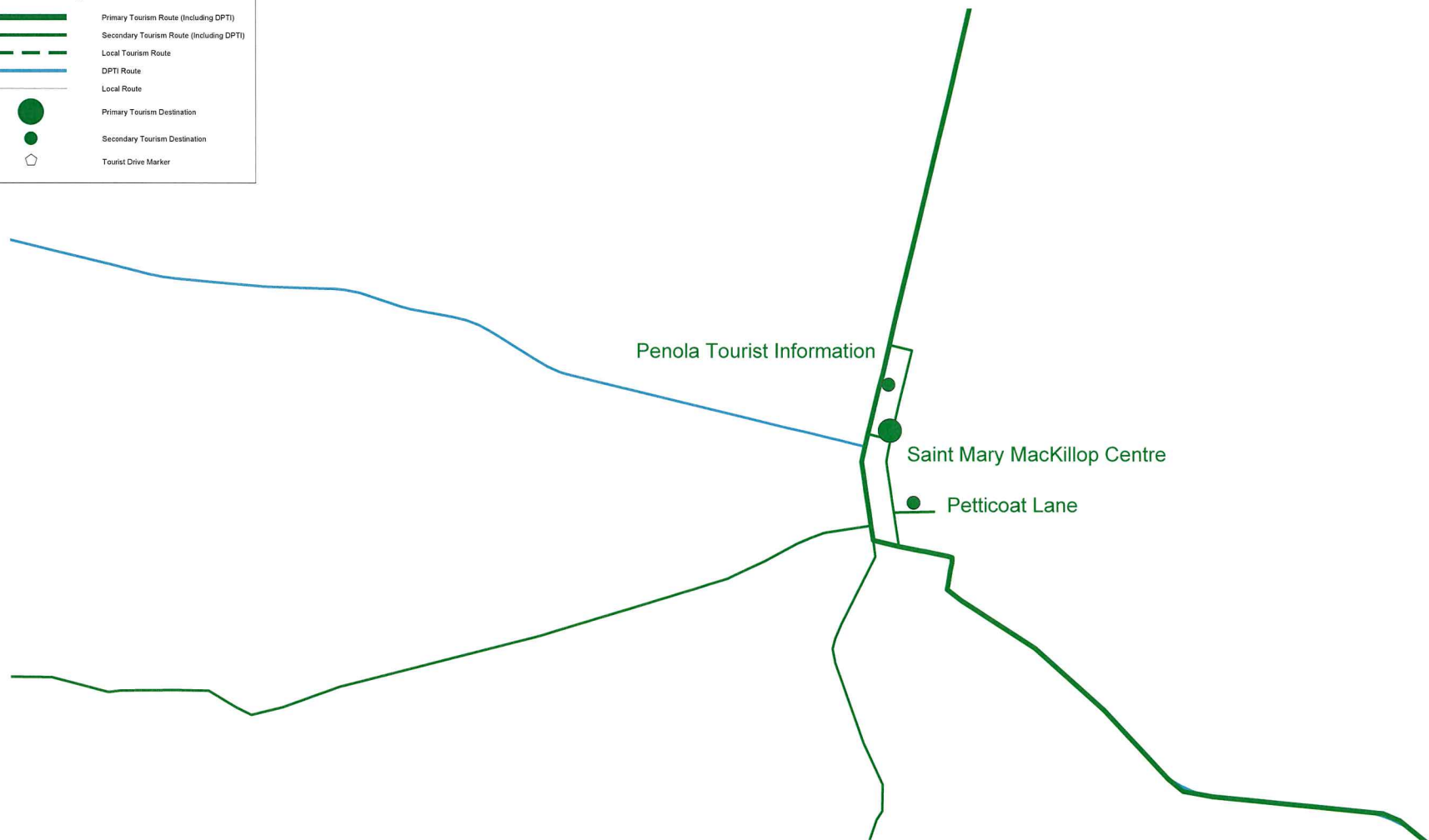
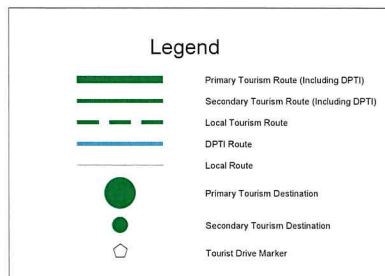


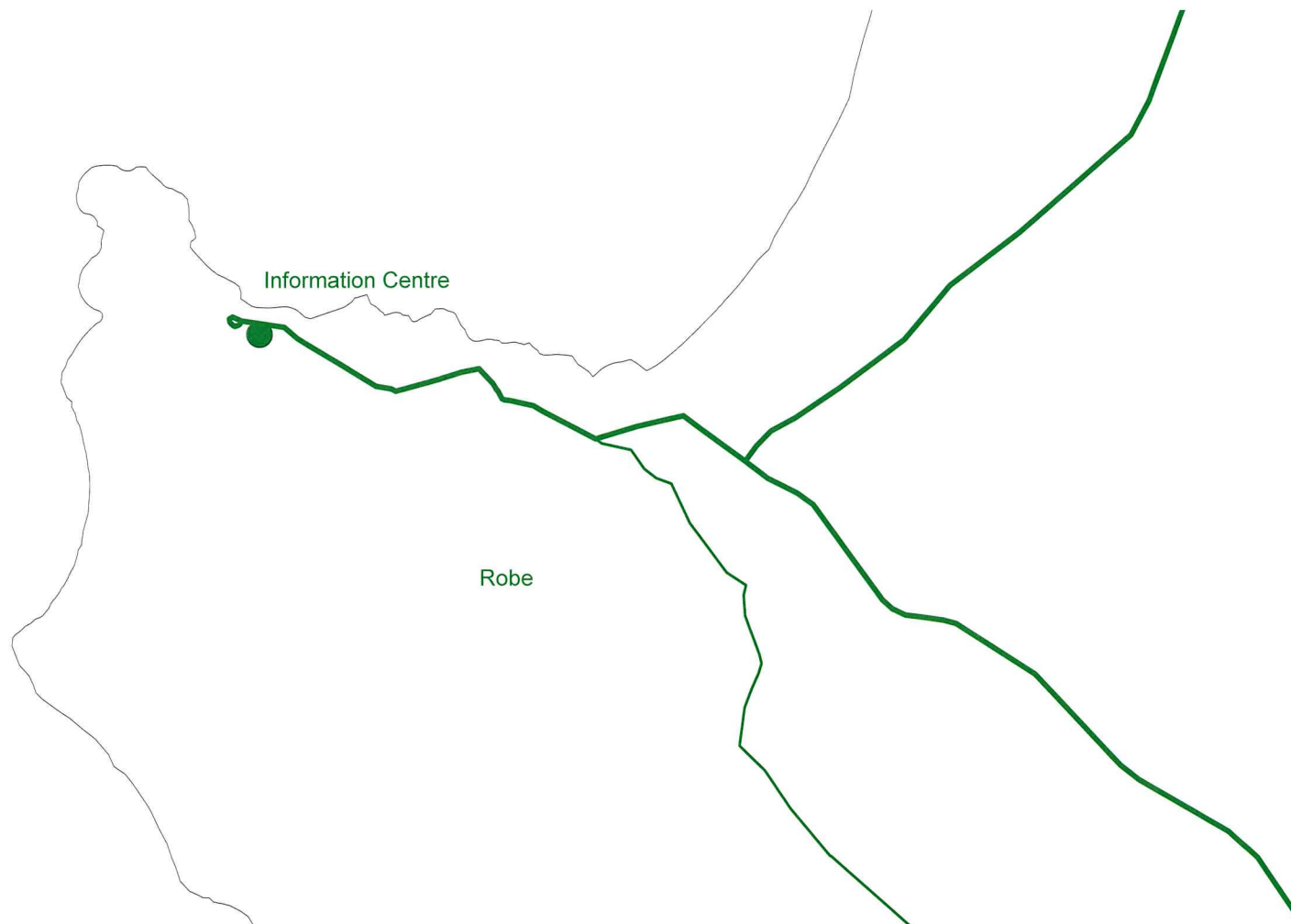
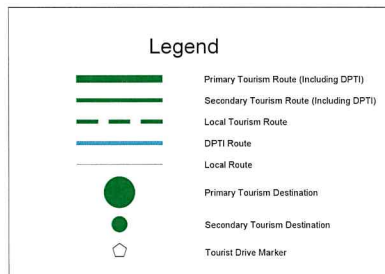


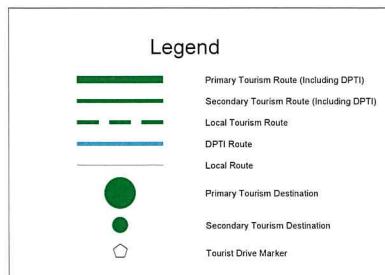














## Limestone Coast Local Government Association - 2030 Regional Transport Plan

Prepared by  
**hds**  
 AUSTRALIA  
 277 Magill Road  
 Trinity Gardens SA 5068  
 Telephone: 08 8333 3760  
 Facsimile: 08 8333 3079  
 Email: sa@hdsaustralia.com.au

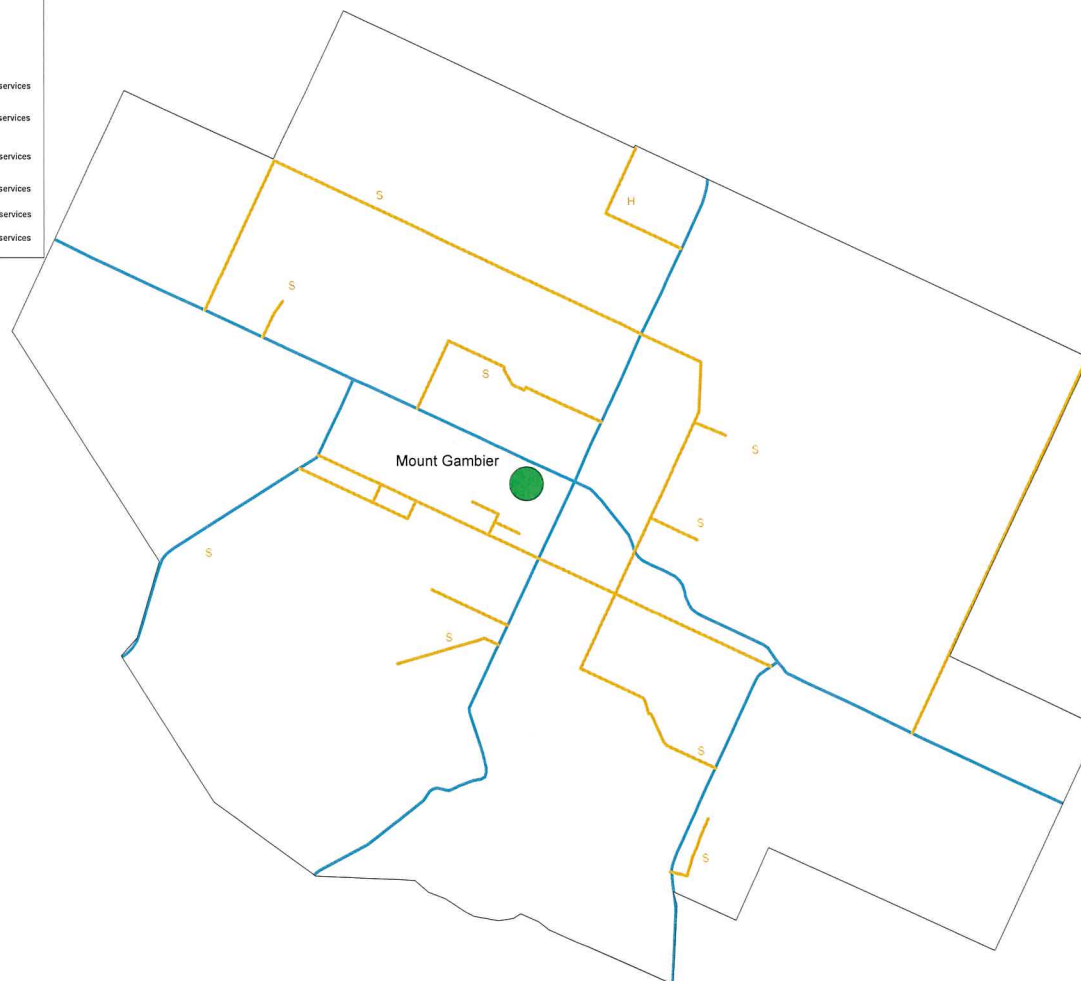
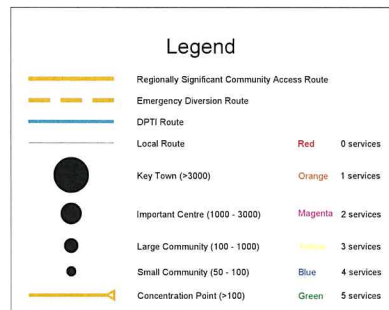


John C Olson  
 FIEAust  
 Chartered Professional Engineer  
 Member No. 506394

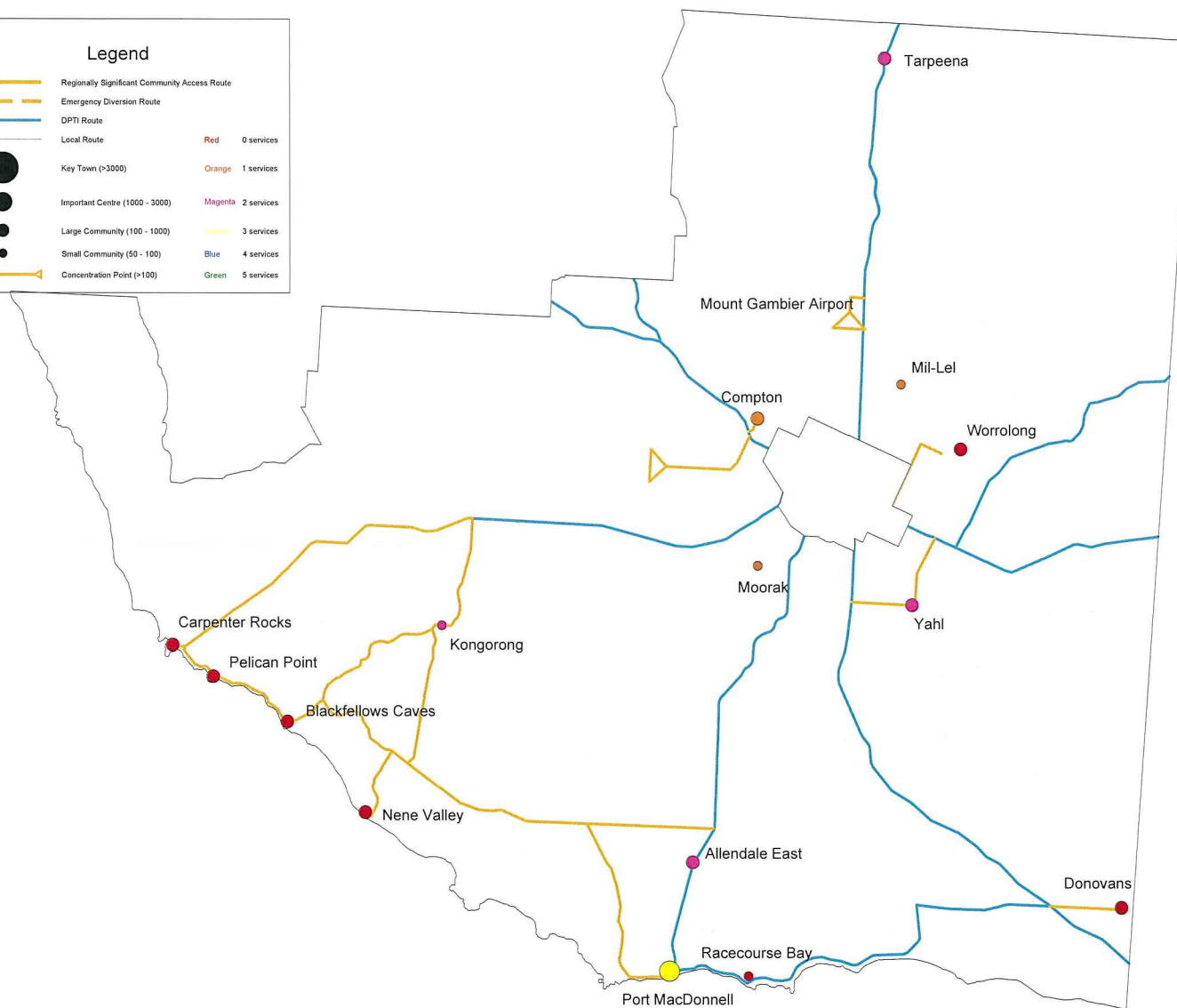
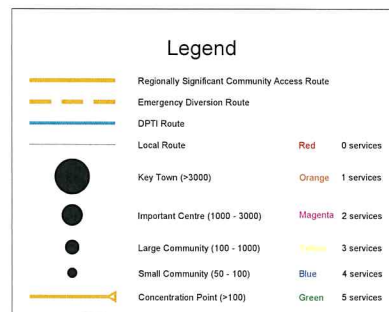
Approved  
*[Signature]*  
 Date 9 FEB 17

Regional Community Access Routes

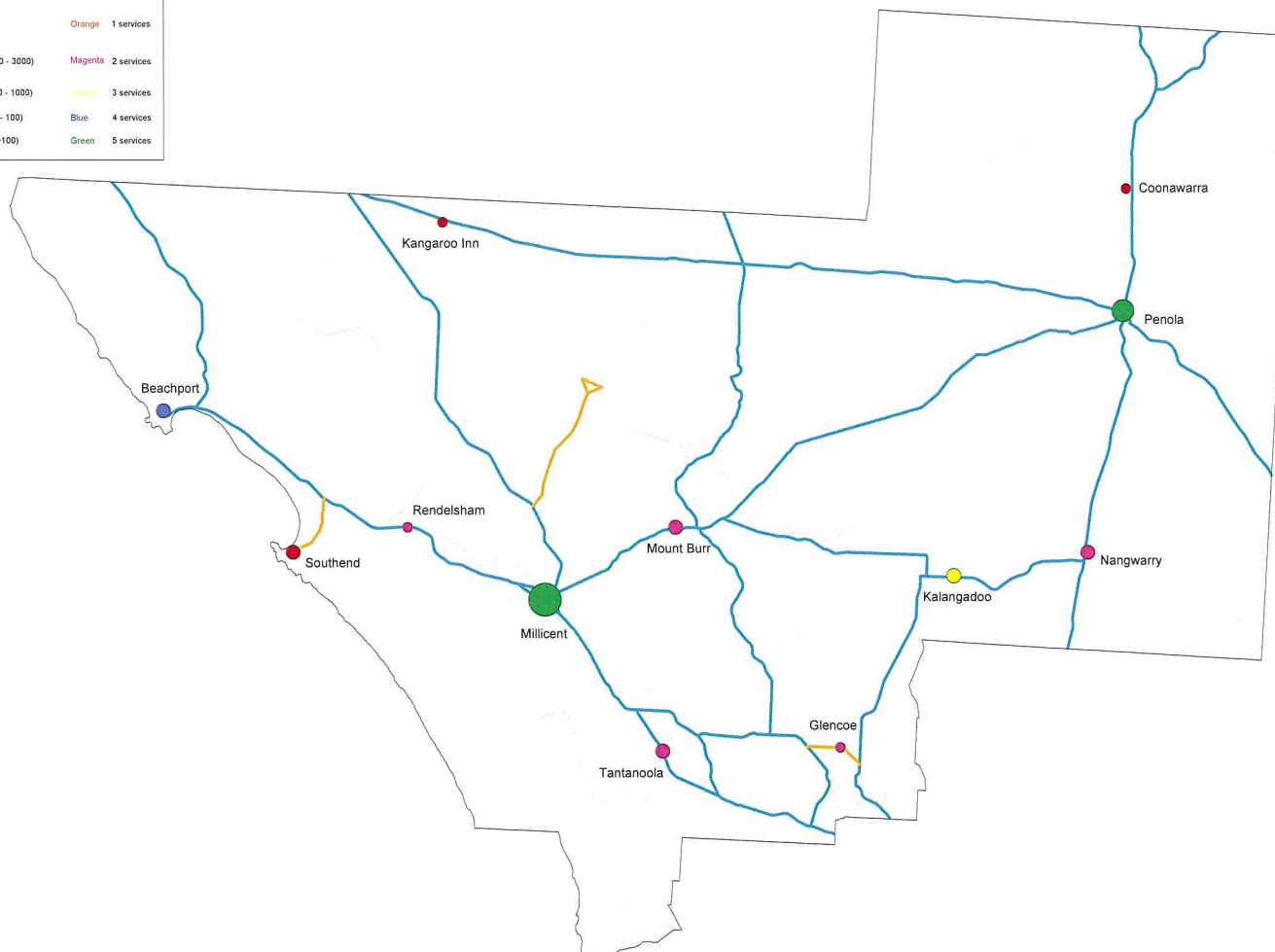
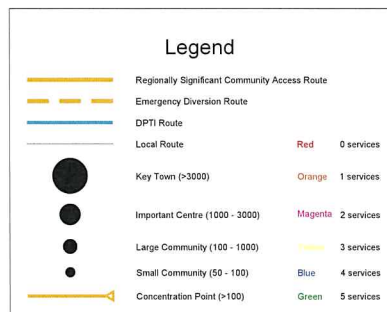
Drawing No.  
**2030TS-C-R-01**  
 REVISION C











Prepared by



277 Magill Road  
Trinity Gardens SA 5068  
Telephone: 08 8333 3760  
Facsimile: 08 8333 3079  
Email: sa@hdsaustralia.com.au



John C Olson  
FIEAust  
Chartered Professional Engineer  
Member No. 506394

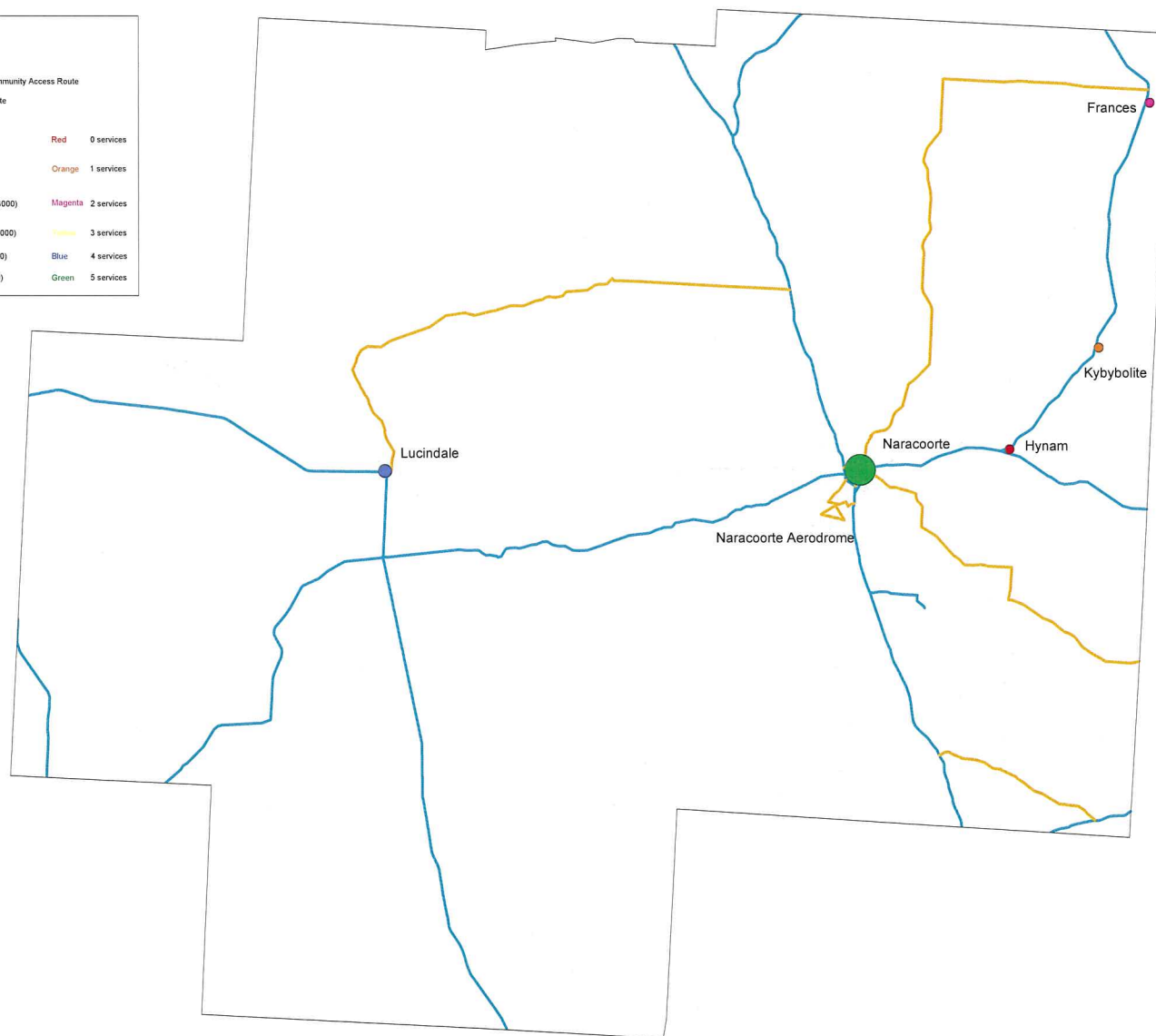
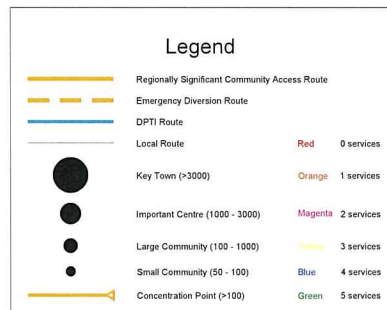
Approved

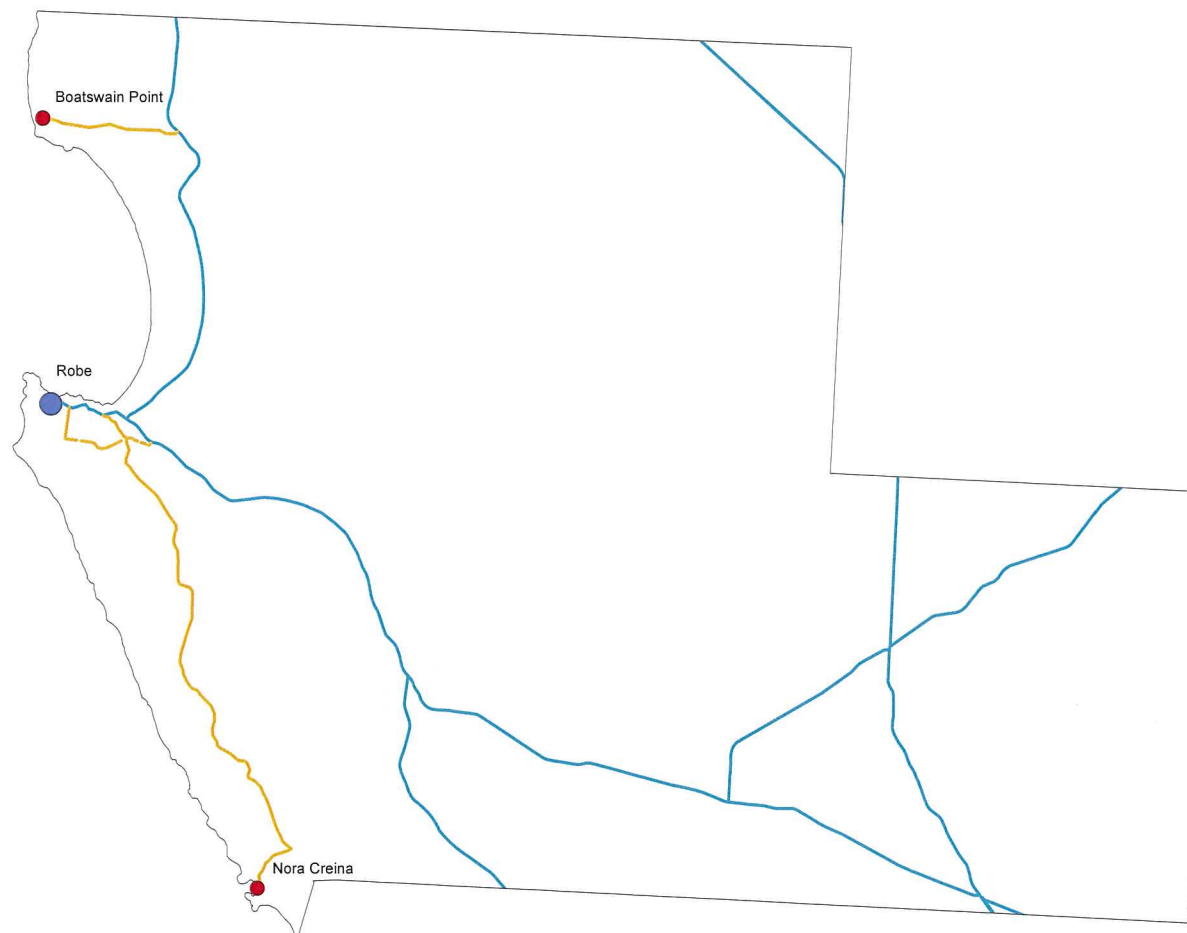
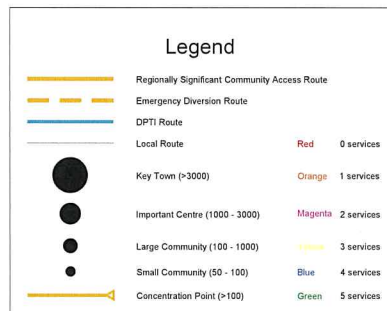
Date 9 Feb 17

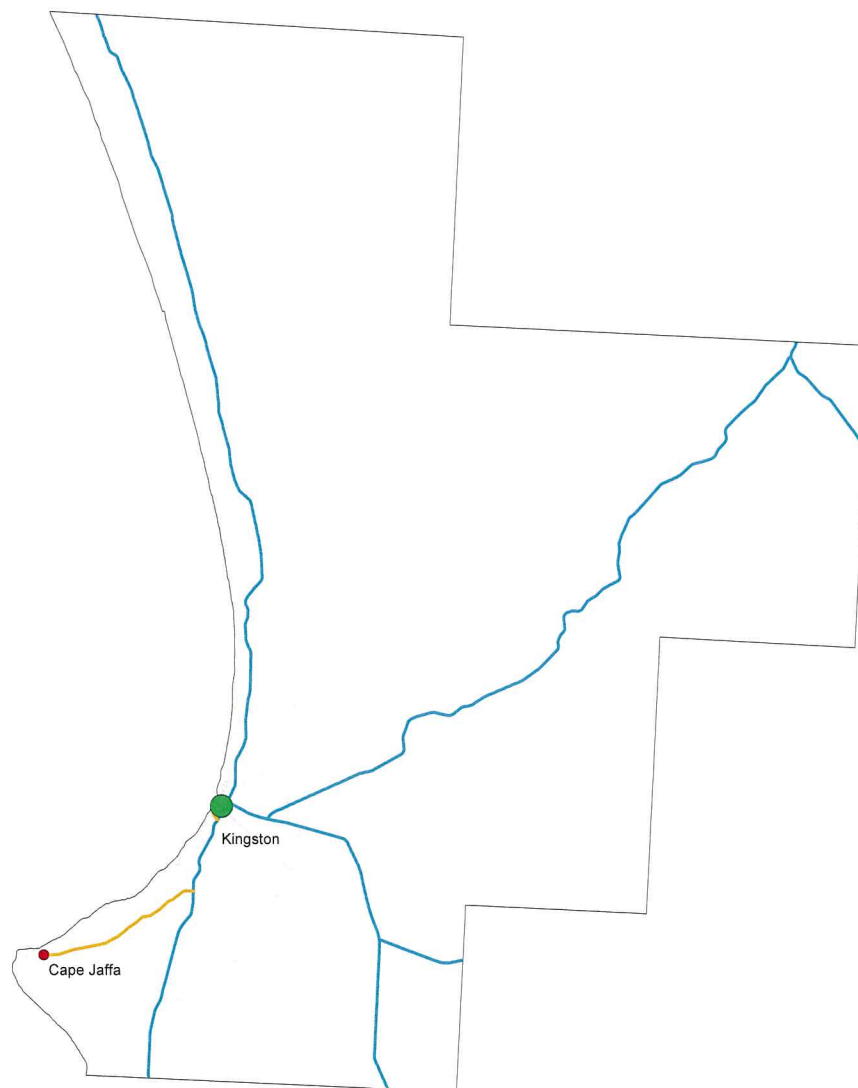
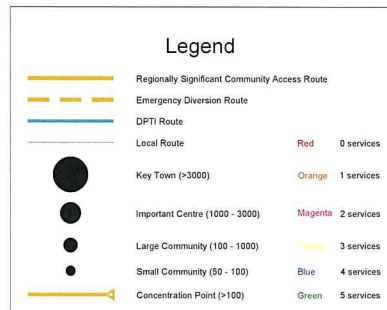
## Limestone Coast Local Government Association 2030 Regional Transport Plan

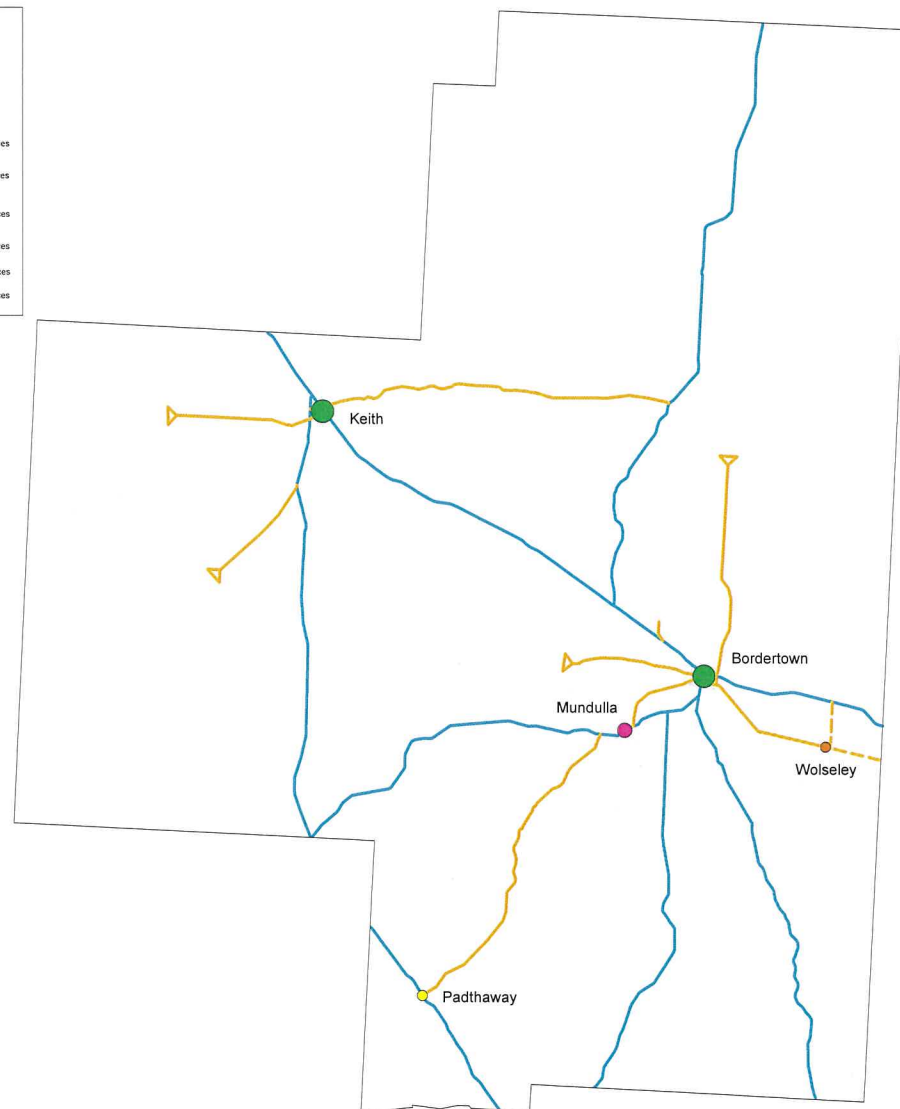
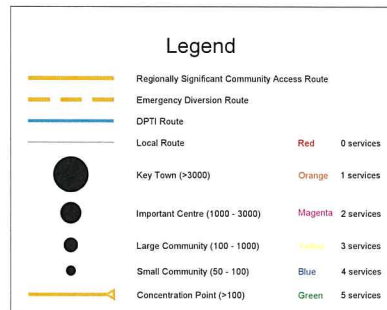
Regional Community Access Routes  
Wattle Range Council

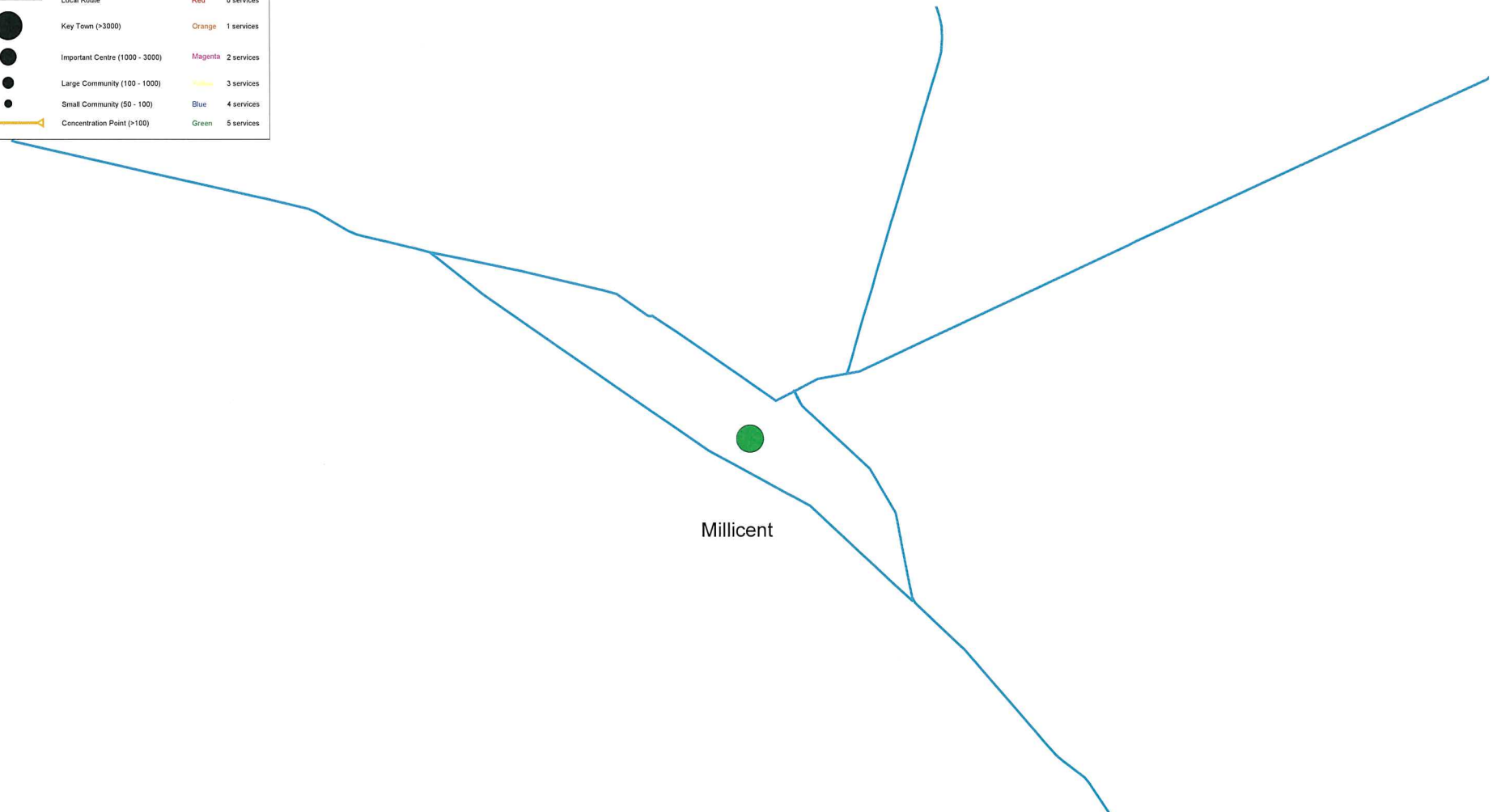
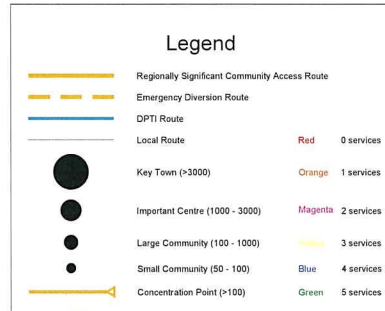
Drawing No.  
2030TS-C-C-03  
REVISION C

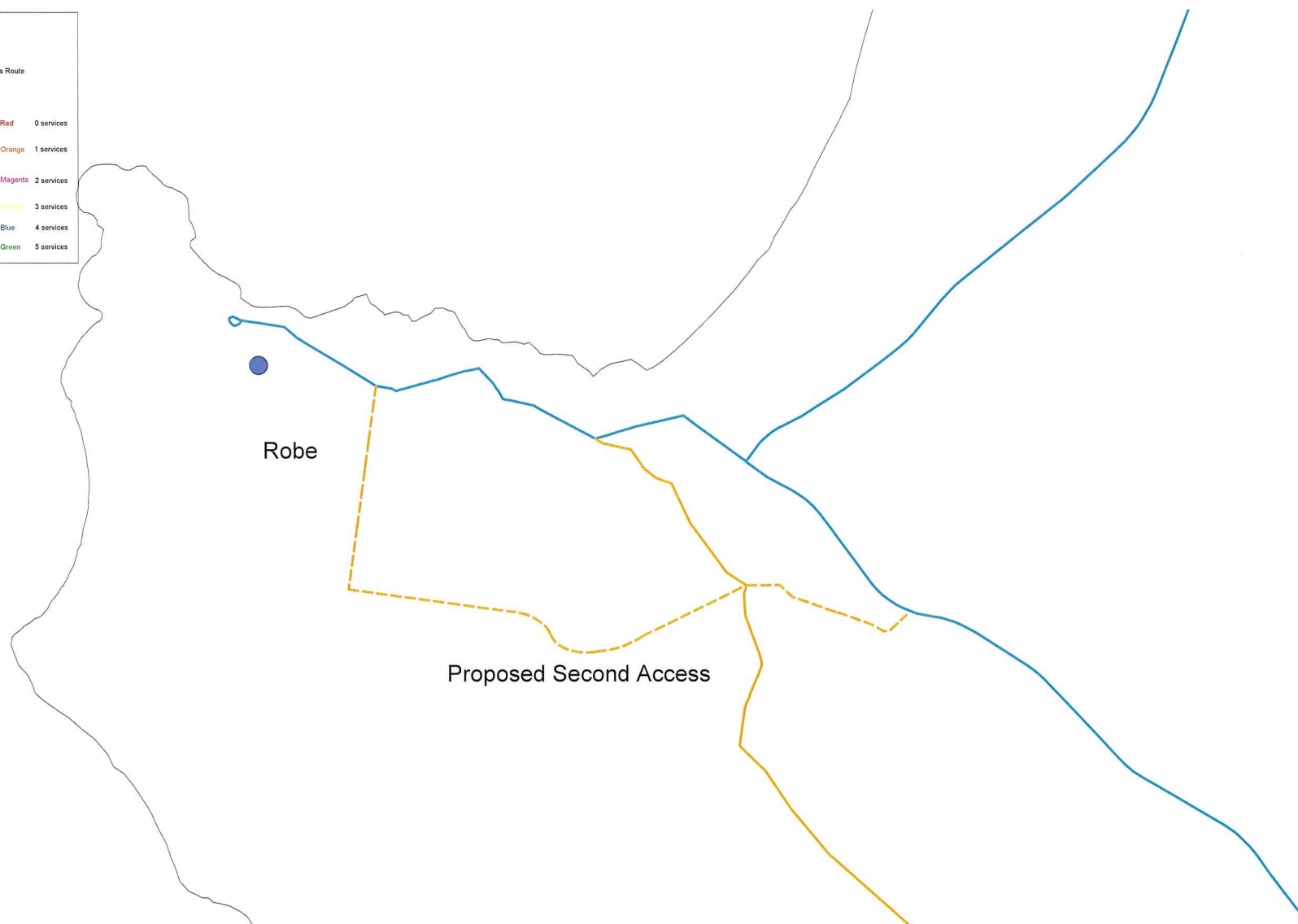
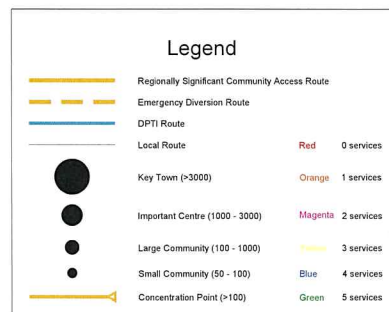


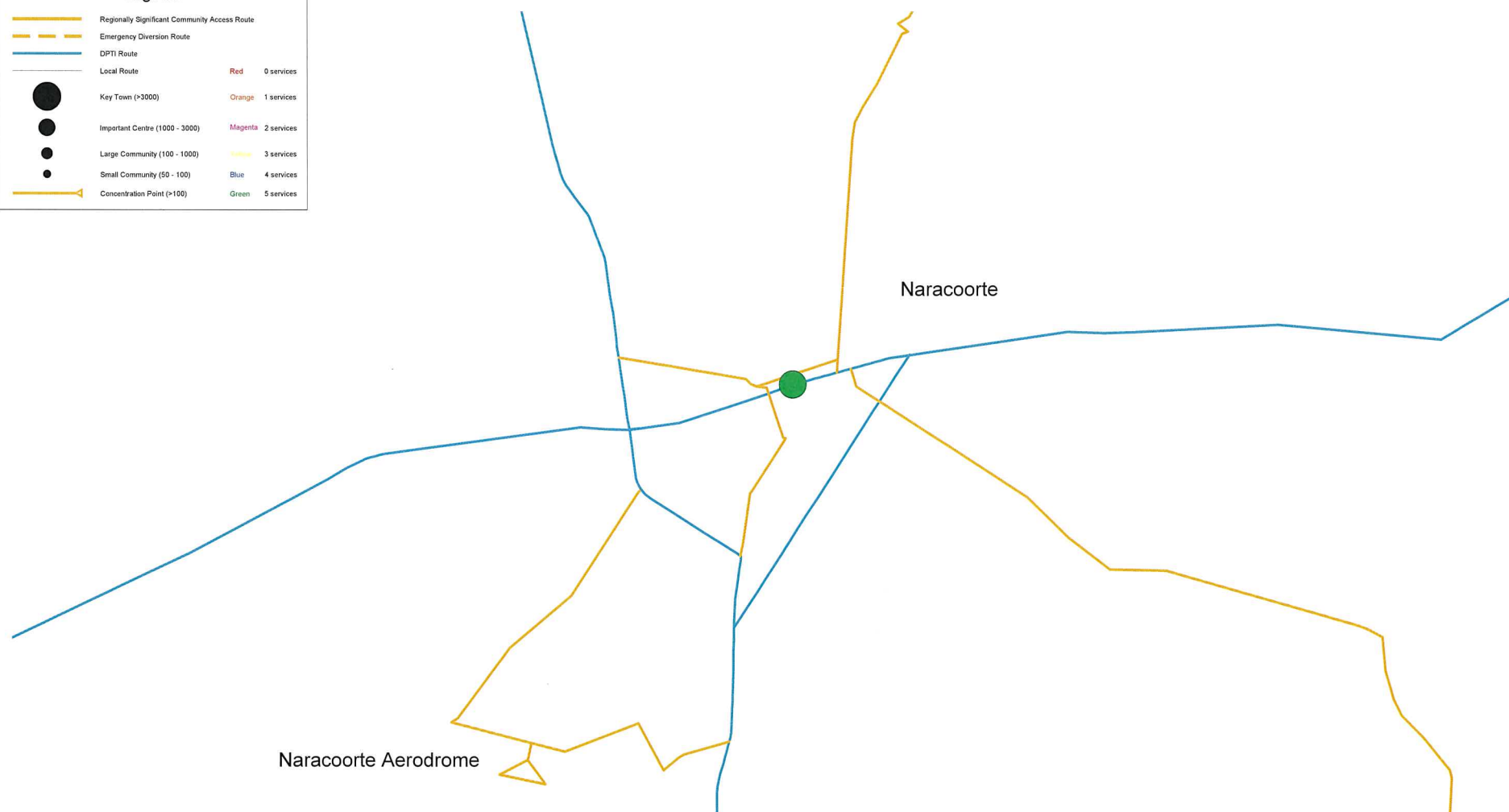
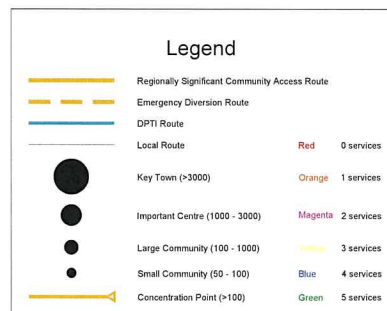




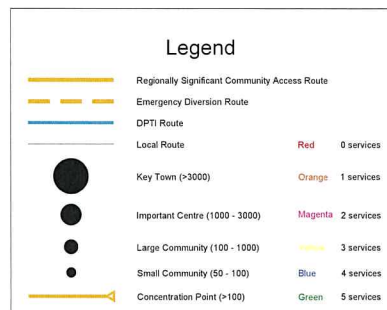


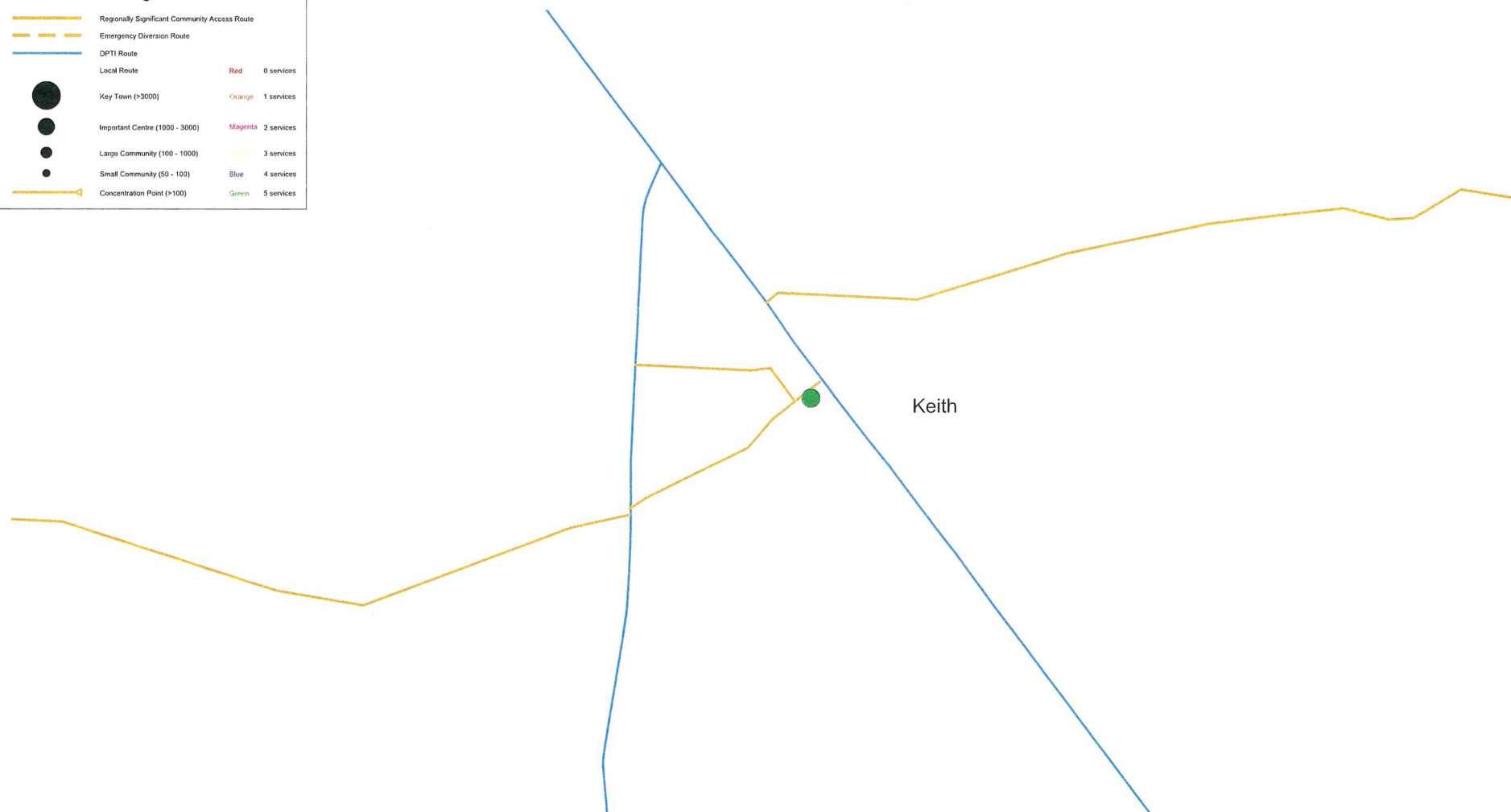
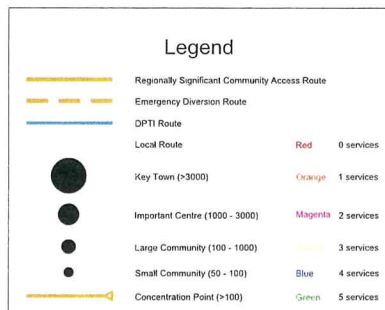


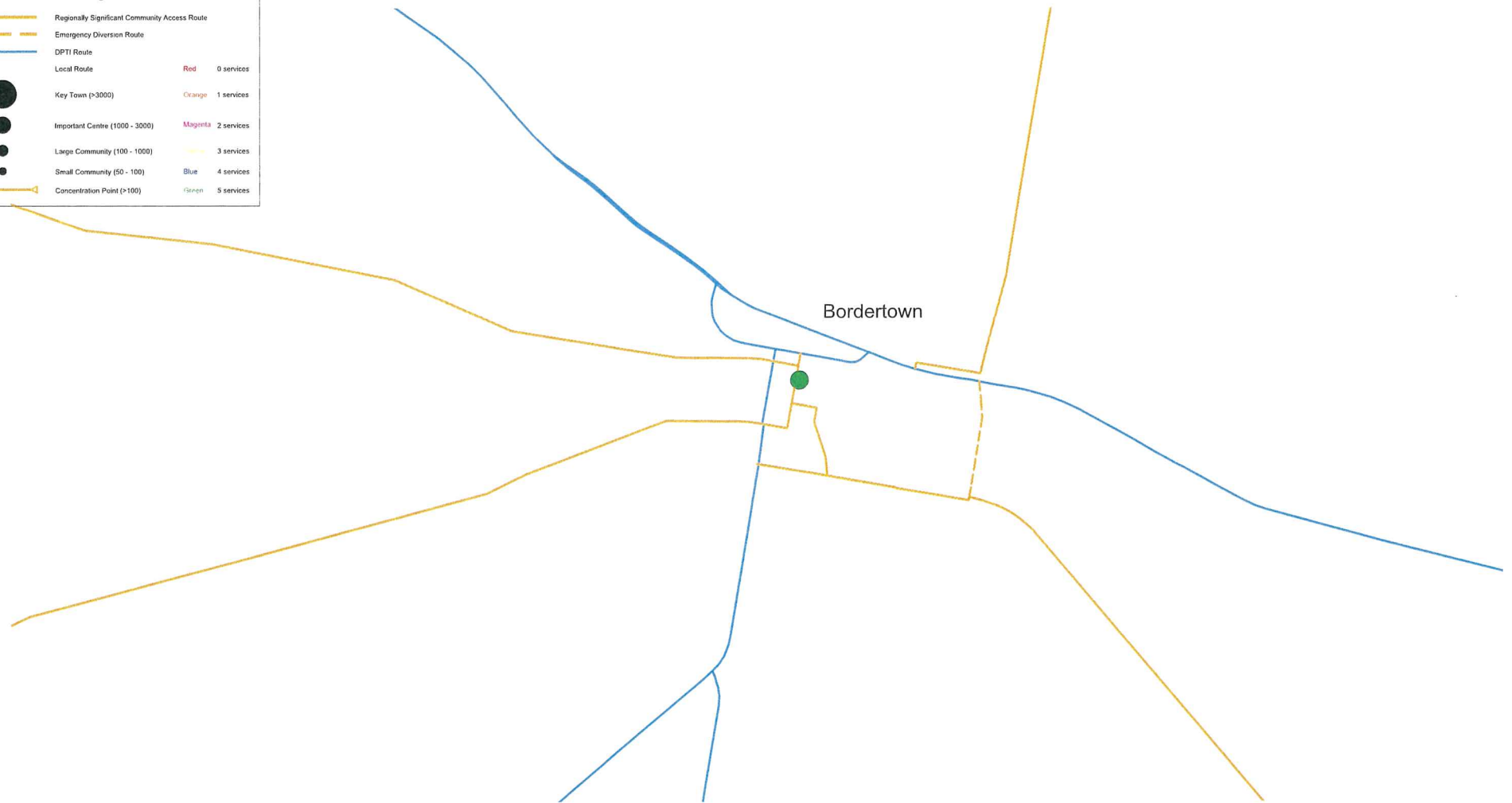
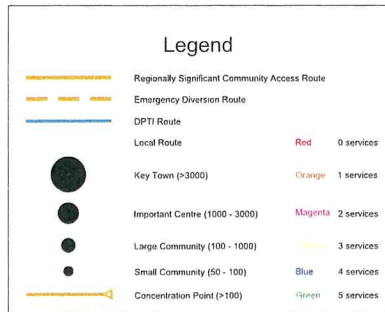








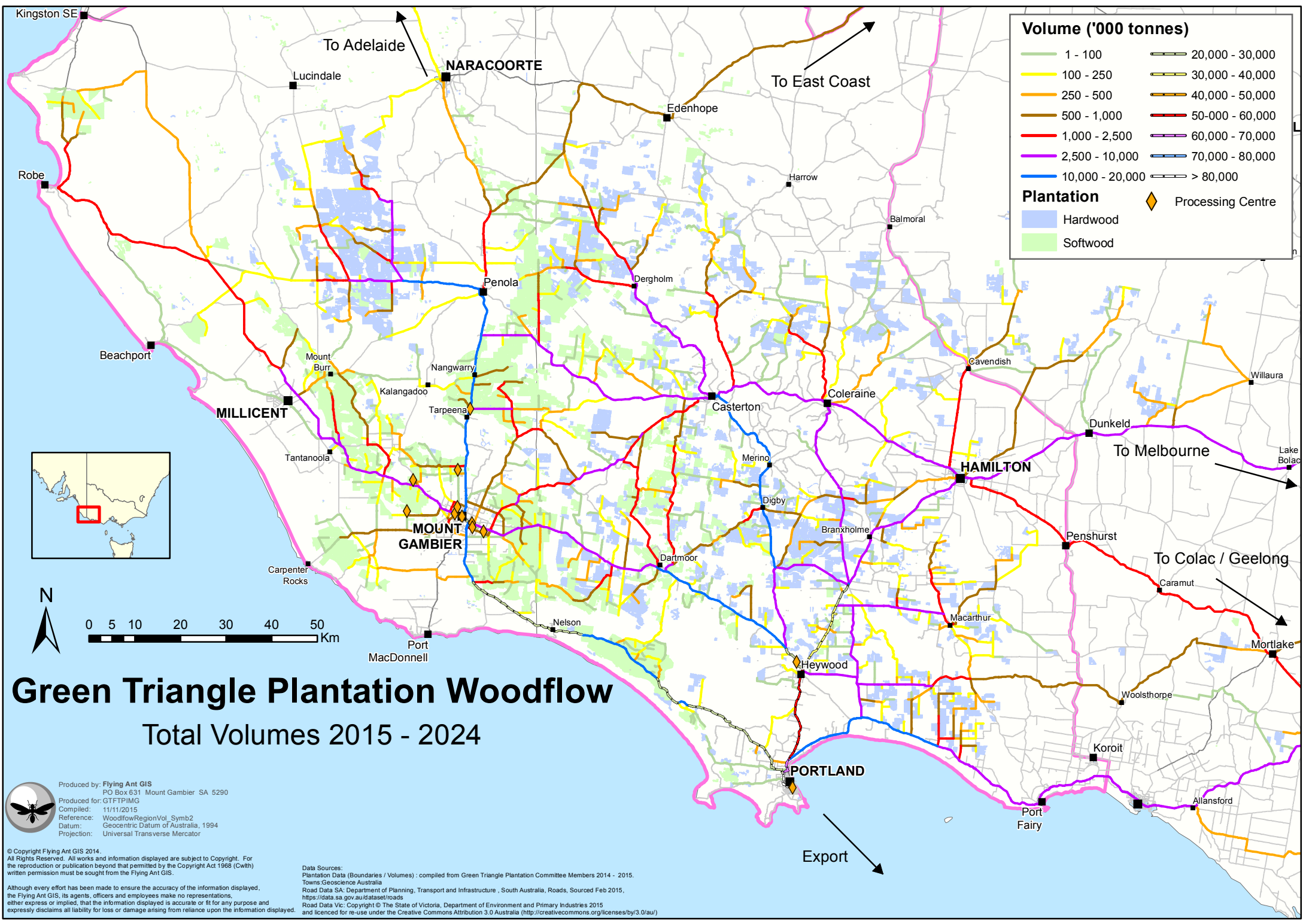




## **Appendix B**

---

Green Triangle Plantation Woodflow – Total  
Volumes 2015-2024



# Green Triangle Plantation Woodflow

## Total Volumes 2015 - 2024



Produced by: Flying Ant GIS  
PO Box 631 Mount Gambier SA 5290  
Produced for: GTFTPMG  
Compiled: 11/11/2015  
Reference: WoodflowRegionVol\_Symb2  
Datum: Geocentric Datum of Australia, 1994  
Projection: Universal Transverse Mercator

© Copyright Flying Ant GIS 2014.  
All Rights Reserved. All works and information displayed are subject to Copyright. For the reproduction or publication beyond that permitted by the Copyright Act 1968 (Cwth) written permission must be sought from the Flying Ant GIS.

Although every effort has been made to ensure the accuracy of the information displayed, the Flying Ant GIS, its agents, officers and employees make no representations, either express or implied, that the information displayed is accurate or fit for any purpose and expressly disclaims all liability for loss or damage arising from reliance upon the information displayed.

Data Sources:  
Plantation Data (Boundaries / Volumes) : compiled from Green Triangle Plantation Committee Members 2014 - 2015.  
Township Geospatial Australia  
Road Data SA: Department of Planning, Transport and Infrastructure, South Australia, Roads, Sourced Feb 2015, <https://data.sa.gov.au/dataset/roads>  
Road Data Vic: Copyright © The State of Victoria, Department of Environment and Primary Industries 2015 and licenced for re-use under the Creative Commons Attribution 3.0 Australia (<http://creativecommons.org/licenses/by/3.0/au/>)