

# HEAVY VEHICLE SAFETY AND PRODUCTIVITY PROGRAM ROUND SEVEN PROPOSAL FORM

**To be read in conjunction with Program Information on this funding round**

ELIGIBILITY CHECKLIST	Choose Yes or No from Dropdown	
We declare that -		
We are a state, territory or local government;	Yes	
The road or highway is a publicly accessible road;	Yes	
For livestock projects only - proponents must confirm that no part of the project will be located on private property.	Yes	
The Australian Government contribution sought is equal to or less than 50 per cent of the total project cost;	Yes	
The project is not the subject of a proposal which is currently being considered for funding, or is currently funded by NBRA or EMA	Yes	
The project is requesting up to \$2 million for a local government entity or \$2.5 million for a state or territory government in Australian Government funding for eligible projects under the HVSP Round Seven Guidelines.	Yes	
The costs are for capital expenditure (i.e. not for ongoing maintenance) but may include natural disaster remediation in accordance with the Guidelines.	Yes	
Construction has <u>not</u> commenced, including acceptance of tenders and offsite prefabrication work, and will not commence before documentation is completed (excluding limited works commenced in relation to natural disaster remediation in accordance with the Guidelines);	Yes	(Brief detail of work commenced, if applicable) Not applicable

If you have answered 'No' to any of the above questions, with the exception of the question relating to current funding under the NBRA or EMA, , you are not eligible for Round Seven of the Heavy Vehicle Safety and Productivity Program.

This form should be attached into IMS once your Nomination Spreadsheet has been uploaded.

Large attachments can be emailed separately to the Department via the email address below.

The Department can be contacted on [HVSP@infrastructure.gov.au](mailto:HVSP@infrastructure.gov.au) or  
02 6274 8040 if you would like to discuss.

## HVSP Round Seven Project Summary

### PROPOSAL SUMMARY

State SA

### PROPONENT DETAILS

**Proponent Organisation**  
*(Name of Department or Council)* District Council of Loxton Waikerie

**Contact Name:** Greg Perry

**Job Title:** Director Infrastructure Services

**Telephone:** 885846622

**Email:** [gerry@loxtonwaikerie.sa.gov.au](mailto:gerry@loxtonwaikerie.sa.gov.au)

**Postal address:** PO Box 409 Loxton 5333

### For Local Councils Only

**Mayor's Title** Mr

**First name** Leon

**Surname** Stasinowskly

**Is your LGA eligible for funding under the Drought Communities Program (DCP) Extension?** Yes

**Has your LGA been classified as Category C under the Disaster Relief Funding Arrangements (DRFA)?** No

MEETING THE PROGRAM OBJECTIVES		
Productivity	Response	Brief Comments (Less than 20 words)
Will the project increase access for higher mass & productivity vehicles?	Yes	Taplan Road is a B Double GML Grain and Livestock Commodity Route. Sealing the road will enable heavier, more efficient and larger vehicle configurations (B Double HML and Road Trains) to safely use the road for livestock and grain transport.
Will the project facilitate integration with key freight networks?	Yes	This project will support road improvements to regional key freight and commodity routes that connect to the national highways - Sturt, Dukes and Mallee highways and rail freight routes.
Will the project facilitate improvements to 'last mile' logistics?	Yes	This project directly connect to the farm gates of the district's key livestock and grain producers. This project is a high priority as rail transport has diminished and there are fewer bulk grain silos in the region.
What is the estimated financial benefit <u>per year?</u> - <u>In \$</u>	\$4.11M	RDA Murraylands and Riverland have calculated the financial benefit (see Attachment 1) including value added for the District of Loxton Waikerie. This benefit is over four times the investment requested by HVSP.
What is the BCR? (Where available)	1.51	RDA Murraylands and Riverland have calculated an economic multiplier of 1.51 demonstrating a strong economic return on investment. This is in line with other similar road projects in regional South Australia.
Will In-vehicle Telematic data be used (Where available)	Yes	Council have initiated a LoRaWan that will have the capability to integrate telematic data to improve freight vehicle safety.
Safety	Response	Brief Comments (Less than 20 words)
Will the project improve safety of heavy vehicle operations?	Yes	Hauling greater volumes of freight will reduce the number of trucks on the road, improving safety. The engineering report titled Road Categories, Construction & Maintenance Standards (Attachment 2) developed in conjunction with the resident Council engineer provides technical requirements for constructing Councils road network in accordance with AUSTRROADS guidelines and relevant Australian Standards for improved safety, driveability and integration of larger heavy vehicle combinations.
Has AustRoads standards and/or crash data been used to measure safety improvements?	Yes	Attachment 2 provides the designs and have been informed by four AustRoads standards and guidelines.
Will In-vehicle Telematic data be used (Where available)		Council have initiated a LoRaWan that will have the capability to integrate telematic data to improve freight vehicle safety.
Livestock projects	Response	Brief Comments (Less than 20 words)
Will the project increase access for livestock industry transporters?	Yes	The road improvements will enable heavier and larger vehicles (B Double HML to road trains) to access livestock producers. The use of larger trucks to transport livestock using improved road networks will increase the efficiency, speed and the welfare of livestock to national and global markets, increasing the district's competitive advantage and net returns.
Will the project increase safety outcomes for livestock industry transporters?	Yes	The road improvements will enable larger and higher mass freight vehicles to be safely used throughout the district, meaning less trucks on the road and improving safety and efficiency outcomes.
Will the project increase productivity outcomes for livestock industry transporters?	Yes	The ability for livestock industry transporters to use larger and heavier (40 plus tonne payload) vehicles will increase productivity and efficiency outcomes for the district's livestock producers. There will also be benefits in terms of higher quality meat outcomes and animal welfare.
Other Benefits	Response	Brief Comments (Less than 20 words)
What are the major freight tasks or commodities on the route? - Max 3	Sheep, pigs and grain	These three commodities comprise nearly 47% of the total value of agricultural production in the district, \$176.5M. Livestock is the fourth highest, 7.5% and cereal crops are the highest valued commodity in the district, 37% of all agricultural production. With the majority of land in the district zoned as primary production, agriculture is the dominant economic driver. The exponential growth in these commodities globally drives the efficient production and distribution via productive freight networks - see Attachment 3, Key Freight Routes.
Is the project aligned with industry priorities and/or strategies?	Yes	The Project aligns with and delivers on three key pillars of the Meat and Livestock Australia: productivity and profitability; supply chain efficiency and integrity and market growth and diversification and the priorities of the Grains Council SA - See Attachment 4.
Is the project aligned with state/territory priorities and/or strategies?	Yes	Specific transport priorities and issues identified in the Murray and Mallee Regional Plan, Primary Industries and Regions SA and the Integrated Transport and Land Use Plan, Solutions and Actions for Connecting Regional and Remote SA - see Attachment 5.
Have you initiated changes with the Heavy Vehicle Regulator to reflect improvements made by the project?	Yes	Yes - this will occur in parallel with this project. The road upgrade are required prior to the designated route being gazetted. Once complete, Council will ensure regulatory access is gained to enable HML B Doubles and Road Trains, access to Taplan Road.

<b>PROJECT BUDGETS</b>	Taplan Road Livestock and Grain Productivity Project	
<b>Project Cost Category</b>	<b>Total (\$)</b>	<b>Comments</b>
Client Management and Oversight Costs		
Design and Investigation		
Insurance, Fees and Levies		
Acquisition Costs		
Environmental Works		
Traffic Management and Temporary Works	<b>122,400</b>	
Public Utilities Adjustment		
Bulk Earthworks		
Retaining Walls		
Drainage		
Pavements	<b>1,836,000</b>	
Finishing Works		
Traffic Signage, Signals and Controls	<b>81,600</b>	
Design (if by Contractor)		
Other		
<b>PROJECT COST</b>	<b>2,040,000</b>	
Contingency amount (if applicable)		
<b>TOTAL PROJECT COST</b>	<b>2,040,000</b>	

<b>FUNDING PROFILE</b>						
<b>Funding Source</b>	<b>2020-21 \$000,</b>	<b>2021-22 \$000,</b>	<b>2022-23 \$000,</b>	<b>2023-24 \$000,</b>	<b>Total</b>	<b>Comments</b>
Australian Government	\$765,000	\$255,000			\$1,020,000	
State / Territory Government					\$0	
Council	\$765,000	\$255,000			\$1,020,000	
Other					\$0	
<b>Total</b>	<b>\$1,530,000</b>	<b>\$510,000</b>	<b>0</b>	<b>0</b>	<b>\$2,040,000</b>	

**Structural Improvements Contributing to Productivity and safety**

The specific objectives of the Program are to:

- increase the productivity and safety of heavy vehicle or livestock operations, including through the provision of driver fatigue management rest areas, the enhancement of heavy vehicle networks or enhancements to livestock facilities.

Using as much detail as possible, outline how the project will increase productivity or improve the safety environment for heavy vehicle or livestock operations?

Structural improvements can be demonstrated by (but not limited to):

- Increasing load limits;
- Increasing the number of lanes or capacity;
- Increasing safety outcomes for transport and/or livestock operators; or
- Reducing travel times for transport and/or livestock operators.

Claims against this criteria should be specific and measurable.

Name of road or prc

Taplan Road Livestock and Grain Productivity Project

		Current	Post Construction
<b>Increasing load capacity</b>	Structural improvements to road infrastructure, such as pavement, loading ramps or heavy vehicle rest areas.	<p>Taplan Road is a main livestock and grain route collector road and a key connector of the region's freight network. More than 1000 fully loaded trucks use this road each year as well as loads for hauling fertiliser, fuel, chemicals, school bus runs, farmer implement travel, emergency services or general-purpose traffic. It is unsealed, unproductive and not fit for purpose for long term freight use. The longevity of the road is significantly compromised due to its basic limestone construction. Continued use will also increase the probability and severity of collisions between heavy vehicles and increases the safety risk to all road users. The current commodity route allows B doubles if it is carting grain and livestock etc. Anything outside of this requires a permit. Sealing of the road would enable a full gazettal so that any freight would be acceptable and provide opportunity for diversification. It would also give Council an easier ability to approve Road Train and HML because seal road characteristics are relatively constant, however unsealed surfaces are variable and subject to rapid change especially as a result of climate change and detrimental to any unsealed road maintenance. A study completed by the Australian Trucking Association, 2016 shows that B-double vehicles have only 74% of impact on road, use 82% of fuel for 62% of the number trips to move the same amount of payload (1,000 tonnes) compared to 100% for a semi-trailer. Based on these efficiencies and the current freight movement along Taplan road, the road sealing will contribute to 30% less semi-trailers per day, replaced with around more efficient, productive and higher capacity B Double vehicles. Construction and sealing Taplan Road will enable its gazettal for B Double HML and PBS Level 2 which will improve the productivity, safety and accessibility of heavy vehicle operations. The project will also improve road networks for all transport users, building and connecting to the region's freight network and the national freight routes of the Sturt, Mallee and Dukes Highways.</p> <p><i>'Building solid road infrastructure will help secure the future for farming in this area. Growers are always seeking improvements in efficiency and sustainability to be viable into the future. Roads are a vital part of ensuring efficiency and community strength. Key structural improvements in sealing the road include earthworks, subsurface drainage, unbound granular pavements, stabilised pavements, asphalt pavement and surfacing.'</i> (Mark Hempel, primary producer Taplan Road)</p>	Sealing pavement, new signage.

<b>Detours</b>	Detours for heavy vehicles if the road is not currently able to carry heavy vehicle traffic.	<p>There is currently no access to good all-weather (sealed bitumen) roads directly from Taplan. Distances to the nearest sealed roads from Taplan township are north to Yamba (~33 km); Taplan township south to Paruna (~30 km); and Taplan township west to Loxton (~25 km).</p> <p>The road upgrades outlined in this submission would completely avoid all detours from Taplan Road. If the road was closed due to safety issues or speed limits imposed, all heavy vehicles would need to travel an additional 25-33 km each way and associated time would add an additional 1 hour per trip.</p> <p>This totals around 10 hours of additional travel time per day for heavy vehicles who would normally access the Taplan Road. Based on average consumption costs of \$0.5 per kilometre, total costs to the heavy vehicle industry if detours were imposed as the result of access restrictions to Taplan Road, would be: 10 additional hours per day x \$30 consumption costs for additional 60kms (return trip), return journey = \$300 per day or \$109 500 per annum. This is the amount of savings to the heavy vehicle industry per annum if the Taplan Road is upgraded.</p> <p>Travel times will increase by around 30% if Taplan Road was sealed. This will significantly improve the productivity and safety of heavy vehicle movement in the Region due to decreases in fuel consumption, vehicle operating costs, delivery times and the number of vehicles needed to freight the same mass over the same period.</p>	Vehicles heavier and larger than B Double GML will be able to access Taplan Road and associated regional key freight routes in the district that connected to national freight routes. This will result in industry savings in freight costs as well as time and operating costs.
<b>Location</b>	Latitude (decimal degrees).		-34.53291
	Longitude (decimal degrees).		140.70499
	Name of road (if given a name).	Taplan Road (See Attachment 6)	
	Other Location Information (local description of road location).	<p>In an average season, 50-55 000 t of commodity (approximately 1250 fully loaded truck loads (40 t each) uses this route, and of course the same trucks use the road the other way when they are empty. In addition there are 80+ loads of livestock per annum. These figures do not include loads of fertiliser, fuel, chemical, school bus runs, farmer implement travel, emergency services or general-purpose traffic.</p> <p>Tourists regularly use this road as it is the direct route via Loxton through to the Sunset National Park - see Attachment 6. Commodity yields for the region are expected to rise with improvements through better farming technology and methods (precision agriculture). Young farmers are well represented on this road and as the future for farming in this area they will have the energy to push the agriculture industry further into the new technological era with greater productivity and therefore demands on this road. There will also hopefully be a need well into the future for the school bus route to continue running along this road. Taplan Road is also the direct route for the small residential township of Taplan to Loxton, the largest town in the Council area.</p>	
	Owner of the road, if not proponent explain why.	The District Council of Loxton Waikerie	
	Scheduled Commencement of Construction.		1-Sep-20
<b>Increasing the number of lanes or lane capacity</b>		The road upgrade involved sealing of the road.	
<b>Owner of the Road</b>	State/Territory or Local Government.	Local Government. The District Council of Loxton Waikerie	
<b>Construction dates</b>	Scheduled Completion of Construction.		1-Sep-21
	Australian Government Contribution Sought.		1020000
<b>Funding</b>	Council Contribution.		1020000
	State/Territory Contribution.		0
	Other Funding.		0
	Total Funding Sought.		2040000
	Project Description of any additional works to be undertaken.	No additional works will be undertaken.	NB: Funding sought is not \$2.04M only \$1.02M. Council has the matched funds of \$1.02. \$2.04M is the total project costs.
<b>Additional Works</b>	Summary Point 1 - LIMIT 50 words.	A sealed bitumen road is the minimum standard for an all weather road for a minimum combination equivalent of B Double trucks. Structural improvements have been recommended based on 1. the need to meet minimum standards for B Double GML and B-Double Commodity routes, 2. the risk assessment calculator in the DPTI Route Assessment for Restricted Access Vehicles book and 3. PBS Guidelines in terms of geometric constraints. The structural improvements will improve productivity - enabling heavier vehicles to use the road and reduce travel times per quantum of freight effort. The use of larger vehicles can reduce the number of vehicles on the roads, improving freight and other user safety.	



<b>Engineering Assessment - what were the top three points it advised?</b>	Summary Point 2 - LIMIT 50 words.	The main defect issue's on Taplan Road are 1. wear surface (crushed rock) is unsealed. The high use period for vehicle traffic takes place during the grain harvest, also coinciding with most livestock transport which is in the summer months. 2. Extended dry periods where there is little to no rainfall cause the roads to deteriorate rapidly, during these summer months the unsealed road network requires extra monitoring to be more reactive rather than proactive on the Category 1 Roads such as Taplan Road.
	Summary Point 3 - Limit 50 words.	Local road building material suitable for road construction and sealing is located in close proximity to Taplan Road, see Attachment 3.
	What was the option you chose and why?	Taplan Road is a significant livestock and grain route collector and a key connector to the region's freight network (See Attachment 8). The livestock and grain producers in the eastern part of our district are significantly compromised by the poor condition and unsealed surface of Taplan Road as their main transport route. This impacts on their productivity and efficiency as producers, and animal welfare reducing the districts competitive advantage. Sealing of the road would enable a full gazettal so that any freight would be acceptable and will provide opportunities for economic diversification including tourism.
	What is the do nothing option?	If this project does not go ahead, the road will remain unsealed. Semi trailers will be used which are inefficient and unproductive compared to larger vehicles. The inadequate load limit and capacity of Taplan Road for Double B vehicles constrains accessibility and productivity. This has flow-on negative effects to the many local primary producers and local business and residents including loss of jobs for residents, and reduced property values and investment in the region. Alternative routes or detours will significantly increase the commodity cost to livestock and grain farmers. This will significantly compromise the productivity of the district and safety for freight vehicles and all other users.

### Quantified Benefits

The economic benefits to livestock or heavy vehicle operators of the project including evidence to support these claims.

Benefits could include (but not limited to):

- Increased safety outcomes;
- Increasing traffic capacity;
- improved heavy vehicle access;
- Shorter trips;
- improved heavy vehicle access; or
- reduced travel times.

Evidence could include (but not limited to):

- General and heavy vehicle counts;
- Costs incurred by alternative routes;
- BCR's (where available);
- Extent to which detours are avoided;
- Letters of support that provides statements as to how industry or the community will benefit.

### Taplan Road Livestock and Grain Productivity Project

	Current	Post Construction
<b>AADT</b>		
Average Annual Daily Traffic (AADT)	47 (see Attachment 4)	
Source used for AADT		Estimate 57
Heavy Vehicle Traffic (AADT)	3.4	
Source used for HV AADT		Estimate 2 (B Double HML and PBS Level 2 )
BCR (optional)	1.51 (See Attachment 1)	
	<b>Comments (Limit 100 words)</b>	
<b>What is the do nothing option?</b>	Taplan Road does not meet Australian Standards for B Double vehicles and over. These restrictions impact on the safety and productivity of freight movement within the district. Without upgrades to Taplan Road, freight movements will continue to be very high risk in terms of safety and productivity. This will further economically disadvantage the region on the back of drought and COVID 19. The National Transport Commission predicts a 26% growth in Australia's freight task and without improvements to road infrastructure, local economic competitiveness and its ability to contribute to Australia's export industry is significantly compromised. <i>'It is commendable that action has been identified to improve the Performance Based Standards of Taplan Road to Level 2B.'</i> (CEO, MRLGA)	

<p><b>What is the community / Industries view of this proposal?</b></p> <p><b>Please provide specific examples.</b></p>	<p>The community and specifically local primary producers are fully supportive of productivity and safety enhancements for freight routes in the district. See letters, Attachment 9. <i>'I have consulted and surveyed most farmers and contractors who use this road to find average quantities of commodities transported along this above-mentioned road. We believe that the route needs a comprehensive upgrade, particularly in view of the anticipated increased usage by larger heavy vehicle combinations.'</i> (Mark Hampel, on behalf of most main Primary Producers and other Taplan Road users)</p>
<p><b>What is the main reason why the Australian Government should assist in funding for this project. Additional supporting reasons can be provide below.</b></p>	<p>The project delivers on the objectives of the HVSP and funding will enable this project to be fast tracked and immediately deliver the productivity/safety improvements outlined in this project and stimulate the decimated local economy. Without funding, the project will not occur for more than five years which will compromise the safety of all road users and reduce the district's competitiveness due to unproductive freight transport resulting in inefficient industry supply chains. On the back of the worst three years of drought for the district and COVID 19, this would be a significant blow to the region's agricultural industry. <i>'Reconstruction and sealing of Taplan Road will bring significant, long term benefits to the primary industries sector in the region as well as to the needs and wellbeing of the community at-large.'</i> (Sean Gale, Grain Producers SA)</p>
<p><b>Optional - reason two</b></p>	<p>Taplan Road was identified as a road with a significant local freight task within the MRLGA commissioned Regional Roads Freight Movement Study in 2017. The closure of the Loxton to Tailem Bend rail line in 2015, combined with the desire of the grain and other industries to move to larger vehicle configurations to drive efficiency, is undoubtedly placing pressure on the road network with the District Council of Loxton Waikerie. <i>'The eastern region is a significant grain growing areas for the state and the reconstruction and sealing of the road will benefit both growers and carriers by improving the safety and productivity of heavy vehicles through better accessibility.'</i> (Viterra Operations Manager, Eastern Region) .</p>
<p><b>Optional - reason three</b></p>	<p>Council can commence this project immediately and staff completed a project planning and development process that includes informing Elected members and developing a communication strategy for primary producers and other stakeholders once funding has been secured. Executive staff have developed a project plan that includes a risk management plan (Attachment 10) and procurement plan. A quality approach to project management and governance will give assurance to the Australian Government that the project is ready and will be delivered on time, to a high standard and within budget. No approvals are needed and construction can commence by August 2020 without delays.</p>
<p><b>Is this listed in the State Freight Plan or a direct link to this plan? If so where and how?</b></p>	<p>The project links with two key objectives of the 20 Year State Infrastructure Plan: 3. connected and productive regions; 2. planned population growth; and 3. sustained economic growth and jobs growth. This project delivers on the SA Freight Council's (SAFC) 20 Year State Infrastructure Strategy (2019) Core Infrastructure Criteria to ensure that the freight transport network: 1. is efficient and effective; 2. is fit for purpose; 3. facilitates internationally competitive outcomes; 4. provides the capacity to meet ongoing and projected freight demands and; 5. supports economic development.</p>
<p><b>Is it mentioned in the RDA regional Freight strategy? If yes where and ranking</b></p>	<p>The outcomes of this project support the Murraylands and Riverland RDA's Infrastructure Audit. The reports highlights that the movement of produce freight within, to and from the region, using larger, safer and more efficient vehicles must be facilitated. To achieve this will involve <i>.....intersection upgrades and road widening to meet the increasing demand for the use of larger freight vehicle sizes in the region including B Triples</i> (page 4).</p>

<p><b>Is this listed in the Council Freight Strategy. Explain</b></p>	<p>Loxton Waikerie is a small rural Council and does not have a stand alone freight strategy and have contributed to regional freight studies and documents. This project delivers on the regional transport goals of the Murray and Mallee Local Government Association 2030 Regional Transport Plan (see Attachment 11), and delivers on the key findings of the Murray and Mallee Local Government Association's Regional Road Freight Movement Study (2017). <i>' As the region looks to recover from successive years of drought, the timing of this investment in infrastructure, while stimulating the economy in its own right, will support a key income generating industry of the region well into the future.'</i> (CEO, MRLGA). In developing Council's community strategic plan, a key strategy is to <i>'maintain and improve our road network.'</i></p>
<p><b>What recent (or in the immediate future) Roads to Recovery or Blackspots roadworks have you undertaken that supports the importance of this project?</b></p>	<p>None.</p>

## Construction Readiness and Risk

The aim of the HVSP is to award funding to projects that are ready to proceed shortly after formal funding has been approved, with completion and submission of documentation occurring in a timely manner.

The Department will review proponents with prior funding under either HVSP or the Bridges Renewal Program based on their demonstrated history of managing projects in earlier rounds of these Programs. Proponents demonstrating a largess in the management of their earlier projects may not receive funding under Round Seven of the HVSP.

### Details regarding the design work undertaken on this project to up to the submission of your project?

What stage are the designs?	Detailed to construction ready - see Attachment 2. Greg to provide - 'Road Construction and Maintenance Standards'. Taplan Road has been constructed to the correct widths to meet the Cat 1 footprint dimensions and profile depth. The current Taplan Road base meets the AUSTRROADS sub-base for construction of compliant B Double Standard design.
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### Approvals

Development Approval	Does the project require these approvals ? If yes where are they up to or how long will it take.	No approvals required.
Cultural Approval	Does the project require these approvals ? If yes where are they up to or how long will it take	No cultural approvals required.
Utilities Relocation	If you need to relocate utilities, have you gained the utilities consent and been advised of the costs involved and timing?	No utilities need relocation.

### Consultations

Community Consultations	What Community Consultations have occurred?	Council have consulted with the community on road enhancements and as part of their 2020/21 annual business planning and budgetary processes. The reconstruction and sealing of Taplan Road featured in this process. The community are fully supportive of productivity and safety enhancements for freight routes in the district. See Attachment 9, letters of support. <i>'Growers are always seeking improvements in efficiency and sustainability to be viable into the future. Roads are a vital part of ensuring efficiency and community strength.'</i> (Taplan Road primary producers and users)
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Industry Consultations	What industries and local business have been consulted?	Local business, industries and primary producers have been consulted and fully support the productivity and safety enhancements for freight routes in the district including reconstruction and sealing of Taplan Road. See Attachment 9 letters of support. <i>'to remain competitive, the productive and safe transport of our district's commodities is crucial to our future.'</i> (Executive Chair, Riverland Wine)
<b>Costings</b>		
Preparation of Costings	Who completed costing and their experience in projects of this size.	Council staff have a strong background in developing and delivering similar infrastructure projects. Greg Perry will be the Project Manager and has been an Infrastructure Manager for regional council's for the past 10 years. He has practical experience as a Construction Team Leader in past roles and holds Diplomas in Project Management and Building & Construction Management. Some of the past projects he has been responsible for were the scoping, detailed design and implementation of the \$1.3M Berri Riverfront Wharf, roadworks, kerbing, street lighting and stormwater at the Riverland Innovation and Sports Precinct Berri and several large-scale stormwater pipe installation and reuse schemes. The Taplan Road Construction Project will be supervised daily by Councils Road Construction and Capital Projects Coordinator Domenic Perre who has Civil Engineering qualifications and experience adhering to the AUSTRROAD guidelines and Australian Standards. Greg and his team of nine professionals have collaborated with HDS staff to develop a realistic project budget, milestones and timeline for project completion. Council is committed to local and regional employment and their procurement policy, where possible adheres to and supports the SA Industry Participation Policy.
Land Acquisition	Will there be any need to acquire land? If yes explain what steps have been taken to achieve this.	No.
Risk Management	Has the proponent applied its risk management plan/processes to this proposal?	Yes. This occurred as part of the program planning and development phase. This process was informed by the Murray and Mallee Local Government Association Regional Transport Plan 2030, <i>'the principal mode of freight transport will continue to be road based. The implication for the road network is that important local roads.... will need to be capable of handling B Double or larger freight movements.'</i> See Attachment 10 for the project's risk management plan .
<b>Previous Program Funding</b>		<b>Completion of Previous Subprogram Projects</b>
Has your organisation received funding for a project under HVSPR Rounds 4 -6?		No
Round 4	If you have not completed and submitted a Post Completion Report for a <b>Round 4</b> Project, please explain why this has not occurred and why this largess will not occur with this project?	The District Council of Loxton Waikerie has not applied for or received funding for a project under HVSPR Rounds 4-6.
Round 5	If you have not completed and submitted a Post Completion Report for a <b>Round 5</b> Project, please explain why this has not occurred and why this largess will not occur with this project?	The District Council of Loxton Waikerie has not applied for or received funding for a project under HVSPR Rounds 4-6.

Round 6	If you have not commenced construction of a <u>Round 6</u> project please advise when it will occur?	The District Council of Loxton Waikerie has not applied for or received funding for a project under HVSPR Rounds 4-6.
Has your organisation received funding for a project under BRP Rounds 2-4		No
Rounds 2 and 3	If you have not completed and submitted a Post Completion report for a <u>Round 2 or 3</u> project , please explain why this has not occurred and why this will not occur with this this proposal?	Not applicable
Round 4	If you have not commenced construction of a <u>Round 4</u> project please advise when it will occur?	No applicable

Criterion 4	State and Territory Input
<b>No response required - This proposal will be forwarded to the State or Territory road agency the</b>	
Department Use Only	
Departmental Score	
Departmental Comments	



<b>CONFLICT OF INTEREST</b>	<b>Yes or No:</b>
Does the council/state or any of its personnel have an actual, perceived or potential conflict of interest?	No
If Yes, provide details:	

<b>Acknowledgements - Conditions of Any Approved Funding</b>
1. If the proposal is approved, the proponent will need to supply a financial acquittal of the cost of the project at the completion. Any cost savings are to be shared equally between the proponent and the Australian Government.
2. If the proposal is approved the funding provided is for the project shown in this application. The funding in part or in full can <u>NOT</u> be directed to any other project.
3. The administration of the project is conducted under the National Land Transport Act 2014, The National Partnership Agreement, related Notes of Administration and the Guidelines.

<b>DECLARATION</b>	
I declare all information provided is true and accurate; and I declare that I am authorised to submit this proposal.	
Name	David Beaton
Position (i.e. Authorised Person with delegation to submit proposals)	Chief Executive Officer

Date

29/05/2020

# HEAVY VEHICLE SAFETY AND PRODUCTIVITY PROGRAM ROUND SEVEN PROPOSAL FORM

**To be read in conjunction with Program Information on this funding round**

ELIGIBILITY CHECKLIST	Choose Yes or No from Dropdown	
We declare that -		
We are a state, territory or local government;	Yes	
The road or highway is a publicly accessible road;	Yes	
For livestock projects only - proponents must confirm that no part of the project will be located on private property.	Yes	
The Australian Government contribution sought is equal to or less than 50 per cent of the total project cost;	Yes	
The project is not the subject of a proposal which is currently being considered for funding, or is currently funded by NBRA or EMA	Yes	
The project is requesting up to \$2 million for a local government entity or \$2.5 million for a state or territory government in Australian Government funding for eligible projects under the HVSP Round Seven Guidelines.	Yes	
The costs are for capital expenditure (i.e. not for ongoing maintenance) but may include natural disaster remediation in accordance with the Guidelines.	Yes	
Construction has <u>not commenced</u> , including acceptance of tenders and offsite prefabrication work, and will not commence before documentation is completed (excluding limited works commenced in relation to natural disaster remediation in accordance with the Guidelines);	Yes	<b>(Brief detail of work commenced, if applicable) Not applicable</b>

If you have answered 'No' to any of the above questions, with the exception of the question relating to current funding under the NBRA or EMA, , you are not eligible for Round Seven of the Heavy Vehicle Safety and Productivity Program.

This form should be attached into IMS once your Nomination Spreadsheet has been uploaded.

Large attachments can be emailed separately to the Department via the email address below.

The Department can be contacted on [HVSP@infrastructure.gov.au](mailto:HVSP@infrastructure.gov.au) or  
02 6274 8040 if you would like to discuss.

## HVSP Round Seven Project Summary

### PROPOSAL SUMMARY

State SA

### PROPONENT DETAILS

**Proponent Organisation**  
*(Name of Department or Council)* District Council of Loxton Waikerie

**Contact Name:** Greg Perry

**Job Title:** Director Infrastructure Services

**Telephone:** 885846622

**Email:** [gerry@loxtonwaikerie.sa.gov.au](mailto:gerry@loxtonwaikerie.sa.gov.au)

**Postal address:** PO Box 409 Loxton 5333

### For Local Councils Only

**Mayor's Title** Mr

**First name** Leon

**Surname** Stasinowskly

**Is your LGA eligible for funding under the Drought Communities Program (DCP) Extension?** Yes

**Has your LGA been classified as Category C under the Disaster Relief Funding Arrangements (DRFA)?** No

MEETING THE PROGRAM OBJECTIVES		
Productivity	Response	Brief Comments (Less than 20 words)
Will the project increase access for higher mass & productivity vehicles?	Yes	The intersection improvements will enable heavier and larger vehicles (B Double HML to road trains) than currently (B Double GML) to safely use the intersections. This can be evidenced through the Heavy Vehicle Route Assessment and Risk Analysis completed by HDS (Attachment 1) and through gazettal of the designated route.
Will the project facilitate integration with key freight networks?	Yes	Attachment 2 provides maps of the freight connections within the Council area. This project will support road improvements to locally important and regionally significant freight routes that connect to the national highways - Sturt, Dukes and Mallee highways and rail freight routes.
Will the project facilitate improvements to 'last mile' logistics?	Yes	The project includes the upgrade of 85 intersections and directly connect to the farm gates of the district's primary producers (Attachment 3).
What is the estimated financial benefit <u>per year?</u> - In \$	\$6.36M	RDA Murraylands and Riverland have completed an economic analysis on the project (see Attachment 4) and have calculated a total estimated rise in output of \$6.36M for the District of Loxton Waikerie. This will largely benefit primary producers as their commodities will be transported with higher capacity vehicles reducing the need to use alternative and longer transport routes. This will have a significant effect of the region's economy and the viability of our local communities.
What is the BCR? (Where available)	1.51	RDA Murraylands and Riverland have completed an economic analysis on the project (see Attachment 4) and have calculated an economic multiplier which demonstrates that for every for every dollar provided to this project, there is \$1.51 economic benefit to the District Council of Loxton Waikerie demonstrating a strong economic return on investment. This is in line with other similar road projects in regional South Australia.
Will In-vehicle Telematic data be used (Where available)	Yes	Council have initiated a LoRaWan that provides long-range, low- power wireless capabilities using low cost sensors to collect real-time data to improve efficiencies in their farming practices. This network will have the capability to integrate telematic data to improve freight vehicle safety. This may include real time data of harsh braking, speeding, fuel consumption and early warnings for breaking and lane departures in many parts of the Council region.
Safety	Response	Brief Comments (Less than 20 words)
Will the project improve safety of heavy vehicle operations?	Yes	Attachment 1 provides recommendations from investigation of the safety aspects of 85 intersections. Construction works have been outlined for the Priority 1: very high risk and Priority 2: high risk intersections. See Attachment 5 for photos of existing intersection conditions.
Has AustRoads standards and/or crash data been used to measure safety improvements?	Yes	Attachment 6 provides the intersection designs developed by HDS and have been informed by four AustRoads standards and guidelines. Refer to Attachment 1, page 2 for the full range of standards and guides used in the assessment and risk analysis for this project.
Will In-vehicle Telematic data be used (Where available)		Council have initiated a LoRaWan that provides long-range, low- power wireless capabilities to enable primary producers to use low cost sensors to collect real-time data they can use to improve efficiencies in their farming practices. The LoRaWan network will have the capability to integrate vehicle tracking in many parts of the Council region that can improve freight productivity, efficiency and safety. This may include collision avoidance and intersection warnings and speed monitoring.
Livestock projects	Response	Brief Comments (Less than 20 words)
Will the project increase access for livestock industry transporters?	Yes	The intersection improvements will enable heavier and larger vehicles (B Double HML to road trains) to access livestock producers. The use of larger trucks to transport livestock will increase the efficiency and speed of livestock to national and global markets, increasing the district's competitive advantage.
Will the project increase safety outcomes for livestock industry transporters?	Yes	The road improvements will enable larger and higher mass freight vehicles to be safely used throughout the district, meaning less trucks on the road and improving safety and efficiency outcomes. Construction works have been outlined for the Priority 1: very high risk and Priority 2: high risk intersections. This project will increase safety outcomes for all industries including livestock industry transporters.
Will the project increase productivity outcomes for livestock industry transporters?	Yes	The ability for livestock industry transporters to use larger vehicles to freight livestock will increase productivity outcomes for the district's livestock producers.
Other Benefits	Response	Brief Comments (Less than 20 words)
What are the major freight tasks or commodities on the route? - Max 3		Citrus (30% total agriculture product in the Council area); Grapes (29.2%); Nuts (13.6%) and Grain (10.9%).
Is the project aligned with industry priorities and/or strategies?	Yes	Citrus Australia's Infrastructure Policy, the Almond Board, the Wine and Grape Growers Strategic Plan, the Australian Nut Tree Industry Council and the Grain Producers SA who feed into an overarching Primary Producers SA organisation. See Attached.
Is the project aligned with state/territory priorities and/or strategies?	Yes	The Intersection Upgrade Project delivers on specific issues identified in the Murray and Mallee Regional Plan, SA and Primary Industries and Regions SA have a number of key priorities that this project aligns with. See attached.
Have you initiated changes with the Heavy Vehicle Regulator to reflect improvements made by the project?	Yes	

<b>PROJECT BUDGETS</b>		<b>Loxton Waikerie Regional High Risk Intersection Upgrade Project</b>	
<b>Project Cost Category</b>	<b>Total (\$)</b>	<b>Comments</b>	
Client Management and Oversight Costs	62,500		
Design and Investigation		Completed	
Insurance, Fees and Levies		Nil	
Acquisition Costs		Nil	
Environmental Works		Nil	
Traffic Management and Temporary Works	70,000		
Public Utilities Adjustment		Nil	
Bulk Earthworks	1,200,000	Road widening at corners and new turning areas	
Retaining Walls		Nil	
Drainage		Nil	
Pavements	2,800,000	Sub-base, base etc	
Finishing Works		Nil	
Traffic Signage, Signals and Controls	117,500		
Design (if by Contractor)		Completed	
Other			
<b>PROJECT COST</b>			
Contingency amount (if applicable)			
<b>TOTAL PROJECT COST</b>	<b>4,250,000</b>		

<b>FUNDING PROFILE</b>						
<b>Funding Source</b>	<b>2020-21 \$000,</b>	<b>2021-22 \$000,</b>	<b>2022-23 \$000,</b>	<b>2023-24 \$000,</b>	<b>Total</b>	<b>Comments</b>
Australian Government	\$ 1,593,750	\$ 406,250			\$ 2,000,000	
State / Territory Government					\$ -	
Council	\$ 1,593,750	\$ 656,250			\$ 2,250,000	
Other					\$ -	
<b>Total</b>	<b>\$ 3,187,500</b>	<b>\$ 1,062,500</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4,250,000</b>	

**Structural Improvements Contributing to Productivity and safety**

The specific objectives of the Program are to:

- increase the productivity and safety of heavy vehicle or livestock operations, including through the provision of driver fatigue management rest areas, the enhancement of heavy vehicle networks or enhancements to livestock facilities.

Using as much detail as possible, outline how the project will increase productivity or improve the safety environment for heavy vehicle or livestock operations?

Structural improvements can be demonstrated by (but not limited to):

- Increasing load limits;
- Increasing the number of lanes or capacity;

- Increasing safety outcomes for transport and/or livestock operators; or

- Reducing travel times for transport and/or livestock operators.

Claims against this criteria should be specific and measurable.

**Name of road or prc** **Loxton Waikerie Regional High Risk Intersection Upgrade Project**

		Current	Post Construction
<b>Increasing load capacity</b>	Structural improvements to road infrastructure, such as pavement , loading ramps or heavy vehicle rest areas.	<p>An independent report has been completed on the safety of heavy vehicle routes in the Council area. Many intersections have been identified as very high-risk (Priority 1) or high risk (Priority 2) where B Double vehicles cannot turn safely due to a combination of inadequate area to complete turning movements within their allocated lanes and/or poor intersection sight distances (See Attachment 3). These factors increase the probability and severity of collisions between heavy vehicles and increases the safety risk to all road users. More heavy freight is now being transported by road within the region due to the closure of the Mallee and Loxton rails line in 2015 and the reduction of silo grain sites in the region. The importance of addressing productivity and safety issues across the regional freight network has dramatically increased.</p> <p>The identified intersections prevent any larger or higher mass vehicles from accessing these roads due to the lack of manoeuvrability and integration with other roads users.GP to add specifics on the problems or limiting factors with the intersections that inhibit increasing load capacity.</p> <p>Upgrades to 85 of the district’s key intersections will enable gazettal for B Double HML and PBS Level 2 routes which will improve the productivity, safety and accessibility of heavy vehicle operations. It will enable heavier and larger vehicles to access the district, reducing freight costs, particularly for primary producers. Both the egress and access driving lines needed to navigate the current intersections, places other road users at risk due to vehicles encroaching into the opposite driving lanes. The extra torsional forces placed on pavements and vehicles, limits any increase to mass load limits and in turn higher freight costs.</p>	Widening the intersections radii on both sides, sealing the pavement, sealing the approach, relocating existing holding lines and signage which includes white posts in accordance with Aust Roads Guidelines.



<b>Detours</b>	Detours for heavy vehicles if the road is not currently able to carry heavy vehicle traffic.	Considering detours is not feasible. This project will upgrade 85 intersections in the district. Detours would not be possible with the large number of intersections reported as very high risk priorities and unable to accommodate heavier vehicles. Vehicles heavier and larger than B Double GML will be unable to access the 85 road intersections.	Vehicles heavier and larger than B Double GML will be able to access the 85 road intersections in the district.
<b>Location</b>	Latitude (decimal degrees).	Latitude for all 85 intersections are in Attachment 9	Latitude for all 85 intersections are in Attachment 9
	Longitude (decimal degrees).	Longitude for all 85 intersections are in Attachment 9	Longitude for all 85 intersections are in Attachment 9
	Name of road (if given a name).	Road names for all 85 intersections are in Attachment 9	Road names for all 85 intersections are in Attachment 9
	Other Location Information (local description of road location).	Upgrades are on gazetted B Double GML routes in the Council area. The routes pass through the towns of Ramco, Waikerie, Kingston on Murray, Moorook, Loxton, Paruna, Meribah and Taplan, so include a small urban component which has residences, public parks and commercial properties. All intersections in this project connect to the region's freight network and to the national freight routes of the Sturt, Mallee and Dukes Highways (see Attachment 2).	
	Owner of the road, if not proponent explain why.	The District Council of Loxton Waikerie	
	Scheduled Commencement of Construction.	1-Sep-20	
<b>Increasing the number of lanes or lane capacity</b>		Not applicable. Upgrades are on intersections only.	
<b>Owner of the Road</b>	State/Territory or Local Government.	The District Council of Loxton Waikerie	
<b>Construction dates</b>	Scheduled Completion of Construction.		1-Sep-21
	Australian Government Contribution Sought.		2000000
<b>Funding</b>	Council Contribution.		2250000
	State/Territory Contribution.		0
	Other Funding.		0
	Total Funding Sought.		4250000
	Project Description of any additional works to be undertaken.	Additional signage and vegetation clearance to reduce risks in accordance with Engineering Designs and the Department for Environment and Water.	NB: Funding sought is not 4.25M only \$2.250M. Council has the matched funds of \$2.250M. \$4.250M is the total project costs.
<b>Additional Works</b>	Summary Point 1 - LIMIT 50 words.	There are a number of risk management issues associated with the current gazetted of GML and Commodity routes within the Council area for B-Double vehicles. Thirty six items within the gazetted GML routes and 2 items within the gazetted Commodity routes have been assessed as a P1 - very high risk for B Double vehicles. This equates to 16% (by length) of B-Double GML routes and 3% Commodity routes. These items by definition <b>must</b> be addressed if gazetted status of the route is to be retained.	
<b>Engineering Assessment - what were the top three points it advised?</b>	Summary Point 2 - LIMIT 50 words.	Fifty one items within the gazetted GML routes and 9 items within gazetted Commodity routes have been assessed as the P2 - high risk for B-Double vehicles. In the context of the overall gazetted network, this equates to 18% (by number) or 17% (by length) of B Double GML routes in the Council area. These items by definition <b>should</b> be addressed if gazetted status of the route is to be retained.	
	Summary Point 3 - Limit 50 words.	Structural improvements have been recommended based on 1. the need to meet minimum standards for B Double GML and B-Double Commodity routes, 2. the risk assessment calculator in the DPTI Route Assessment for Restricted Access Vehicles book and 3. PBS Guidelines in terms of geometric constraints (see HDS Engineering Report Attachment 1). The structural improvements will improve productivity - enabling heavier vehicles to use the intersections and reduce travel times per quantum of freight effort. The use of larger vehicles can reduce the number of vehicles on the roads, improving freight and other user safety.	

	What was the option you chose and why?	Subject to partnership funding by HVSP Council will prudently act on the recommendations of the independent Heavy Vehicle Route Assessment and Risk Analysis (See HDS Engineering Report Attachment 1). As a priority risk management measure, this project will address the immediate safety and productivity deficits of all 'very high risk' and 'high risk' intersections in the Council region.
	What is the do nothing option?	If this project does not go ahead, gazettal status may not be retained on the very high risk intersections and load capacity will remain limited to only GML B Doubles on all intersections. This will significantly compromise the productivity of the district and the intersections will remain unsafe for freight vehicles and all other users.

### Quantified Benefits

The economic benefits to livestock or heavy vehicle operators of the project including evidence to support these claims.

Benefits could include (but not limited to):

- Increased safety outcomes;
- Increasing traffic capacity;
- improved heavy vehicle access;
- Shorter trips;
- improved heavy vehicle access; or
- reduced travel times.

Evidence could include (but not limited to):

- General and heavy vehicle counts;
- Costs incurred by alternative routes;
- BCR's (where available);
- Extent to which detours are avoided;
- Letters of support that provides statements as to how industry or the community will benefit.

### Loxton Waikerie Regional High Risk Intersection Upgrade Project

	Current	Post Construction
<b>AADT</b>		
Average Annual Daily Traffic (AADT)		
Source used for AADT		
Heavy Vehicle Traffic (AADT)		
Source used for HV AADT		
BCR (optional)	1.51 (See Attachment 4)	
	Comments (Limit 100 words)	

<p><b>What is the do nothing option?</b></p>	<p>Upgrading the intersections will enable larger and heavier vehicles to access the region, reducing freight costs by nearly 10% (Based on Deloitte Access Economics, 2019) to primary producers and local businesses, reduce travel times by nearly 10%, and enhance the district's heavy vehicle network. Without upgrades to these intersections, freight movements incorporating 85 intersections will continue to be very high and high risk in terms of safety and unproductive in terms of efficiency. See further information attached.</p>
<p><b>What is the community / Industries view of this proposal?</b></p> <p><b>Please provide specific examples.</b></p>	<p>Council have consulted with the community on road enhancements and as part of their 2020/21 annual business planning and budgetary processes. The Heavy Vehicle Route Assessment and Risk Analysis completed by HDS was a key document in this process. The community and specifically local primary producers are fully supportive of productivity and safety enhancements for freight routes in the district. See Attachment 10, letters of support. <i>'Upgrades to the district's intersections will enable heavier and larger vehicles to access the district, reducing our freight costs and moving our produce more efficiently.'</i> (Primary Producer) .</p>
<p><b>What is the main reason why the Australian Government should assist in funding for this project. Additional supporting reasons can be provide below.</b></p>	<p>Australian Government funding will enable this project to be fast tracked and immediately deliver the productivity and safety improvements outlined in this project. All intersections in this project are rated 'very high risk' and 'high risk' and their immediate remediation is strongly commended by HDS. Without funding, the project will not occur for more than two years which will compromise the safety of all road users and reduce the district's competitiveness due to unproductive freight transport resulting in inefficient industry supply chains. On the back of the worst three years of drought for the district and COVID 19, this would be a significant blow to the agricultural industry in the Riverland.</p>
<p><b>Optional - reason two</b></p>	<p>The Loxton Waikerie economy is heavily reliant on the Agricultural sector which has the largest output by industry in the district, representing nearly 40% of total output. Loxton Waikerie district is a key contributor to the Australian Government's export market - nearly 55% of all nuts, grapes (wine) citrus, grain and livestock are exported (ABS, 2016) which is at great risk of being compromised with delays in the project's implementation.</p>

<p><b>Optional - reason three</b></p>	<p>Council can commence this project immediately and have established best practice guidelines for governance and project management. Executive staff have developed a project plan that includes a risk management plan (Attachment 11) and procurement plan. A quality approach to project management and governance will give assurance to the Australian Government that the project is ready and will be delivered on time, to a high standard and within budget (See Attachment 12 for evidence of Council's funding commitment). No approvals are needed and the project will be construction ready by 1 September 2020 and will be progressed without delays. See further information attached.</p>
<p><b>Is this listed in the State Freight Plan or a direct link to this plan? If so where and how?</b></p>	<p>The project links with two key objectives of the 20 Year State Infrastructure Plan: 3. connected and productive regions; 2. planned population growth; and 3. sustained economic growth and jobs growth. This project delivers on the SA Freight Council's (SAFC) 20 Year State Infrastructure Strategy (2019) Core Infrastructure Criteria to ensure that the freight transport network: 1. is efficient and effective; 2. is fit for purpose; 3. facilitates internationally competitive outcomes; 4. provides the capacity to meet ongoing and projected freight demands and; 5. supports economic development.</p>
<p><b>Is it mentioned in the RDA regional Freight strategy? If yes where and ranking</b></p>	<p>The outcomes of this project support the Murraylands and Riverland RDA's Infrastructure Audit. The reports highlights that the movement of produce freight within, to and from the region, using larger, safer and more efficient vehicles must be facilitated. To achieve this will involve .....<i>intersection upgrades and road widening to meet the increasing demand for the use of larger freight vehicle sizes in the region including B Triples</i> (page 4).</p>
<p><b>Is this listed in the Council Freight Strategy. Explain</b></p>	<p><i>Loxton Waikerie Council were significant participants in developing regional freight studies and documents. This project delivers on the regional transport goals of the Murray and Mallee Local Government Association 2030 Regional Transport Plan. The outcomes of this project also deliver on the key findings of the Murray and Mallee Local Government Association's Regional Road Freight Movement Study (2017). Loxton Waikerie is a small rural Council and does not have a stand alone freight strategy. In developing their community strategic plan, a key strategy is to 'maintain and improve our road network....in accordance with our Asset Management Plans. See further information attached.</i></p>
<p><b>What recent (or in the immediate future) Roads to Recovery or Blackspots roadworks have you undertaken that supports the importance of this project?</b></p>	<p>None.</p>

## Construction Readiness and Risk

The aim of the HVSP is to award funding to projects that are ready to proceed shortly after formal funding has been approved, with completion and submission of documentation occurring in a timely manner.

The Department will review proponents with prior funding under either HVSP or the Bridges Renewal Program based on their demonstrated history of managing projects in earlier rounds of these Programs. Proponents demonstrating a largess in the management of their earlier projects may not receive funding under Round Seven of the HVSP.

### Loxton Waikerie Regional High Risk Intersection Upgrade Project

Details regarding the design work undertaken on this project to up to the submission of your project?

What stage are the designs?	Completed. HDS have completed design interfaces - see Attachment 6.
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#### Approvals

<b>Development Approval</b>	Does the project require these approvals ? If yes where are they up to or how long will it take.	No approvals required.
<b>Cultural Approval</b>	Does the project require these approvals ? If yes where are they up to or how long will it take	No cultural approvals required.
<b>Utilities Relocation</b>	If you need to relocate utilities, have you gained the utilities consent and been advised of the costs involved and timing?	No utilities need relocation.

#### Consultations

<b>Community Consultations</b>	<b>What Community Consultations have occurred?</b>	Council have consulted with the community on road enhancements and as part of their 2020/21 annual business planning and budgetary processes. The Heavy Vehicle Route Assessment and Risk Analysis completed by HDS was a key document in this process. The community are fully supportive of productivity and safety enhancements for freight routes in the district. See Attachment 10 letters of support. <i>'The intersections need to be improved so large trucks can turn safely and improve visibility for all road users.'</i> (Loxton resident)
<b>Industry Consultations</b>	<b>What industries and local business have been consulted?</b>	Yes. Local business, industries and primary producers have been consulted. The Heavy Vehicle Route Assessment and Risk Analysis completed by HDS was a key document in this process. Local primary producers are fully supportive of productivity and safety enhancements for freight routes in the district. See Attachment 10 letters of support. <i>'Upgrades to the district's intersections will enable heavier and larger vehicles to access the district, reducing our freight costs and moving our produce more efficiently.'</i> (Primary Producer)

#### Costings

Preparation of Costings	Who completed costing and their experience in projects of this size.	Council staff have a strong background in developing and delivering similar infrastructure projects. Greg Perry will be the Project Manager and has been an Infrastructure Manager for regional council's for the past 10 years. He has practical experience as a Construction Team Leader in past roles and holds Diplomas in Project Management and Building & Construction Management. Some of the past projects he has been responsible for were the scoping, detailed design and implementation of the \$1.3M Berri Riverfront Wharf, roadworks, kerbing, street lighting and stormwater at the Riverland Innovation and Sports Precinct Berri and several large-scale stormwater pipe installation and reuse schemes. Greg and his team of nine professionals have collaborated with HDS staff to develop a realistic project budget, milestones and timeline for completion. Council is committed to local and regional employment and their procurement policy, where possible adheres to and supports the SA Industry Participation Policy.
Land Acquisition	Will there be any need to acquire land? If yes explain what steps have been taken to achieve this.	No.
Risk Management	Has the proponent applied its risk management plan/processes to this proposal?	Yes. This occurred as part of the program planning and development phase. This process was informed by the HDS Heavy Vehicle Route Assessment and Risk Analysis which outlines and prioritises risk management measures. The DPTI Route Assessment for Restricted Access Vehicles book was used in the risk analysis. See Attachment 11 for the project's risk management plan .
<b>Previous Program Funding</b>		<b>Completion of Previous Subprogram Projects</b>
Has your organisation received funding for a project under HVSPR Rounds 4 -6?		No
Round 4	If you have not completed and submitted a Post Completion Report for a <u>Round 4</u> Project, please explain why this has not occurred and why this largess will not occur with this project?	The District Council of Loxton Waikerie has not applied for or received funding for a project under HVSPR Rounds 4-6.
Round 5	If you have not completed and submitted a Post Completion Report for a <u>Round 5</u> Project, please explain why this has not occurred and why this largess will not occur with this project?	The District Council of Loxton Waikerie has not applied for or received funding for a project under HVSPR Rounds 4-6.
Round 6	If you have not commenced construction of a <u>Round 6</u> project please advise when it will occur?	The District Council of Loxton Waikerie has not applied for or received funding for a project under HVSPR Rounds 4-6.
Has your organisation received funding for a project under BRP Rounds 2-4		No
Rounds 2 and 3	If you have not completed and submitted a Post Completion report for a <u>Round 2 or 3</u> project , please explain why this has not occurred and why this will not occur with this this proposal?	Not applicable
Round 4	If you have not commenced construction of a <u>Round 4</u> project please advise when it will occur?	No applicable

Criterion 4	State and Territory Input
<b>No response required - This proposal will be forwarded to the State or Territory road agency the</b>	
Department Use Only	
Departmental Score	
Departmental Comments	



<b>CONFLICT OF INTEREST</b>	<b>Yes or No:</b>
Does the council/state or any of its personnel have an actual, perceived or potential conflict of interest?	No
If Yes, provide details:	

<b>Acknowledgements - Conditions of Any Approved Funding</b>
1. If the proposal is approved, the proponent will need to supply a financial acquittal of the cost of the project at the completion. Any cost savings are to be shared equally between the proponent and the Australian Government.
2. If the proposal is approved the funding provided is for the project shown in this application. The funding in part or in full can <u>NOT</u> be directed to any other project.
3. The administration of the project is conducted under the National Land Transport Act 2014, The National Partnership Agreement, related Notes of Administration and the Guidelines.

<b>DECLARATION</b>	
<b>I declare all information provided is true and accurate; and I declare that I am authorised to</b>	
Name	David Beaton
Position (i.e. Authorised Person with delegation to submit proposals)	Chief Executive Officer
Date	29/05/2020

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# HEAVY VEHICLE SAFETY AND PRODUCTIVITY PROGRAM ROUND SEVEN PROPOSAL FORM

**To be read in conjunction with Program Information on this funding round**

ELIGIBILITY CHECKLIST	Choose Yes or No from Dropdown	
We declare that -		
We are a state, territory or local government;	Yes	
The road or highway is a publicly accessible road;	Yes	
For livestock projects only - proponents must confirm that no part of the project will be located on private property.	Yes	
The Australian Government contribution sought is equal to or less than 50 per cent of the total project cost;	Yes	
The project is not the subject of a proposal which is currently being considered for funding, or is currently funded by NBRA or EMA	Yes	
The project is requesting up to \$2 million for a local government entity or \$2.5 million for a state or territory government in Australian Government funding for eligible projects under the HVSP Round Seven Guidelines.	Yes	
The costs are for capital expenditure (i.e. not for ongoing maintenance) but may include natural disaster remediation in accordance with the Guidelines.	Yes	
Construction has <u>not commenced</u> , including acceptance of tenders and offsite prefabrication work, and will not commence before documentation is completed (excluding limited works commenced in relation to natural disaster remediation in accordance with the Guidelines);	Yes	(Brief detail of work commenced, if applicable) Not applicable
<p><b>If you have answered 'No' to any of the above questions, with the exception of the question relating to current funding under the NBRA or EMA, you are <u>not eligible</u> for Round Seven of the Heavy Vehicle Safety and Productivity Program.</b></p> <p style="text-align: center;"><b>This form should be attached into IMS once your Nomination Spreadsheet has been uploaded.</b></p> <p style="text-align: center;"><b>Large attachments can be emailed separately to the Department via the email address below.</b></p> <p style="text-align: center;"><b>The Department can be contacted on <a href="mailto:HVSP@infrastructure.gov.au">HVSP@infrastructure.gov.au</a> or 02 6274 8040 if you would like to discuss.</b></p>		

## HVSP Round Seven Project Summary

### PROPOSAL SUMMARY

State SA

### PROPONENT DETAILS

**Proponent Organisation**  
*(Name of Department or Council)* District Council of Loxton Waikerie

**Contact Name:** Greg Perry

**Job Title:** Director Infrastructure Services

**Telephone:** 885846622

**Email:** [gerry@loxtonwaikerie.sa.gov.au](mailto:gerry@loxtonwaikerie.sa.gov.au)

**Postal address:** PO Box 409 Loxton 5333

### For Local Councils Only

**Mayor's Title** Mr

**First name** Leon

**Surname** Stasinowskly

**Is your LGA eligible for funding under the Drought Communities Program (DCP) Extension?** Yes

**Has your LGA been classified as Category C under the Disaster Relief Funding Arrangements (DRFA)?** No

MEETING THE PROGRAM OBJECTIVES		
Productivity	Response	Brief Comments (Less than 20 words)
Will the project increase access for higher mass & productivity vehicles?	Yes	The intersection improvements recommended by HDS Consulting will enable heavier and larger vehicles (B Double HML to road trains) than currently (B Double GML) to safely use the intersections. This can be evidenced through the Regional Key Freight Routes High Risk Intersections - Stage 1 Results completed by HDS (Attachment 1) and through gazettal of the designated route.
Will the project facilitate integration with key freight networks?	Yes	Attachment 2 provides maps of the freight connections within the Council area. This project will support road improvements to regional key freight and commodity routes that connect to the national highways - Sturt, Dukes and Mallee highways and rail freight routes.
Will the project facilitate improvements to 'last mile' logistics?	Yes	The project includes the upgrade of 13 'very high risk' (P1) and 'high risk' (P2) intersections that directly connect to the farm gates of the district's primary producers (Attachment 3).
What is the estimated financial benefit <u>per year</u> ? - In \$	\$5.34M	RDA Murraylands and Riverland have completed an economic analysis on the project (see Attachment 4) and have calculated a total estimated financial benefit of \$5.34M including value added for the District of Loxton Waikerie. This output will largely benefit primary producers as their commodities will be transported with higher capacity vehicles reducing the need to use alternative and longer transport routes. This will have a significant effect of the region's economy and the viability of our local communities.
What is the BCR? (Where available)	1.51	RDA Murraylands and Riverland have completed an economic analysis on the project (see Attachment 4) and have calculated an economic multiplier of 1.51. This demonstrates that for every dollar provided to this project, there is \$1.51 economic benefit to the District Council of Loxton Waikerie demonstrating a strong economic return on investment. This is in line with other similar road projects in regional South Australia.
Will In-vehicle Telematic data be used (Where available)	Yes	Council have initiated a LoRaWan that provides long-range, low- power wireless capabilities using low cost sensors to collect real-time data to improve efficiencies in their farming practices. This network will have the capability to integrate telematic data to improve freight vehicle safety. This may include real time data of harsh braking, speeding, fuel consumption and early warnings for breaking and lane departures in many parts of the Council region.
Safety	Response	Brief Comments (Less than 20 words)
Will the project improve safety of heavy vehicle operations?	Yes	Attachment 1 provides recommendations from investigation of the safety aspects of 13 intersections. Construction works have been outlined for the Priority 1: very high risk and Priority 2: high risk intersections.
Has AustRoads standards and/or crash data been used to measure safety improvements?	Yes	Attachment 5 provides the intersection designs developed by HDS and have been informed by four AustRoads standards and guidelines.
Will In-vehicle Telematic data be used (Where available)		Council have initiated a LoRaWan that provides long-range, low- power wireless capabilities to enable primary producers to use low cost sensors to collect real-time data they can use to improve efficiencies in their farming practices. The LoRaWan network will have the capability to integrate vehicle tracking in many parts of the Council region that can improve freight productivity, efficiency and safety. This may include collision avoidance and intersection warnings and speed monitoring.
Livestock projects	Response	Brief Comments (Less than 20 words)
Will the project increase access for livestock industry transporters?	Yes	The intersection improvements will enable heavier and larger vehicles (B Double HML to road trains) to access livestock producers. The use of larger trucks to transport livestock will increase the efficiency, speed and condition of livestock to national and global markets, increasing the district's competitive advantage.
Will the project increase safety outcomes for livestock industry transporters?	Yes	The road improvements will enable larger and higher mass freight vehicles to be safely used throughout the district, meaning less trucks on the road and improving safety and efficiency outcomes. Construction works have been outlined for the Priority 1: very high risk and Priority 2: high risk intersections. This project will increase safety outcomes for all industries including livestock industry transporters.
Will the project increase productivity outcomes for livestock industry transporters?	Yes	The ability for livestock industry transporters to use larger vehicles to freight livestock will increase productivity outcomes for the district's livestock producers.
Other Benefits	Response	Brief Comments (Less than 20 words)
What are the major freight tasks or commodities on the route? - Max 3	Citrus (30% total agriculture product in the Council area); Grapes (29.2%); Nuts (13.6%) and Grain (10.9%).	These four commodities contribute 436M to the local economy. With the majority of land in the district zoned as primary production, agriculture is the dominant economic driver. The exponential growth in these four commodities globally drives the efficient production and distribution via productive freight networks. See Attachment 6 for further details.
Is the project aligned with industry priorities and/or strategies?	Yes	The Project aligns with and delivers on priorities of the following: Citrus Australia's Infrastructure Policy, the Almond Board objectives, the Wine and Grape Growers Strategic Plan, the Australian Nut Tree Industry Council and the Grain Producers SA. They focus on issues that impact all commodities including efficient transport. See Attachment 12 and evidence attached.
Is the project aligned with state/territory priorities and/or strategies?	Yes	The Project delivers on specific transport priorities and issues identified in the Murray and Mallee Regional Plan, SA, Primary Industries and Regions SA and the Integrated Transport and Land Use Plan, Solutions and Actions for Connecting Regional and Remote SA - Safe, efficient and connected road networks – deliver regional road enhancement projects and plans for major freight, traffic and tourist routes. See Attachment 12 and other evidence attached.
Have you initiated changes with the Heavy Vehicle Regulator to reflect improvements made by the project?	Yes	Yes - this will occur in parallel with this project. The upgrades are required prior to the designated routes being gazetted. Once upgrades to the intersections are complete, Council will ensure regulatory access is gained to enable HML B Doubles to Road trains to access the road network.

<b>PROJECT BUDGETS</b>		Loxton Waikerie National Highway High Risk Intersection Upgrade Project	
<b>Project Cost Category</b>	<b>Total (\$)</b>	<b>Comments</b>	
Client Management and Oversight Costs	<b>35,250</b>		
Design and Investigation			
Insurance, Fees and Levies			
Acquisition Costs			
Environmental Works			
Traffic Management and Temporary Works	<b>73,500</b>		
Public Utilities Adjustment			
Bulk Earthworks	<b>950,500</b>		
Retaining Walls			
Drainage			
Pavements	<b>1,482,000</b>		
Finishing Works			
Traffic Signage, Signals and Controls	<b>58,750</b>		
Design (if by Contractor)			
Other			
<b>PROJECT COST</b>	<b>2,600,000</b>		
Contingency amount (if applicable)			
<b>TOTAL PROJECT COST</b>	<b>2,600,000</b>		

<b>FUNDING PROFILE</b>						
<b>Funding Source</b>	<b>2020-21 \$000,</b>	<b>2021-22 \$000,</b>	<b>2022-23 \$000,</b>	<b>2023-24 \$000,</b>	<b>Total</b>	<b>Comments</b>
Australian Government	\$650,000	\$650,000			\$1,300,000	
State / Territory Government					\$0	
Council	\$650,000	\$650,000			\$1,300,000	
Other					\$0	
<b>Total</b>	<b>\$1,300,000</b>	<b>\$1,300,000</b>	<b>0</b>	<b>0</b>	<b>\$2,600,000</b>	

<b>Structural Improvements Contributing to Productivity and safety</b>	
<p>The specific objectives of the Program are to:</p> <p>- increase the productivity and safety of heavy vehicle or livestock operations, including through the provision of driver fatigue management rest areas, the enhancement of heavy vehicle networks or enhancements to livestock facilities.</p> <p>Using as much detail as possible, outline how the project will increase productivity or improve the safety environment for heavy vehicle or livestock operations?</p> <p>Structural improvements can be demonstrated by (but not limited to):</p> <ul style="list-style-type: none"> <li>- Increasing load limits;</li> <li>- Increasing the number of lanes or capacity;</li> <li>- Increasing safety outcomes for transport and/or livestock operators; or</li> <li>- Reducing travel times for transport and/or livestock operators.</li> </ul> <p>Claims against this criteria should be specific and measurable.</p>	

**Name of road or prc** **Loxton Waikerie National Highway High Risk Intersection Upgrade Project**

		<b>Current</b>	<b>Post Construction</b>
<b>Increasing load capacity</b>	Structural improvements to road infrastructure, such as pavement, loading ramps or heavy vehicle rest areas.	An independent report has been completed on the high risk intersections of regional key freight routes in the Murray and Mallee region including routes in the Council area. Thirteen intersections have been identified in the Loxton Waikerie Council area as very high-risk (Priority 1) or high risk (Priority 2) where B Double vehicles cannot turn safely due to a combination of inadequate area to complete turning movements within their allocated lanes and/or poor intersection sight distances (See Attachment 3 and 5). Where these intersections occur between gazetted 26m B-Double GML / Commodity routes and the identified regional key freight routes, the heightened probability and severe consequence of a collision between heavy vehicles makes it a substantial risk to road users and a legal liability to road managers (councils and DPTI). More heavy freight is now being transported by road within the region due to the closure of the Mallee and Loxton rails line in 2015 and the reduction of silo grain sites in the region. The importance of addressing productivity and safety issues across the regional freight network has dramatically increased. Upgrades to 13 of the district's key intersections will enable gazetted for B Double HML and PBS Level 2 routes which will improve the productivity, safety and accessibility of heavy vehicle operations. It will enable heavier and larger vehicles to access the district, reducing freight costs, particularly for primary producers.	Widening the intersections radii on both sides, sealing the pavement, sealing the approach, relocating existing holding lines will enable heavier mass vehicles to use the routes.
<b>Detours</b>	Detours for heavy vehicles if the road is not currently able to carry heavy vehicle traffic.	Considering detours is not feasible. This project will upgrade 13 intersections in the district. Detours would not be possible with the large number of intersections reported as very high risk priorities and unable to accommodate heavier vehicles. Vehicles heavier and larger than B Double GML will be unable to access the 13 road intersections.	Vehicles heavier and larger than B Double GML will be able to access the 13 road intersections and associated regional key freight routes in the district that connected to national freight routes.
<b>Location</b>	Latitude (decimal degrees).	Latitude for all 13 intersections are in Attachment 7	Latitude for all 13 intersections are in Attachment 7
	Longitude (decimal degrees).	Longitude for all 13 intersection are in Attachment 7	Longitude for all 13 intersection are in Attachment 7
	Name of road (if given a name).	Road names for all 13 intersections are in Attachment 7	Road names for all 13 intersections are in Attachment 7
	Other Location Information (local description of road location).	Upgrades are on gazetted B Double GML routes in the Council area. All intersections in this project connect to the region's freight network and to the national freight routes of the Sturt, Mallee and Dukes Highways (see Attachment 2).	
	Owner of the road, if not proponent explain why.	The District Council of Loxton Waikerie	
<b>Increasing the number of lanes or lane capacity</b>			
<b>Owner of the Road</b>	State/Territory or Local Government.	The District Council of Loxton Waikerie	
<b>Construction dates</b>	Scheduled Completion of Construction.		1-Sep-21



	Australian Government Contribution Sought.		1300000	
<b>Funding</b>	Council Contribution.		1300000	
	State/Territory Contribution.		0	
	Other Funding.		0	
	Total Funding Sought.		2600000	NB: Funding sought is not \$2.6M only \$1.3M. Council has the matched funds of \$1.3M. \$2.6M is the total project costs.
	Project Description of any additional works to be undertaken.	NA		
<b>Additional Works</b>	Summary Point 1 - LIMIT 50 words.	There are a number of risk management issues associated with the current gazettal of GML and Commodity routes within the Council area for B-Double vehicles. Thirteen items within the gazetted GML/Commodity routes have been assessed as a P1 - very high risk for B Double vehicles. These items by definition <b>must</b> be addressed if gazettal status of the route is to be retained.		
<b>Engineering Assessment - what were the top three points it advised?</b>	Summary Point 2 - LIMIT 50 words.	Structural improvements have been recommended based on 1. the need to meet minimum standards for B Double GML and B-Double Commodity routes, 2. the risk assessment calculator in the DPTI Route Assessment for Restricted Access Vehicles book and 3. PBS Guidelines in terms of geometric constraints (see HDS Engineering Report Attachment 1). The structural improvements will improve productivity - enabling heavier vehicles to use the intersections and reduce travel times per quantum of freight effort. The use of larger vehicles can reduce the number of vehicles on the roads, improving freight and other user safety.		
	Summary Point 3 - Limit 50 words.	The network level HVRAs have identified a significant number of very high risk (P1) and high risk (P2) intersections where B-Doubles cannot turn safely, due to a combination of inadequate area to complete turning movements within their allocated lanes and/or poor intersection sight distances. Where these intersections occur between gazetted 26m B-Double GML / Commodity routes and the identified regional key freight routes, the heightened probability and severe consequence of a collision between heavy vehicles makes it a substantial risk to road users and a legal liability to road managers (councils and DPTI).		
	What was the option you chose and why?	Subject to partnership funding by HVSP Council will prudently act on the recommendations of the independent report by HDS, Regional Key Freight Routes High Risk Intersections Stage 1 Results H (See HDS Attached). As a priority risk management measure, this project will address the immediate safety and productivity deficits of all 'very high risk' and 'high risk' intersections in the Council region that abut National Highways.		
	What is the do nothing option?	If this project does not go ahead, gazettal status may not be retained on the very high risk intersections and load capacity will remain limited to only GML B Doubles on all intersections. This will significantly compromise the productivity of the district and the intersections will remain unsafe for freight vehicles and all other users.		

### Quantified Benefits

The economic benefits to livestock or heavy vehicle operators of the project including evidence to support these claims.

Benefits could include (but not limited to):

- Increased safety outcomes;
- Increasing traffic capacity;
- improved heavy vehicle access;
- Shorter trips;
- improved heavy vehicle access; or
- reduced travel times.

Evidence could include (but not limited to):

- General and heavy vehicle counts;
- Costs incurred by alternative routes;
- BCR's (where available);
- Extent to which detours are avoided;
- Letters of support that provides statements as to how industry or the community will benefit.

### Loxton Waikerie National Highway High Risk Intersection Upgrade Project

	Current	Post Construction
<b>AADT</b>		
Average Annual Daily Traffic (AADT)		
Source used for AADT		
Heavy Vehicle Traffic (AADT)		
Source used for HV AADT		
BCR (optional)	1.51 (See Attachment 4)	
	<b>Comments (Limit 100 words)</b>	
<b>What is the do nothing option?</b>	The intersections in this project do not meet Australian Standards for B Double HML vehicles and over. These restrictions impact on the safety and productivity of freight movement within the district. Without upgrades to these intersections, freight movements for the 13 intersections will continue to be very high risk in terms of safety and productivity. This will further economically disadvantage the region on the back of drought and COVID 19. The National Transport Commission predicts a 26% growth in Australia's freight task and without improvements to road infrastructure, local economic competitiveness and its ability to contribute to Australia's export industry is significantly compromised. See Attachment 12.	

<p><b>What is the community / Industries view of this proposal?</b></p> <p><b>Please provide specific examples.</b></p>	<p>The community and specifically local primary producers are fully supportive of productivity and safety enhancements for freight routes in the district. See Attachment 8 for Letters of Support. <i>'Upgrades to the district's intersections will enable heavier and larger vehicles to access the district, reducing our freight costs and moving our produce more efficiently.'</i> (Primary Producer). <i>'GPSA believes that the intersections within this project will bring significant long-term benefits to the primary industries sector in the region as well as to the needs and wellbeing of the community at large.'</i> (S Gale, Grains Producers SA). See Attachment 12.</p>
<p><b>What is the main reason why the Australian Government should assist in funding for this project. Additional supporting reasons can be provide below.</b></p>	<p>Government funding will enable this project to be fast tracked and immediately deliver the productivity/safety improvements outlined in this project. Intersections in this project are rated 'very high risk' and 'high risk' and their immediate remediation is recommended by HDS. Without funding, the project will not occur for more than five years which will compromise the safety of all road users and reduce the district's competitiveness due to unproductive freight transport resulting in inefficient industry supply chains. On the back of the worst three years of drought for the district and COVID 19, this would be a significant blow to the region's agricultural industry.</p>
<p><b>Optional - reason two</b></p>	<p>The Loxton Waikerie economy is heavily reliant on the Agricultural sector which has the largest output by industry in the district, representing nearly 40% of total output. Loxton Waikerie district is a key contributor to the Australian Government's export market - nearly 55% of all nuts, grapes (wine) citrus, grain and livestock are exported (ABS, 2016) which is at great risk of being compromised with delays in the project's implementation.</p>
<p><b>Optional - reason three</b></p>	<p>Council can commence this project immediately and staff completed a project planning and development process that includes informing Elected members and developing a communication strategy for primary producers and other stakeholders once funding has been secured. Executive staff have developed a project plan that includes a risk management plan (Attachment 9) and procurement plan. A quality approach to project management and governance will give assurance to the Australian Government that the project is ready and will be delivered on time, to a high standard and within budget. No approvals are needed and construction can commence by September 2020 without delays. See Attachment 12.</p>
<p><b>Is this listed in the State Freight Plan or a direct link to this plan? If so where and how?</b></p>	<p>The project links with two key objectives of the 20 Year State Infrastructure Plan: 3. connected and productive regions; 2. planned population growth; and 3. sustained economic growth and jobs growth. This project delivers on the SA Freight Council's (SAFC) 20 Year State Infrastructure Strategy (2019) Core Infrastructure Criteria to ensure that the freight transport network: 1. is efficient and effective; 2. is fit for purpose; 3. facilitates internationally competitive outcomes; 4. provides the capacity to meet ongoing and projected freight demands and; 5. supports economic development.</p>
<p><b>Is it mentioned in the RDA regional Freight strategy? If yes where and ranking</b></p>	<p>The outcomes of this project support the Murraylands and Riverland RDA's Infrastructure Audit. The reports highlights that the movement of produce freight within, to and from the region, using larger, safer and more efficient vehicles must be facilitated. To achieve this will involve .....<i>intersection upgrades and road widening to meet the increasing demand for the use of larger freight vehicle sizes in the region including B Triples</i> (page 4).</p>

<b>Is this listed in the Council Freight Strategy. Explain</b>	Loxton Waikerie is a small rural Council and does not have a stand alone freight strategy and have contributed to regional freight studies and documents. This project delivers on the regional transport goals of the Murray and Mallee Local Government Association 2030 Regional Transport Plan, and delivers on the key findings of the Murray and Mallee Local Government Association's Regional Road Freight Movement Study (2017) In developing Council's community strategic plan, a key strategy is to ' <i>maintain and improve our road network</i> '. See Attachment 11, 1 and other attachment (MMLGA Freight Movement Study, 2017).
<b>What recent (or in the immediate future) Roads to Recovery or Blackspots roadworks have you undertaken that supports the importance of this project?</b>	None.

## Construction Readiness and Risk

The aim of the HVSP is to award funding to projects that are ready to proceed shortly after formal funding has been approved, with completion and submission of documentation occurring in a timely manner.

The Department will review proponents with prior funding under either HVSP or the Bridges Renewal Program based on their demonstrated history of managing projects in earlier rounds of these Programs. Proponents demonstrating a largess in the management of their earlier projects may not receive funding under Round Seven of the HVSP.

### Loxton Waikerie Regional High Risk Intersection Upgrade Project

Details regarding the design work undertaken on this project to up to the submission of your project?

What stage are the designs?	Completed. HDS have completed design interfaces - see Attachment 5.
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#### Approvals

<b>Development Approval</b>	Does the project require these approvals ? If yes where are they up to or how long will it take.	No approvals required.
<b>Cultural Approval</b>	Does the project require these approvals ? If yes where are they up to or how long will it take	No cultural approvals required.
<b>Utilities Relocation</b>	If you need to relocate utilities, have you gained the utilities consent and been advised of the costs involved and timing?	No utilities need relocation.

#### Consultations

<b>Community Consultations</b>	What Community Consultations have occurred?	Council have consulted with the community on road enhancements and as part of their 2020/21 annual business planning and budgetary processes. The Regional Key Freight Routes High Risk Intersections report completed by HDS was a key document in this process. The community are fully supportive of productivity and safety enhancements for freight routes in the district. See Attachment 8, letters of support. <i>'The intersections need to be improved so large trucks can turn safely and improve visibility for all road users.'</i> (Loxton resident)
<b>Industry Consultations</b>	What industries and local business have been consulted?	Local business, industries and primary producers have been consulted. The Regional Key Freight Routes High Risk Intersections report was a key document in this process. Local primary producers are fully supportive of productivity and safety enhancements for freight routes in the district. See Attachment 8 letters of support. <i>'Upgrades to the district's intersections will enable heavier and larger vehicles to access the district, reducing our freight costs and moving our produce more efficiently.'</i> (Primary Producer)

#### Costings

Preparation of Costings	Who completed costing and their experience in projects of this size.	Council staff have a strong background in developing and delivering similar infrastructure projects. Greg Perry will be the Project Manager and has been an Infrastructure Manager for regional council's for the past 10 years. He has practical experience as a Construction Team Leader in past roles and holds Diplomas in Project Management and Building & Construction Management. Some of the past projects he has been responsible for were the scoping, detailed design and implementation of the \$1.3M Berri Riverfront Wharf, roadworks, kerbing, street lighting and stormwater at the Riverland Innovation and Sports Precinct Berri and several large-scale stormwater pipe installation and reuse schemes. Greg and his team of nine professionals have collaborated with HDS staff to develop a realistic project budget, milestones and timeline for project completion. See Attachment 10 for Council Commitment. Council is committed to local and regional employment and their procurement policy, where possible adheres to and supports the SA Industry Participation Policy.
Land Acquisition	Will there be any need to acquire land? If yes explain what steps have been taken to achieve this.	No.
Risk Management	Has the proponent applied its risk management plan/processes to this proposal?	Yes. This occurred as part of the program planning and development phase. This process was informed by the Regional Key Freight Routes High Risk Intersections report which outlines and prioritises risk management measures - see Attachment 1 for recommendations and design outcomes. The DPTI Route Assessment for Restricted Access Vehicles book was used in the risk analysis. See Attachment 9 for the project's risk management plan .
<b>Previous Program Funding</b>		<b>Completion of Previous Subprogram Projects</b>
Has your organisation received funding for a project under HVSP Round 4 -6?		No
Round 4	If you have not completed and submitted a Post Completion Report for a <u>Round 4</u> Project, please explain why this has not occurred and why this largess will not occur with this project?	The District Council of Loxton Waikerie has not applied for or received funding for a project under HVSP Round 4-6.
Round 5	If you have not completed and submitted a Post Completion Report for a <u>Round 5</u> Project, please explain why this has not occurred and why this largess will not occur with this project?	The District Council of Loxton Waikerie has not applied for or received funding for a project under HVSP Round 4-6.
Round 6	If you have not commenced construction of a <u>Round 6</u> project please advise when it will occur?	The District Council of Loxton Waikerie has not applied for or received funding for a project under HVSP Round 4-6.
Has your organisation received funding for a project under BRP Round 2-4		No
Rounds 2 and 3	If you have not completed and submitted a Post Completion report for a <u>Round 2 or 3</u> project , please explain why this has not occurred and why this will not occur with this this proposal?	Not applicable
Round 4	If you have not commenced construction of a <u>Round 4</u> project please advise when it will occur?	No applicable

Criterion 4	State and Territory Input
<b>No response required - This proposal will be forwarded to the State or Territory road agency the</b>	
Department Use Only	
Departmental Score	
Departmental Comments	

<b>CONFLICT OF INTEREST</b>		<b>Yes or No:</b>
Does the council/state or any of its personnel have an actual, perceived or potential conflict of interest?		No
If Yes, provide details:		

<b>Acknowledgements - Conditions of Any Approved Funding</b>
1. If the proposal is approved, the proponent will need to supply a financial acquittal of the cost of the project at the completion. Any cost savings are to be shared equally between the proponent and the Australian Government.
2. If the proposal is approved the funding provided is for the project shown in this application. The funding in part or in full can <u>NOT</u> be directed to any other project.
3. The administration of the project is conducted under the National Land Transport Act 2014, The National Partnership Agreement, related Notes of Administration and the Guidelines.

<b>DECLARATION</b>	
I declare all information provided is true and accurate; and I declare that I am authorised to submit this proposal.	
Name	David Beaton
Position (i.e. Authorised Person with delegation to submit proposals)	Chief Executive Officer
Date	29/05/2020