



# **Road Priority Assessment 2013 Summary Report**

**For: Eyre Peninsula Local Government Association**

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# 1 INTRODUCTION

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The 2013 Eyre Peninsula Regional Roads Strategy has been prepared by SMEC Australia Pty. Ltd. for and in partnership with the Eyre Peninsula Local Government Association (EPLGA). The strategy is a supplement to the 2003 document, Eyre Peninsula Road and Transport Strategy (undertaken by Maunsell, now AECOM) and subsequent updates and road upgrade prioritisation processes, the most recent of which was the 2010 Roads Review (undertaken by Tonkin Consulting).

As part of the Strategy the EPLGA have requested a periodic review of priority road projects within the region.

The process for assessing the prioritisation of road upgrade projects has been reviewed considering;

- Previous review processes, particularly the most recent established in 2010
- Feedback on the suitability or otherwise of this process from members of the working group
- Changes in context and issues raised by the working group
- The Special Local Roads funding program policy and guidelines.
- Black Spot funding policy and guidelines.
- Maximising consistency with previous prioritisation processes
- Keeping the process as simple as possible.

As a result, a number of alterations to the previous process have been included in the updated 'Project Prioritisation Form' provided as Appendix A. These include;

- Greater emphasis on linking the prioritisation assessment of roads to the updated Regional Goals established as a part of the process of preparing the 2013 Strategy update.
- Greater emphasis on linking the prioritisation assessment to the key 'Influencing Factors' identified in the Local Government Associations' Special Local Roads Guidelines. It should be noted however, that the assessment as a part of this prioritisation process is intended to be at a high level and a greater level of detail will be required for subsequent funding submission/s. Submissions as a part of the current process can be largely 'qualitative', whereas subsequent funding submissions will need to be far more 'quantitative'.
- Greater emphasis on understanding the existing condition of nominated sections of road and the areas in which the proposal is seeking to improve 'Fit for Purpose' compliance. Again, it is intended that this assessment as a part of this prioritisation process can be largely 'qualitative' whereas subsequent funding submissions will need to be far more 'quantitative'.

## 2 2013 PRIORITY ROAD SUBMISSIONS

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All member Councils pertinent to the 2013 Regional Roads Strategy have been invited to present local road projects to the EPLGA for inclusion to the updated priority list. The road projects that have been submitted by Councils in January 2013 are listed below.

Applicant Council	Road Name
DC Cleve	*Balumbah-Kinnaird Road
DC Kimba	*Balumbah-Kinnaird Road
DC Streaky Bay	Sceale Bay Road
DC Tumby Bay	*Balumbah-Kinnaird Road
DC Tumby Bay	Yallunda Flat to White Flat Road
DC Lower Eyre Peninsula	Flinders Highway
Wudinna DC	#Elliston Stock Route / Mount Wedge Road
DC Elliston	#Kyancutta / Mount Wedge Road

There are sections of the same road which pass through different Council districts. As with previous years these road sections have been assessed individually however consideration has been given to the regional importance of the road and how the road contributes to the Eyre Peninsula Region as a whole.

The location of each road is shown in Appendix B. Where Councils have not defined the specific section, the entire subject section of road is shown.

\*Balumbah-Kinnaird Road passes through 3 Council districts and has been identified by all Councils to be an important major traffic route.

#Kyancutta–Mount Wedge Road passes through both Wudinna DC and the DC Elliston to link the townships of Elliston and Kyancutta.

### 3 SUBMISSION FORM - ASSESSMENT

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SMEC has conducted an independent detailed review of submissions received from Councils. The purpose of the assessment is to assess the alignment of the proposed road upgrade project with the established criteria at a regional level, rather than just at a Council level.

There are 6 parts to the submission form containing various questions which applicants have been required to consider for each road project. A brief description of the function of each part each part is detailed in sections 3.1 – 3.6 below.

The projects have been assessed using a pre-established rating system to ensure their regional importance with focus on meeting transport goals provided by the EPLGA and its members.

Score ranking for applicable questions is as per previous years

- 0 No score (insufficient / no data)
- 1 Minimal satisfaction of criteria
- 2 Good satisfaction of criteria
- 3 Very good satisfaction of criteria

The review of Council submissions has been undertaken as a desktop assessment only. No site visits have been undertaken.

The amount of information that each of the Councils has provided to support their submission varied significantly. Generally, however, the submissions were answered with an appropriate level of detail and supporting information. In addition to this some level of consistency in information was retained across submissions where there were multiple submissions of the same road in adjacent Council districts. Councils were able to share data such as traffic volumes and road geometry.

Where appropriate, clarification has been sought from the applicant Council, rather than allocating a low score. This is aimed at focussing scoring on the roads prioritisation rather than the submission itself.

### 3.1 Part 1: Project Information

The project information section is a brief summary of the project. It contains snapshot information about the project as follows:

- Project title,
- Applicant name,
- Brief description of the project, and
- Value of the project – Total, Council contribution and contribution by others.

The submissions were at varying stages of project planning. Some already had a detailed cost plan, others were still in the preliminary planning stages. DC Lower Eyre Peninsula noted that at this stage they didn't want to release the project plan for Flinders Highway as the project was about to be put out for contractors to tender. Providing the eligibility criteria (described below) could be met, the varying status of planning did not influence project scores.

### 3.2 Part 2: Eligibility Checklist

The eligibility checklist section focuses on the high level understanding and funding status of the project as there is little benefit in prioritising projects for an upcoming works program if Council funding arrangements are not available and/or there is insufficient understanding of the project costs, risks or timeframes. Accordingly, a number of essential criteria needed to be satisfied to ensure the project is able to proceed.

Most projects were able to satisfy this requirement. DC Tumby Bay have provided two project submissions for both Balumbah-Kinnaird Road and Yallunda Flat to White Flat Road which although are not developed enough to make a funding application in the short-term have been identified as being key projects for the region in the future.

DC Tumby bay noted also that some additional funding for the Yallunda Flat to White Flat Road could be sourced from agreements with mining companies<sup>[BG1]</sup> with the expectation that mining exploration will increase in the short to medium term.

Other sources of funding which councils have identified in addition to the Special Local Roads Funding include:

- Roads 2 Recovery
  - DC Cleve
  - DC Elliston
  - Wudinna DC
- Regional Development Australia Fund
  - DC Lower Eyre Peninsula

### 3.3 Part 3: Road Details

The road details section provides information pertaining to the functional hierarchy of the road as has been defined in the EP Regional Roads Strategy 2013. The rationale of this is to determine if the road / section of road has been classified as a 'Major Traffic' route and to establish what the primary and secondary purpose of the road is / will be upon completion of the works. Road purpose / functional hierarchy for local rural roads has been defined as:

- Freight - Linking key industries to major transport routes and contributes to efficient movement of large volumes of heavy freight vehicles;
- Tourism - Provides access to tourism sites and locations, and enables people to view scenic attractions in a safe and enjoyable manner.
- Social - Provides for community development and equitable access to community facilities, whilst minimising the impact of heavy vehicles on the community.
- Mining - Facilitates mining development by linking mine sites (including developing projects) to major transport routes for both freight and non-freight movements.

In addition to the functional hierarchy and usage of the road, applicants were asked to provide peak and off peak traffic volumes with a breakdown of heavy vehicles of the submission road. Traffic volumes are an important consideration in the assessment of the relative benefits of the projects.

Each of the roads submitted for review have been classified as a 'Major Traffic' route in the EP Regional Roads Strategy, except for the Yallunda Flat to White Flat Road.

### 3.4 Part 4: Contribution to Achievement of Regional Goals

The 13 transport goals outlined originally in the 2003 strategy have been reviewed and incorporated into a list of 8 goals by the EPLGA to support the changing trend in transport needs in recent years. The goals are:

1. Reduce conflicts between tourist, passenger and freight vehicles,
2. Develop and manage an effective and consistent transport system for heavy vehicles,
3. Promote and assist regional tourism,
4. Implement an appropriate road hierarchy and resolve management responsibility,
5. Reduce road accidents including fatigue related accidents,
6. Improve the efficiency of transport,
7. Manage environmental impacts without impacting road safety, and
8. Promote and assist existing and developing industries.

The applicant Councils were asked to comment on each of the above goals (excluding Goal 4 which is not related to individual roads) and define with supporting evidence how the road project fits into the EPLGA's strategic vision of an efficient and safe rural transport network.

### **3.5 Part 5: Contribution to Achievement of SLRFP 'Influencing Factors'**

The Special Local Roads Program assessment criteria have been used as a guide to assist with assessing the benefits of an individual road upgrade. These criteria are;

- Regional Significance – How the project contributes to the community with local, regional and state significance,
- Economic – Reducing delays on the road will facilitate reduction of operator costs, faster movement and export of goods,
- Access – Linking of local areas to the arterial network, providing an alternative route to arterial roads,
- Safety – Reducing conflicts between the different types traffic, providing safe overtaking lanes and reducing fatigue,
- Environmental – Reducing dust smothering of roadside vegetation, reducing carbon emissions by providing a better driving experience and improving drainage facilities for reduction of roadside erosion and contamination of watercourses.

The applicant Councils were asked to comment on each of the above and define with supporting evidence how the road contributes to the achievement of each of these criteria.

### **3.6 Part 6: Contribution to improving the 'Fit for Purpose' status of the Road**

Works managers present at the workshop held on the 20<sup>th</sup> November 2012 all agreed that it was important to work towards a consistent standard of road upgrade and maintenance.

Section 5.5 of the 2013 Regional Roads Strategy refers to 'Fit for Purpose' standards developed as a part of the Local Government Transport Advisory Panel Guidelines. These standards consider aspects such as the geometric characteristics of the proposed project including carriageway / lane / shoulder widths, horizontal and vertical alignments, bridge limits and pavement strengths.

Each project has been assessed to understand the level of improvement associated with the project proposal and the extent to which the project aligns with the above guidelines.

[BG2]

## 4 SUMMARY

Detailed individual assessment sheets are provided for each submission in Appendix C. These sheets provide the score given for each element of the assessment criteria with supporting details. The following provides a summary of the final assessment.

Prioritisation	Applicant Council	Road Name	Assessment Ranking
1	DC Streaky Bay	Sceale Bay Road	33
2	DC Cleve	Balumbah-Kinnaird Road	30
2	DC Kimba	Balumbah-Kinnaird Road	30
3	DC Elliston	Kyancutta / Mount Wedge Road	26
3	Wudinna DC	Elliston Stock Route / Mount Wedge Road	26
4	DC Lower Eyre Peninsula	Flinders Highway	20
5	DC Tumby Bay	*Balumbah-Kinnaird Road	22
6	DC Tumby Bay	*Yallunda Flat to White Flat Road	18

\*DC Tumby Bay do not have a capital works budget for construction on the two projects listed above and are therefore not eligible at this time in accordance with agreed prioritisation criteria. These roads are however important to achieving the EPLGA's regional transport goals and should be considered for future road prioritisations.

## 5 APPENDIX A – SUBMISSION FORM

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## 6 APPENDIX B – MAP OF SUBMISSION ROADS

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## 7 APPENDIX C – INDIVIDUAL ASSESSMENT SHEETS

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