

24 ASSETS AND INFRASTRUCTURE SERVICES**24.1 NETWORK LEVEL HEAVY VEHICLE ROUTE ASSESSMENT AND RISK ANALYSIS****Document #:** 22/52917**Department:** Assets and Infrastructure Services**PURPOSE**

To inform Council of the outcomes of the Network Level Heavy Vehicle Route Assessment and Risk Analysis recently undertaken by HDS Australia and seek Council approval to move to the next steps of implementing the recommendations from this assessment.

RECOMMENDATION

That Council:

1. Receive the Network Level Heavy Vehicle Route Assessment and Risk Analysis undertaken by HDS Australia.
2. Liaise with the Roads Working Party and bring a report to the November 2022 meeting of Council on the proposed long term risk management strategy and proposed funding source for future budgets, prior to community consultation and final adoption of the strategy.
3. Endorse the focus of the 2022/2023 intersections budget on P1 and P2 signage and sight distance issues associated with existing Oversize Overmass (OSOM) and agricultural permit roads.

LINK TO STRATEGIC PLAN**Goal:** 2 Community Connected through Infrastructure**Strategy:** 2.4 Explore provision of new infrastructure**BACKGROUND**

At the 9 December 2015 meeting of Council, the then elected body unanimously carried a motion to endorse the access of vehicles with Higher Mass Limits (HML), including 36.5 Road Trains, to Council's entire road network (Minute Reference: 306/2015).

Subsequently, Council provided pre-approval for the use of 26m B Doubles fitted with Certified Road-Friendly Suspension at HML on all commodity routes in the Council area to the National Heavy Vehicle Regulator (NHVR).

This was done with no risk assessment having been undertaken of the suitability of the road network to cater for 26m B Doubles.

Following the increase in popularity of 30m Road Trains, at its meeting on 8 November 2017, Council moved a motion to support an application to the NHVR for blanket approval of all Council roads and intersections for Road Trains up to 30m (Minute Reference: 278/2017).

Council's request for pre-approval for 30m Road Trains was not accepted by the NHVR, as not all roads had been assessed.

In 2018, Council engaged HDS Australia to undertake an investigation into the safety aspects of gazetted B Double General Mass Limit (GML) routes, B Double Commodity routes and other potential B Double routes within the Council area.

DISCUSSION

The aim of the Network Level Heavy Vehicle Route Assessment was to determine the overall risk of each road segment and categorise the identified risk as Low (P4), Moderate (P3), High (P2) or Very High (P1), in accordance with accepted heavy vehicle route assessment criteria.

This initial investigation focussed on Council's rural sealed roads and High Use sheeted roads, which make up approximately 1,000km of Council's road network. HDS Australia provided a report and presentation to Council in July 2019.

The findings from the 2019 report were included in *Table 6.2: Risks and Treatment Plans* of the Transport Asset Management Plan (TAMP), with a recommendation that the remainder of the road network be assessed. Council included funding for this project in the 2021/2022 budget and HDS Australia have now completed their inspections and provided a final report.

The High and Very High risks identified in the latest report have been separated into eight categories, with a high-level budget estimated placed against each category to address the issues identified. The total estimated cost is \$121 million.

HDS Australia presented the findings of the latest report at the Elected Members Information and Briefing Session held on 25 May 2022.

At the same Elected Members Information and Briefing Session, the Director Assets and Infrastructure Services suggested next steps for implementing recommendations from the Network Level Heavy Vehicle Route Assessment and Risk Analysis.

These next steps include:

1. Receiving the Network Level Heavy Vehicle Route Assessment and Risk Analysis.
2. Liaising with the Roads Working Party and providing a report to Council on the proposed long term risk management strategy for heavy vehicle management and a proposed funding model to address the risks identified in the Network Level Heavy Vehicle Route Assessment and Risk Analysis.
3. Focusing the allocated 2022/2023 intersections budget on addressing signage and sight distance issues identified as P1 and P2 risks.

COMMUNITY ENGAGEMENT PLAN

Level 1 - Inform

CONSULTATION PROCESS

In preparing this report, the following Yorke Peninsula Council officers were consulted:

- Chief Executive Officer
- Asset Manager

In preparing this report, the following external parties were consulted:

- HDS Australia

POLICY IMPLICATIONS

PO091 Risk Management Policy

PO128 Asset Management Policy

Transport Asset Management Plan

BUDGET AND RESOURCE IMPLICATIONS

The costings in the Network Level Heavy Vehicle Route Assessment and Risk Analysis provide Council with a guide as to the level of expenditure required to address the issues identified. A summarisation of costings associated with P1 and P2 issues is provided below. Funding to address these issues will be included in future budgets.

Category	Description	Total no. of P1 Issues	P1 Cost	Total no. of P2 Issues	P2 Cost
1	Signage	2	\$4,000	2	\$2,000
2	Alignment	2	\$300,000	24	\$3,600,000
3	Major intersection upgrades	52	\$26,000,000	22	\$11,000,000
4	Minor intersection upgrades	13	\$1,950,000	16	\$8,000,000
5	Road width	22	\$8,690,000	9	\$360,000
6	Sight distance	40	\$500,000	93	\$4,650,000
7	Intersection widening	5	\$500,000	21	\$2,100,000
8	Pavement	32	\$14,560,000	65	\$39,515,000
TOTALS		168	\$52,504,000	252	\$69,227,000

RISKS/LEGAL/LEGISLATIVE/ IMPLICATIONS

Local Government Act 1999

Heavy Vehicle National Law and Regulations

As presented in the Network Level Heavy Vehicle Route Assessment and Risk Analysis, many of Council's roads have inbuilt issues that pose a risk to road user safety if the road network remains open to B double use. This presents a civil liability risk to Council.

The way forward for Council is to develop a risk and implementation strategy which provides a level of network access for heavy vehicles that balances the tension between the majority of real heavy vehicle access need and the community's willingness to pay for such safe access.


Such a strategy needs to be worked through in conjunction with the Roads Working Party before being brought to Council for community consultation and ultimate endorsement.

A sample of what may need to be contemplated as part of a future strategy could include, but is not limited to:

- Maintain existing NHVR OSOM and agricultural permits with conditions.
- Revoke 26m B Double pre-approval on roads with P1 issues and revert to Council having to provide Road Manager Consent for 26m B Doubles to access these roads to allow heavy vehicle need to be clearly determined and monitored.
- Prioritise addressing P1 and P2 issues on existing OSOM and agricultural permit routes first.
- Refocus rural patch sheeting capital works to intersections for three years.

- A rate increase levy of X per cent per year for the next 20 years from primary producers to help fund road network upgrades that will primarily benefit primary producers.
- Reprioritise the road hierarchy and road standards in the TAMP.

ATTACHMENTS

1. **Final Report - Network Level Heavy Vehicle Route Assessment - Phase 1 - HDS Australia (under separate cover)** 
2. **Final Report - Network Level Heavy Vehicle Route Assessment - Phase 2 - HDS Australia (under separate cover)** 