
To: President & EPLGA Board Members

Date: 29 February 2016

Topic: 2015 Regional Transport Strategy

Report No: 1/22016

PROPOSAL:

That the EPLGA Board adopts the 2015 Regional Transport Strategy with defined transitional arrangements.

BACKGROUND:

There has been considerable time and investment spent by many people in preparing the 2015 Eyre Peninsula Regional Transport Strategy (Draft)

In early-2013, an EPLGA Roads Working Group was established to set the parameters for the developing of a strategy.

The Roads Working Group established objectives for this strategy which were:

The EPLGA needs to develop an EPLGA Regional Transport Plan of which the EPLGA Roads Strategy is a part thereof.

The EP Regional Transport Plan needs the ability to be the informing document for future funding applications by various organisations. Secondly, the current road strategy priority list has diminished in number over the years and questions could be asked of whether the higher priority regional roads actually meet the LGTAP funding criteria such as to now potentially jeopardise successful future SLRP funding applications from the region.

The Roads Working Group with assistance from SMEC needs to be determined if the EPLGA Road Strategy scoring, weighting and general methodology to arrive at the regional priority roads list aligns well with the LGTAP's own scoring program. There is the possibility additional criteria, relevant to the region may also need to be added to the methodology.

The EPLGA also needs to determine what & how roads are assessed for inclusion in the Roads Strategy/Transport Plan for priority ranking and regional support given for future SLRP funding. (e.g. a tiered action plan is suggested)

It was a desired objective for the EPLGA in terms of a Regional Roads Database to end up with a 3-tier (now called priority 1,2 & 3) Action Plan:

- Priority 1 - 0-5 year list of regionally significant roads noted as deficient and currently on a Council's five year capital works program that Council reasonably believes it can fund in the time frame. This would be a short term list from which the regional priority lists in Freight, Tourism or Community Access categories are constructed.
- Priority 2 - 5-10 year list of regionally significant roads not listed on any Council's five year capital works program but recognised as needing significant management or safety upgrades in the future and which would have attention if other funding sources become available to Council. This will be the medium term list.
- Priority 3 - 10 years-plus, which may have deficiencies but can be managed by normal maintenance programs. This will be the long term list.

This process will mean every road in the region is listed and categorised into one of any of the three categories/ priorities. The region will have a database of all Council roads

SMEC were appointed to undertake the project.

Since SMEC's appointment, meetings and workshops have been held in developing the strategy.

There have been difficulties seeking the required information from some councils due to varying reasons (e.g. change over of staff etc.) .

The EPLGA Board and the relevant staff of individual Councils have been kept abreast of progress with the strategy.

The Eyre Peninsula Regional Transport Strategy sits within a hierarchy of plans covering State, Regional and Council levels, including the South Australian Strategic Plan, the South Australian Planning Strategy, the Integrated Transport and Land Use Plan and the Strategic Infrastructure Plan for South Australia.

DETAIL:

It should be noted in debating & discussing this matter that there is a current EPLGA Board resolution which reads as follows:

484/15: Kyancutta/Mt Wedge and Elliston Stock Route Roads

Moved: Wudinna District Council Seconded: Elliston District Council

That the Eyre Peninsula Local Government Association supports the Kyancutta/Mt Wedge and [Elliston Stock Route] Roads to be continued to be recognised as regional priority roads for funding with the Special Local Roads Program during the life of the projects scheduled construction plan.

Carried

The recent gathering of senior Council staff held at Wudinna, whilst informal, suggested that I seek out whether the two Councils concerned would consider fast tracking their project (i.e. the Mt Wedge to Kyancutta Road) to allow a faster transition to the new strategy (i.e. reducing the project time from 5 years - hence the attached correspondence from the Wudinna & Elliston Councils)

Further discussions have revolved around the deadlines for the SLRP applications. The SLRP applications deadline is 30 April 201 (i.e. the applications must be with the LGA Transport Advisory Panel - "LGATAP" by that date). Therefore, depending on today's decisions around the adoption of the new strategy and transition arrangements the regional SLRP application deadline can be delayed until 23 April 2015, which will mean SMEC and myself will have a very tight timeframe to complete the Regional Application.

Another issue discussed at the meeting in relation to SLRP funding was the allocation of funding between urban and regional councils. In other regions, there are various formulas that assist in fair and equitable distribution of SLRP funding between urban and regional councils. We have 2 City Councils and 9 country Councils. Theoretically, due to the road prioritisation tool being used (i.e. the same one as the LGTAP plus more criteria), we may see all our funding allocated to the City Councils roads that, as a result of the nature of the various road prioritisation criteria, would be the highest ranking priorities for funding.

I put to the senior staff meeting at Wudinna, that one option to achieve a fairer outcome could be to split the SLRP funding allocated to our region along the lines of the total transport expenditure by the urban and non urban councils in our region (i.e. using the Grants Commission data). This would see 33% going to the urban councils and 66% to the non-urban. Therefore there would be the need to highlight urban priorities and non-urban priorities for separate pool amounts of funding.

Our pool of funding in 2016/17 is expected to be approx. \$2.1m.

senior staff Wudinna

STRATEGIC REFERENCE:

1. ACTIVELY ASSIST MEMBERS BY REPRESENTING THEIR COMBINED INTERESTS

- 1.5 Continue to advocate for increased funding from Australian & State Governments to address regional priorities.

4 ASSIST MEMBER COUNCILS BY COORDINATING REGIONAL INVESTIGATIONS OF OPERATIONAL ISSUES

- 4.6 Continue to coordinate a regional or sub regional approach to infrastructure upgrades required for resource sector expansion and link this to relevant strategies.
- 4.7 Complete the preparation of the Eyre Peninsula Road Strategy component of the Regional Transport Strategy & continue to have the Special Local Roads Program applications independently assessed against the set criteria (i.e. similar to the LGA Transport Advisory Panel's criteria) prior to submitting.
- 4.8 Prepare regional submissions to fund combined approaches to governance activities required of Councils, where agreed by Members.

BUDGET REFERENCE:

SLRP 2015/16 Allocations

Regional Organisation Priority	Council	Road & Primary Purpose	Project Details	New / Cont Project	Scope	2015-16 Project Cost (\$m)	SLRP Grant Recommended (\$m)	Council Contribution (\$m)
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EYRE PENINSULA LOCAL GOVERNMENT ASSOCIATION

PRIORITY 1 (91)	District Council of Cleve	Balumbah-Kinnaird Road (Freight)	Culvert installation, adjustments to the vertical and horizontal alignment of the road. An 11 metre constructed pavement with an 8 metre 2 coat seal. Widening of various road junctions.	Cont	Year 6 & 7 of 7	\$ 1,940,390	\$ 1,293,593	\$ 646,797
PRIORITY 2 (70)	District Council of Lower Eyre Peninsula	Flinders Highway (Community)	Widen and strengthen road pavement, remove roadside hazards and improve drainage of 2.9 kilometres of road from the boundary with the City of Port Lincoln extending to the intersection of Wine Shanty Road	New	Year 1 of 1	\$ 1,490,000	\$ 745,000	\$ 745,000
PRIORITY 3 (68)	Wudinna District Council	Elliston Stock Route (Freight)	Seal the route between the townships of Kyancutta and Elliston, linking the Birdseye Highway at Mount Wedge with the Eyre Highway at Kyancutta.	New	Year 1 of 5	\$ 736,400	\$ 490,934	\$ 245,466
PRIORITY 3 (71)	District Council of Elliston	Kyancutta / Mount Wedge Road (Freight)	Seal the route between the townships of Kyancutta and Elliston, linking the Birdseye Highway at Mount Wedge with the Eyre Highway at Kyancutta.	New	Year 1 of 5	\$ 516,000	\$ 237,000	\$ 150,000
PRIORITY 4 (71)	District Council of Ceduna	Nunyah Road (Freight)	Reshape the road to appropriate design standards. Import 150mm pit crushed rubble to produce 12 wide base course.	New - Not Funded	Year 1 of 3	\$ 537,415	\$ 358,276	\$ 179,138
PRIORITY 5 (67)	City of Whyalla	Jenkins Avenue (Community)	Duplication of Jenkins Avenue from Cartledge Avenue to Lincoln Highway as project in the Local Special Roads Program 2015/16. The objective is to safeguard road safety and increase road capacity to meet future travel demand.	New - Not Funded	Year 1 of 4	\$ 866,678	\$ 433,339	\$ 433,339
TOTAL EYRE PENINSULA			Allocated in 14/15 = \$1.435m			\$ 6,930,531	\$ 4,120,574	\$ 2,680,956

\$2,766,527 SLRP funding allocated to EP in 2015/16 (including fuel excise additional funding)
Councils matched this with \$1,787,263 of their funding.

The Fuel Excise once off allocation added approx. \$760,000 to our pool of funding.

In 2016/17, I am expecting approx. \$2.1 to be allocated to our region. However the LGTAP is not obliged to allocate any funding to our region (i.e. if our priority roads don't meet their criteria) as it looks at the state wide priorities. Hence the reason the LGA is attempting to have all regions use LGATAP's prioritisation tool (i.e. our new strategy does this) and then it can combine all regional priorities into an overall state wide regional road strategy. In the past the LGATAP has by unwritten agreement allocated a certain percentage of the pool of funding to each region, based on historical allocations. I don't see any reason for this to discontinue at this point in time. However with the potential for future limits on funding growth in this area we may see a different approach towards funding allocation.

The LGA Secretariat is currently organising a further meeting between Mike Deegan, CEO of DPTI and Regional Exec Officers to investigate & prepare a possible state wide funding application. They are also planning to investigate possible joint procurement and works in relation to road maintenance & upgrades between Local Government and State Government. There appears to be financial reward opportunities for parties involved.

Regional Capacity Grant Expenditure:

2013/14	\$9,886
2014/15	\$35,576 (includes \$7,500 for SLRP prioritisation & reporting to LGTAP)
2015/16	\$17,500 Budgeted (includes \$7,500 for SLRP prioritisation & reporting to LGTAP)

RISKS:

Not having an up to date Roads Strategy may see the following:-

1. More conflicts between tourist, passenger and freight vehicles;
2. Lack of a developed and managed effective and consistent transport system for heavy vehicles;
3. Inability to adequately promote and assist regional tourism;
4. Lack of adequately implemented & consistent road classification levels across the region;
5. More road accidents including fatigue related accidents;
6. Lack of improvement in the efficiency of transport;
7. Lack of managed environmental impacts (particularly native vegetation) without impacting road safety;
8. Inability to promote and assist existing and developing industries,
9. Inability to provide for appropriate Social Connectivity and Integration; and.
10. Lack of ability & supply of hard evidence to apply for available funding

REVIEW PERIOD:

The 2015 Transport Strategy can be reviewed by the EPLGA Board at any time it wishes but should be reviewed annually for any changes in priorities. Individual Councils will be responsible for advising of any changes to their priorities supported by "hard" evidence.

RECOMENDATION(S):

That the EPLGA Board:

1. Receives the Executive Officers Report # 1/2216
2. Adopts the Eyre Peninsula Regional Transport Strategy
3. Adopts the following transitional arrangements for the 2013 Eyre Peninsula Regional Transport Strategy:
 - 3.1 That the partially completed Mt Wedge to Kyancutta road be given transitional exemption based on the following:
 - That all the 2016/17 (maximum \$2.853m applied for) & \$623,000 of the 2017/18 Special Local Roads Program funding granted to the region be allocated for the completion of the Mt Wedge- Kyancutta Road. - (Please refer to the correspondence received from the District Councils of Elliston & Wudinna included with this report and the direction resolution highlighted in this report above)

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- 3.2 That the Eyre Peninsula Transport Strategy is implemented partially in 2017/18 and fully in 2018/19 (i.e. funding in excess of \$623,000 be used for the new strategy highest priority (ies).
4. That the EPLGA Board gives direction on the other transitional arrangements in relation to urban v non-urban SLRP funding allocation in future years after full transition to the new strategy.

Enclosures:

2013 Eyre Peninsula Regional Transport Strategy - draft

Minutes of Staff Meeting with SMEC at Wudinna

Correspondence from District Councils of Elliston & Wudinna