

## Roads

Road name (and section)	Project description	Region	Key road users	Casualty crashes (fatality crashes) 2014-18	Justification
SA Road Network	Maintenance – Progress existing commitments and boost road maintenance works across the network to address the \$723 million renewal backlog, including an arterial road resealing program for the metro area.	Statewide	Freight Commuter Local Tourism	26,229 (437)	DPTI has identified a renewal backlog across the SA network at around \$723 million, which has serious long-term road safety and cost implications if not addressed. The recently announced \$120m package is welcomed. However, further spending in this area would have significant benefits. RAA, Infrastructure Australia and the SA Freight Council have identified clearing the backlog as a key priority. COVID-19 has meant more of SA's freight is reliant upon our road network, making a strong maintenance program even more critical at this time. In RAA's regional road assessments, respondents consistently indicate that roads are not maintained to an acceptable standard, with uneven surfaces and potholes some of the most regularly raised issues. The condition of sealed roads was voted as the top road safety issue in each of the past 5 regional road assessment surveys, and maintenance was listed as having the biggest impact to tourism. Clearing the backlog would, make the road network safer, more efficient for freight and better for road-based tourism.
Salisbury Highway (Port Wakefield Road - North South Motorway)	Maintenance – Rehabilitate and resurface 4km of the Salisbury Highway between Port Wakefield Road and the North South Motorway.	Greater Adelaide	Freight Commuter	88 (1)	Salisbury Highway forms a vital link for freight and commuters to Outer Harbor, the North South Motorway and the Northern Connector and is therefore one of the busiest road segments in metropolitan Adelaide with an annual average daily traffic of 67,300 vehicles. Over the past few years, it has been nominated to RAA many times through our 'Report A Road' consultation as needing maintenance. The pavement is in poor condition, with cracking, rutting and undulations all present between Port Wakefield Road and the North South Motorway. DPTI has also proposed pavement rehabilitation on this section of road in its forward program. It is an opportune time to do this work now that the Northern Connector is complete.

## Attachment A: COVID-19 Economic Stimulus Proposal



Road name (and section)	Project description	Region	Key road users	Casualty crashes (fatality crashes) 2014-18	Justification
Owen Road	Maintenance – Rehabilitate and resurface Owen Road. Shoulder sealing and widening should be undertaken simultaneously to provide better value for money.	Barossa, Light & Lower North	Freight Commuter Local	12 (1)	Owen Road featured prominently in both risky roads campaigns RAA has run since 2017 and was one of the highest raised issues in our 2017 Barossa and 2019 Yorke Peninsula regional road assessments. The primary issues identified during our assessments of the corridor include corrugations, undulations, potholes, broken/crumbling road edges and unsealed shoulders. We acknowledge the 5km of resealing and shoulder sealing north of Hamley Bridge in 2017, and the commitment to rehabilitate the 800m long section between Alma Road and Holman Road, but maintenance is still required for the remainder of this 44km corridor.
Spencer Highway (Maitland - Minlaton)	Maintenance – Reconstruct and resurface sections of Spencer Highway between Maitland and Minlaton. Shoulder sealing and widening should be undertaken simultaneously to provide better value for money.	Yorke & Mid North	Freight Commuter Local Tourism	5 (0)	Spencer Highway is a major highway through the Yorke Peninsula tourist region. The 45km section between Maitland and Minlaton was the most raised road issue by RAA's Yorke Peninsula Members during our 2019 Yorke Peninsula regional road assessment. It was subsequently ranked SA's 10th riskiest regional road in our 2019 risky roads survey. The road is severely undulating in some locations, shoulders are mostly unsealed, and the total seal width is as low as 5.4m in some locations, which is far below the width required to safely carry freight by b-double (as is currently permitted). Larger freight combinations are currently restricted to 80km/h (instead of 100km/h). Maintenance would support safe freight movements and improve the travel experience for tourists.
Old Sturt Highway (Berri - Barmera)	Maintenance – Rehabilitate and resurface 12km of Old Sturt Highway between Berri and Barmera.	Murray and Mallee	Freight Commuter Local Tourism	19 (2)	Old Sturt Highway was one of the most raised road issues by RAA's Riverland members during our 2018 Riverland regional road assessment. Pavement defects on Old Sturt Highway include corrugations, heavy polishing, ruts and undulations. The Berri-Barmera section is in the poorest condition. Recent discussions with local stakeholders indicate that the poor condition of Old Sturt Highway continues to be a safety risk since our 2018 assessment, and therefore needs addressing through resurfacing.

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Road name (and section)	Project description	Region	Key road users	Casualty crashes (fatality crashes) 2014-18	Justification
Horrocks Highway Barrier Highway Sturt Highway Eyre Highway (+Eyre Peninsula network)	Maintenance – Fast track maintenance elements of recently announced upgrades on Horrocks Hwy, Barrier Hwy, Sturt Hwy, Eyre Hwy (+Eyre Peninsula network)	Barossa, Light & Lower North Yorke & Mid North Far North Murray & Mallee Eyre & Western	Freight Commuter Local Tourism	529 (50), including 98 (9) on Eyre Peninsula network	Between 2014 and 2018 there were scores of casualty crashes on each of these major highways. Each has also been raised significantly through RAA's regional road assessment programs. Horrocks Highway was ranked the Riskiest SA Road in our 2019 survey, after being ranked #2 in the 2017 survey. Barrier Highway was ranked the 8th riskiest regional road in 2019, and 5th riskiest regional road in 2017. Funding for upgrades to these roads has already been allocated by the state and federal governments, and there is an opportunity to bring some of this funding forward to address maintenance elements of these upgrades including shoulder sealing and pavement rehabilitation. Other elements requiring detailed design (e.g. intersection upgrades, overtaking lanes) will obviously require additional time to develop. The SA Freight Council has listed Eyre Peninsula roads and Horrocks Highway upgrades as urgent projects to be brought forward.
Adelaide Road Network	Maintenance – Establish an Adelaide-wide service pit cover remediation program to enable sunken covers to be remediated.	Greater Adelaide	Freight Commuter Local Tourism	N/A	Sinking service pit covers are one of the regularly occurring issues raised by RAA members through our Report a Road program and through phone/email contact. RAA conducts testing of these metal plates utilising a Vericom VC4000 accelerometer unit and has identified that the majority of these are SA Water assets. We have been liaising directly with SA Water in order to remediate these, but it seems that maintenance funding is currently insufficient. In the past two years, RAA conducted assessments on Cross Road, Marion Road, Kensington Road and Richmond Road. These four roads comprise 114km of trafficable lanes, with 658 pit covers tested and 66 (10%) identified as requiring remedial action by SA Water. A service pit cover remediation program would enable sunken covers to be remediated, thereby improving road safety.

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Kangaroo Flat Road (Princes Highway - Wandilo Forest Road)	Upgrade – Rehabilitate pavement and seal shoulders on Kangaroo Flat Road between Princes Highway and Wandilo Forest Road.	Limestone Coast	Freight Local	2 (0)	Kangaroo Flat Road is an important freight route, providing the only access to local timber processing facilities. The road exhibited substantial signs of failure during RAA's 2019 Limestone Coast regional road assessment. At the time of our assessment, edges were breaking up and gravel shoulders eroded such that there was a drop of up to 100mm. Although b-doubles are permitted on the route, the road is not wide enough for two b-doubles to safely pass each other, with a total seal width of 5.0 metres at the narrowest points. DPTI has proposed pavement rehabilitation on this section of road in its forward program. Upgrading the road would support safer freight movements.
Stanitzki Road	Upgrade – Seal shoulders on Stanitzki Road (28km each direction).	Murray and Mallee	Freight Commuter	4 (0)	This narrow road is the only route interstate road trains and b-triples can travel through the Riverland and is currently not suitable for these vehicles. At the time of RAA's 2018 Riverland regional road assessment, road edge drop off ranged from 50-100mm along the length of the road. Shoulder sealing would provide additional clearance for freight vehicles and improve safety for all drivers by providing additional sealed road width.
Lucindale Road	Maintenance – Seal shoulders on Lucindale Road (19km in each direction) and reseal/rehabilitate undulating sections between Naracoorte and Lake Ormerod.	Limestone Coast	Freight Commuter Local Tourism	1 (0)	Lucindale Road is a popular route for tourists to travel between coastal towns such as Robe and Kingston and inland western Victorian towns or Naracoorte to visit attractions such as the World Heritage listed Naracoorte Caves or Coonawarra wine region. RAA's 2019 Limestone Coast regional road assessment identified significant undulations between Naracoorte and Lake Ormerod, and a total of 19km of unsealed shoulders making up about half of the road between Naracoorte and Lucindale that lacks shoulder seal. A tragic crash on Lucindale Road in March 2019 resulted in the loss of two lives. Maintenance work would provide an improved journey experience and deliver road safety benefits.

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North Coast Road (Point Turton - Point Souttar)	Upgrade – Seal 11km of North Coast Road between Point Turton and Point Souttar.	Yorke & Mid North	Local Tourism	2 (1)	North Coast Road is an unsealed road connecting tourist towns on the Yorke Peninsula. It was assessed during RAA's 2019 Yorke Peninsula regional road assessment, following an unprecedented level of resident feedback for an unsealed road (more than 30 responses out of a total of 970). We identified defects included a highly corrugated surface and a slippery wearing course. Tragically, a toddler lost her life in an Easter 2014 crash on this road. Whilst North Coast Road is a local government owned road, the project is shovel ready and state government funding is needed before Yorke Peninsula Council can proceed with a desired upgrade.

Supporting infrastructure

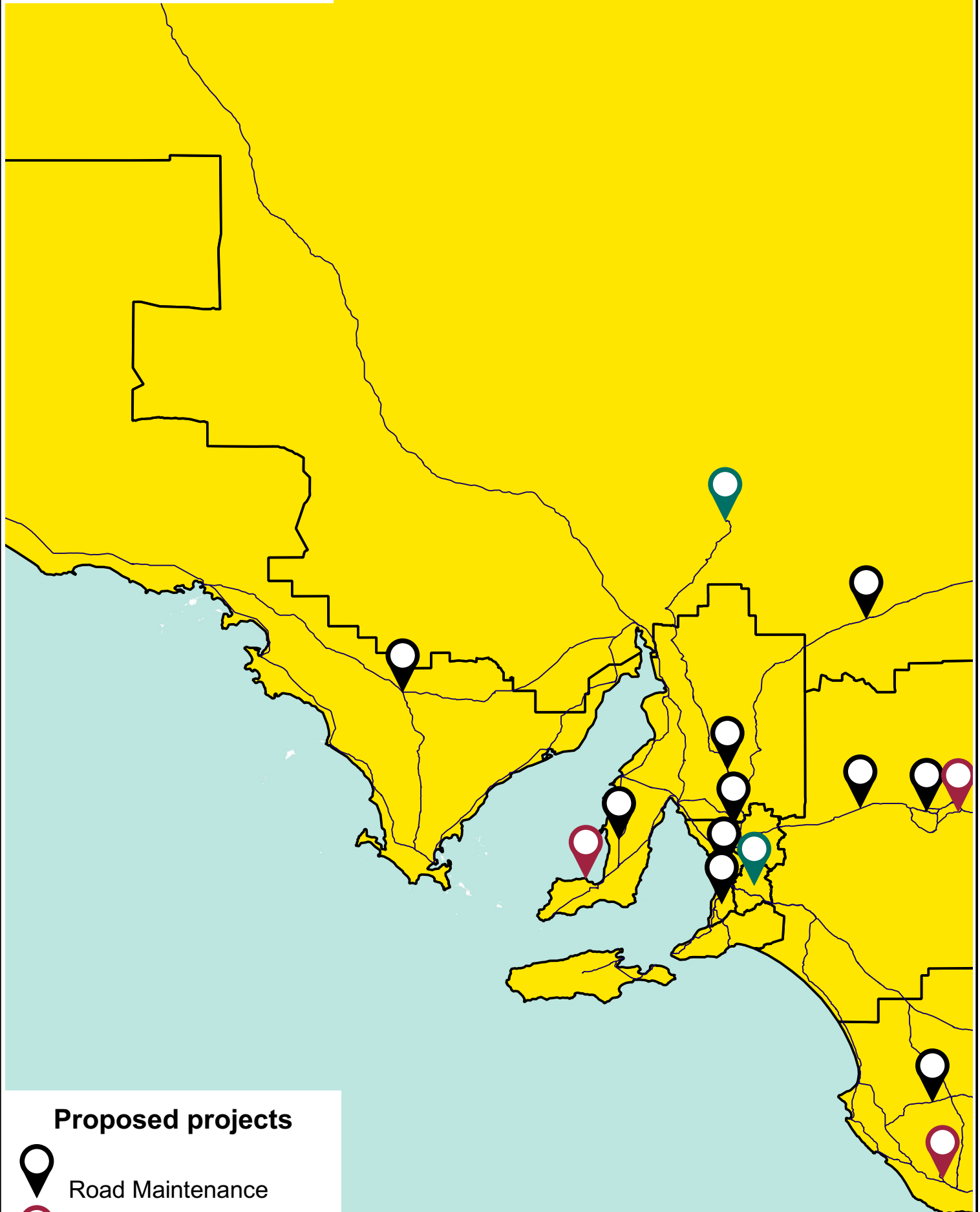
Project	Project description	Region	Key road users	Justification
Rest areas	Upgrade highway rest areas to help motorists manage fatigue.	Statewide	Freight Tourism	South Australia is a large state, meaning that driving times can be long and hence motorists can become fatigued. DPTI reported that at least 12 fatal crashed in 2018 alone were likely to be due to fatigue. Regional highways account for a large proportion of road fatalities and serious injuries, and therefore alertness is particularly important on these roads. Motorists are typically advised to take a 15-minute break every two hours, and highway rest areas play a key role in encouraging motorists to take a break. These rest areas are also vital for the freight industry, ensuring that drivers are able to safely take scheduled breaks. Rest areas need to be well-signed, attractive to use (i.e. modern, safe and equipped with toilets and refreshment options) and provided at regular intervals. When well-designed, they can also support the local economy, for example through placing amenities in nearby towns and conservation parks and/or directing people to existing amenities in these locations. Highway rest areas should be upgraded where they currently fall short of this standard.
Bus shelter fund	Establish a bus shelter fund to assist councils in providing accessible infrastructure at all identified locations within their respective jurisdictions.	Statewide	Commuter Local	Bus stops play an important role in encouraging bus use by offering safe, accessible protection from the elements while waiting for buses, providing key service information, and facilitating easy access and egress from buses. The provision of accessible infrastructure and shelters was one of the key recommendations of the Adelaide Hills - Fleurieu Peninsula Regional Public Transport Study prepared for the Regional Development Authority. Councils are required to upgrade bus stops to meet the requirements of the Disability Standards for Accessible Public Transport 2002. A bus shelter fund would assist councils in meeting the substantial costs involved in making these upgrades (particularly at sites with service and infrastructure issues).
Tourism signage	Install improved information signage for regional tourist spots that encourages visitors to stay longer and experience more of SA.	Statewide	Tourism	Whilst smartphones play an increasing role in helping tourists to navigate and decide where to go and what to do, physical signage retains an important role in reassuring motorists and in encouraging them to stop at local attractions and amenities and spend money there. For example, designated tourist drives encourage and facilitate visiting several attractions within the same area. Many parts of the state would benefit from improved signage aimed at visitors that gives clear directions to tourist regions, welcomes visitors when they arrive in a new region or town, and points visitors to local attractions and amenities.

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Project	Project description	Region	Key road users	Justification
EV charging	Install a Level 2 electric vehicle fast charging station at Wilpena Pound.	Far North	Tourism	Infrastructure Australia recently named the development of a national electric vehicle fast-charging network as a high priority initiative. To facilitate and accommodate a rapid growth in electric vehicles over the next decade, the government should invest in the roll out of fast charging points in regional SA. RAA has identified Wilpena Pound as a key location to install an electric vehicle fast charging station. There are currently public Level 2 chargers at Parafield Airport, Jamestown and Hawker. Installing a further charging station at Wilpena Pound would therefore open up the Flinders Ranges National Park to self-drive electric vehicle holidays from Adelaide, and also help to convince South Australian motorists that electric vehicles can meet their driving needs.
Wine Cycle Trail	Support the Adelaide Wine Capital Cycle Trail Project.	Greater Adelaide Adelaide Hills Barossa, Light & Lower North	Tourism	Six South Australian councils have developed a business case for the Adelaide Wine Capital Cycle Trail Project, which would link existing cycle trails to create a single cycle trail running from the Clare Valley to McLaren Vale. This project has strong potential to help grow the visitor economy in the wine regions close to Adelaide, and work could begin fairly quickly given planning has already been undertaken. The councils have applied for federal government funding for the capital works required, but there may be an opportunity for the state government to provide support to help ensure the capital works can commence.

# Attachment B



## Proposed projects

-  Road Maintenance
-  Road Upgrade
-  Supporting Infrastructure