

**DIRECTOR ASSETS & INFRASTRUCTURE SERVICES**

**DA/ITEM 6.3 – LATE ITEM**

**1. VEHICLES WITH HIGHER MASS LIMITS (HML)**

(File Ref: 9.24.1.1)

**PURPOSE**

To consider a review of Council’s current position relating to access of vehicles with Higher Mass Limits (HML) to Council’s unsealed road network.

**RECOMMENDATION A**

That Council endorse the access of vehicles with Higher Mass Limits (HML) to all gazetted Commodity and General Freight Routes.

or;

**RECOMMENDATION B**

That Council only allow access of vehicles with Higher Mass Limits (HML) to bitumen sealed roads gazetted as Commodity and General Freight Routes.

**LINK TO STRATEGIC PLAN**

Key Theme/s:	Sustainable Communities
	1. Sustainable Infrastructure
Strategic Goal/s:	1.3 Maintain and upgrade our road network and other infrastructure assets

**BACKGROUND**

It was acknowledged that a review on access of vehicles with HML should be considered following the endorsement of a recommendation from the October 2015 Council meeting on Restricted Access Vehicles (RAVs) on our road network.

**DISCUSSION**

A report, DA/ITEM 6.3 2. “90 Day Project – A Modern Transport System for Agriculture”, was provided to the October 2015 Council meeting (Attachment 1).

The purpose of the aforementioned report was to gauge Council’s position on access for RAVs to our road network, following a request from the Department of Planning, Transport and Infrastructure (DPTI) coordinating responses on the “90 Day Project – A Modern Transport System for Agriculture” objectives throughout the state.

Notwithstanding the endorsed recommendation from the October 2015 meeting, the Deputy Mayor did acknowledge that Council would / may need to revisit its current resolution on access for HML configurations in the near future.

To this end access for vehicles with HML is only endorsed on our sealed roads, aligned within the gazetted Commodity and General Freight Routes. HML access to unsealed roads was not considered at that time.

As previously relayed, views and perceptions vary on what impact specific vehicles may or may not have to road infrastructure. I am aware of early studies and trials of Road

Trains and B Doubles on bitumen sealed pavement, however, I am not aware of any such conclusive studies or trials on unsealed roads.

#### **COMMUNITY ENGAGEMENT PLAN**

No consideration for community engagement has been considered at this time.

#### **CONSULTATION PROCESS**

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

- Mayor
- Deputy Mayor
- Chief Executive Officer

In preparing this report, the following External Parties were consulted:

- Nil

#### **POLICY IMPLICATIONS**

Not applicable

#### **BUDGET AND RESOURCE IMPLICATIONS**

Unknown at this stage.

#### **RISK/LEGAL/LEGISLATIVE IMPLICATIONS**

Unknown at this stage.

#### **ATTACHMENTS**

**Attachment 1:** DA/ITEM 6.3 2. "90 Day Project – A Modern Transport System for Agriculture"

## **DIRECTOR ASSETS & INFRASTRUCTURE SERVICES**

### **DA/ITEM 6.3**

#### **2. "90 DAY PROJECT – A MODERN TRANSPORT SYSTEM FOR AGRICULTURE"**

(File Ref: 9.24.1.1)

#### **PURPOSE**

To seek a position from Council in relation to the issues complimenting the "90 Day Project" initiative.

#### **RECOMMENDATION**

That Council supports the existing Commodity and General Freight Route Gazettal system for 26 metre B Double (Restricted Access Vehicle) operations upon the Yorke Peninsula with applications for operations outside of the existing process considered on merit and subject to a route assessment undertaken by a suitably qualified assessor at the applicant's expense, with any route upgrades required at cost to the applicant.

#### **LINK TO STRATEGIC PLAN**

Key Theme/s:	Sustainable Communities
	1. Sustainable Infrastructure
Strategic Goal/s:	1.3 Maintain and upgrade our road network and other infrastructure assets

#### **BACKGROUND**

The "90 Day Project – A Modern Transport System for Agriculture" is a partnership between Primary Producers SA (PPSA), the peak body representing South Australian agriculture interests, Primary Industries and Regions SA (PIRSA) and the Department of Planning, Transport and Infrastructure (DPTI). Its objective is to improve regional road access for Restricted Access Vehicles (RAVs) and agricultural machinery and thereby deliver efficiencies and reduce transport costs for primary producers and regional and rural communities.

Council received correspondence on Wednesday 30 September 2015 with a response required by Friday 16 October 2015.

#### **DISCUSSION**

Further to my email of Friday 2 October 2015, Council have been requested to examine the issues identified from feedback of the "90 Day Project – A Modern Transport System for Agriculture" initiative.

The Project sought feedback from farmers, transport operators and the community on three key issues:

- The movement of oversize agricultural machinery on public roads.
- RAV route extensions required to improve industry productivity.

- “First / last mile” access issues for RAVs.

It has been identified that Council were not invited to provide feedback for this Project.

Council has been proactive in accommodating freight movements for both commodity and general throughout our road network and embraced the initial process and permit systems applied by DPTI. This process was that a request for a RAV would be lodged with Council from an operator, staff would assess the application and routes and provide a clearance to the operator subject to a permit being issued by DPTI.

Regulating RAV movements throughout South Australia was further streamlined in 2009 with the introduction of the gazetting of commodity and general freight routes for RAVs (B Doubles up to 26 metres) within South Australia. At that time the Yorke Peninsula Council endorsed this gazettal process.

Notwithstanding the current gazettal system all stakeholders are aware that not all roads, although gazetted as commodity routes, are utilised, primarily due to its design layout.

As can be appreciated the freight industry is constantly evolving with efficiencies the driving target. Councils are generally receptive to practical demand while mindful of the ability of their road network to accommodate this evolution of freight movements.

Opinions and views vary from Council to Council on the perceived impact certain RAVs may have on their road network, generally unsealed roads. Perceptions aside the geometry (design) at intersections and horizontal alignment of roads factor in consideration of updating from a commodity to general freight route or approval for RAVs (B Doubles over 26 metres). The issue of responsibility for upgrade of cost to accommodate is for further consideration.

Other matters of interest which have evolved from the survey with DPTI seeking Council to examine are:

- Upgrade all Yorke Peninsula Council main roads to Higher Mass Limit (HML).
- Permit 36.5 metre road trains access between Ardrossan and Port Wakefield with branch off to quarries in the Clinton area.
- Increase road train access on commodity routes on the Yorke Peninsula.
- Upgrade access to the Viterra grain site at Ardrossan for HML 26 metre B Double to HML 36.5 metre road train.

#### Upgrade all Yorke Peninsula Council main roads to HML.

This is currently processed by way of application from an operator and a clearance is given on our sealed roads. The operator must then lodge an application and gain a permit from DPTI.

#### Permit 36.5 metre road trains access between Ardrossan and Port Wakefield with a branch off to quarries in the Clinton area.

This decision is vested with DPTI, however, of interest is the branch off to quarries in the Clinton area, which will require views from Council on movements on its road network. Costs associated with required upgrades on road design to accommodate those units is also a consideration.

Increase road train access on commodity routes on the Yorke Peninsula.

Currently commodity routes are gazetted for B Doubles up to 26 metres (RAVs). I suggest there would be significant costs in upgrading road designs / layouts to accommodate road trains and Council should consider who will meet those costs.

Upgrade access to the Viterra grain site at Ardrossan for HML 26 metre B Double to 36.5 metre road train.

After discussion with DPTI staff an assumption is made that this relates to Silo Road. If this assumption is correct consideration of this upgrade would be subject to:

- a. adjoining DPTI roads approved for road train operations, which they currently are not; and
- b. redesign of the Maitland Road / Silo Road / Airstrip Road intersection and consideration of costs for that upgrade.

DPTI therefore request Council indicate whether it, as the Road Manager:

1. Supports implementation of the RAV route extensions or “first / last mile” issues and agrees that it can be added to the relevant RAV network in RavNet (i.e. provides Council’s consent under the Heavy Vehicle National Law (HVNL)).
2. Supports implementation of the RAV route extensions or “first / last mile” access issues but cannot agree to them being added to the relevant RAV network until necessary roadwork and / or other infrastructure improvements are made allow RAVs to operate safely. Details of the scope, nature and indicative cost of improvements should be provided along with details of the capacity of Council to fund the necessary work from within its budget.
3. Does not support implementation of the RAV route extension or “first / last mile” access issues under any circumstances. Details of the Council’s reasons as the Road Manager should be provided.

Given the uncertainty of future road train operations upon DPTI roads Council may wish to advise the Project Steering Committee of current RAV (26 metre B Double) acknowledging that operator or freight industry requests for operations outside of the current process should be assessed on an individual basis with a safety audit undertaken by a suitably qualified assessor (at the operators cost) and should any upgrades be required on that route that all costs be borne by the operator or DPTI.

Further input from Elected Members is appreciated.

**COMMUNITY ENGAGEMENT PLAN**

As the “90 Day Project – A Modern Transport System for Agriculture” is a partnership between PPSA, PIRSA and DPTI it has not been / is not necessary for Council to undertake Community Engagement as this has been / will be done with necessary stakeholders by those organisations.

**CONSULTATION PROCESS**

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

- Nil

In preparing this report, the following External Parties were consulted:

- DPTI staff

#### **POLICY IMPLICATIONS**

Not applicable

#### **BUDGET AND RESOURCE IMPLICATIONS**

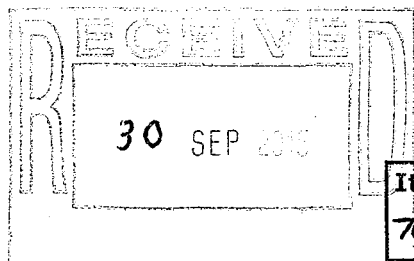
Unknown at this stage.

#### **RISK/LEGAL/LEGISLATIVE IMPLICATIONS**

Unknown at this stage.

#### **ATTACHMENTS**

**Attachment 1:** Correspondence from DPTI



In reply please quote 2015/00871

Enquiries to Mark Hennessy  
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YORKE PENINSULA Council  
Chief Executive Officer  
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Maitland 5573

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Dear Mr Cameron

The "90 Day Project – A Modern Transport System for Agriculture" is a partnership between Primary Producers SA (PPSA), the peak body representing South Australian agriculture industries, Primary Industries and Regions SA (PIRSA) and the Department of Planning, Transport and Infrastructure. Its objective is to improve regional road access for Restricted Access Vehicles (RAV) and agricultural machinery and thereby deliver efficiencies and reduce transport costs for primary producers and regional and rural communities.

The Project sought feedback from farmers, transport operators and the community on three key issues:

- The movement of oversize agricultural machinery on public roads.
- Restricted Access Vehicle route extensions required to improve industry productivity.
- "first/last mile" access issues for Restricted Access Vehicles.

The Project report "A Modern Transport Systems for Agriculture – A New Partnership Approach" (see [www.pir.sa.gov.au/agtransport](http://www.pir.sa.gov.au/agtransport)) was released on 31 March 2015.

It detailed a range of Restricted Access Vehicle route extension and "first/last mile" access issues that stakeholders considered needed to be rectified over the short (12 month), medium (5 year) and longer (10 year) term.

In response, DPTI has established a project team to implement the findings of the report, with support from PIRSA and PPSA, focussed on the following three streams:

- Regulatory improvements, especially for agricultural equipment.
- Scoping and prioritising for funding consideration "first/last mile" and RAV access improvement road projects.
- PIRSA/PPSA jointly developing and delivering a communications program aimed at primary producers to promote new initiatives and improve the understanding of current regulations.

Following a detailed analysis by the project team, the RAV route extension and "first/last mile" access issues identified in the Project have been grouped into one of the following categories:

- 20 issues that have been completed.
- 8 issues that are in the process of being completed.
- 80 issues relating to State roads that require investigation and resolution by DPTI as the relevant Road Manager.
- 32 issues relating to roads in Council areas that require investigation and resolution by Councils as the relevant Road Manager.

The Restricted Access Vehicle route extension and "first/last mile" access issues relating to your Council area are detailed in the attached table.

It would therefore be appreciated if you would examine each of the issues and indicate whether your Council (as Road Manager):

1. Supports implementation of the RAV route extensions or "first/last mile" issues and agrees that it can be added to the relevant RAV network in RavNet (i.e. provides Council's consent under the Heavy Vehicle National Law (HVNL)).
2. Supports implementation of the RAV route extensions or "first/last mile" access issues but cannot agree to them being added to the relevant RAV network until necessary roadwork and/or other infrastructure improvements are made allow Restricted Access Vehicles to operate safely. Details of the scope, nature and indicative cost of improvements should be provided along with details of the capacity of Council to fund the necessary work from within its budget.
3. Does not support implementation of the RAV route extension or "first/last mile" access issues under any circumstances. Details of the Council's reasons as the Road Manager should be provided.

To allow DPTI to consolidate the responses received and formulate an indicative multi-year funding program for consideration by the Project Steering Committee it would be appreciated if you would respond to this request by the 16 October 2015.

Please contact Ian Day on mob: 0427 272 116 or email: [ian.day@sa.gov.au](mailto:ian.day@sa.gov.au) if you have any questions or require further clarification.

Yours sincerely



Lindsay Oxlad  
**Program Manager**

29 September 2015



A Modern Transport System for Agriculture.

Issues identified in the Yorke Peninsula Council

ID	Issue
27	Upgrade all Yorke Peninsula Council main roads to HML.
69	Permit 36.5 metre Road trains access between Ardrossan to Port Wakefield - with a branch off to quarries in the Clinton Area.
92	Increase road train access on commodity routes on the Yorke Peninsula
122	Upgrade access to the Viterra grain site at Ardrossan from HML 26m B-double to HML 36.5metre Road train.

# Map 1

