

24 ASSETS AND INFRASTRUCTURE SERVICES**24.1 STRATEGY RESPONSE TO NETWORK LEVEL HEAVY VEHICLE ROUTE ASSESSMENT AND RISK ANALYSIS****Document #:** 23/84195**Department:** Assets and Infrastructure Services**PURPOSE**

To obtain Council endorsement for the current draft Strategy to go to public consultation before Strategy adoption and implementation.

RECOMMENDATION

That Council:

1. Receive the Strategy for managing risk of B-Double+ access to Yorke Peninsula Council's road network post HDS 'commodity' route reviews - Version 2.
2. Endorse the above Version 2 proceeding to public consultation.

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

At the 9 December 2015 Council meeting, the 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 Council's road network.

At the 8 June 2022 Council meeting, a report (CM Reference 22/52917) provided an overview of the outcomes of the Network Level Heavy Vehicle Route Assessment and Risk Analysis undertaken by HDS Australia and sought Council to move to the next steps (Minute Reference 106/2022) being:

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 Over Size Over Mass (OSOM) and agricultural permit.

Since the above in the last quarter of 2022, Council's Director Assets and Infrastructure held several Q&A meetings (one at Yorketown and one at Maitland) for farmers, transport operators and Councilors to help the community better understand the challenges, needs and possibilities. Additionally, an online survey was conducted around the same time, and Council's external Roads Working Party (a stakeholder/ reference group representative of HV road users on Yorke Peninsula who provide a sounding board of perspectives on potential impact change) was consulted for their views on major transport routes.

In 2023 all was distilled into a draft Strategy Version 1 (V1) which was presented and discussed as follows:

- 22 March 2023 - Presented to Council's External Roads Working Party for comment;
- 26 April 2023 - Presented to Councilors at an Information and Briefing Session open to the public;
- 24 May 2023 - Road Working Party discussion of the V1 draft and staff sought to seek clarification from the National Heavy Vehicle Regulator on process. Subsequently V1 was updated to Version 2;
- 23 August 2023 - Overview of NHVR implications and possible changes flagged with the Roads Working Party to be incorporated into the current Version No.2 attached to this report.

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 focused 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 provided a final report.

The High and Very High risks identified in the final report have been separated into eight categories, with a high-level budget estimated placed against each category to address the issues identified. The total cost to fix all the issues was estimated by HDS at approximately \$121 million per the following summary table.

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

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

At the same Elected Member Information and Briefing Session, the Director Assets and Infrastructure Services suggested next steps for implementing recommendations.

If money was no object and a total road upgrade and fix scenario was an option to Council, the above orders of funding magnitude could be applied to good end. However, Council's reality is that the above levels of funding are not going to happen. Council needs to do what it can to cost effectively reduce the risk ratings, for the safety of all road users in our Local Government Area (LGA). Whilst some have asserted not much has happened by way of accidents to date, effectively questioning the need for status quo change, Council is on notice to endorse a strategic response and apply necessary funding underpinning that strategy now that engineering risk reviews have been undertaken, particularly noting the increasing tourism road user cohort that is becoming an increasing user of Council's road network.

Going forward the key is risk management and the current Strategy Version 2 is close to providing the balance between the competing issues of; limited funding, HV network access continuance, reducing risk ratings and increasing road user safety through: speed reduction, increased roadside vegetation management with subsequent sight distance improvement, use of HV signage, use of stop signs on some problematic acute angled Priority 1 risk rated intersections, community education etc.

The first 17 pages of the attached strategy spell out the suggested balance.

COMMUNITY ENGAGEMENT PLAN

Level 2 - Consult

CONSULTATION PROCESS

In preparing this report, the following were consulted:

- Chief Executive Officer
- Asset Manager
- Works Manager
- Yorke Peninsula Council External Roads Working Party
- National Heavy Vehicle Regulator

- HDS Australia

POLICY IMPLICATIONS

PO091 Risk Management Policy
PO128 Asset Management Policy
Transport Asset Management Plan

BUDGET AND RESOURCE IMPLICATIONS

The current level of funding being applied in 2023/2024 is approximately \$600k per year from a 3% rate levy on primary producers. There is a serious limit to what this can achieve but it is a start. During the pending Rates Review that will be undertaken this financial year, there may be scope to consider reasonably increasing the level of funding that is 'ring fenced' to dealing with the ongoing risk reduction approach to road network access management, particularly from major beneficiaries of Council's road network like extractive industries.

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.

Council needs to have a strategy which provides a level of network access for heavy vehicles that balances the tension between the majority of real heavy vehicle access needs and the community's willingness to pay for such safe access.

To date there has been ample interaction and opportunity for the Roads Working Party and a fair representation of HV road users across the Yorke Peninsula to be engaged. The last step is one last community consultation opportunity for those unfamiliar with the journey to date before the Strategy Version 2 and consultation outcomes are brought back to Council along with staff recommendation on Strategy amendment and endorsement.

Once a Strategy is endorsed, Council will update the Transport Asset Management Plan including road hierarchy and road standards to be worked towards.

ATTACHMENTS

1. Heavy Vehicle Access Strategy - V2 (under separate cover) 
2. Community Engagement Plan - Heavy Vehicle Access Strategy  



COMMUNITY ENGAGEMENT PLAN

SF215
 Responsible Officer: Community
 Development & Engagement
 Officer
 Issue Date: 09/12/2021
 Next Review Date: December
 2025

PROJECT NAME: STRATEGY RESPONSE TO NETWORK LEVEL HEAVY VEHICLE ROUTE ASSESSMENT AND RISK ANALYSIS

Stakeholders	Level 1 INFORM	Level 2 CONSULT	Level 3 PARTICIPATE	Level 4 COLLABORATE	Responsibility	Start Date	End Date	Status	Evaluation Method
All residents		Website			Community Development and Engagement Officer	14/09/2023	6/10/2023	NS	# views
All residents		Public Notice			Community Development and Engagement Officer	19/09/2023	6/10/2023	NS	# responses
All residents		Social Media			community Development and Engagement Officer	15/09/2023	6/10/2023	NS	# reach