



2020 Regional Transport Strategy

Prepared for Eyre Peninsula Local Government Association
27 November 2020

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1 Executive Summary

This Regional Transport Strategy Update, prepared for the Eyre Peninsula Local Government Association (EPLGA), provides guidance on the management and development of roads across the region, including classification into a functional hierarchy and identification of Action Plans. This Strategy, replaces the 2015 Regional Transport Strategy which was built on the Regional Roads Strategy regularly updated since 2003.

The format of this Regional Transport Strategy follows similar formatting used in the development of other Regional Transport Plans in the state, and aligns with the guidance provided in the Local Government Association Overarching Regional Transport Strategy – 2014. This format provides a consistent approach across the state.

This strategy has been developed over the years through continuous liaison with member Councils and other key bodies pertinent to the shaping of the transport task across the region. In doing so this strategy provides achievable goals and objectives which are in line with maintaining a region rich in environment, economy and industry.

This current Revision 3 provides updates in association with more recent developments, comprising;

- Lucky Bay T-Ports grain facility
- Cape Hardy
- Port Spencer
- Kaolin Mining at Poochera
- South Australia State Strategy updates

2 Introduction

Sustainable, reliable, resilient and safe transport infrastructure systems are fundamental elements needed to support vibrant economic and social growth of all regions. To support sustainable growth in the Eyre Peninsula Region, the Eyre Peninsula Local Government Association (EPLGA) has prepared this 2020 Eyre Peninsula Regional Transport Strategy. The primary objectives of the strategy are to provide a consistent framework for the management and development of transport infrastructure across the Eyre Peninsula.

2.1 Regional Overview

The Eyre Peninsula consists of 11 local governments¹ who together manage more than 170,500 square kilometres of land, about 17% of the South Australia State land. Councils of the Eyre Peninsula include:

- City Council of Port Lincoln;
- District Council of Ceduna;
- District Council of Cleve;
- District Council of Elliston;
- District Council of Franklin Harbour;
- District Council of Kimba;
- District Council of Lower Eyre Peninsula;
- District Council of Streaky Bay;
- District Council of Tumby Bay;
- Wudinna District Council; and
- City of Whyalla.

The region is rich in environmental assets, with long sandy beaches and limestone cliffs along the coast, granite outcrops, agricultural lands and desert communities, mallee and redgum woodlands, and urban and outback environments. Figure 2-1 (overleaf) shows the geographical boundary of the Eyre Peninsula region as defined by EPLGA.

¹ Although a member of the EPLGA, the City of Whyalla is recognized as having differing needs and transport objectives to those of the other 10 Councils. Accordingly, the City of Whyalla is generally not addressed throughout this strategy other than for the purpose of context setting.

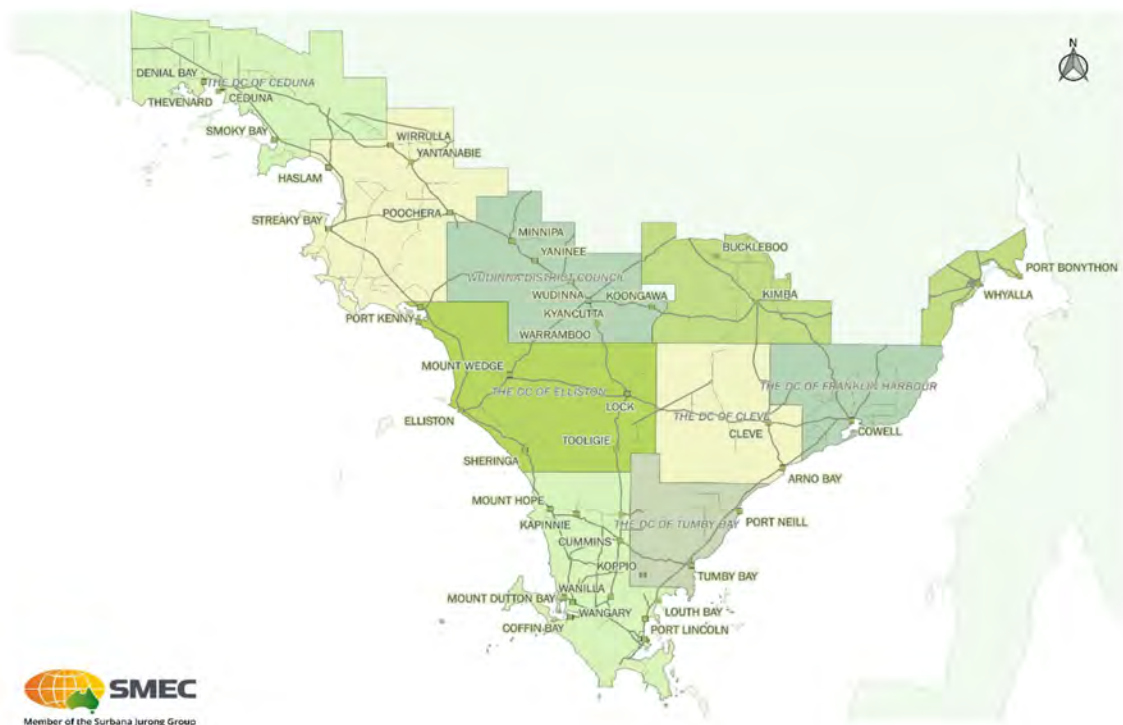


Figure 2-1: The Eyre Peninsula Local Government Association boundary

2.1.1 Regional Population Overview

In 2017, the region's population was estimated to be of 57,300 people (the Australia Bureau of Statistics);

- 70% of the population lives in the three urban centres of Whyalla, Port Lincoln and Ceduna.
- 10% of the population lives in the Lower Eyre Peninsula, and
- the other 20% of the population is spreading across smaller towns and some remote mining and farming communities, which presents issues for infrastructure and services provision and maintenance in the region.

Whyalla is the dominant population, industry and service centre, with an estimated of 22,007 people in 2017. Located in the northern Eyre Peninsula, it has a large number of educational, retail and commercial facilities and services, including a regional campus of the University of South Australia.

Port Lincoln, at the southern tip of the Eyre Peninsula, is the region's second major service centre with an estimated population of 14,592 people in 2017. A popular tourist destination, it has an essential port for grain, fishing and aquaculture and has the state's busiest regional airport in terms of annual passenger numbers and aircraft movements per annum.

Ceduna is the third-largest service centre, with estimated 3,549 people in 2017. Located at the north-western edge of Eyre Peninsula, it is a popular tourist destination and has a port for grain, gypsum, salt, and mineral sand export.

The Lower Eyre Peninsula economy is dependent mostly on agriculture, with cereal crops and sheep being prominent. Coastal towns such as Coffin Bay are popular with tourist, fishing and a variety of other water-based activities. The Coffin Bay National Park is also a major attraction, as well as an area of natural habitat conservation.

2.1.2 Regional Economic Overview

The Whyalla and Eyre Peninsula, Regional Plan (2014-2018) prepared by Regional Development Australia provides a profile of the Region, including description of economic activity. The Eyre Peninsula is one of South Australia's most

productive regions generating an annual revenue of over \$4 billion. The region is highly export-oriented with the following being key sectors contributing to the revenue:

- agriculture,
- mining,
- fishing and aquaculture,
- tourism,
- manufacturing,
- renewable energy,
- health and Community Services, and
- small business.

The regional economic activities, particularly exports and tourism result in high transport demands for the region.

2.1.3 Regional Transport Overview

The Eyre Peninsula faces considerable financial and logistical challenges when it comes to the development and maintenance of its infrastructure due to its size, remoteness, diversity and scattered nature of its population.

The region's transport infrastructure includes:

- 4 of the State's 9 major export ports; Thevenard, Port Bonython, Port Lincoln and Whyalla, as well as the newer grain transshipment facility at Lucky Bay..
- 3 major regional airports; Ceduna, Port Lincoln and Whyalla.
- 13,000 kilometres of local roads maintained by Councils with over 90% of these roads unsealed, and
- 4 essential arterial road networks which are maintained by the Department of Infrastructure and Transport (DIT).

2.2 Background of Regional Transport Strategy

Previous transport strategies developed for the Eyre Peninsula region are as follows;

- 2003 Eyre Peninsula Road and Transport Strategy and associated Strategy Development Report,
- 2010 Eyre Peninsula Road and Transport Strategy,
- 2013 Eyre Peninsula Road and Transport Strategy and
- 2015 Eyre Peninsula Road and Transport Strategy.

The 2003 Eyre Peninsula Road and Transport Strategy and associated Strategy Development Report outlines the original description of the existing conditions for the Eyre Peninsula Region. An overview of the process adopted in establishing the description of the existing condition is provided in Figure 2-2. For a complete process, this section should be read in conjunction with the 2003 Eyre Peninsula Road and Transport Strategy and associated Strategy Development Report.

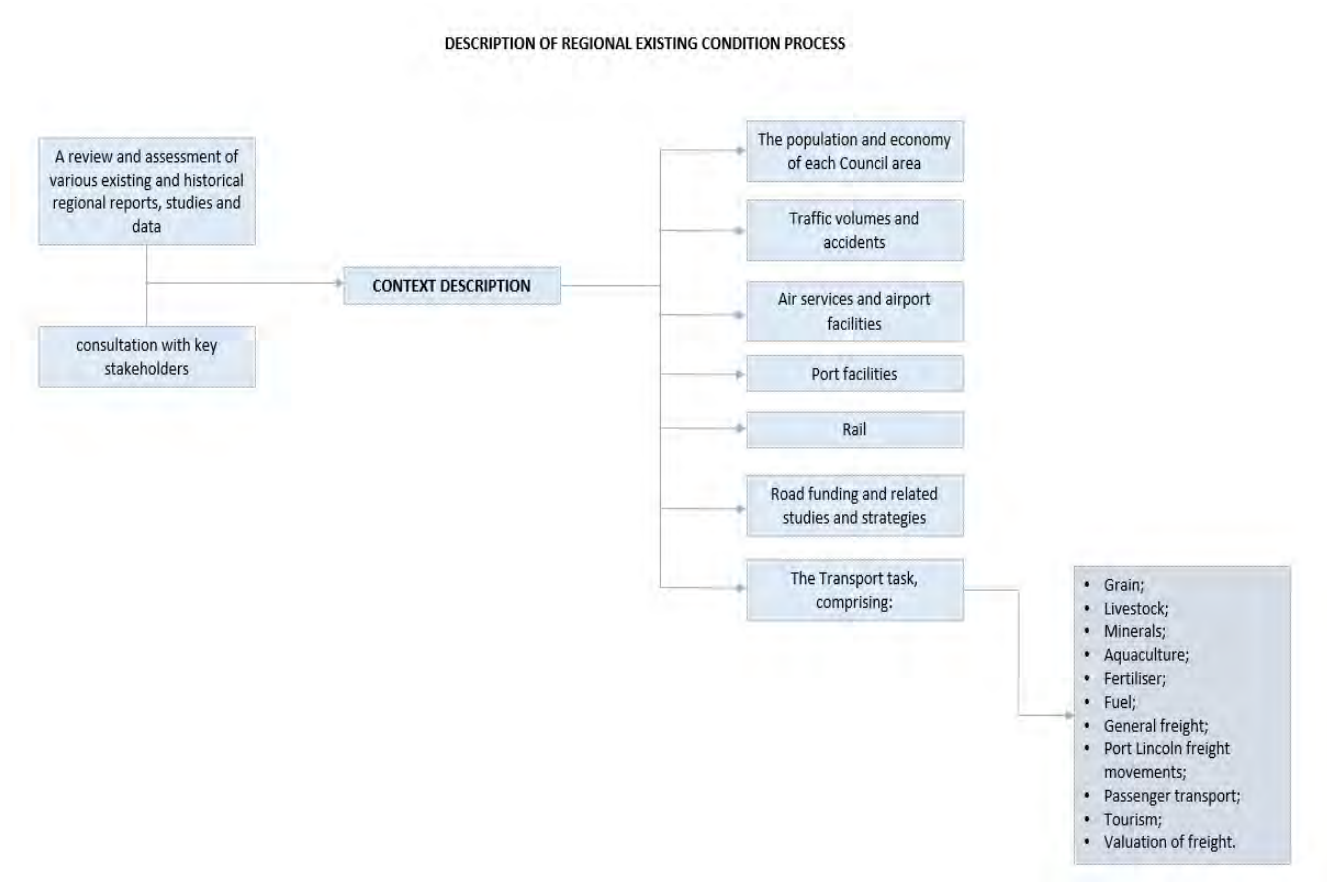


Figure 2-2: Description of Existing Condition Process

The existing conditions were used to develop a ‘Principal Road Functions’ Map which identified mining, tourism, aquaculture, livestock and grain routes across the Eyre Peninsula. Each subsequent Strategy since 2003 has included a review and update to the Strategic context for the Region and continued to improve the regional approaches to establishing and maintaining a consistent regional focus to transport planning and prioritisation processes.

As a part of this, the road upgrade prioritisation process for the region which was also initially established in the 2003 strategy has been continuously reviewed and updated in 2010, 2013 and 2015.

2.3 Overview of 2020 Regional Transport Strategy

The 2020 Regional Transport Strategy is a review and update of the 2015 Regional Transport Strategy, with the following specific areas of focus:

- An update of current and forecast Regional Context and Strategic objectives as per current National, State and Local Strategy documents.
- An update of Regional transport goals to align with evolving Regional context changes.
- A review and validation of Regional Road classifications.
- An update of the Regional Roads Database and associated Action Plans. This includes an update to the agreed planning process and timelines for funding applications across the region.
- An assessment of the status of actions related to previously identified key Regional issues, and
- Identification of any additional or emerging key issues.

The development of this strategy included a workshop in Port Lincoln with the EPLGA member Council works managers and CEO’s on the 11th October 2018. Subsequent revisions of the 2020 Regional Transport Strategy have addressed key changing conditions across the Eyre Peninsula.

3 South Australian Strategic Context

This Regional Transport Strategy sits within a hierarchy of plans covering State, Regional and Council levels. A summary of key plans and their relevance to the Eyre Peninsula Regional Transport Strategy is provide as follows;

3.1 South Australia’s Strategic Plan (SASP)

South Australia’s Strategic Plan (SASP), documented in 2011, details priorities, visions, goals and targets for the state.

SASP provides a reference point for South Australia’s Planning Strategy and therefore for Regional planning. Associated with the SASP objectives, visions, and goals are specific “action plans” for various topics, which focuses on the three fundamentals of a sustainable society, Our Community, Our Prosperity and Our Environment.

Relevant to the Eyre Peninsula 2020 Regional 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.

3.2 South Australian Planning Strategy - Eyre and Western Region Plan (April 2012)

The Eyre and Western Region Plan (EWRP) is one of the seven regional volumes as part of the South Australian Planning Strategy. The plan identifies the planning priorities, principles, and policies necessary to achieve community and economic targets outlined by the South Australian Government. Figure 3-1 shows the links between EWRP and the State Government strategies.



Figure 3-1: Link to South Australian Planning Framework
 Source: Eyre and Western Region Plan 2012

Key issues listed for the Eyre and Western Region are:

- Environment and sustainability.
- Economic development.
- Population, settlements, and culture.
- Infrastructure and services provision.

Principles of the Eyre and Western Region Plan which are then aligned to respond to the key issues identified above are:

1. Recognise, protect, and restore the region's environmental assets.
2. Protect people, property and the environment from exposure to hazards.
3. Increase the capacity of the region to adapt and become resilient to the impacts of climate change.
4. Protect and build on the region's strategic infrastructure.
5. Protect and strengthen the economic potential of the regions primary production land/
6. Strengthen the economic potential of the regions' mineral and energy resources.
7. Strengthen then commercial fishing and agriculture industries.
8. Reinforce the region as a unique and diverse tourism destination.
9. Provide and protect industrial land to meet projected demand.
10. Ensure commercial development supports town function.
11. Plan and manage township growth and develop Structure Plans for key growth centres.
12. Design towns to be sustainable and provide safe, healthy accessible, and appealing environments.
13. Provide residential land and diverse, affordable housing to meet current and future needs.
14. Identify and protect place of heritage and cultural significance, and desired town character.

These principles are linked to the SASP Targets within the plan.

Many strategic principles relate to infrastructure, the economy, food production and sustainability. The transport system and the consideration of freight movements contributes to these principles to a significant extent.

3.3 State Planning Policies

State Planning Policies (SPP's) are provided under the *Planning, Development and Infrastructure Act 2016* and regulations and came into effect in January 2019. They form a set of state-wide policies that outline matters of importance to the state in land use planning and development. Although a number of policies will be relevant, consideration of the following SPP's will be beneficial in the context of Regional Transport planning (refer Table 3-1 overleaf).

Table 3-1: State Planning Policies

Strategic Planning Policy	Regional Plan Considerations
 <p>INTEGRATED PLANNING Integrated planning coordinates the strategic use of land with the necessary services and infrastructure. It can influence how a city or region grows and evolves, which if done well, creates livable and sustainable places that contribute to our prosperity.</p>	<p>Principles for Statutory Instruments</p> <p>Regional Plans should ensure that future growth is identified in a way that can be supported by infrastructure. The logical sequencing of development is important to the cost-effective delivery of infrastructure and in maximising positive social and environmental outcomes. Infrastructure agencies must be involved in this initial planning work to ensure these impacts are well understood.</p> <p>The mapping of infrastructure, existing patterns of growth and areas that need careful management or protection will be required in Regional Plans.</p> <p>Regional Plans affecting urban areas will therefore need to demonstrate how integrated planning principles can be achieved and identify areas for intensification of development. Regional areas will need to consider future growth against ongoing servicing costs to communities.</p> <p>Regional Plans will also set performance targets in the application of SPPs (as appropriate).</p>
 <p>KEY RESOURCES Our valuable mineral and energy resources are the property of the Crown and are managed by the state on behalf of all South Australians. The mineral and energy resource sectors will continue to fuel economic development, support the growth and development of our communities, and provide an income stream to help fund infrastructure and support construction affordability.</p>	<p>Principles for Statutory Instruments</p> <p>Regional Plans should identify mineral and energy resource areas, associated infrastructure, including connections via strategic access routes, transport corridors and pipelines. Strategies to minimise the impacts of encroachments by incompatible land uses should be identified to manage risk to public safety, the environment and security of energy supply.</p>
 <p>STRATEGIC TRANSPORT INFRASTRUCTURE The economic and social prosperity of South Australia relies on a transport system that is safe, integrated, coordinated, dependable and sustainable. Transport systems that provide effective connectivity underpin access for business to local, national and international markets; link people with employment, goods and services by providing travel choices; and contribute to a healthier and more connected society.</p>	<p>Principles for Statutory Instruments</p> <p>Regional Plans should implement State Planning Policies by identifying the appropriate location and types of strategic transport facilities required as a basis for strategic infrastructure and land use planning. They should also identify appropriate locations for mixed use and higher density development close to activity centres and other strategic locations.</p> <p>Regional Plans will set performance targets at the direction of State Planning Policies (as appropriate).</p> <p>Consideration should be given to identifying future strategic infrastructure corridors and facilities requiring protection, including setting aside appropriate land to accommodate increases or changes to regional growth, new technologies and changing demands.</p>

3.4 20 Year State Infrastructure Strategy

The 20 Year State Infrastructure Strategy was released in May 2020 by Infrastructure SA. Infrastructure SA is an independent body established to provide independent assurance and advice to the State Government relating to the identification, assessment, prioritisation and delivery of major infrastructure projects in South Australia. The Strategy aims to set the longer-term priorities and direction for infrastructure investment to achieve the following objectives;

- Sustained economic and jobs growth

- Planned population growth
- Connected and productive regions
- A vibrant, global Adelaide
- Enviaible liveability

The Strategy sets a total of 38 priorities with many being of relevance to regional areas. ‘Transport’ is identified as a key Infrastructure Sector with Needs and Challenges and Future priorities separated into two streams ‘Public Transport’ and ‘Freight’. The following future priorities have direct relevance to the Eyre Peninsula;

- Improve the safety of the State’s road network. Much of the road network is in poor condition and does not have appropriate treatments. This compromises safety. A consideration of safe-system road design is needed as part of the road maintenance program to incorporate interventions such as sealed shoulders, overtaking lanes, centre- and edge-line treatments, rest areas and protective barriers that will improve road safety and contribute to lowering the road toll.
- Identify key economic corridors and plan interventions to create more efficient supply chains by addressing pinch points and understanding the triggers for road upgrades. This should involve a rolling program that is developed through engagement with industry and local government. User charging should be considered where there is an economic case to ensure efficiency gains can be realised from investments that may otherwise be delayed.
- Create efficient supply chains to international markets via the State’s sea and air ports to make South Australia globally competitive and grow the economy. Concentration of volumes at the last mile of roadside access to these gateways has negative impacts on congestion and efficiency. Planning studies need to identify precise locations and the most efficient treatments to address these. Particular attention should focus on access to Outer Harbour and the interaction between road, rail and commercial vehicle access to Adelaide Airport, particularly in light of any change in traffic patterns as Airport East is developed and necessary road improvement on the Eyre Peninsula in light of the closure of the rail to Port Lincoln.

3.5 Integrated Transport and Land Use Plan (ITLUP)

The Integrated Transport and Land Use Plan (ITLUP) has been developed by the Department of Infrastructure and Transport (DIT). It details transport actions, investments, and initiatives to support future transport networks in South Australia (SA) and identifies state-wide priorities as:

- Maintaining and making better use of transport assets;
- Protecting freight corridors and facilities;
- Making our transport system safer;
- Better integration of transport and land use planning;
- Managing our impact on the environment.

While the ITLUP sits at the same hierarchy level as the 30-Year Plan for Greater Adelaide, specific transport solutions and actions are listed, along with associated timeframes for short (next 5 years), medium (5 – 10 years) and long term (15+ years) durations (noting the plan was released in 2016).

The ITLUP identifies that Regional SA plays a crucial role in the economic development of the state. Therefore efficient, reliable, and safe connections across regional South Australia are essential in supporting vital regional industries and sustaining our country centres.

The central objective of The Plan is to find specific solutions to support the three ‘productive and competitive’ industries, including:

- Mining and resources
- Advanced manufacturing
- Premium food and wine

The Plan provides a broad range of solutions, however, each region in South Australia has its own set of transport and land use challenges. Collaboration with State Government, local councils and Regional Development Australia is

therefore stated as a key requirement to ensure that the transport system matches unique regional needs. Priorities for regional SA, are listed as:

- Support for regional industry
- Expanded ‘pit to port’ capacity
- Maintaining liveability and appeal to regional towns
- Regional passenger transport and aviation
- Greater freight productivity

3.6 South Australia Road Safety Strategy 2020 – Towards Zero Together

Towards Zero Together complements and expands on the state’s commitment to the National Road Safety Strategy (2011-2020) with contributions from South Australia. This strategy promotes thinking safety and changing behaviour amongst every road user. This cultural change extends to every driver, every motorcyclist, every pedestrian, every cyclist, and promotes respect for each road user.

Towards Zero Together has adopted the safe systems approach (see Figure 3-2). The Safe System approach to road safety is built on following key principles:

- *Human Factors* – no matter how well we are trained and educated about responsible road use people make mistakes and the road transport system needs to accommodate this.
- *Human Frailty* – the finite capacity of the human body to withstand physical force before a serious injury or fatality can be expected is a core system design consideration.
- *Forgiving Systems* – roads that we travel on, vehicles we travel in, speeds we travel at and communities we live in need to be more forgiving of human error.
- *Shared Responsibility* – everyone has a responsibility to use the road safely with organisations, businesses and communities taking responsibility for designing, managing, and encouraging safe use of road transport system.



Figure 3-2: Safe Systems Approach to Road Safety

Source: Towards Zero Together

Targets

The strategy targets at least a 30% reduction in serious road casualties by 2020. This matches the target set out in National Road Safety Strategy.

Safety Action Plan

As part of the Strategy, a Road Safety Action Plan 2013 – 2016 has been released to achieve the road casualty reduction targets.

The Action Plan highlights 65 actions to be undertaken that fall under six key focus areas:

- Investing in Safer Roads
- Creating Safer Communities and Neighbourhoods
- Encouraging Safer Behaviours
- Continuously Improving the Licensing System
- Using New Technologies
- Better Informed Communities

The Action Plan initiatives have reduced the annual fatality; however, still there is an unacceptable level of fatalities on the road network.

3.7 Regional Mining and Infrastructure Planning (RMIP)

The State Government, funded by Infrastructure Australia (through the Regional Infrastructure Fund), released the 'Regional Mining and Infrastructure Plan' (RMIP) in June 2014.

The RMIP identified infrastructure projects for the Eyre Peninsula that would be critical in supporting the development of the mining sector in the region. The key transport infrastructure challenges identified for the Eyre region in the RMIP included

- the establishment of a central Eyre port capable of berthing Cape-class bulk carriers,
- the upgrade or construction of transport routes (including road and rail) linking the mines to the port,
- the augmentation of the electricity transmission network, and
- the identification of suitable water sources for mining.

Based on the recommendations of the RMIP, the State Government established the Regional Infrastructure Taskforce to assess and plan infrastructure requirements in regional South Australia, with focus on the evaluation and planning of infrastructure requirements of (and potential impacts from) mining projects.

The RMIP and input report on the Eyre and Western region can be accessed here:

http://www.infrastructure.sa.gov.au/major_projects/regional_mining_and_infrastructure_planning_project.

3.8 Overarching Regional Roads Strategy 2014

In 2014 The Local Government Association developed and released the Overarching Regional Roads Strategy. This document aims to support the development of regional road planning at Local, State and Federal levels by providing;

- an easily digestible summary of the status, Approach, Principles and Goals in relation to Transport Planning across Local Government in Regional South Australia.
- a consistent framework;
 - » for the establishment and implementation of Regional Transport Plans, and;
 - » for interfacing between Local, State and Federal Planning.
- a mechanism to identify and address key 'Action Plans' for matters of general interest across regions for the benefit of each Region.
- an overview of local government roads of 'Regional' or 'Local' significance throughout Regional South Australia.
- An overview of road upgrade works undertaken by Local Government, supported by Special Locals Roads Funding.

This Strategy has been developed in accordance with the Overarching Regional Roads Strategy.

3.9 Draft Eyre Peninsula Regional Strategic Plan – Dec 2019

The Eyre Peninsula Regional Strategic Plan has been prepared by the EPLGA in partnership with Regional Development Australia Whyalla and Eyre Peninsula (RDAWEP). The Plan provides priorities and strategies for living, working and investing in Eyre Peninsula and builds on the following previous regional planning documents;

- RDAWEP *Regional Plan 2014-18* and *Business Plan 2016-17*
- EPNRM *Strategic Plan for the Eyre Peninsula Natural Resources Management Region 2017-2027*, and
- EPLGA *Corporate Plan 2016-19*.

The Plan is structured in the following themes Community and Social Development, Economic Development, Governance and Operational Development, and Natural Resources Management.

While a number of Regional Priorities and Actions interface with this Plan, the following specific Actions under the 'Infrastructure' priority are identified as having key direct relevance to this Regional Transport Strategy;

- Facilitate infrastructure investment with government agencies and private sector companies.
- Prepare a regional transport strategy to develop road, rail, port and airport infrastructure
- Facilitate the development of a multi-user Cape-class port facility.
- Facilitate the provision of container facilities in strategic locations.
- Connect the Eyre Peninsula to the national standard gauge rail network.
- Prepare a road infrastructure strategy to enhance road-train market access, and improve road safety for the community and tourists as part of a broader Eyre Peninsula Infrastructure Plan.
- Progress the upgrade airports to provide increased connection capability for passengers and exports

4 Regional Transport Goals

The regional transport goals have been reviewed and updated to align with identified and emerging regional key issues. The revised Eyre Peninsula regional transport goals are listed below and were endorsed by Council members at the EPLGA Works Committee, Road Transport Strategy Workshop held on the 11th October 2018 .

1. Improve road safety,
2. Reduce risk of conflicts between tourist, passenger and freight vehicles, improving the efficiency of road transport,
3. Develop and manage an effective and consistent transport system for heavy vehicles,
4. Promote and assist regional transport,
5. Promote and assist existing and developing industries,
6. Provide for social connectivity and integration.

5 Regional Conditions and Constraints

This chapter provides a high-level review of existing regional conditions and potential emerging conditions which may have material impact and influence on the approach to planning for roads management or renewal prioritisation across the Region.

5.1 Existing Transport Infrastructure

5.1.1 Road Network

The Eyre Peninsula road network consists of local roads, state arterial roads and one National Highway (Eyre Highway).

The EPLGA members (the councils) maintains over 13,000 km of local roads with approximately 90% of these roads unsealed. State arterial roads and National Highway (Eyre Highway) are maintained by the Department of Infrastructure and Transport (DIT).

Key DIT arterial roads within the region include;

- Lincoln Highway – connects Whyalla with Port Lincoln along the east coast of the Eyre Peninsula
- Tod Highway – runs north/south and links Eyre Highway and Flinders Highway
- Flinders Highway – connects Ceduna and Port Lincoln along the west coast of the Eyre Peninsula
- Birdseye Highway – runs east/west and connects Elliston on the west coast to Cowell on the east coast. The road intersects with the Tod Highway at Lock.

5.1.1.1 Local Roads Classification and Hierarchy

During the development of the 2013 Eyre Peninsula Regional Roads Strategy, a road classification and hierarchy framework was established across the EPLGA local roads, defining key roads as Freight / Social / Tourism routes (shown below in Table 5-1). A review of criteria applicable to the hierarchy levels was discussed at the Works Managers Workshop on the 11th October 2018 and it was agreed that the Level 1 (defining “Regionally Significant” roads) criteria be reduced from AADT of 100vpd to 90vpd. This proposition was intended to recognise a slightly broader network of roads significant to the freight task of the Eyre Peninsula.

Table 5-1: Revised Eyre Peninsula Road Classification and Hierarchy Description

PURPOSE	LEVEL 1	LEVEL 2
Freight	AADT > 90 (or identifiable potential use will meet this)	AADT > 50 (or identifiable potential use will meet this)
	<i>Gazetted HML, GML or Commodity Route</i>	<i>Gazetted HML, GML or Commodity Route</i>
Social	AADT > 90 (or identifiable potential use will meet this)	AADT > 50 (or identifiable potential use will meet this)
	<i>Runs between two social and/or commercial hubs</i>	<i>Runs between two social and/or commercial hubs</i>
Tourism	Peak volumes > 90 vpd (or identifiable potential use will meet this)	Peak volumes > 50 vpd (or identifiable potential use will meet this)
	AADT > 50 (or identifiable potential use will meet this)	AADT > 25 (or identifiable potential use will meet this)
	Runs to a defined attraction	Runs to a defined attraction

Each Council has been asked to identify the routes in their Council area which meet the hierarchy criteria presented in Table 5-1 above, or which Council believes will meet those criteria (e.g in the absence of supporting data). The information received is contained in the ‘Regional Roads’ database, and Level 1 and Level 2 roads identified in the database are mapped and attached as Appendix A.

5.1.1.2 Restricted Access Vehicles

Many roads within the Eyre Peninsula region are currently gazetted for a range of Restricted Access Vehicles, and many roads are also used for over-dimensional and over-mass freight movements. Restricted Access Vehicles across the Eyre Peninsula include;

- 23m B Double (GML and HML)
- 25m B Double (GML and HML)
- 32m Road Train (GML and HML)
- 36.5m Road Train (GML and HML)
- Road train Converter Dolly (GML and HML)
- 35.0m B Triple (GML and HML)
- 23.0m low loader
- 25.0m low loader
- Level 1A, 2A, 2B and 3A PBS vehicles

Commodity Routes are gazetted for grain, fertiliser, hay and bulk stock feed, dairy milk, wine, wool, livestock, logging and timber and fruit and vegetables, for both B Double and Road Train vehicles.

DIT Ravnet site <http://www.dpti.sa.gov.au/ravnet> keeps the most updated information on the Eyre Peninsula region and South Australia state roads networks restrictions.

5.1.1.3 Road Condition

Roads or road segments identified by Councils as being Level 1 (Regionally Significant) or Level 2 (Locally Significant) Roads across the Eyre Peninsula have been further classified by their 'Fit-for-purpose' requirements. This is a high level analysis based on criteria set out by the Local Government Transport Advisory Panel (LGTAP) for the Special Local Roads Program (SLRP) application for funding. The analysis informs the development of Action plans for determining a prioritised list of road projects. For Further Details refer to Section 6.

5.1.1.4 Crash History

A five-year crash data assessment to the 31st December 2017 (information from DIT's Safety Strategy department) has shown the recorded crashes in the region has progressively decreased over the last five years, particularly since 2016. Figure 5-1 below represents annually reported crashes over the assessed period.

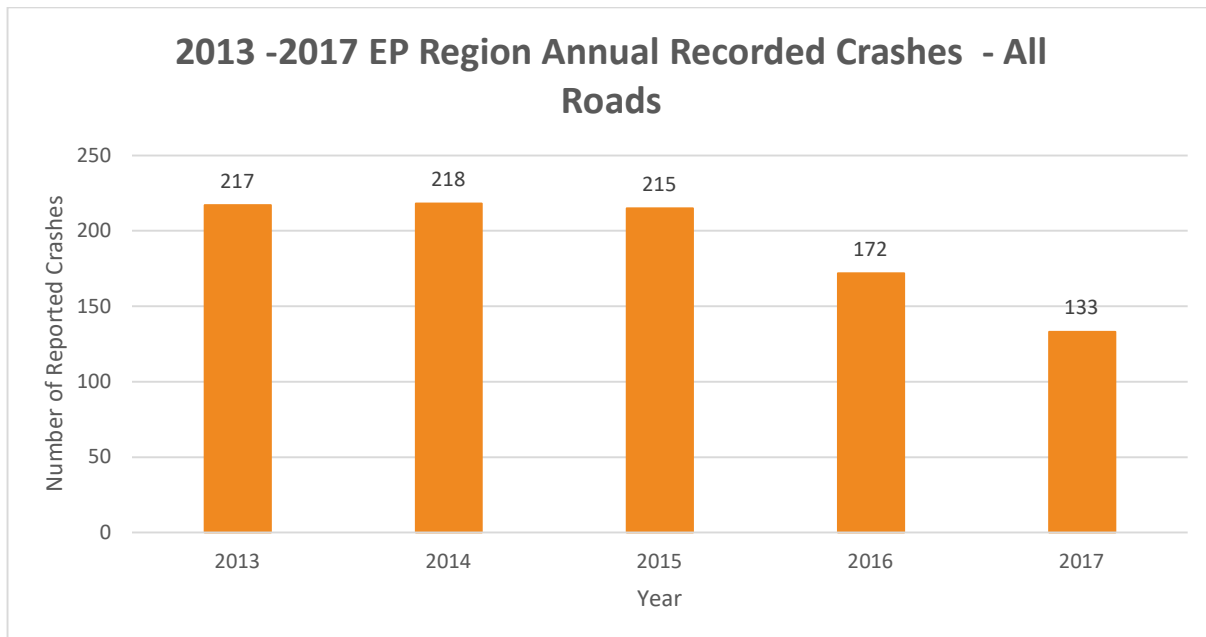


Figure 5-1: 2013-2017 Annual Reported Road Crashes

Annual crash casualties assessment has indicated the region has had a steady reduction of fatal and serious injuries in the last five years.

However, during this period, roll over and hit fixed object crashes, typical of rural road crash types, have remained significant causes of fatal and serious injuries (40% and 29% respectively). Table 5-2 below summaries the recorded casualties over the previous five years.

Table 5-2: 2013-2017 Annual Reported Road Casualties

YEAR	FATALITIES	SERIOUS INJURIES	MINOR INJURIES	PRIVATE	ALL RECORDED CASUALTIES	FATAL AND SERIOUS INJURIES
2013	4	28	72	6	110	32
2014	1	17	68	7	93	18
2015	7	21	56	4	88	28
2016	1	15	57	1	74	16
2017	2	15	44	5	66	17
Total	15	96	297	23	431	

Analysis of common crashes for the region has shown the following crash types to be the most common crashes in the last five years were:

- Hit Fixed Object (27%),
- Right Angle (20%),
- Roll Over (17%); and
- Rear End (10%).

Figure 5-2 summarises a five-year average percentage of each crash type occurred in the region.

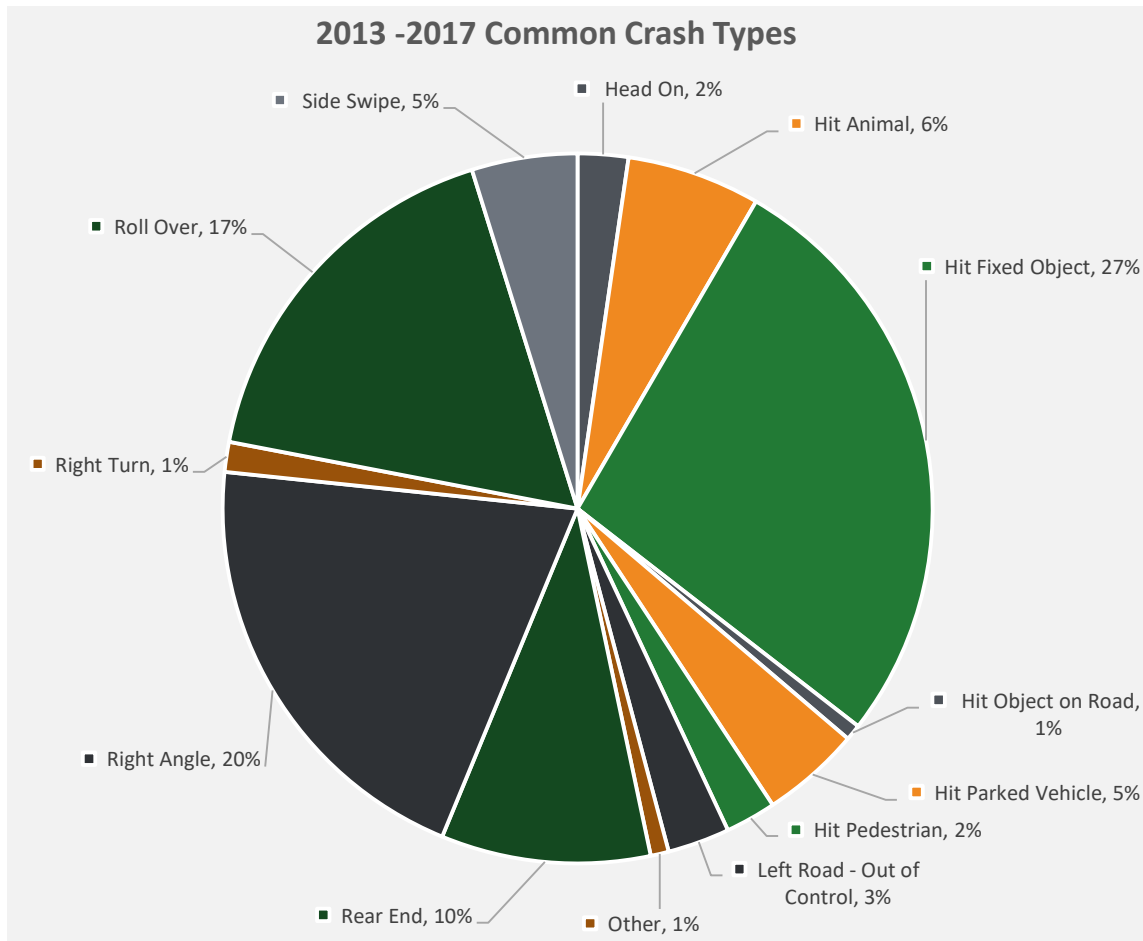


Figure 5-2: Common Road Crash Types in the Eyre Peninsula

The following observations have been made regarding the individual local governments;

- 38% of all recorded crashes occurred in Port Lincoln, 16% in the Lower Eyre Peninsula and 10% in Ceduna,
- Port Lincoln, Lower Eyre Peninsula and the Ceduna contributes to 17% of all fatal and serious injury crashes, followed by Elliston and Cleve at 13% and 12% respectively.
- 42% of all property damage crashes occurred in Port Lincoln and 16% in the Lower Eyre Peninsula.
- 61% of all reported crashes involved cars, 13 % are trucks, and 11% are articulated vehicles.

5.1.2 Rail Network

Within the Eyre Peninsula region, the rail network only runs freight trains with the components shown in Figure 5-3;

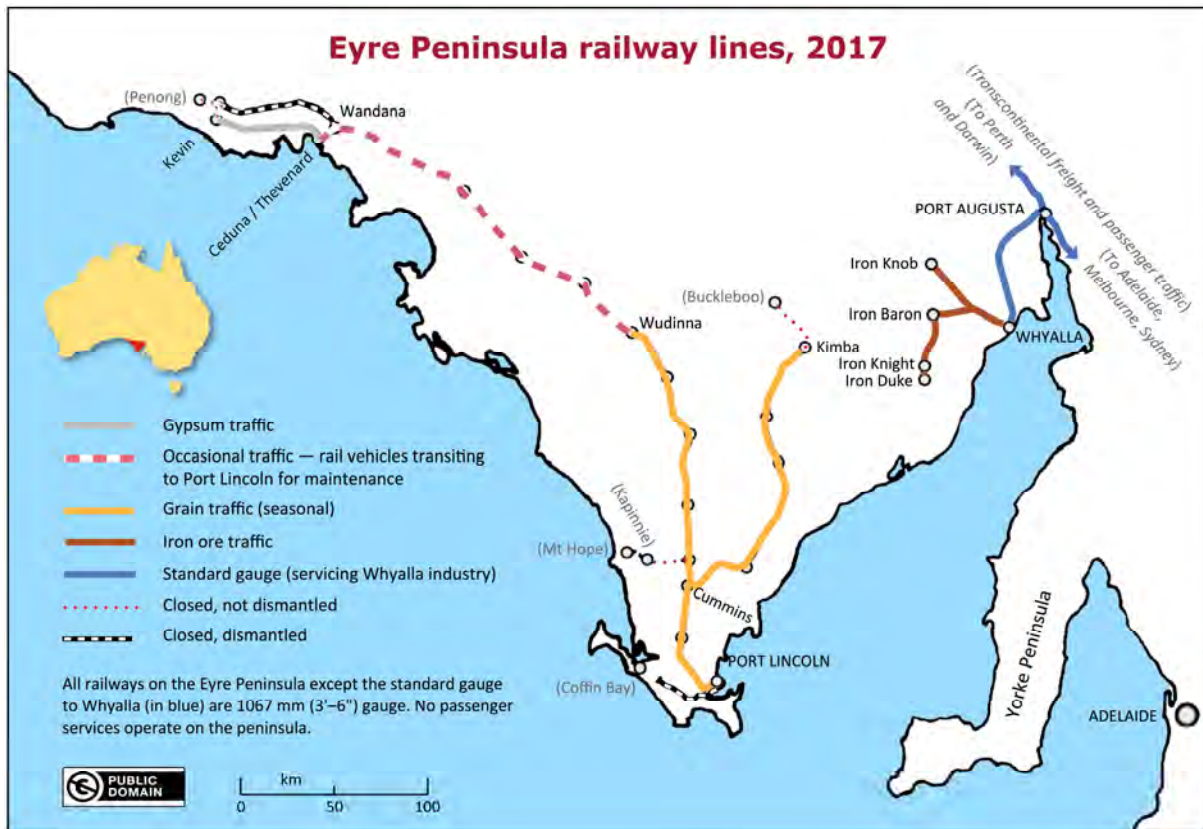


Figure 5-3: Overview of existing rail lines in the Eyre and Western region (source EP Freight Study 2018, DIT)

The narrow-gauge network between Wudinna and Port Lincoln and between Kimba and Port Lincoln (shown by the orange lines on the above Figure 5-3 map) have now ceased transport of grain. Viterro announced in Feb 2019 that it would not renew its contract with Genesee and Wyoming Australia (GWA) who owns, operates and maintains the network which was principally used to carry grain to Port Lincoln. Cessation of grain transport via rail ended in May 2019. All grain is now moved by road.

Accordingly, the remaining operational rail lines are;

- Narrow gauge line between Kevin and Thevenard used for Gypsum haulage only
- Narrow gauge lines between Iron Knob, Iron Duke (via Iron Baron) and Whyalla
- Standard gauge rail line between Port Augusta and Whyalla

The narrow-gauge links between Iron Knob, Iron Duke (via Iron Baron) and Whyalla are owned by SIMEC Mining and are operated and maintained by GWA. The corridor from Iron Duke through to Whyalla has been upgraded to a 25-tonne axle load to carry up to 12Mpta.

In addition to the above, there are plans for a possible 145km rail link for the Central Eyre Iron Project (Iron Road Mine) standard gauge connection from Warramboob to Cape Hardy. Approvals are in place for this however timing will be dependent on the timing of overall mine progression. Some member Councils of the EPLGA have commented on the viability of constructing a new line in a new corridor given the significant extent of land acquisition required noting that potential consideration could be given to retaining the existing corridor, upgrading the track to a new standard gauge and providing links to reduce the amount of required land acquisition.

5.1.2.1 Crash History

There has been one reported crash involving rail on the Eyre Peninsula within the last 5 years. This was a property damage crash within the township of Ceduna. There have been no reported crashes involving rail for the corridors between Kimba and Port Lincoln and Wudinna and Port Lincoln.

5.1.3 Maritime

The Eyre Peninsula contains five of the State's ten major export ports, Thevenard, Port Bonython, Port Lincoln, Whyalla and Lucky Bay. Figure 5-4 shows a geographical location of these ports in the setting of the Eyre Peninsula region.

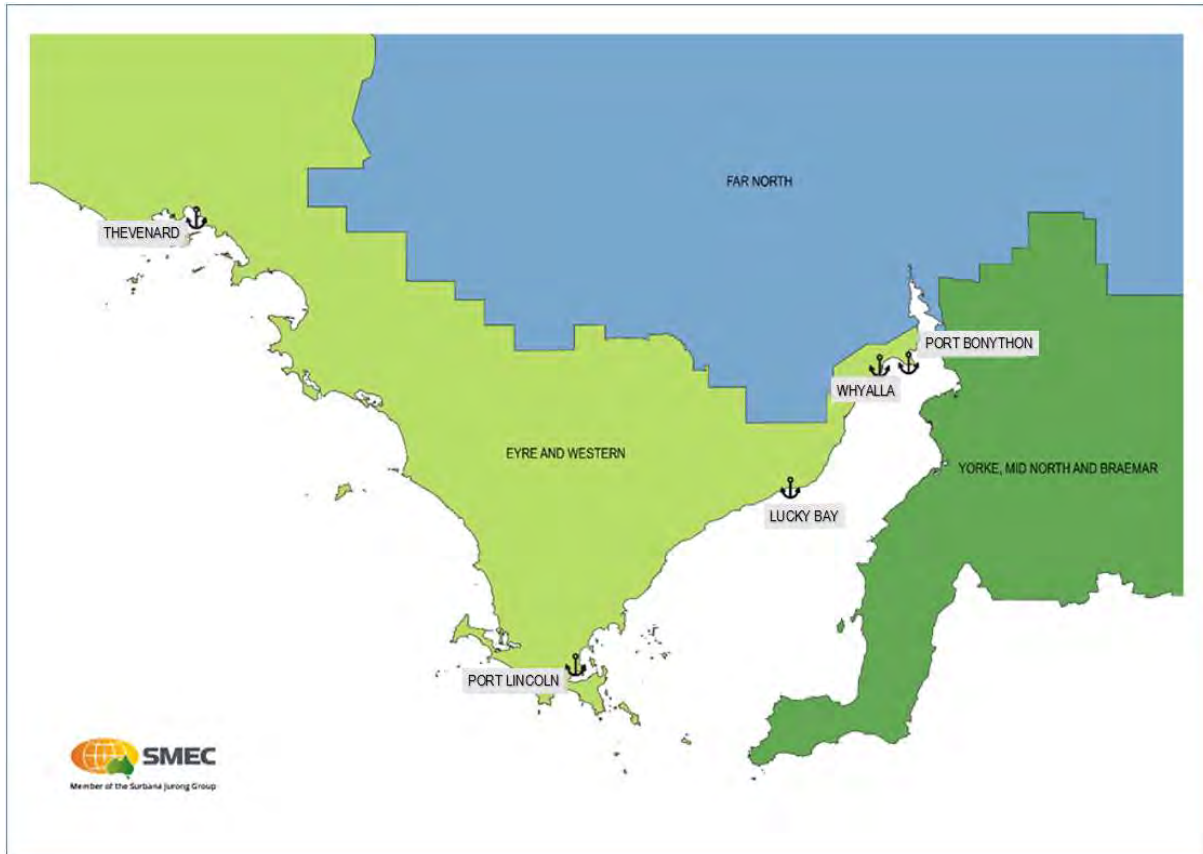


Figure 5-4: Existing Eyre Peninsula Port Locations (source EP Freight Study 2018, DIT)

- Thevenard is operated by Flinders Ports and accommodates approximately three million tonnes per annum, comprising Gypsum, Mineral Sands and grain.
- Port Bonython is owned by the South Australian Government and is currently solely operated by Santos exporting approximately 250,000 tonnes per annum (about 30 ships per year), including naphtha, crude oil, propane and butane. This port also receives incoming fuels.
- Port Lincoln is managed by Flinders Ports and has typically exported 1-3 million tonnes of product, depending on the grain harvest. This volume will reduce as other grain export facilities such as Lucky Bay manage some of the grain volume. Port Lincoln has naturally deep water (15.2m) and caters for post-Panamax and small Capesize ships.
- Whyalla – is owned and operated by SIMEC (formerly Arrium/OneSteel). The port operates using barges to two transshipment points (Panamax vessels and Capesize vessels) up to 12km from the port. The port facilities were recently expanded to enable a capacity of 12 million tonnes per annum.
- Lucky Bay - T-Ports Pty Ltd has developed a transshipment grain export facility at Lucky Bay. The port facility was completed in mid 2020 following earlier completion of grain receival sites for the 2019 harvest at Lock (140,000 tonnes capacity) and Lucky Bay (360,000 tonnes in bunkers plus 24,000 tonnes in silos). The port uses a 3,500 tonne transshipment vessel to load Panamax-sized vessels.

In addition to the existing Port facilities, further facilities are proposed at Cape Hardy and Port Spencer. The locations of these are shown in Figure 5-5.

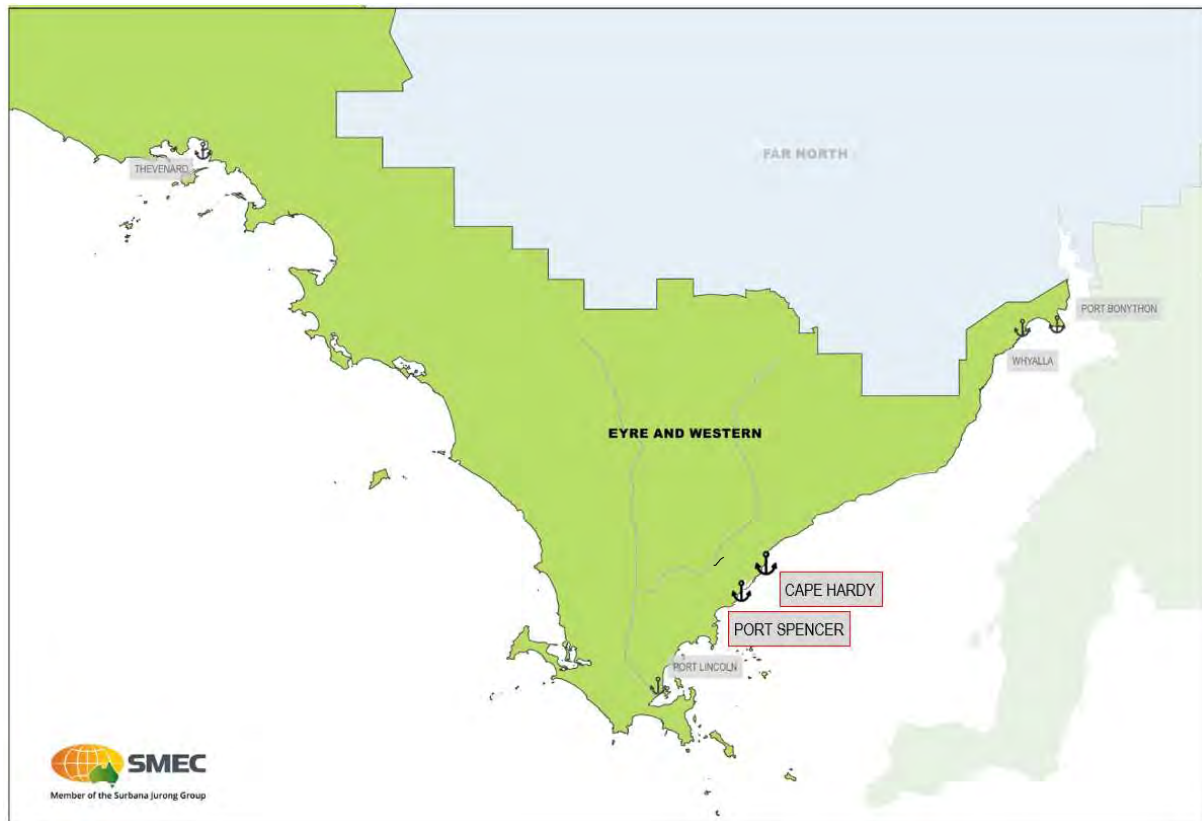


Figure 5-5: Proposed Ports at Lucky Bay, Cape Hardy and Port Spencer (source EP Freight Study 2018, DIT)

- Cape Hardy is being proposed as part of the Central Eyre Iron Project, and in its final form is planned as a deep-water port catering for Panamax and Capesize vessels. In September 2020 Macquarie Capital agreed to contribute \$250m towards Stage 1 of the development of this port. This first stage will be a grain and multi-commodity / multiuser facility and will be built to be able to expand as stage 2 to accommodate 12 million tonnes per annum. Timing for construction of Stage 1 is not defined at this stage.
- Port Spencer, sited approximately 25km north of Tumby Bay, has been recently approved by the State Government. Peninsula Ports has announced that the port will be ready to receive first grain for the 2021 harvest. The port facilities are planned to have 800,000 tonne storage capacity and be capable of handling Panamax size vessels.

5.1.4 Airports

The Eyre Peninsula has three major regional airports, Ceduna Airport, Port Lincoln Airport and Whyalla Airport.

These airports are vital infrastructure for connecting the Eyre Peninsula communities to other regions and are also crucial in supporting business sectors within the area, including tourism, health, mining and transport (freight).

- Ceduna Airport - owned and operated by the District Council of Ceduna, the airport facilities are available 24 hours a day with night lighting facilities and a backup generator in operation.
- Port Lincoln Airport - located near the township of North Shields, ten kilometres north of the City of Port Lincoln. The airport is owned and operated by District Council of Lower Eyre Peninsula and provides an important gateway to the southern Eyre Peninsula and the City of Port Lincoln.
- Whyalla Airport – located about 7.4 southwest of Whyalla and the airport is owned and operated by the Whyalla City Council. The air is also listed as the alternate for Adelaide Airport by Qantas and Virgin Australia should that airport become inoperable for whatever reason.

Five-Year total passenger revenue for each of the airports in the Eyre Peninsula region are shown in Table 5-3 below. Where airport passenger movement numbers are the sum of passenger arrivals and departures at each airport for

Regular Public Transport operations only. Each domestic passenger generates two passenger movements (a departure and an arrival). For example, a passenger flying from Ceduna to Adelaide will be counted twice, as a passenger departure at Ceduna and a passenger arrival at Adelaide.

Table 5-3: Five years Regional Air Passenger Revenue

(source: https://bitre.gov.au/publications/ongoing/airport_traffic_data.aspx)

AIRPORT	2013	2014	2015	2016	2017
Ceduna Airport	21,258	21,815	22,702	23,974	24,968
Port Lincoln Airport	187,702	190,853	182,331	175,162	169,126
Whyalla Airport	63,229	62,850	66,644	61,322	69,917
Annual Regional Passenger Revenue	272,189	275,518	271,677	260,458	264,011

Since 2015, Port Lincoln Airport passenger revenue has declined, at an average of about 2% annually from 2013 to 2017.

5.2 Key Economic Sectors

5.2.1 Mining

The Mining Sector has significant growth potential in the Eyre Peninsula region, and currently there are four operating mines within or impacting the Eyre Peninsula comprises:

- Iluka’s Jacinth and Ambrosia heavy mineral sands deposits.
 - In 2017, 460,000 tonnes of Mineral Sands were exported through the Port of Thevenard with all transport to the Port by road.
- Gypsum.
 - In 2017, 1.55 million tonnes of Gypsum was exported through Thevenard. All transportation to the Port is via GWA’s rail corridor between Kevin and Thevenard, and
- SIMEC’s (formally Arrium) ongoing Middleback Ranges Iron Ore operations.
 - All transport is via separate rail corridor to Whyalla.

There are also other 13 mining projects recognised by the Department of Premier and Cabinet which will significantly influence the future transport demands of the Region.

A summary of all mining projects and their status within the Eyre Peninsula region are provided in Table 5-4.

Table 5-4: Mining Activity in the Eyre and Western Region

MINE	OPERATOR	STATUS	TARGET COMMODITY
Middleback Ranges (includes Iron Chieftain)	SIMEC Mining	Major Mine - Operating	Iron
Wilgerup	SIMEC Mining	Approved	
Fusion	Wisco	Second PFS undertaken. Advanced Exploration Stage	
Central Eyre Iron Project (Warrambo, Kopi)	Iron Road	Approved	
Gum Flat	Lincoln Minerals	Developing Project	

MINE	OPERATOR	STATUS	TARGET COMMODITY
Bungalow + Minbrie	Baoyang	Prospect	
Carrow	Wisco	Prospect	
Greenpatch		Prospect	
Bald Hill + Charlton Gully		Prospect	
Jacinth/ Ambrosia		Major Mine -Operating	
Tripitaka	Iluka	Developing Project	HM
Atacama/ Typhoon /Sonoran		Prospect	
Paris		Investigator Resources	Prospect
Uley	Strategic Graphite	Historical Mine – Care and Maintenance	Graphite
Carey’s Well (Poochera)	Mintoaur and Andromeda	Prospect	Kaolin

The proposed mining projects will strengthen businesses and employment opportunities within the region, however, will also add considerable additional freight movement in the area. This will require a significant infrastructure investment to support the potential mining activities. Figure 5-6 shows the proximately locations and type of the mines in Eyre and Western Region.

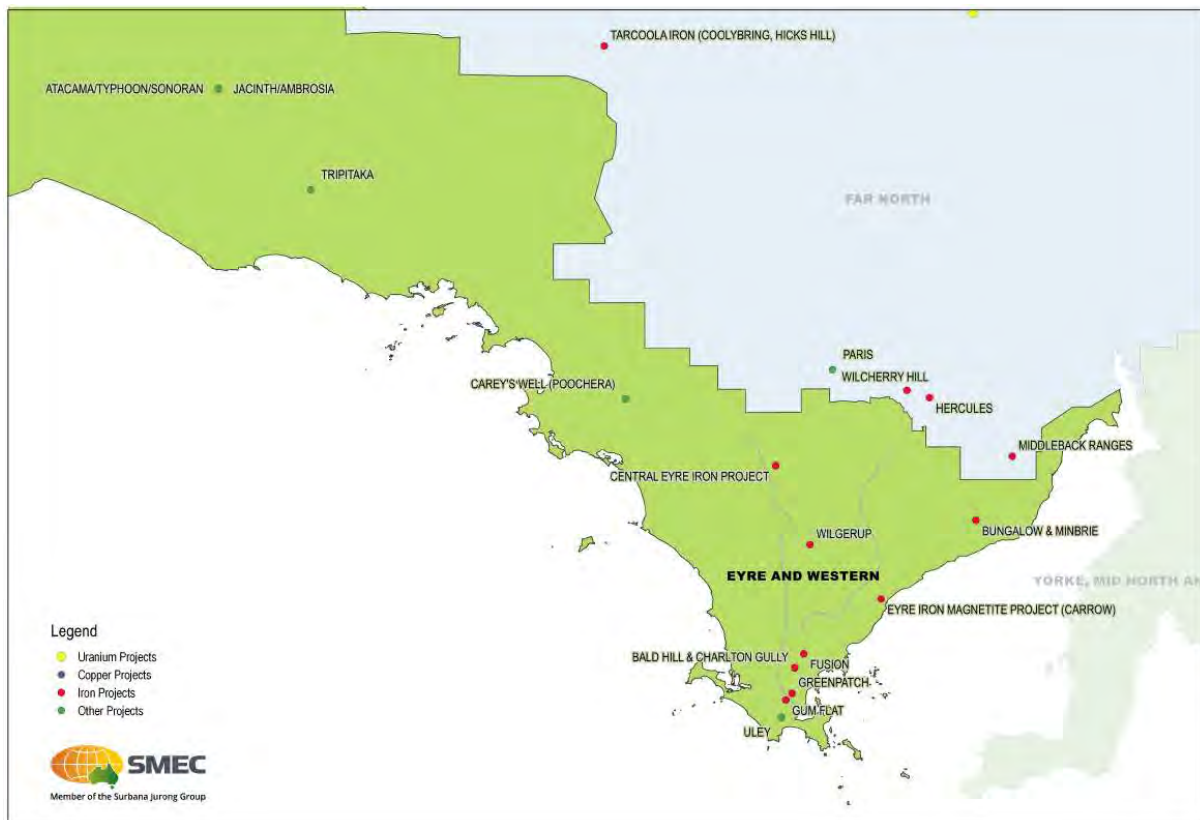


Figure 5-6: Eyre Peninsula Mine locations (source EP Freight Study 2018, DIT)

The Central Eyre cluster (Central Eyre Iron Project, Wilgerup and Eyre Iron) has a combined forecast potential of up to 45 million tonnes per annum. The proposed Central Eyre Iron project is proposing fundamental freight infrastructure changes in association with the mine. These include the provision of a new multi-user deep-water Port facility at Cape Hardy and the construction of a standard gauge railway between the mine site and the new Port facility.

The Poochera Kaolin project (now referred to as Great White Kaolin project), as a joint venture between Andromeda and Minotaur has progressed through the scoping study and pre-feasibility study (PFS) phases, and is forecasting a total production target of 12 million tonnes over a 26 year mine life. This joint venture also includes the nearby 'Hammerhead' deposit and 'Camel Lake' deposit approximately 350kms to the north west. The Poochera site is planned to commence construction in 2022.

5.2.2 Agriculture

The Eyre Peninsula region is renowned for producing high-quality agriculture products including grains, lamb, beef and pork.

Wheat, Canola, Barley and Lentils are the four major crops in the region which contributes to 40% of the State's wheat crop, 24% of the barley crop, and 22% of canola. Approximately 97% of the region's grain crop is exported and was valued at \$643 million in 2013-14 ([Regional Development Australia](#)). Figure 5-7 provides an overview of Eyre Peninsula agriculture crops production in tonnes as sourced from PIRSA Crop and Pasture Report.

DISTRICT	5 Year Average (2012 - 2017)					10 year average - all crops	
	Wheat ¹	Barley	Canola	Lentils	All Crops ⁴	2007- 2017	% State Production
Western Eyre Peninsula	758,100	111,000	7,400	600	905,200	832,700	10.8%
Lower Eyre Peninsula	450,700	220,900	102,400	3,700	840,400	800,900	10.4%
Eastern Eyre Peninsula	762,300	154,800	10,900	1,200	952,000	830,800	10.7%
Total Eyre Peninsula	1,971,100	486,700	120,700	5,500	2,697,600	2,464,400	31.9%

Figure 5-7: Five Years Regional Main Crops Production in tonnes

Major agriculture products have previously been transported via a combination of road and rail modes. For example, in 2017, a total of 1.9 million tonnes of grains were delivery to Port Lincoln, 816,000 tonnes were delivered by rail and approximately 1.1 million tonnes delivered by road (Viterra). However, following the recent decision not to proceed with use of the rail network, all future grain will now be transported by road.

5.2.3 Tourism

Tourism is among the key business sectors in the Eyre Peninsula region, the region has an annual average of 420,000 overnight visitors and 373,000 Domestic Day Trips visitors a year. Between December 2015 – December 2017, the overnight visitors consist of intrastate (68.4%), interstate (26.6%), and International (5%) visitors, a detail breakdown of this have been provided in Table 5-5 below.

Table 5-5: Tourism visits to Eyre Peninsula

OVERNIGHT VISITS	INTRASTATE	INTERSTATE	INTERNATIONAL	TOTAL
Overnight Visits	289,000	112,000	19,000	420,000
%	72%	28%	5%	100%
Nights`	996,000	581,000	167,000	1,745,000
%	63%	37%	10%	100%
Average Length of Stay	3	5	9	4

The following are noted from South Australia Tourism Commission;

- the Eyre Peninsula contributes \$263 million to the December 2017 South Australian expenditure of \$6.6 billion,
- In 2016-17, the tourism industry contributed an estimated \$227 million to the Eyre Peninsula regional economy and directly employed approximately 1,800 people, and indirect employed approximately 700 people.

95 per cent of the Eyre Peninsula visitors are Domestic visitors and 5 per cent are International visitors. Domestically, 72 per cent of visitors are from within the state compared to 28 per cent from Interstate.

5.3 Critical and Emerging Transport Issues

The following key issues are identified;

5.3.1 Discontinued use of the rail network to transport grain to Port Lincoln

As noted in section 5.1.2 Viterra announced in February 2019 the decision not to renew their contract with Genesee and Wyoming (GWA) for the ongoing use of the rail network to transport grain on the Eyre Peninsula.

It is understood that this decision occurs in response to the need to invest in the rail network infrastructure (includes rail, sleepers and rolling stock) in order to maintain an efficient service which could be competitive with road freight. It is recognised that the majority of the rail corridor was operating under various levels of speed restriction. The decision also recognised the ongoing improvements in road freight standards and efficiencies through the use of B-triples and AB-triple Road Trains (using the PBS Level 3A network).

The decision means an increase in the road freight task to transport grain. The extent of increase will clearly vary from year to year depending on the season. Over the last 19 seasons, the average total grain production across Eyre peninsula has been approximately 2.2 million tonnes. As identified above, the Department of Primary Industries and Regions (PIRSA) has assessed trends for the region and does not forecast an increase in total grain production over the next decade.

On the basis of the above total volumes and the 2017 rail transport usage of 816,000 tonnes from a total season of 1.9 million tonnes, it is likely the average annual road freight task will increase by between 800,000 and 1.0 million tonnes in the absence of rail. The key sites which had previously transported significant grain tonnages by rail are shown schematically in Figure 5-8, and include Wudinna, Lock, Rudall and Cummins.



Figure 5-8: key sites of previously transported grain by rail (source EP Freight Study 2018, DIT)

The increase in the road freight task from the centre rail corridor (ie; Wudinna, Lock and Cummins) will largely be carried by the Tod Highway and then the Western Approach Road to the silos in Port Lincoln. These roads are under the care and control of the Commissioner of Highways.

From the eastern rail link (ie; Kimba and Rudall) however, some Council roads will be required to carry a level of increased road freight.

The Eyre Peninsula Freight Study recognises the wider road network impacted by closure of the rail, tabulated in Table 5-6 (the majority being under the care and control of the Commissioner of Highways). Since the decision to discontinue use of the rail corridors the State and Commonwealth Governments have announced a funding commitment of \$125m has been made to upgrade the Eyre Highway as well as the Tod Highway, Birdseye Highway and the Lincoln Highway. Upgrades include;

- new overtaking lanes
- road widening and shoulder sealing
- rest areas for improved fatigue management
- pavement rehabilitation
- safety measures such as audio tactile line marking, improved signs and hazard protection
- intersection and roundabout improvements

- bridge upgrades.

Investigations in progress at the time of this Strategy update are advised as follows;

- New overtaking lanes - to improve safety for freight and commuter vehicles bound for Port Lincoln. New lanes on Lincoln Highway (Tumby Bay to Louth Bay), Tod Highway (South of Cummins), Western Access Road (New West Road to Pine Freezers Road) and Flinders Highway (extension of acceleration lane at the Tod Highway junction) are priority locations.
- New overtaking lanes - to improve capacity between the major regional towns as well as safety due to high traffic volumes on Eyre Highway directly west of Port Augusta, new overtaking lanes between Port Augusta airport to rail overpass are priority locations.
- Intersection improvements – to address constraints due to the tight turn movements for freight vehicles over the rail crossing at the western end of Kimba, a road realignment is proposed (possibly including new rest area for freight and passenger traffic). This could reduce the need to use the over-dimensional route.
- Intersection improvements – to address multiple locations near and within Ceduna to improve safety. Locations include the junctions of Eyre Highway with McKenzie Street, and Eyre Highway with Flinders Highway.
- Shoulder sealing – to provide a consistent seal width for improved safety along Tod Highway (Flinders Highway to Lock) and Birdseye Highway (Rudall to Cleve). Early works have been completed on Birdseye Highway (Cowell to Cleve) and Lincoln Highway (Lucky Bay to Birdseye Highway).
- Roundabout improvements – In response to safety concerns raised with uncontrolled pedestrian movements across Lincoln Highway, layout upgrades to the traffic and existing crossing points on existing roundabouts in Port Lincoln CBD.

Through communications with Eyre Peninsula Councils during the development of this strategy a high-level assessment of the potential impact on local roads has been prepared based on the outcome of three different scenarios where;

1. All grain continues to go to Port Lincoln;
2. Some grain goes to Lucky Bay; and
3. Some grain goes to Cape Hardy and/or Port Spencer.

Since the preparation of these options carting of grain to Lock and Lucky Bay as a part of the Lucky Bay development has progressed, however there is still a level of uncertainty about the level of impact of Lucky Bay and Cape Hardy/Port Spencer. The purpose of capturing these scenarios identifies and acknowledges local roads that have never been prioritised as part of this strategy previously and hence not included in current action plans but should be flagged on a “watch list” for consideration moving forward. These roads are shown on a map in Appendix D.

Table 5-6: Road network impacted by rail closure (source EP Freight Study, DIT)

ROAD	FROM	TO	CURRENT TOTAL VOLUME (AADT)	CURRENT FREIGHT VOLUME
Eyre Hwy	Wudinna Stn	Kyancutta Stn	1010	300
Tod Hwy	Kyancutta Stn	Warrambo Stn	250	70
	Warrambo Stn	Lock Stn	260	90
	Lock Stn	Murdinga Stn	280	70
Tod Hwy	Murdinga Stn	Tooligie Stn	240	40
	Tooligie Stn	Yeelana Stn	240	40
	Yeelana Stn	Cummins	610	110
	Cummins	Edillilie	910	260
Flinders Hwy	Edillilie	Flinders Hwy	760	190
Flinders Hwy	Flinders Hwy	Western Approach Road	2170	290
Cleve Rd	Kimba	Mangalo Road	250	60
	Mangalo Road	Cleve	410	60
Unnamed Road	Waddikee	Balumbah-Kinnard Rd	200	30
	Road	Darke Peak	200	30
Balumbah-Kinnard Rd	Darke Peak	Kielpa	200	30
	Kielpa	Rudall	200	30

ROAD	FROM	TO	CURRENT TOTAL VOLUME (AADT)	CURRENT FREIGHT VOLUME
	Rudall	Lincoln Hwy	200	30
Birdseye Hwy	Rudall	Cleve	360	60
Arno Bay Rd	Cleve	Arno Bay	420	80
Lincoln Hwy	Arno Bay	Balumbah-Kinnard Rd	860	150
	Balumbah-Kinnard Rd	Wharminda Road	890	160
Wharminda Road	Wharminda	Lincoln Hwy	100	20
Lincoln Hwy	Wharminda Road	Tumby Bay	850	150
	Tumby Bay	Louth Bay	1620	280
	Louth Bay	Richardson Road	3780	460
	Richardson Road	Happy Valley Road	5050	360
	Happy Valley Road	Normandy Place	8280	390
	Normandy Place	Flinders Hwy	8790	360
	Flinders Hwy	New W Road	11310	410
	New W Road	Porter St (Port Access)	13740	390
Flinders Hwy	Flinders Hwy	Lincoln Hwy	3640	330
West Approach Road	Flinders Hwy	New W Road	1720	290
	New W Road	Pine Freezers Road	1920	420
	Pine Freezers Road	Anne Street	3430	330
	Anne Street	Mortlock Terrace	6870	360
	Mortlock Terrace	Dublin Street	11310	560
	Dublin Street	Porter St (Port Access)	6160	430

5.3.2 Increased use of additional Port facilities

The above road impact assessment in response to the discontinued use of the rail lines for grain transport, assumes that all grain exports continue to occur from Port Lincoln. However, as discussed in the previous section, additional grain export port facilities are now operational at Lucky Bay and proposed for Cape Hardy and Port Spencer.

Lucky Bay

The facility at Lucky Bay (including associated grain storage at Lock) is now complete and grain receipts commenced for the 2019 harvest. Volumes are expected to increase over initial years of operation.

The following Council roads will attract additional freight volumes. These have been mapped in Appendix D;

Table 5-7: Council Roads impacted by commencement of Lucky Bay operations

ROAD	FROM	TO	COMMENTS
Barna-Bunora / Parsons / Schubert Road	Cleve Road	Cowell-Kimba Road	These roads provide a link expected to make the travel to Lucky Bay much easier for most of the district, however are not currently not "fit for purpose"
Cowell-Kimba Road	Kimba township	Cowell township	This is a significant route linking the towns heavy with freight, tourist and community traffic. Councils have been in discussions with the state government about handing this road back to the care of the Commissioner of Highways.

T-Ports have arranged a separate assessment (*KPMG / T-Ports Pty Ltd – Economic analysis – estimated impact on traffic-related costs following the development of the Lucky Bay Port – Draft*) of the likely change in traffic movements associated with the new port facility and storage facility at Lock. This report identifies an expected significant increase in traffic on the Cowell-Kimba Road (estimated additional 22,500 annual vehicle movements) with an associated minor decrease in traffic on the Buckleboo Road and a net material reduction in traffic on DIT maintained roads (43,200 annual vehicle movements), particularly the Lincoln Highway and the Tod Highway.

Cape Hardy

While a timeframe for a grain port facility is not yet defined, it is recognised that such a facility will also attract a percentage of export grain. A high-level assessment indicates the following Council roads are likely to attract additional freight volumes;

Table 5-8: Council Road impacted by commencement of Cape Hardy operations

ROAD	FROM	TO	COMMENTS
Glover Road / Ungarra-Yeelanna / Barnes Hill / Richardson Road / West Dog Fence Road	Yeelana township	Lincoln Highway	These roads have potential in providing a future sealed route between the Tod and Lincoln Highways for grain freight through the central Eyre region to Cape Hardy. It is noted by Councils that these roads are not currently "fit for purpose".
Brayfield Road	Lincoln Highway	Cape Hardy	Currently not "fit for purpose" or an approved RAV route.
Wharminda road	Wharminda	Lincoln Highway	Increased movements expected on both these roads. Both Roads currently gazetted for 36.5m road trains.
Balumbah Kinnard Road	Eyre Highway	Lincoln Highway	

Port Spencer

The grain-only port has a proposed target to be up and operational by the 2021 harvest season. A high-level assessment indicates the following Council roads are likely to attract additional freight volumes;

Table 5-9: Council Roads impacted by commencement of Port Spencer operations

ROAD	FROM	TO	COMMENTS
Swaffers Road	Lincoln Highway	Port Spencer	Either of these roads would be likely route between the Lincoln Highway and the Port Spencer site.
Lipson Cove Road	Lincoln Highway	Port Spencer	

5.3.3 Poochera Kaolin Mining

As identified in Section 5.2.1, the Poochera Kaolin (Great White) mine is planning construction commencement in 2022. As a part of this planning Andromeda / Minotaur are preparing a traffic and transport assessment (in progress). This assessment considers the transport of Direct Shipping Ore initially (circa 500,000 tonnes/annum), and then reduced volumes of processed product once processing facilities are operational, to either Thevenard, Whyalla or Lucky Bay port facilities. Transport by road is intended to use PBS Level 3A or PBS level 3B vehicles.

All scenarios under consideration will see the increased movements on a 12km section of the Poochera-Port Kenny Road, and a separate heavy vehicle route assessment has therefore been undertaken to identify what geometric upgrades may be required. Separate assessment of pavement strength / capacity requirements will also be

undertaken. Andromeda / Minotaur are in consultation with the Streaky Bay Council about the resultant upgrade and management requirements.

5.3.4 General

The change of use of Council roads to cater for the impending re-routing of the transport of commodities requires potentially significant upgrades to these roads to achieve a fit for purpose standard. Establishment of a standard protocol to assist Councils in applying consistent principles and approach to negotiations with proponents of major developments that are likely to have material impacts on local road use should ensure that Councils are not left footing the bill for maintenance of these roads caused by excessive increases in heavy vehicle demand.

It is understood that the Eyre Peninsula Joint Planning Board is developing a suite of policies as part of its Regional Plan which will include protocols for managing negotiations with the proponents of major developments and ensuring proponents undertake robust investigations on the impact of the road network as part of the development approval process. This will provide a “whole of region” approach and protect Councils that have roads impacted by a development irrespective of its location i.e. sited in a neighbouring Council.

6 Regional Road Action Plans

6.1 Fit-for-Purpose Assessments

For each road identified as Regionally significant (Level 1) or Locally significant (Level 2), Councils were asked to advise on whether or not the road was considered to be 'Compliant' with the 'Fit-for-Purpose' guidelines provided by the Local Roads Advisory Panel in each of the four key categories;

- Speed Environment
- Dimensions
- Geometry
- Strength/Durability

Where, the road (or a section of the road) was considered non-compliant in a category, Councils were asked to advise whether they believed the deficiency was 'Minor' or 'Major' according to the definitions below;

- A "Minor Deficiency" is defined as failing to meet the fit-for-purpose standard, but not in such a way as to affect the functional performance of the road or its inherent safety for the road user or its economic value to council and the community.
- A "Major Deficiency" is defined as failing to meet the fit-for-purpose standard to such a degree that the road is unable to safely and/or economically perform its purpose(s), requiring constant intervention by the responsible Council using a suitable risk mitigation strategy. Such intervention may include a recognised need for more major works in the short term to maintain a fit-for-purpose level.

Information was also sought on the nature of the deficiency. The template used is provided as Appendix B.

6.2 Action Plan Development

Following the fit-for-purpose assessments, each regional route (or section of route) is listed on one of the following three action plans.

These Action Plans will support the ongoing process of prioritising road upgrade projects and funding submissions, such as for the Special Local Roads Program (SLRP), on a Region wide basis.

Action Plan 1 – Immediate Priority (0 to 3 Years)

Roads on this list are level 1 regional routes, and the following criteria must be met to be eligible for entry into Action Plan 1;

- exhibiting one or more deficiencies in fit-for-purpose standards,
- Upgrade of the roads must be included in the council's three-year capital works programs,
- Actual traffic count data for the route must be available, and
- Equivalent standard axles (ESA's) must be accurately calculated for freight routes. Methodology for determining ESA's is described in AUSTROADS Guide to pavement Technology Part 2.

If roads on this list extend across more than one Council area, there must be a written agreement between the subject Councils on the regional priority of the road, the need for the upgrade and the proposed standard/extent of the upgrade.

Roads in Action Plan 1 are listed in Appendix C.

Action Plan 2 – Medium Term Priority (4 to 10 Years)

Roads on this list are level 1 or 2 regional routes meeting the following criteria;

- exhibiting at least one major deficiency in fit-for-purpose standard,
- councils have not been able to include the upgrade need for the road in the council's three-year capital works programs, but have on-going risk mitigation strategy in place for addressing the identified major deficiency,
- Roads on this list must have actual traffic count data.

Any level 2 routes where Councils have allocated funding would also be included into this Action Plan.

Roads in Action Plan 2 are listed in Appendix C.

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

Roads on this list are Level 1 or 2 regional routes meeting the following criteria

- exhibiting no major deficiency in fit-for-purpose standard,
- have 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 etc) OR are routes not classified as Level 1 or 2.

Roads in Action Plan 3 are listed in Appendix C.

Special Local Roads Program (SLRP)

It is noted that applications for SLRP funding are required to include an acknowledgement from the applicant that the ongoing maintenance requirements and associated costs following completion of the proposed project are recognised and budgeted for by the applicant Council/s.

In line with this, in the January 2016 workshop review, it was agreed that roads identified for re-seal will not be eligible for application for SLRP funding, unless the re-seal is required as a clear result of a change in use or function of the road. This precludes SLRP applications for re-seals required as a part of ongoing routine maintenance.

6.3 Maintenance of Action Plans

In the stakeholder workshop on 11 October 2018, it was agreed that there will be benefits from improving the forward planning of potential regional priority projects. Accordingly, an annual process has been developed to enable the earlier identification and preparation of likely prioritised projects. This process is attached in Appendix E.

7 Conclusion and Recommendation

The 2020 update to the Regional Transport Strategy has;

- Provided a high level update to the local area context influences for the Eyre Peninsula;
- Provided a high level insight to potential local roads which may be affected by the cessation of grain rail freight and operation commencement of Lucky Bay (and future potential Cape Hardy),
- Made some amendments to the criteria for road classifications to establish a wider selection of applicable roads worthy of prioritisation,
- Updated the Action Plans for the Region.

To ensure the ongoing development of the Eyre Peninsula Regional Transport Strategy, the following actions are recommended;

- Continued input of roads into the Regional Roads Database;
- Continued (at least annually) review and update of associated Action Plans;
- Ensure that All Action Plan 1 Roads have sufficient planning, traffic data, financial backing and design to ensure a viable SLRP submission;
- Formalise a liaison with DIT as a region for the purpose of communicating local road interface issues with State Maintained roads.

In addition to the above it is noted that as the freight environment will change significantly in the next 12 months or so due to the proposed ports under development currently and change in rail infrastructure in the region information in this strategy (provided on a high level basis and made with assumptions at the time of writing this report) will need to be updated in detail.

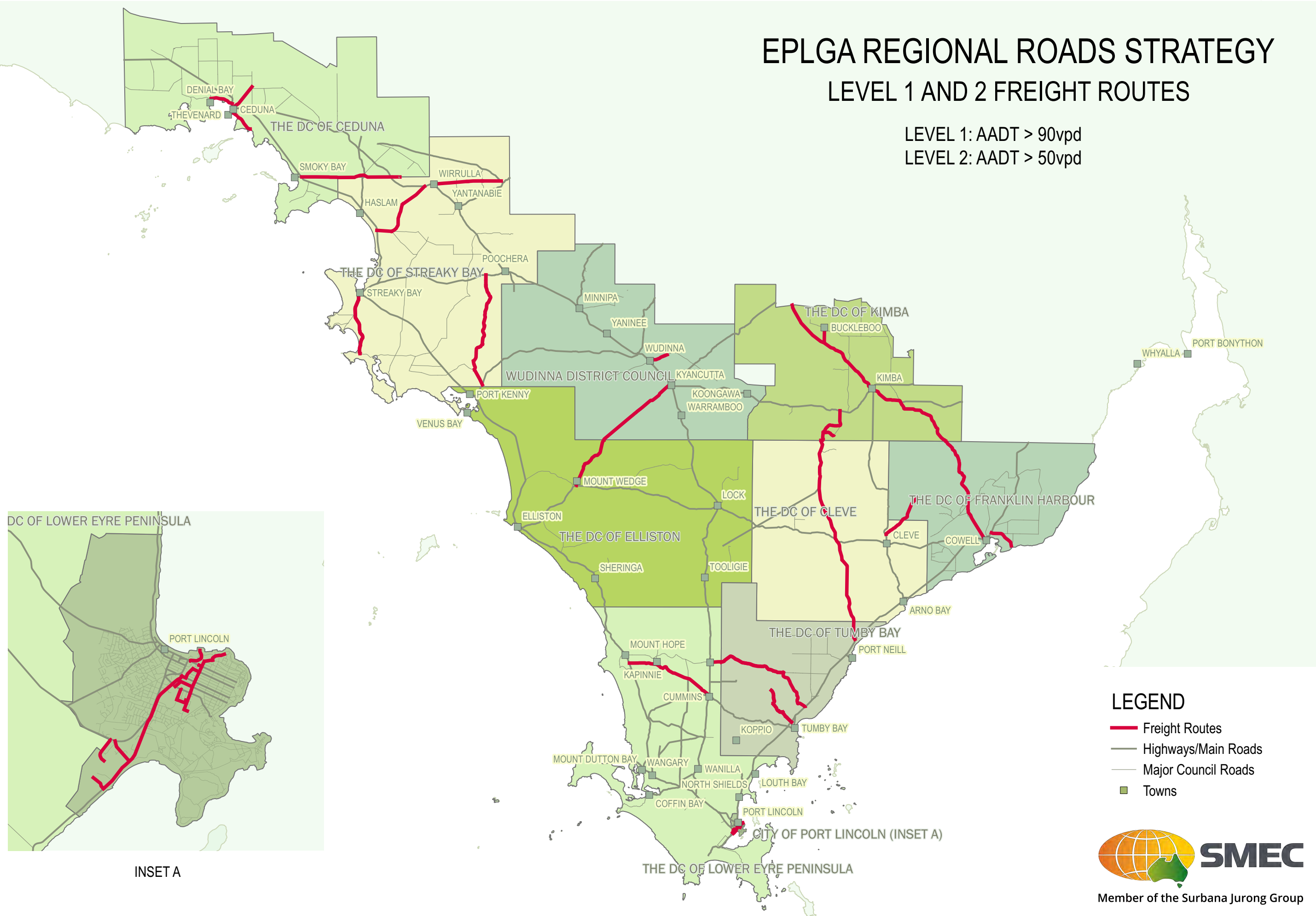
Appendix A Maps - Level 1 & level 2 Route Maps



EPLGA REGIONAL ROADS STRATEGY

LEVEL 1 AND 2 FREIGHT ROUTES

LEVEL 1: AADT > 90vpd
 LEVEL 2: AADT > 50vpd



- LEGEND**
- Freight Routes
 - Highways/Main Roads
 - Major Council Roads
 - Towns

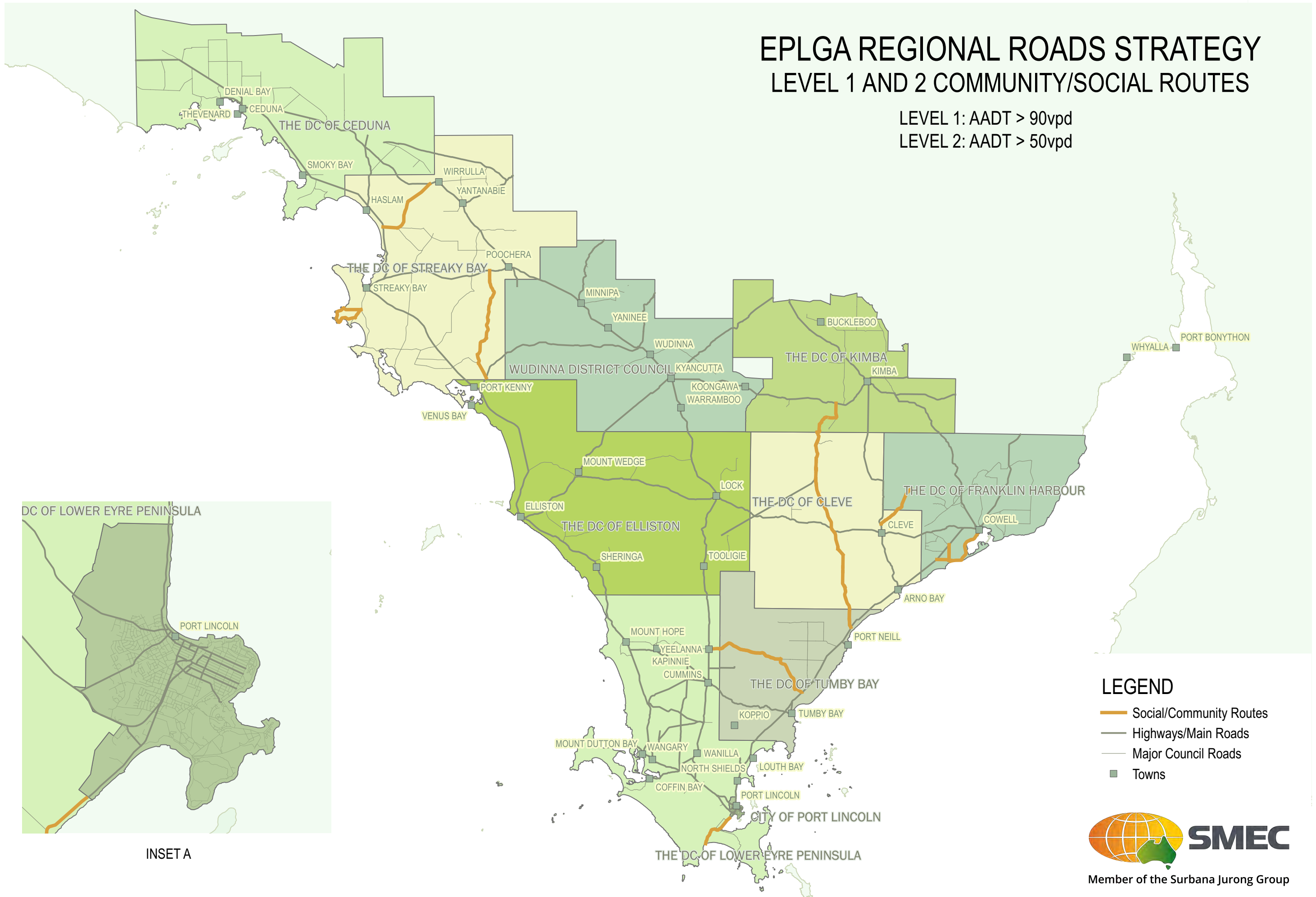


INSET A

CITY OF PORT LINCOLN (INSET A)

EPLGA REGIONAL ROADS STRATEGY LEVEL 1 AND 2 COMMUNITY/SOCIAL ROUTES

LEVEL 1: AADT > 90vpd
LEVEL 2: AADT > 50vpd



INSET A

LEGEND

-  Social/Community Routes
-  Highways/Main Roads
-  Major Council Roads
-  Towns

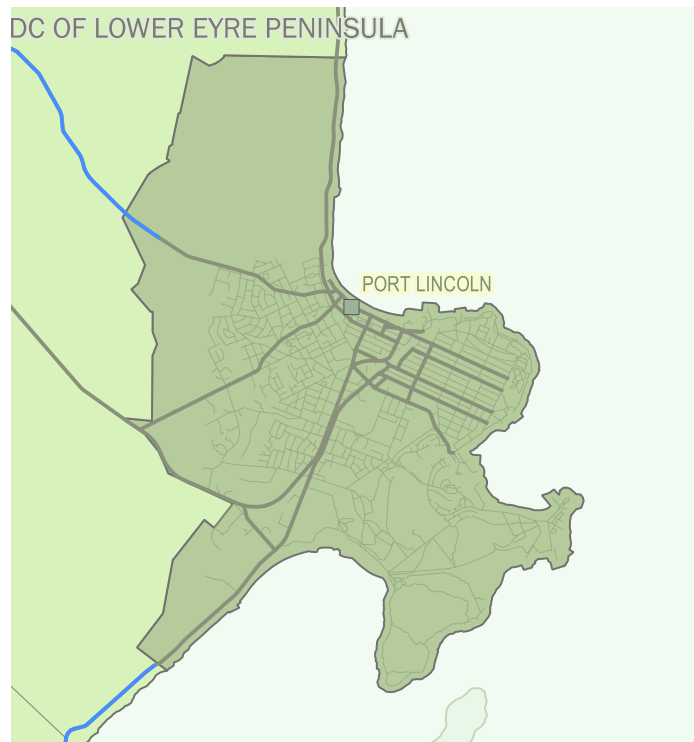


Member of the Surbana Jurong Group

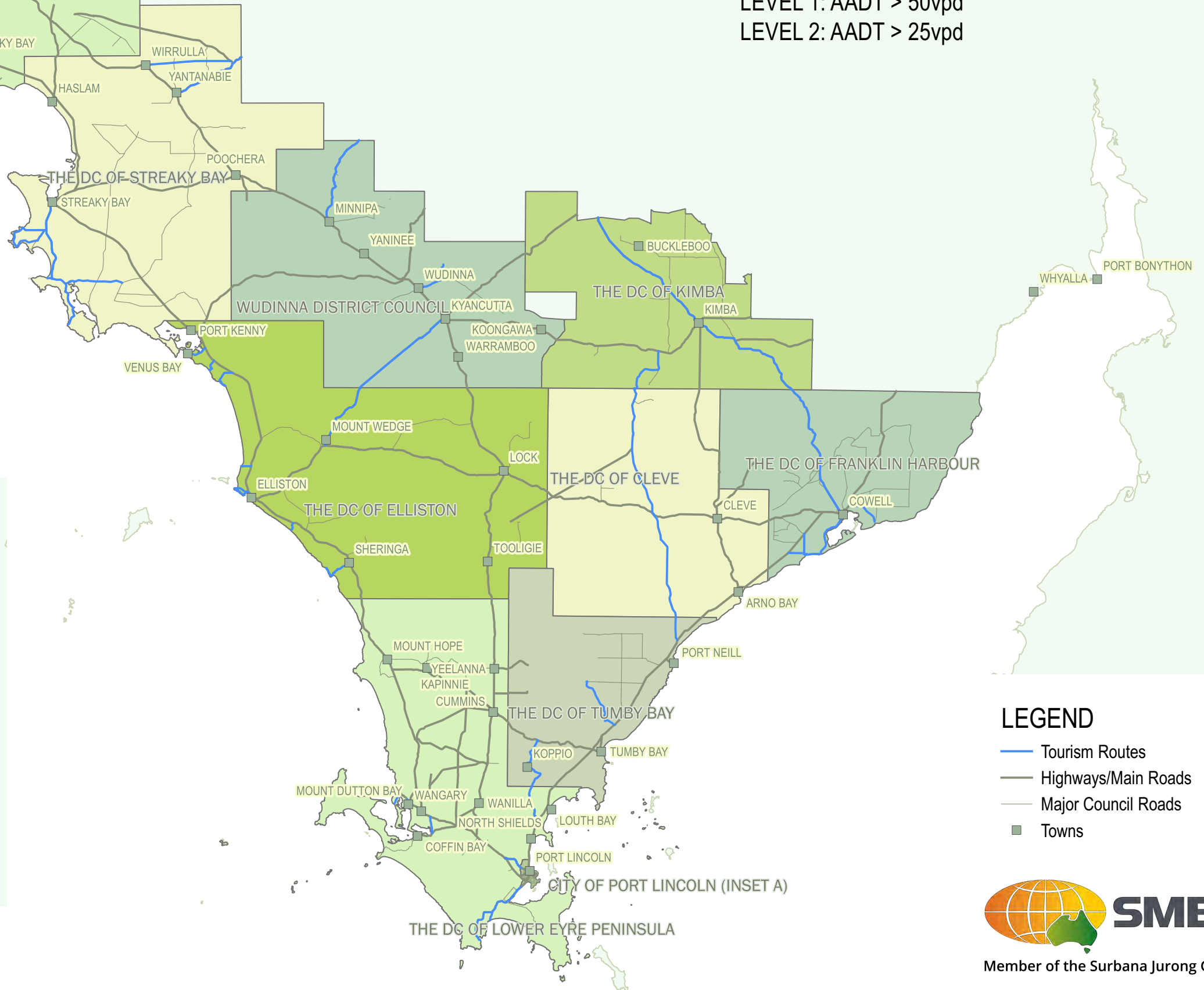
EPLGA REGIONAL ROADS STRATEGY

LEVEL 1 AND 2 TOURISM ROUTES

LEVEL 1: AADT > 50vpd
 LEVEL 2: AADT > 25vpd



INSET A



LEGEND

- Tourism Routes
- Highways/Main Roads
- Major Council Roads
- Towns



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Appendix B Fit for Purpose Assessment Template



Appendix C Action Plans



ACTION PLAN 1 ROADS

Council	Road	Action Plan (1,2,3)	L1 of L2 Road (as defined in table 6-2)	Freight Community Tourism	Compliant	Minor Deficiency	Major Deficiency	Traffic Volumes (AADT)	ESA's (Freight Routes)	Construction Cost Estimate	Amount sought from SLRP	Length of Section	Planned Stages (years)	Comments
DC Franklin Harbour	Beach Road	1	1	C	-	1	3	44avg 119peak	-	\$1,500,000 (1 Year)	\$1,000,000	18.6	10	SUBMISSION FOR SLRP (2020/2021) FUNDING GRANTED FOR SLRP (2019/2020) This road has become higher priority (and Re-categorised as L1 in last Council meeting) for Council due to increasing developments and land sales in and around Pt Gibbon.
DC Streaky Bay	Poochera-Port Kenny Road	1	2	F	-	2	2	50		\$7,191,100 (3 Years)	\$954,000	15.7kms total	3 Years	SUBMISSION FOR SLRP (2020/2021) Road does not meet appropriate "fit for purpose" standards road would require regular major maintenance work to cope with the envisaged future volume of traffic expected with the kaolin mine opening. Council working very closely with Andromeda to assist with the cost of upgrading the road and leveraging funding from other sources. Consious of funding impacting the opening date or production costs for the project which could have an economic impact on the region.
DC Lower Eyre Peninsula	Bratten Way	1	1	F	2	1	1	319	2775 (Average Weekly)	\$1,600,000 (1 Year)	\$1,066,667	3.0 (for year 1)	10 Years	SUBMISSION FOR SLRP (2020/2021) FUNDING GRANTED FOR SLRP (2019/2020) This has become top priority for Council as has multiple sections of pavement failure due to increased Heavy Vehicles. Independent analysis recommends the need for overlay 150-190mm basecourse for full length. Council has commenced a course of cement stabilising for deteriorated sections which will occur over 4 years. Council are currently developing a business case for government funding assistance (approx \$18M for overlay and \$1.2M cement stab)
DC Lower Eyre Peninsula	Farm Beach Road	1	1	T	-	1	3	450						Council have added this road to its 3-year capital works program. The road services a number of Communities. Pavement strength and Geometry are issues. This road also serves Tourism functions with a moderate Freight component.
DC Lower Eyre Peninsula	Airport Lane	1	1	C	-	-	4	233						Council have added this road to its 3-year capital works program. The road can be subject to occasional inundation during high rainfall and high tides events. The road serves primarily Social and Tourism functions with a limited Freight component.

Notes: Action Plan "C" Completed Project
 2019 / 2020 Submission - Granted SLRP Funding
 2020 / 2021 Submission

ACTION PLAN 2 ROADS

Council	Road	Action Plan (1,2,3)	L1 of L2 Road (as defined in table 6-2)	Freight Community Tourism	Compliant	Minor Deficiency	Major Deficiency	Traffic Volumes (AADT)	ESA's (Freight Routes)	Construction Cost Estimate	Amount sought from SLRP	Length of Section	Planned Stages (years)	Comments
DC Franklin Harbour	Cowell-Kimba Road	2	1	F	3	-	1	136	53			16.6		This project could potentially be funded through federal funding of the "Rail to Roads" program depending on criteria. DPTI has confirmed approx \$32M committed to EP roads taking additional freight burden of cessation of grain freight by rail. Current programmed reseal. While the road is performing to a fit for purpose standard at present it is anticipated that the use of this road will change once Sea Transport SA's Harbour Export Facility is fully operating and grain is being transported through Lucky Bay. Pressure to run A-B triples. Council is additionally developing a business case to hand this road back to State Govt.
DC Franklin Harbour	Lucky Bay Road	2	1	F	3	-	1	202	-			5.3		As with Cowell-Kimba Road this road should be viewed as a potential submission for "rail to road" project funding. Council is additionally developing a business case to hand this road back to State Govt.
DC Franklin Harbour	Igloo Road	2	2	C	1	3	-	115	40	-		4.9	3	Igloo Road is part of the future coast loop linking Pt Gibbon to Cowell. It connects with the Lincoln Hwy and Beach Road.
DC Kimba	Buckleboo Road (total Unsealed 21 Kms)	2	1	F	-	4	-	100						Construct and seal to the community club (4.5kms)
DC Kimba	Buckleboo Road (total sealed 28 Kms)	2	1	F	-	4	-	100						Pavement widening required (currently 6.7m width) for 14kms north side of Tola Road. Council upgraded this roads strategic level to 1. Potential listing to Councils capital works in the next 4 years.
DC Kimba	Old Eyre Highway	2	2	F	-	3	1							Resheet 20kms
DC Kimba	Siding Road	2	2	F	-	3	1							Resheet 3kms
DC Streaky Bay	Gawler Ranges Road	2	2	T	-	2	2	25						Poor geometry, poor pavement thickness.
DC Streaky Bay	Point Labatt Road	2	1	T	-	1	3	175						This road is considered a priority to Council as it supports its economic growth plans and potential as a tourist destination. The road is unsealed and has a variable condition across its length. Although locals are familiar with it, the variable conditions can deter tourists without 4WD from attempting to traverse the road and thus loss of economic benefit from the days tourists are not staying in the region. Council plans to seal the road from the Murphy's Haystacks entrance through to the Point Labatt Sealion viewing platform.
DC Streaky Bay	Calca Road	2	1	T	-	2	2	200						Calca Road is not only a tourist route but a significant community connection of many of the smaller settlements to Streaky Bay. Difficulty in sourcing quality rubble material for this area has seen the road deteriorate significantly in recent years. The road is considered by Council to be highly dangerous given the poor condition of the surface at various times of year. Council plans to seal the road but would require funding to do so.
DC Lower Eyre Peninsula	Flinders Highway (Cockatoo Drive to Western Approach)	2	1	C	-	1	2	400						Previous section (Winter Hill Drive to Cockatoo Drive) was reconstructed in 2016. Section is sub standard for FFP. Pavement is badly deteriorated leading to poor ride quality at the posted speed.
DC Lower Eyre Peninsula	White-Flat Road	2	1	C	-	4	-	239						Becomes Tod River Road in DC Lower Eyre Peninsula. Sections with localised pavement failures and the seal edge has 'edge breaks' due to the minimum lane width, particularly on curves. The road may attract increased use with proposed mines in the Koppio/Yallanda Flat area. The road serves primarily Social and Tourism functions with a moderate Freight component.
DC Lower Eyre Peninsula	Proper Bay Road	2	1	C	2	1	1	434						The main comments received relate to the seal width – the use of the road by cyclists together with the 100kph speed zone are the primary issue. The long term strategy would be to widen the road in conjunction with reconstruction works. The road primarily serves Social and Tourism functions.
DC Lower Eyre Peninsula	Fishery Road	2	1	C	-	-	4	220						Council receives routine complaints about this road during both winter and summer. The road serves primarily Social and Tourism functions with a moderate Freight component associated with the farming Social and servicing of the wind farm.
DC Lower Eyre Peninsula	Sleaford Bay Road	2	1	C	-	2	2	131						Extended sections of the road have exposed subgrad and sub-standard width. The road serves primarily Social and Tourism functions with a moderate Freight component.
DC Lower Eyre Peninsula	Pound Lane	2	1	F	-	1	3	250						The road serves primarily a Social function with a limited Freight component which is influenced by deliveries from the local quarry as well as fuel and other servicing of the power station and electrical sub-station. The road is subject o pavement failures during wet weather
DC Cleve	Balumbah-Kinnard Road	2	1	F	-	4	-	202						This project could potentially be funded through federal funding of the "Rail to Roads" program. DPTI has confirmed approx \$32M committed to EP roads taking additional freight burden of cessation of grain freight by rail.
DC Ceduna	Kalanbi Road (Dinahline Community to Yumbarra Conservation Park)	2	1	C	2	1	1		12					Tourist access to Googs Track, freight collector Rd
DC Ceduna	Goode Road	2	1	F	1	2	1	641	329					
DC Ceduna	Miltaburra Road	2	2	C	1	2	1	62	5					Tourist access to Smoky Bay, Community Access to Smoky Bay & Wirrilla, also has Miltaburra Area School towards eastern end. Farm gate freight route

ACTION PLAN 3 ROADS

Council	Road	Action Plan (1,2,3)	L1 of L2 Road (as defined in table 6-2)	Freight Community Tourism	Compliant	Minor Deficiency	Major Deficiency	Traffic Volumes (AADT)	ESA's (Freight Routes)	Construction Cost Estimate	Amount sought from SLRP	Length of Section	Planned Stages (years)	Comments
DC Franklin Harbour	Barden Street	3	2	C	2	2	-	115	-	-	-	-	-	These 3 roads, while still being on the radar for Council as part of the Beach Road loop could potentially be removed if Council is successful in a land acquisition application. The land would be used to build a road which links the bottom end of Beach road (at Pt Gibbon) with Igloo Road bypassing the town of Pt Gibbon and these 3 roads within the town.
DC Franklin Harbour	Hogben Terrace	3	2	C	2	2	-	115	-	-	-	-		
DC Franklin Harbour	Pt Gibbon Road	3	2	C	1	3	-	115	-	-	-	-		
DC Tumby Bay	Balumbah-Kinnard Road	3	1	F	4	-	-							Road was funded and sealing completed in the 2016/17 financial year. Pavement may seasonably be unsatisfactory in the southern end and soft when wet.
DC Tumby Bay	Mine Hill Road	3	2	C	1	3	-							
DC Tumby Bay	Yallunda Flat Road	3	1	C	2	2	-	104 (1-5avg)		\$397,700		10.5	1	This road received full resheeting across 2019/2019. It is in the strategy on the basis that to meet regional strategic FFP standards it would need full reconstruction and sealing. The road wouldn't typically meet Action Plan 1 criteria as it doesn't exhibit any 'major deficiencies' (as appropriately assessed by Council).
DC Tumby Bay	Ungarra-Yeelanna Road	3	2	C	3	1	-							
DC Tumby Bay	Tod River Road	3	2	C	-	4	-							(Becomes White Flat Road in DC Lower Eyre Peninsula) The road will be fully resheeted for the 2019/2020 financial year. Not earmarked for sealing on Councils strategic plan in the foreseeable future.
DC Tumby Bay	Lipson-Ungarra Road	3	2	C	3	1	-							Bratten Bridge has received funding and construction will be completed in 2019/2020 financial year.
DC Elliston	Venus Bay Road	3	2	T	3	1	-							
DC Elliston	Clifftop Drive	3	2	T	2	2	-							
DC Elliston	Sheringa Beach Road	3	2	T	3	1	-							
DC Elliston	Locks Well Road	3	2	T	1	3	-							Due for re-seal
DC Elliston	Walkers Rock Road	3	2	T	3	1	-							
DC Elliston	Talia Caves Road	3	2	T	3	1	-							Requires regular maintenance
DC Elliston	Mount Camel Road	3	2	T	3	1	-							
Wudinna DC	Standley Road	3	2	T	1	3	-	35 (estimated)						On Councils Radar for future Planning
Wudinna DC	Mt Wudinna Accs	3	2	T	1	2	1	20 (estimated)						On Councils Radar for future Planning
Wudinna DC	McKenzie / Pildappa Road	3	2	T	1	3	-	40 (estimated)						On Councils Radar for future Planning. Treat as 1 Road.
DC Kimba	Old Eyre Highway	3	2	F	-	3	1							
DC Kimba	Siding Road	3	2	F	-	3	1							
DC Kimba	Balumbah-Kinnaird Road	3	1	F	3	1	-							
DC Kimba	Cowell-Kimba Road	3	1	F	2	2	-	136						
DC Streaky Bay	Cape Bauer Loop	3	1	C				87						New to the Strategy - Council to Supply Data This road is both a local road and a highly used tourist route. The issue for Council is the inability to access sufficient rubble to keep this road at a level which allows easy and safe passage. The concern for locals is that the surface currently deteriorates so quickly due to the traffic numbers that it is becoming very dangerous at times, particularly on narrow sections and bends.
DC Streaky Bay	Wirrulla to Kingoonya to Glendambo Road	3	2	F										New to the Strategy - Council to Supply Data. This is a preferred Freight route in dry conditions between Coober Pedy and this area. Also heavily used by Tourists. Extremely slippery and very dangerous in wet conditions. It would be used more regularly if it were an all weather access route and would provide safer passage between Central Australia and Ceduna etc if people are heading in that more Westerly direction. At this point, freight and travellers need to head for Port Augusta and then back west. This adds about 1,400km to the trip and increases transport costs considerably as a result. I would therefore think that although the road is currently a secondary route, making it all weather would move it to a primary usage road. Given the advent of the NHVR laws and the state of the road, I would doubt also that this road comes close to meeting "Fit for Purpose" requirements.
DC Streaky Bay	Finlayson Road	3	2	F	1	3	-							
DC Streaky Bay	Kingoonya-Yantanabie Road	3	2	F	1	3	-	50						
DC Streaky Bay	Westall Way Loop Road	3	2	T	1	3	-							
DC Lower Eyre Peninsula	Merintha Creek Road	3	1	F	1	1	2	96						New to the Strategy The road is a gazetted GML freight route and requires multiple closures over winter months due to pavement failures
DC Cleve	Cleve / Mangalo Road	3	2	F	-	4	-	94						Existing sealed road of 21 kms in need of reconstruction and reseals. Currently work being undertaken by Council as part of maintenance program.
DC Ceduna	Nunyah Road	3	-	F	3	-	1	19	20					Applied for 2015/16 SLRP funding. Funding was not approved. Council have listed this road as top priority. This road has recorded traffic volumes of 19 vpd and does not classify as a level 1 or 2 road.
DC Ceduna	Denial Bay Road	3	1	F	3	1	-	419	22					
DC Ceduna	OTC Road (Rail - Trading stock Route)	3	2	F	2	2	-	61	12					Tourist Access to; Waste Recovery Centre, OTC satellite station, Community Access to; Waste Recovery Centre, OTC satellite station, industrial precinct, Yaralina aboriginal homeland Freight access to; main feeder for farming land to the north, industrial precinct, transport depots, waste transfer station

ACTION PLAN 3 ROADS

Council	Road	Action Plan (1,2,3)	L1 of L2 Road (as defined in table 6-2)	Freight Community Tourism	Compliant	Minor Deficiency	Major Deficiency	Traffic Volumes (AADT)	ESA's (Freight Routes)	Construction Cost Estimate	Amount sought from SLRP	Length of Section	Planned Stages (years)	Comments
DC Ceduna	OTC Road (Trading Stock Route - Schwarz Rd)	3	2	F	3	-	1	61	12					Tourist access to OTC Satellite Station, Community Access to OTC Satellite Station. Significant transport collector road to Thevenard silos, transport volumes increase towards southern end of road, rubble quarry towards southern end
DC Ceduna	Pt Brown Road	3	2	T	3	-	1	26	3					
DC Ceduna	Schwartz Road	3	2	T	1	2	1	35	4					
DC Ceduna	Thistleton Way	3	1	C	3	1	-	280	25					
DC Ceduna	Decres Bay Road	3	1	F	2	2	-	1687	42					
CC Port Lincoln	London Street	3	1	F	3	1	-	5950						*These roads have been assessed as having either 1 or no minor deficiencies only in their 'whole road' fit for purpose assessment, however, key intersections have been identified as having 2 minor deficiencies with regards to heavy vehicle movements on the RAV network at these locations. These intersections are; 1. Stevenson Street and Matthew Place 2. Matthew Place and Luke Street 3. Luke Street and Dublin Street 4. Dublin Street and Brougham Place 5. Mark Street and St. Andrews Terrace
CC Port Lincoln	Stevenson Street	3	2	F	3*	1	-	1200						
CC Port Lincoln	Luke Street	3	2	F	4*	-	-	700						
CC Port Lincoln	Dublin Street	3	2	F	3*	1	-	800						
CC Port Lincoln	Brougham Place	3	2	F	3*	1	-	200						
CC Port Lincoln	Mark Street	3	2	F	4*	-	-	250						
CC Port Lincoln	Gawler Terrace	3	2	F	1	3	-	50						
CC Port Lincoln	Seaton Avenue	3	2	F	3	1	-	200						
CC Port Lincoln	Verran Terrace	3	2	F	4*	-	-	20						

CONSTRUCTED ROADS WITH SLRP FUNDING (COMPLETED)

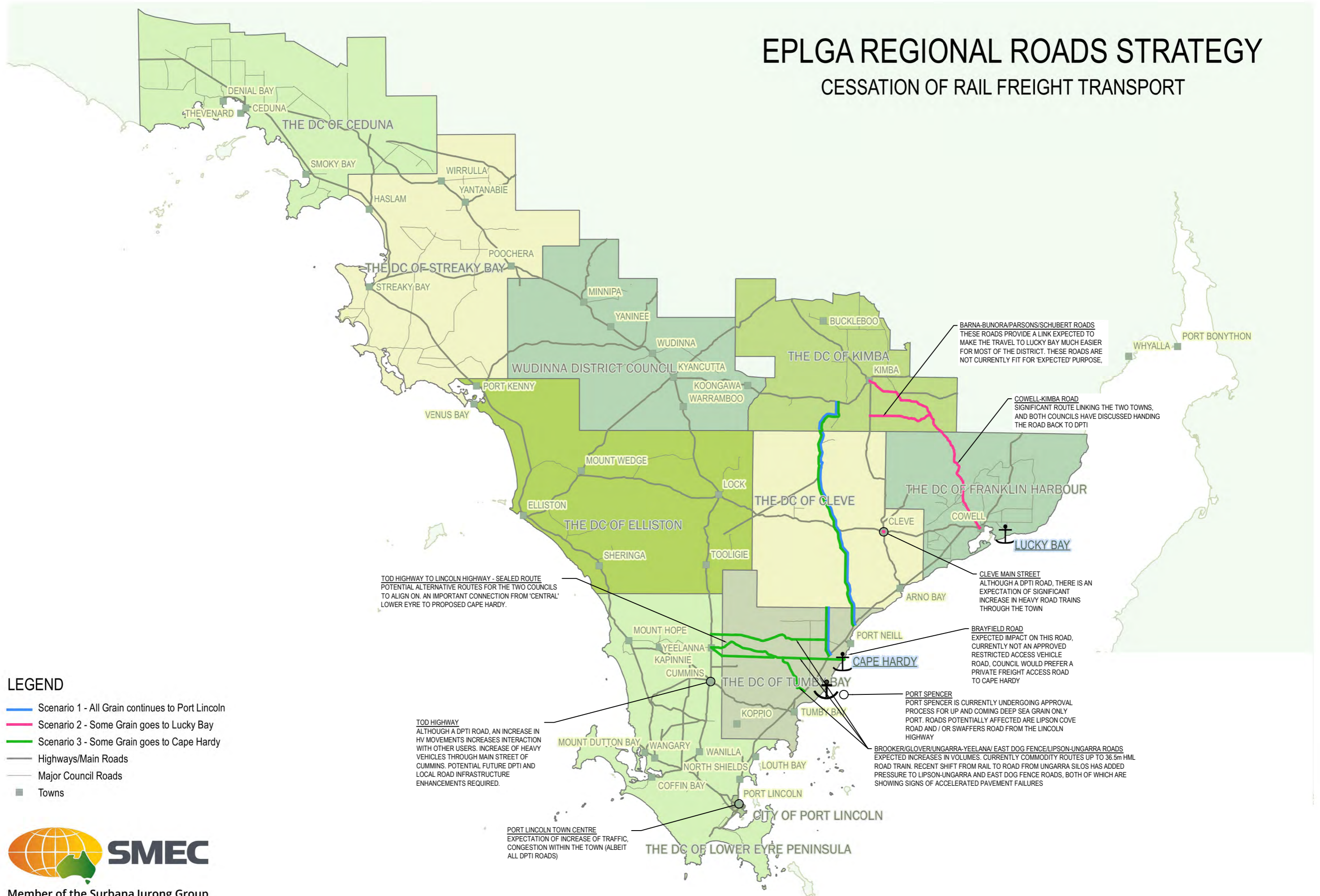
Road	Action Plan (1,2,3)	L1 of L2 Road (as defined in table 6-2)	Freight Community Tourism	Compliant	Minor Deficiency	Major Deficiency	Traffic Volumes (AADT)	ESA's (Freight Routes)	Construction Cost Estimate	Amount sought from SLRP	Length of Section	Planned Stages (years)	Comments
Kyancutta-Mt Wedge Road	C	1	T	2	2	-	50		Final Year of Construction (\$459,000 SLRP funds granted)		5.2km	4 years	FINAL YEAR OF SLRP (2018/2019) FUNDING GRANTED This road was granted funding over 4 years of construction via EPLGA Resolution (4-12-15) and completion of is due at the end of the 2018/19 financial year. 5.2kms remaining (minor deficiencies in the remaining 5.2kms)
Elliston-Mt Wedge Road	C	2	C	3	1	-	40		Final Year of Construction (\$607,000 SLRP funds granted)		7km	4 years	FINAL YEAR OF SLRP (2018/2019) FUNDING GRANTED This road was granted funding over 4 years of construction via EPLGA Resolution (4-12-15) and completion of is due at the end of the 2018/19 financial year. 7kms remaining for the 2018/19 round of SLRP funding
Kalanbi Road (Eyre Highway to Dinahline Community)	C	1	C	2	1	1	130	12	\$298,000 SLRP funds granted		2.5km	1 Year	1 YEAR SLRP (2018/2019) FUNDING GRANTED Tourist access to Googs Track, Community Access to Dinahline Aboriginal Homeland, freight collector Rd

Appendix D Cessation of Rail Map



EPLGA REGIONAL ROADS STRATEGY

CESSATION OF RAIL FREIGHT TRANSPORT



Appendix E Process Flow Chart



	2020			2021				2022												
	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	
2021/22 SLRP Submission	Update Strategy to include new context and Regional updates.		EP works manager and CEO meeting 4th Dec	Prioritisation Assessment and draft report (likely only Bratten Way and Beach Road)			2021/22 SLRP Submission													
2022/23 SLRP Submission	Update Action Plans and Database and Identify Projects for 2022/23 submission.		Councils Commitment to Projects. Updates to Council works programs, Council meetings, approvals, feasibility etc					Project Detailed Design and P90 cost estimates. Application for SLRP					Prioritisation Assessment and draft report		2022/23 SLRP Submission					
2023/24 SLRP Submission												EPLGA workshop with Works Managers. Update Action Plans and Database and Identify Projects for 2023/24 submission.		Councils Commitment to Projects. Updates to Council works programs, Council meetings, approvals, feasibility etc						CONT. →

Additional Notes;

1. Councils to collect Traffic Volumes over a 6 month period (timing will depend on the primary road use - Grain, Tourism etc)

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global experience**

SMEC is recognised for providing technical excellence and consultancy expertise in urban, infrastructure and management advisory. From concept to completion, our core service offering covers the life-cycle of a project and maximises value to our clients and communities. We align global expertise with local knowledge and state-of-the-art processes and systems to deliver innovative solutions to a range of industry sectors.