

Roads Working Party Meeting - Notes

Date: Wednesday 27 March 2019

Time: 3.59pm

Location: Minlaton Council Chambers

Meeting Objective: To consider the future utilisation of Council's road network for community access, freight, tourism and agricultural needs.

Item No.	Item	Who	When
1	Attendees and Apologies		
1.1	<p>Attendees</p> <p>Councillor David Langford (Cr DL) (Chair) Mayor Darren Braund (Mayor DB) (Ex Officio) Councillor Anthony Bennett (Cr AB) Councillor Naomi Bittner (Cr NB) Andrew Cameron (AWC), Chief Executive Officer Trevor Graham (TDG), Director Assets and Infrastructure Services Michael McCauley (MSM), Asset Manager Roy Dick (RAD), Works Manager Greg Twelftree (GT), Community Representative - Agricultural Industry Ben Wundersitz (BW), Community Representative - Agricultural Industry Shane Carty (SC), Community Representative - Transport Industry Anthony Trengove (AT), Community Representative - Transport Industry Kira Tapps (KLT) (Note Taker), Executive Assistant to the Director Assets and Infrastructure Services</p>		
1.2	<p>Apologies</p> <p>Richard Murdoch, Community Representative - Agricultural Industry</p>		
2	<p>Role of the Road Manager when Processing Applications for Heavy Vehicle Access to Council's Road Network Pursuant to the Heavy Vehicle National Law (HVNL)</p> <p>TDG provided an overview of the role of the Road Manager when processing applications for heavy vehicle access to Council's road network pursuant to the Heavy Vehicle National Law (HVNL).</p>		
3	<p>Expectations of the Roads Working Party</p> <p>Each member of the Working Party was asked to provide an overview of their expectations of the Roads Working Party.</p>		

	<p>It is the expectation of members that the Roads Working Party will:</p> <ul style="list-style-type: none"> • Explore opportunities for the use of heavy vehicles on Council's road network in a safe manner for all road users. • Share information and ideas on how Council can move forward with access to its road network where available funding will be a key consideration. • Develop an understanding of the expectation of the road network by all road users. • Consider access to Council's road network in general, including the suitability of vehicles accessing roads that do not meet the criteria under the Performance Based Standards (PBS) Scheme – Network Classification Guidelines. • Consider the efficiencies created by allowing heavy vehicles, including Oversize Overmass (OSOM) agricultural equipment, to access Council's road network. • Consider heavy vehicle bypasses around townships. • Increase the access to Council's road network by 30m Road Trains. • Look at roadside vegetation maintenance activities. • Assist Council to lobby the Department of Planning, Transport and Infrastructure (DPTI) to increase the expenditure on the roads under their care and control on the Yorke Peninsula. 		
<p>4</p>	<p>Points Raised by Members of the Roads Working Party</p>		
<p>4.1</p>	<p>Amendments to the wording of the Purpose within the Terms of Reference GT spoke to his suggestion that the Purpose within the Terms of Reference be amended as follows:</p> <p><i>The Roads Working Party has been formed to consider the future utilisation of Council's road network the road network within our Council area for community access, freight, tourism and agricultural needs.</i></p> <p>GT moved Cr AB seconded: The Purpose within the Terms of Reference be amended.</p> <p style="text-align: right;">CARRIED</p>	<p>TDG</p>	<p>May 2019 Council meeting</p>
<p>4.2</p>	<p>Communication between the Department of Planning, Transport and Infrastructure (DPTI) and Council During discussion regarding Item 4.1 AWC and TDG provided the Working Party with an overview of the communication between DPTI and Council.</p>		

<p>4.3</p>	<p>Gazetting Council's 30m Road Train Network</p> <p>TDG clarified that there are currently no roads gazetted for access by Restricted Access Vehicles (RAVs) within Council's road network and explained that in April 2016 Council provided pre-approval to the National Heavy Vehicle Regulator (NHVR) for the use of 26m B Doubles fitted with Certified Road-Friendly Suspension at Higher Mass Limits (HML) on all Commodity Routes in the Yorke Peninsula Council area, as published on the DPTI RAVnet online map system.</p> <p>This pre-approval was given with no prior assessment of the road network.</p> <p>TDG advised the Working Party that the gazetting of Council's road network for access by 30m Road Trains is not possible as Council's roads do not fully comply with the criteria under the PBS Scheme.</p> <p>TDG also advised that DPTI are currently working towards harmonising their road network with the intent to gazette some of the roads under their care and control for access by 30m Road Trains.</p> <p>TDG further advised that should Council wish to consider gazetting its sealed road network for access by 30m Road Trains a strong investment would be needed to bring these roads up to a suitable and safe standard.</p>		
<p>4.4</p>	<p>Dropping the speed limit for all B Doubles or all trucks to 60kph on Council's Unsealed Road Network</p> <p>TDG advised that Council do not have the ability to set default speed limits upon roads and clarified that the only body that can set default speed limits, including on Council's roads, is DPTI.</p> <p>TDG further clarified that Council's Road Manager can set speed limits as a condition of the permit or pre-approval criteria pursuant to the National Heavy Vehicle Regulator's (NHVR's) processes.</p> <p>As a condition of the pre-approval provided for 26m B Doubles and any permits, including for 30m Road Trains, that Council provides Road Manager consent for a speed limit of 60kph is applied for Council's unsealed roads.</p> <p>TDG further advised that Council does have the ability to set load limits upon its roads.</p> <p>SC asked if it would be possible for Council to put forward a motion to DPTI that the default speed limit be reduced on its unsealed roads. Discussion ensued that this is not feasible.</p>		
<p>4.5</p>	<p>Dropping the speed limit on unsealed roads for Council's trucks and/or as a condition of Council's contract specifications for road construction and asking DPTI to do the same</p>		

	<p>TDG advised that it is possible to make this a condition of the contract; however, this is not good practice to restrict a select group of legal vehicles as other General Access Vehicles (GAVs) travel at the open speed limit with no restrictions applied. This may also cause confusion from a policing sense. In addition, the application of such a condition would need to be monitored by Council staff who have no authorisation in this area.</p> <p>TDG further advised that under the Local Government Act it is possible for Council to fine operators if it can be proven that they have damaged the road.</p> <p>Discussion ensued regarding the damage caused to Council's unsealed roads by any vehicle travelling upon it, which caused TDG to reiterate the statements he made under Item 4.4 regarding the inability of Council to set default speed limits upon its road network.</p>		
5	General Business		
	<p>BW queried the definition of what is considered a commodity for the purpose of commodity routes and whether these could be changed. TDG clarified that these definitions are set by the state government; however, they are currently being reviewed.</p> <p>BW queried the requirement for an escort vehicle to be used when a 30m Road Train is accessing certain roads under Council's care and control and asked who set this. TDG responded that this condition has been set by Council's Road Manager to allow 30m Road Trains to access certain roads that they would otherwise not be allowed to access.</p>		
6	Next Meeting		
	<p>It is suggested that the next meeting of the Roads Working Party be held in early June.</p> <p>KLT will provide the Working Party with proposed dates in line with this suggestion.</p>	KLT	With the notes of this meeting.

Meeting Closed: 5.08pm