



Adelaide Hills Council  
Alexandrina Council  
The Barossa Council  
Kangaroo Island Council  
District Council of Mount Barker  
Rural City of Murray Bridge  
City of Victor Harbor  
District Council of Yankalilla

# SOUTHERN & HILLS LOCAL GOVERNMENT ASSOCIATION

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## S U B M I S S I O N

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**Subject** Inquiry into the Integration of Regional Road and Rail Networks and their Connectivity to Ports.

**To** House of Representatives  
Standing Committee on Transport and Regional Services  
Parliament House  
Canberra ACT 2600

**From** Fred Pedler - Executive Officer

**Dated** 26<sup>th</sup> May 2005

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This Submission is in response to the request of the Minister for Transport and Regional Services, Hon John Anderson MP, to the House of Representatives Standing Committee on Transport and Regional Services to inquire into the Integration of Regional Road and Rail Networks and their Connectivity to Ports.

### 1. ABOUT THE S&HLGA

The Southern & Hills Local Government Association (S&HLGA) is a Regional Association of Councils under Part 4 of the Constitution of the Local Government Association of South Australia. The Association was first formed in July 1969 and is now constituted as a Regional Subsidiary under Section 43 and Schedule 2 of the Local Government Act 1999. The constituent Councils of the Association are the Adelaide Hills Council, Alexandrina Council, The Barossa Council, Kangaroo Island Council, District Council of Mt Barker, Rural City of Murray Bridge, City of Victor Harbor and the District Council of Yankalilla.

Collectively these 8 Councils have:

- o 140,668 people (ABS est. 30<sup>th</sup> June 2003)
- o A regional population, which is growing at 2.5% pa, the second highest population growth rate of a rural region in South Australia.
- o 84,124 rateable properties and a further 4,439 non-rateable properties.
- o \$875 million in combined assets. (as at 30<sup>th</sup> June 2004)

- \$63.46 million in combined loans. (as at 30<sup>th</sup> June 2004)
- \$146.57 million in revenue of which \$74.64 million is rate revenue. (2003 - 2004)
- 7,274 kilometres of local roads of which 2,585 are sealed, 4,440 are formed unsealed and the remaining 249 are unformed.
- An ocean coastline of 653 Km.
- The River Murray and lakes form the southeast boundary of the region
- Significant areas within the region are under primary production include highly productive farm, horticulture, viticulture, forestry and intensive animal keeping enterprises and in the more undulating parts sheep farming, cereal growing and dairying.
- Much of the area has, (by South Australian standards) a high rainfall.
- The whole area, including Kangaroo Island, is within 100 kilometres of Adelaide.
- Significant growth both in population and development, placing demands on the built infrastructure and the natural environment.
- The region is a major tourism destination.

The Charter of the S&HLGA is to:

- Provide leadership and advocacy on regional issues.
- Encourage and promote the interests of an autonomous and democratic system of Local Government.
- Plan at a regional level when determining the needs of communities.
- Promote cooperation to achieve efficient and effective delivery of services which meet the needs of communities.
- Support and develop financial and economic well being of the community which is sustainable.

The Executive Committee of the S&HLGA meets bi-monthly where the majority of the Delegates from Member Council's are Mayors, Deputy Mayors and Chief Executive Officers.

## 2. REGIONAL TRANSPORT PLANNING

In 2000 the S&HLGA formed a Roads Working Party (RWP), with membership drawn from Member Councils and regional managers and infrastructure planners of then Transport SA, to prepare a regional transport plan. The S&HLGA 2010 Transport Plan (Plan) completed in 2001 has been adopted by all member Councils and has been the reference for recommendations on regional priorities for the (South Australian) Special Local Roads Program. The Plan focuses on Local Roads, particularly those roads that perform an interregional transport function within the regional road network.

The Plan is kept under review by the RWP that prepares bi-annually the S&HLGA Roads Action Plan that schedules priority works identified in the Plan that is being undertaken by Councils and all works being undertaken in the region by Transport SA.

Due to continuing growth in the wine and timber industries the S&HLGA prepared an Addendum Report in 2004 to prepare an interregional transport demand statement for the wine and timber industries for the Barossa to the Southern Fleurieu Region and the identification of a transport strategy to service the identified transport task. The Addendum Report found that:

- The overall grape production within the study area (Barossa, McLaren Vale, Langhorne Creek and Adelaide Hills) is expected to increase from 156,600 tonnes to 282,500 tonnes by 2006, an increase of 80% or 12.5% per year (cumulative). More importantly the estimated tonnages of grapes that will be produced in one of these production areas but processed in another area within the study area (mainly the Barossa) will increase from 65,600 tonnes to 113,400 tonnes for the same period, an increase of 73% or 11.6% per year.
- Timber from pine plantations owned by Forestry SA is not expected to increase significantly. However, timber from pine grown on Kangaroo Island and blue gums grown in the Southern and Hills region are expected to increase significantly over the next 10 years or so.
- The timber / wine demands vary between 10 and 18 percent of the total demand on the arterial and major local roads. However during the grape harvest period, daily percentages are expected to be significantly greater than this range. The future wine / timber demands are predicted to increase by between 30% and 80% to 2006, which is significantly greater than the average rate for traffic growth on rural arterial roads (typically 3% per annum) or 16% over the same period.

The main findings are:

- Significant south to north demands in the vicinity of Mount Barker due to grape product traffic from Langhorne Creek and McLaren Vale to the Barossa Valley;
- Significant north to south and south to north demands for heavy traffic movement (timber and grapes respectively) west of Mount Barker;
- Change in demand patterns within the livestock industry that could increase longer distance travel.

North South freight corridors were assessed with the highest scoring corridors that are (or proposed) B-Double Routes:

- McLaren Vale to Barossa Valley: Adelaide Route via Main South Road and Sturt Highway

- Langhorne Creek to Barossa Valley: Route 1: Eastern Hills Route Passes through the small townships of Monarto, Palmer and Mt Pleasant; via Langhorne Creek to Wellington Road, Kangaroo Road, Ferries McDonald Road, Schenschmer Road, Pallamana Road to Pallamana, to Palmer, to Tungkillo, Tungkillo Road to Mt Pleasant

High scoring corridor but not proposed to be a continuous B-Double Route:

- Onkaparinga Valley Route via Mt Barker, Nairne and Woodside to Mt Pleasant

The Langhorne Creek to the Barossa has been identified as a strategic road to be developed for heavy transport to support the growth of the wine and timber industries and is currently undergoing further detailed assessment for possible upgrading to meet the identified interregional transport task. This is jointly being undertaken with the Department of Transport and Urban Planning as part of the road network is State Government Arterial Roads.

The upgrading of this route is beyond the resources of the Local Councils and the State Government and the Auslink Regional Strategic Investment - Strategic Funding Scheme would be an appropriate way to fund this project.

### **Submission**

**S&HLGA submission is that the Government allocate additional funds to the Auslink Regional Strategic Investment - Strategic Funding Scheme in line with the submissions by the Australian Local Government Association and State Local Government Associations to include the following elements:**

- **The Scheme be refunded to the original Auslink Report level of \$400 million funded over four years.**
- **That the funds be proportionally allocated (similar to the core pool) to State based Local Government Transport Advisory Panels to be distributed within each State.**
- **That a merit test be applied to the distribution of the funds**

### **3. COUNCIL CASE STUDY**

#### **Roads and Bridges in the Barossa Region**

The Barossa region is a major grape growing and wine processing region. In 2001, of the 341,100 tonnes of grapes crushed or processed, over 83% were brought into the Barossa from other regions, exclusively by road transport. It is forecast that by 2011, there will be an increase of 76% since 2001 in the tonnage of grapes crushed or processed in the Barossa, with about 85% coming in from other regions.

The major wineries and industry are concentrated in the centre of the Barossa, with few exceptions. Two-thirds of Barossa freight is generated in the

Nuriootpa/Angaston area and one-third in the Tanunda/Rowland Flat area. This results in the need for heavy transport access to and from locations in Rowland Flat, Tanunda, Nuriootpa and Angaston, where tourism services and built-up areas are also concentrated, creating safety and access issues. A recent local newspaper survey of tourists identified concerns about the mix of heavy freight vehicles and cars, and the impact of the heavy vehicles on local main street businesses and tourism activities.

The Barossa is largely a self-drive tourism destination, with 93% of domestic holiday visitors nominating private car as the main transport used to travel to the region. Tourism destinations are widely spread over the region. Public transport in the Barossa is limited and inadequate.

The Barossa Council has an objective to improve roads and bridges in the Barossa, and freight linkages to the major wineries and other industries. Three regional transport studies have been undertaken recently to identify improvements which need to be made to particular roads to address road safety issues and to meet road transport demands, particularly those resulting from the inflow of grapes and juice from other regions and the outflow of wine products. Town by-passes and alternative road networks have been proposed.

B-double vehicle access in the Barossa is limited at present, but proposals to extend such at an estimated cost (at April 2000) of \$17 million, particularly through the Seppeltsfield, Gomersal, Bethany and Angaston areas, are being investigated. In addition, Council has identified two high priority roads programs, which, when completed, would provide a bypass to the southern residential area of Tanunda. The programs are the upgrades of Biscay Road/Rifle Range Road East to link Bethany Road to the Barossa Valley Way (\$0.5 million), and Rifle Range Road West, linking Gomersal Road to the Barossa Valley Way (approx. \$3.5 million). Similarly, the upgrade of Samuel Road and the extension of Moppa Road South to Peramang Road, at an estimated cost of \$0.6 million, would provide both a southern bypass to the township of Nuriootpa and a link to the Sturt Highway.

The Barossa Council has attempted to address the upgrade of bridges on roads where higher mass limit vehicles would operate. One such bridge in the Barossa is the Dorrien Bridge on Seppeltsfield Road, between Tanunda and Nuriootpa. The Dorrien Bridge was one of seven South Australian bridges proposed for upgrading in 2002/03 from the Commonwealth Government's bridge upgrading program. Complete replacement of the existing narrow (4.6m), structurally unsound Dorrien Bridge was considered the most cost effective option, at an estimated cost of \$1.2 million (ex GST). Funding for the construction of the new Dorrien Bridge has been secured, with a one-third contribution each (\$400,000) from Federal, State and local governments (The Barossa Council and the Light Regional Council).

The Dorrien Bridge is one of a number of bridges in the Barossa Council area that requires upgrading.

**Submission:**

**The Barossa Council is faced with a huge challenge to improve road and bridge infrastructure in the Barossa region, a challenge far beyond the scope of the Council's limited financial reserves, and ratings and borrowing capacities. The Council will be seeking the support of the State and Federal governments to meet the challenge.**

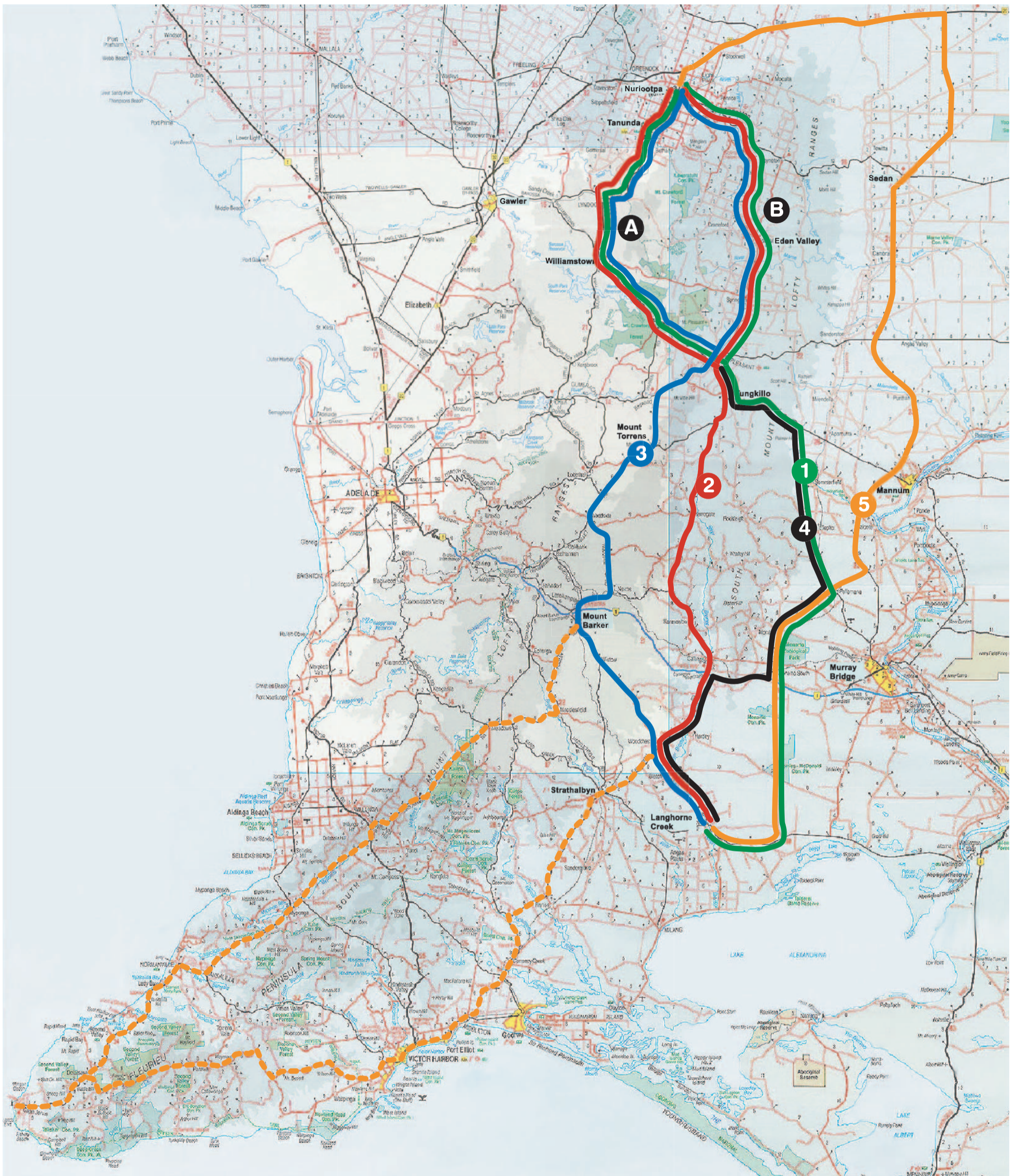
**The Barossa Council considers it imperative that the Commonwealth Government extends its bridge upgrading program from the original four-year, \$30 million commitment.**

**4. VERBAL EVIDENCE**

The S&HLGA does not wish to give verbal evidence before the House of Representatives Standing Committee on Transport and Regional Services Select Committee.

Fred Pedler  
**EXECUTIVE OFFICER**



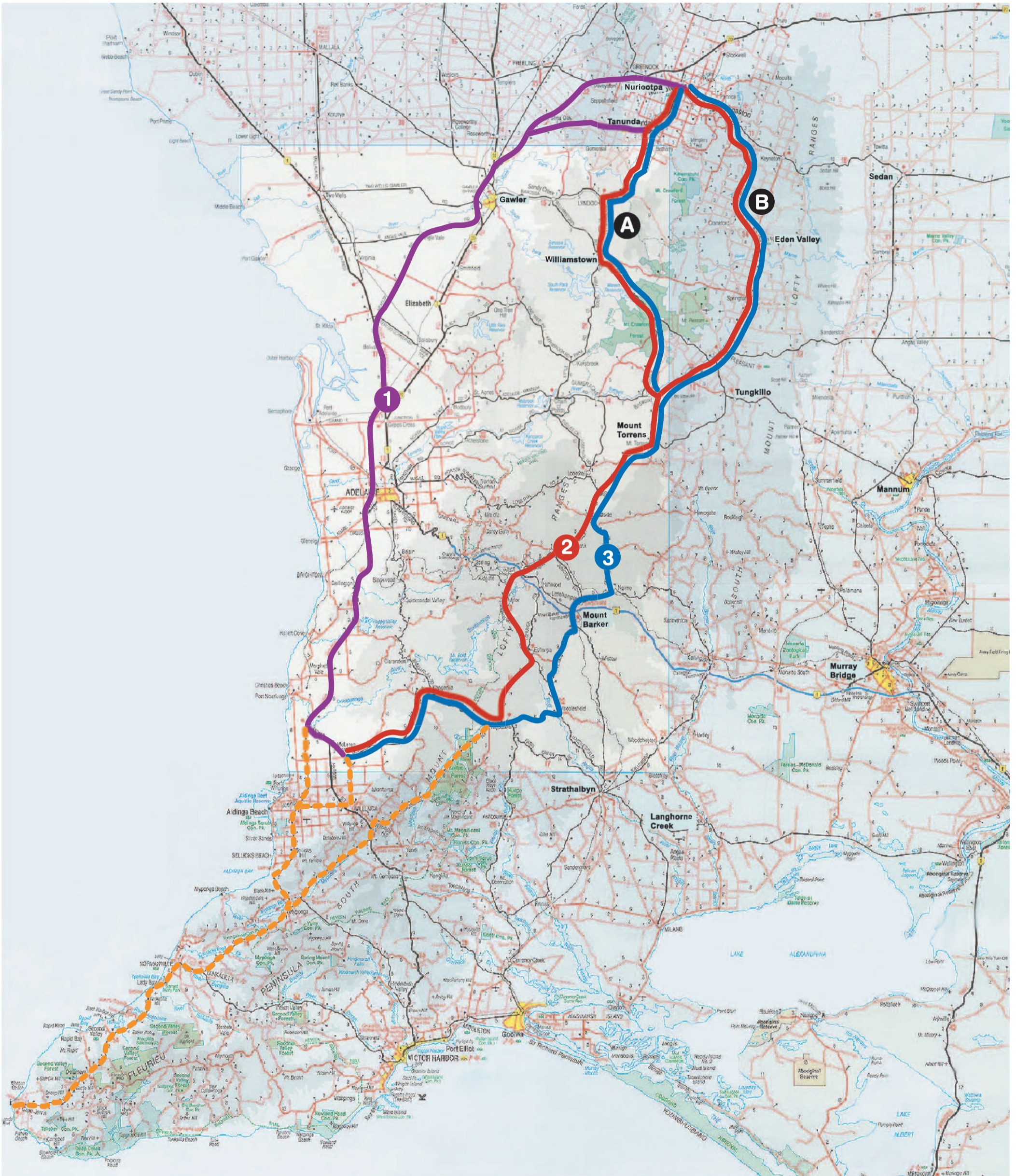


**Figure 5.1**  
 North South Route Options  
 Langhorne Creek to Barossa

**KEY**





- ① Route 1
- ② Route 2
- ③ Route 3
- ④ Route 4
- ⑤ Route 5
- ⋯ Links to Kangaroo Island





**Figure 5.2**  
North South Route Options  
McLaren Vale to Barossa

**KEY**

-  Route 1
-  Route 2
-  Route 3
-  Links to Kangaroo Island



# Moppa Road South

**Greenock**

**Nuriootpa**

Light and Si  
camped near  
June 1839  
Light Pass

Avenue of  
2000 date palms planted  
during the Great Depression.

**Marananga**

**Seppeltsfield**

**Dorrien**

**Stonewell**

**Siegersdorf**

**TANUNDA**  
The subtle combination  
of a strong Germanic past and  
a vibrant commercial present is the  
essence of Tanunda, surrounded by wineries  
brimming with tourist interest. A town walk  
familiarize you with history and architecture;  
under through Goat Square, visit an historical  
museum, investigate abundant crafts or  
drop in on a cooper. Round out your  
visit by treating yourself to some  
regional fare at a bakery, cafe  
or restaurant.

**Tanunda**

**Vine Vale**

**Crayford**

**Bethany**

# Rifle Range Road

**Schreiberau**

**BETHANY**  
Historic first settlement in the  
Barossa (1842). Today examples  
of authentic German cottages are still  
evident. Likewise the traditional  
Hufendorf pattern of village  
layout is still discernible.

**Moorooro**

**Krondorf**

**LYNDOCH**  
Used by Colonel Light to  
train at arms, Lyndoch Valley's  
loose soils have attracted vintner and  
visitor may sample German-style  
wines at a nearby chateau to view its  
cellar at a melodious museum, or  
take a horse to settle the dust in  
a lovely ironstone pub.

**Rowland Flat**

A byword among wine lovers, this  
creek was named after William Jacob, an  
assistant of Colonel William Light.

**Kaiser Stuhl**

**Conservation**