

PROGRAM

9.30am	Registration and Morning Tea
10.00am	Opening and President's Welcome
10.05am	Welcome to the City of Mount Gambier Mayor Andrew Lee
10.15am	LC LGA Annual General Meeting
10.40am	Guest Speakers Karen Raffen, CEO, Brand South Australia Mr Tim Anderson, Chair of the State Planning Commission
11.20am	Open of the LC LGA General Meeting
1.00pm	Close of the LC LGA General Meeting
1.10pm	Lunch & Tour of UNI SA Facility

**AGENDA FOR THE GENERAL MEETING OF THE LIMESTONE COAST LOCAL GOVERNMENT ASSOCIATION,
TO BE HELD AT UNI SA CAMPUS, WIRELESS ROAD WEST, MOUNT GAMBIER ON FRIDAY 9TH FEBRUARY
2018 AT 10.00AM**

President's Welcome

Welcome by City of Mount Gambier Mayor Andrew Lee

1.0 MEMBERS/DEPUTY MEMBERS

1.1 Present

LC LGA President Naracoorte Lucindale Council	Mayor Erika Vickery
City of Mount Gambier	Mayor Andrew Lee Cr Hanna Persello
Wattle Range Council	Mayor Peter Gandolfi Cr Robert Dycer
District Council of Grant	Mayor Richard Sage
Kingston District Council	Mayor Reg Lyon
District Council of Robe	Mayor Peter Riseley
Tatiara District Council	Mayor Graham Excell Cr Robert Mock

1.2 In Attendance

LC LGA	Mr Dominic Testoni (EO)
City of Mount Gambier	Mr Mark McShane (CEO)
Wattle Range Council	Mr Ben Gower (CEO)
Naracoorte Lucindale Council	Mrs Fiona Stringer (Acting CEO)
District Council of Robe	Mr Roger Sweetman (CEO)
Kingston District Council	Mr Andrew MacDonald (CEO)
Tatiara District Council	Ms Anne Champness (CEO)

1.3 Guests and Observers

RDA Limestone Coast	Mr David Wheaton (CEO) Mr Alan Richardson (Acting Chair)
LGA	Mr Lea Bacon (Director - Policy)
Uni SA	Mr Ian McKay
PIRSA	Ms Peta Crewe (Regional Manager – Limestone Coast)
Member for Mount Gambier	Mr Troy Bell MP
LC LGA	Mrs Biddie Shearing (Tourism Industry Development Manager) Mr Rob Forgan (Regional Community Road Safety Officer) Mrs June Saruwaka (Regional Waste Management Coordinator) Mrs Prae Wongthong (Climate Adaptation Project Officer) Mrs Michaela Bell (Project Manager) Mr Tony Elletson (STARCLUB Field Officer) Ms Mae Steele (Executive Support Officer)



1.4 Apologies

Federal Member for Barker	Mr Tony Pasin MP
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“That the apologies be accepted.”

Moved,

Seconded,

2.0 DISCLOSURE OF INTERESTS

Any Delegate or staff member with a potential conflict of interest is asked to declare the interest on the supplied **Conflict of Interests Declaration Form** detailing what the conflict is and why they will not be participating in any item relating to that issue.

3.0 MINUTES OF MEETINGS

3.1 Confirmation of the Minutes of the December LC LGA General Meeting held in the Kingston District Council on the 8th December 2017 – *Refer to pages 9-21*

“That the Minutes of the LC LGA General Meeting held on 8th December 2017 be taken as read and confirmed as a true and correct record of the proceedings at that meeting.”

Moved,

Seconded,

4.0 MATTERS ARISING FROM THE MINUTES

Business arising from the Minutes of the General Meeting, 8th December 2017.

5.0 ACTION SHEET

Refer pages 22-23

6.0 CORRESPONDENCE

Refer to pages 24-26

6.1 Inwards and Outwards

Correspondence register to 5th February 2018.

Many of these correspondence items will have been received directly by member councils. Should any delegate wish to access any correspondence items listed, but not included with this agenda, they can be made available by contacting the LC LGA Executive Officer.

“That correspondence be received and noted by LC LGA delegates.”

Moved,

Seconded,



7.0 REPORTS

7.1 LC LGA President's Report

Refer pages 27-40

7.1.1 LGA Board

(i) Draft Minutes of LGA Board Meeting held on thursday 25th January 2018.

7.1.2 SAROC

(ii) Key Outcomes Summary of SAROC Meeting held on Wednesday 24th January 2018.

7.2 Local Government Association of SA

Lea Bacon – Director - Policy

Refer to pages 41-48

7.3 Report from LC LGA Starclub Field Officer

Tony Elletson

Refer to pages 49-52

7.4 Report from LC LGA Tourism Industry Development Manager

Biddie Shearing

Refer to pages 53-54

7.5 Report from LC LGA Regional Community Road Safety Officer

Rob Forgan

Refer to pages 55-62

7.6 Report LC LGA Regional Waste Management Coordinator

June Saruwaka

Refer to pages 63-66

7.7 Report LC LGA Climate Adaptation Project Officer

Prae Wongthong

Refer to pages 67-75

7.8 Report from LC LGA Project Manager

Michaela Bell

Refer to pages 77-80

“That the reports from the LC LGA President, Local Government Association SA, Office of Local Government, Starclub Field Officer, Tourism Industry Development Manager, Regional Community Road Safety Officer, Regional Waste Management Coordinator, Climate Adaptation Project Officer and Project Manager be received and noted.”

Moved,

Seconded,



8.0 RECOMMENDATION REPORTS

8.1 Joint Planning Boards

Executive Officer

Refer pages 81-84

It is recommended that LC LGA;

1. Receive and note the report.
2. For discussion and decision.

Moved,

Seconded,

8.2 Regional Airport Submission

Executive Officer

Refer pages 85-86

It is recommended that LCLGA;

1. Receive and note the report.
2. Note the submission that has been lodged with the Senate Rural and Regional Affairs and Transport References Committee.

Moved,

Seconded,

8.3 Regional Growth Strategy

Project Manager

Refer pages 87-90

It is recommended that LCLGA;

1. Receive and note the report.

Moved,

Seconded,

8.4 Rating of Electricity Generators

Executive Officer

Refer pages 91-94

It is recommended that LC LGA:

1. LC LGA receive and note the report.

Moved,

Seconded,



8.5 Regional Waste Management Strategic Direction 2018-2023

Regional Waste Coordinator

Refer pages 95-102

It is recommended that LC LGA:

1. The Board receives and endorses the 'LCLGA Regional Waste Management Strategic Direction (2017/18 to 2022/23).'
2. Endorses the development of the Implementation Plan and Community Engagement Plan.

Moved,

Seconded,

8.6 LCLGA Executive Officer Annual Performance Review (Confidential)

LCLGA President

To be circulated under separate cover

1. Pursuant to Section 3.6.18 of the LCLGA Charter, and Section 90 of the Local Government Act 1999, the Association orders that the public be excluded from attendance at the meeting in order to consider and discuss in confidence Item No 8.6 LCLGA Executive Officer Annual Performance Review.
2. Is satisfied that the principle that meetings of LCLGA should be conducted in a place open to the public has been outweighed in relation to this matter because it relates to information the disclosure of which would involve the unreasonable disclosure of information concerning the personal affairs of any person.

Moved,

Seconded,

9.0 FINANCIAL

9.1 Profit and Loss Statement

Refer to pages 103-106

It is recommended that LC LGA:

1. The Consolidated Profit and Loss Budget Analysis for the period 1st July 2017 to 31st December 2017 be received and noted.
2. The Balance Sheet for the period ending 31st December 2017 be received and noted.
3. The Jobs Profit and Loss Report to the 31st December 2017 be received and noted.

Moved,

Seconded,



10.0 OUTSIDE ORGANISATIONS AND COMMITTEES

10.1 **Regional Development Australia Limestone Coast**

10.2 **South East NRM Board**

It is recommended that LC LGA:

“Receives and note the Reports.”

Moved,

Seconded;

11.0 LCLGA SUB-COMMITTEE MINUTES

11.1 **LCLGA Roads and Transport Management Group – 5th February 2018**

Refer to pages 107-152

11.2 **LCLGA Regional Waste Steering Committee – 31st January 2018**

Refer to pages 153-155

11.3 **LCLGA Tourism Management Group – 20th September 2017 & 22nd January 2018**

Refer to pages 156-168

It is recommended that LC LGA:

“The Minutes of the LC LGA Roads and Transport Management Group, LC LGA Regional Waste Steering Committee and the LCLGA Tourism Management Group having first been circulated amongst members, be adopted.”

12.0 OTHER BUSINESS

13.0 ANTICIPATED MEETING CLOSURE – 1.00 p.m.

The next LC LGA General Meeting is to be held in the Wattle Range Council on **Friday 6th April 2018**. Acceptances and apologies to LC LGA Executive Support Officer
Phone 8723 7310 or Email admin@lclga.sa.gov.au



LC LGA CALENDAR

Date	Meeting	Location
24 th January 2018	SAROC	LGA, Adelaide
9 th February 2018	LC LGA AGM & GM	City of Mount Gambier
21 st March 2018	SAROC	LGA, Adelaide
6 th April 2018*	LC LGA GM	Wattle Range Council
12 th & 13 th April 2018	Council Best practice Showcase LGA Ordinary GM	Adelaide Town Hall
16 th May 2018	SAROC	Regional Location, TBC
1 st June 2018*	LC LGA GM	District Council of Robe
18 th July 2018	SAROC	LGA, Adelaide
10 th August 2018	LC LGA GM	Grant District Council
29 th -31 st August 2018	LGA Roads & Works Conference	Barossa
12 th September 2018	SAROC	Regional Location, TBC
12 th October 2018	LC LGA	Tatiara District Council
26 th October 2018	LGA Conference & AGM	Adelaide Entertainment Centre
14 th November 2018	SAROC	LGA, Adelaide
14 th December 2018	LC LGA	Naracoorte Lucindale Council
8 th February 2019	LC LGA AGM & GM	Kingston District Council
*note change to regular bimonthly schedule		



MINUTES FROM THE GENERAL MEETING OF THE LIMESTONE COAST LOCAL GOVERNMENT ASSOCIATION, HELD AT THE KINGSTON DISTRICT COUNCIL, KINGSTON ON FRIDAY 8TH DECEMBER 2017**President's Welcome**

- Mayor Erika Vickery welcome all members and guests. A special welcome to Anne Champness, New Chief Executive Officer at the Tatiara District Council.

Welcome by Kingston District Council Mayor Reg Lyon

- Welcomed Anne Champness to the region.
- Offered best wishes to Dr Helen Macdonald for her approaching departure from the position of CEO at the Naracoorte Lucindale Council.
- A busy year in Kingston and looks as though it will be a busy 2018
- Friday December 1st 2017 a special council meeting was held to consider the Dredge Procurement Report. The report was accepted and a new dredge funding agreement has been entered into. The new dredge will be up to date and of great benefit to the community.

New Venture Institute – Envision Limestone Coast

Kathryn Anderson & Matt Salier

- NVI is the centre of innovation and entrepreneurship at Flinders. Through programs and activities they inspire, connect and educate future generations of entrepreneurs and innovators.
- eNVIision is a collaborative incubator space connecting local business owners and entrepreneurs with a wide range of resources within Flinders University.
- eNVIision Limestone Coast – opening early 2018 – is a purpose built incubator in the southeast of South Australia delivering born-global and export focused new ventures. It will create a local innovation ecosystem connected to a global network of markets and expertise.
- Limestone Coast innovation precinct/ learning lab to be developed in Mount Gambier and to work with SME's/business across the region.
- The Innovation hub will be tailored to the needs of the region and will work with council's networks and sister city connections to find the and develop opportunities.
- We are now seeking the first startup businesses to take through the program. Please refer anyone you think will also wish to be part of the Limestone Coast's new business incubator or send to this link [eNVIision Limestone Coast](#).

Limestone Coast Red Meat Cluster

Miss Meg Bell

- Limestone Coast Red Meat Cluster fosters collaboration by working in a number of areas to develop a deeper understanding of the region's red meat industry, build innovation, grow profitability and enhance skills.
- The Limestone Coast holds 56% of SA's cattle and 34% of the states sheep flock. The sector employs 3,649 FTE's in the Limestone Coast.
- 2015-16 Net Revenue for the Limestone Coast Red Meat Industry – Includes production, processing, in region consumption and export, minus imports.
- The region's major red meat processors, Teys Australia at Naracoorte and JBS at Bordertown, are significant Limestone Coast employers, along with Thomas Foods International at Murray Bridge. There are also a large number of small meatworks, retail butchers and food service outlets that contribute significantly to the regional economy.

- Cluster in its fourth year funded primarily by Pirsra and supported by the Naracoorte Lucindale Council. The cluster will look to become self-sustaining in the future. Clusters historically take 8 years of government support to get fully established, to develop the research, upskilling the industry and developing the scalability of businesses to provide a consistent quality to supply new and established markets.
- The current funded projects do not allow for an administration component and the Cluster is seeking member councils financial support through the LC LGA.
- Members may consider the role of the livestock industry in future planning and maintenance of council assets including roads and bridges also the significant economic impact of this industry sector and the investment made to other sectors eg. Tourism.

1.0 MEMBERS/DEPUTY MEMBERS

1.1 Present

LC LGA President Naracoorte Lucindale Council	Mayor Erika Vickery
City of Mount Gambier	Mayor Andrew Lee Cr Hanna Persello
Wattle Range Council	Cr Robert Dycer
District Council of Grant	Mayor Richard Sage
Kingston District Council	Mayor Reg Lyon
District Council of Robe	Mayor Peter Riseley
Tatiara District Council	Mayor Graham Excell

1.2 In Attendance

LC LGA	Mr Dominic Testoni (EO)
City of Mount Gambier	Mr Mark McShane (CEO)
Naracoorte Lucindale Council	Dr Helen Macdonald (CEO)
Wattle Range Council	Mr Paul Duka (Director Corporate Services)
District Council of Robe	Mr Roger Sweetman (CEO)
Kingston District Council	Mr Andrew MacDonald (CEO)
Tatiara District Council	Ms Anne Champness (CEO)

1.3 Guests and Observers

RDA Limestone Coast	Mr David Wheaton (CEO) Mr Alan Richardson (Acting Chair)
LGA	Mr Grant Waldron (Acting Director Member Services)
Uni SA	Mr Ian McKay
Limestone Coast Red Meat Cluster	Miss Meg Bell (Coordinator)
PIRSA	Ms Ali Auld (Project Officer – Limestone Coast)
New Venture Institute	Mr Matt Salier (Director) Ms Kathryn Anderson (Deputy Director Enterprise)
LC LGA	Mrs Michaela Bell (Project Manager) Mrs Prae Wongthong (Climate Adaptation Project Officer) Mr Tony Elletson (STARCLUB Field Officer) Ms Mae Steele (Executive Support Officer)



1.4 Apologies

Office of Troy Bell MP	Mr Troy Bell MP Mr Travis Fatchen
Federal Member for Barker	Mr Tony Pasin MP
Minister for Local Government	Hon Geoff Brock MP
PIRSA	Ms Peta Crewe (Regional Manager – Limestone Coast)
District Council of Grant	Mr Trevor Smart (CEO) Mrs Jane Fetherstonhaugh
Kingston District Council	Cr Kay Rasheed
Wattle Range Council	Mayor Peter Gandolfi Mr Ben Gower (CEO)
Tatiara District Council	Cr Robert Mock
LGA	Ms Lisa Teburea
LC LGA	Mrs Biddie Shearing (Tourism Industry Development Manager) Mr Rob Forgan (Regional Community Road Safety Officer) Mrs June Saruwaka (Regional Waste Management Coordinator)

“That the apologies be accepted.”

Moved, Wattle Range Council **Seconded,** Tatiara District Council

CARRIED

2.0 DISCLOSURE OF INTERESTS

Any Delegate or staff member with a potential conflict of interest is asked to declare the interest on the supplied **Conflict of Interests Declaration Form** detailing what the conflict is and why they will not be participating in any item relating to that issue.

NIL

3.0 MINUTES OF MEETINGS

3.1 Confirmation of the Minutes of the October LC LGA General Meeting held in the Naracoorte Lucindale Council on the 13th October 2017.

“That the Minutes of the LC LGA General Meeting held on 13th October 2017 be taken as read and confirmed as a true and correct record of the proceedings at that meeting.”

Moved, City of Mount Gambier **Seconded,** Tatiara District Council

CARRIED

4.0 MATTERS ARISING FROM THE MINUTES

Business arising from the Minutes of the General Meeting, 13th October 2017.



5.0 ACTION SHEET

6.0 CORRESPONDENCE

6.1 Inwards and Outwards

Correspondence register to 1st December 2017

Many of these correspondence items will have been received directly by member councils. Should any delegate wish to access any correspondence items listed, but not included with this agenda, they can be made available by contacting the LC LGA Executive Officer.

“That correspondence be received and noted by LC LGA delegates.”

Moved, Naracoorte Lucindale Council **Seconded**, District Council of Robe

CARRIED

7.0 REPORTS

7.1 LC LGA President's Report

- Launch of Election Strategy
- Media Release outlining three priorities.

7.1.1 LGA Board

- (i) Key Outcomes Summary of LGA Board Meeting held on Wednesday 23rd November 2017.

7.1.2 SAROC

- (ii) Key Outcomes Summary of SAROC Meeting held on Wednesday 22nd November 2017.

7.2 Local Government Association of SA

Grant Waldron

- Rates Awareness Campaign. More information [here](#)
- Election Campaign. More information [here](#)
- Code of Conduct Review
- Members services – Training needs analysis, councils of the future, IT, Unity upgrades.
- Emergency Management.
- Regional Youth Traineeship Programs through the State Government's \$10M Jobs Accelerator Fund success. Support for a further program to continue involving Youth in Councils.
- Workforce Alignment for Industrial relations framework – Steering Committee.

7.3 Report from LC LGA Starclub Field Officer

Tony Elletson

- Limestone Coast Regional Sporting Academy (LCRSA) Pilot Program Update



- LCRSA setup has been a significant amount of work with support of LC LGA team.
- Athletes are now training twice per week in their home towns with local coaches.
- 4 weeks into the twelve-month program
- Physical Screening for the athletes
- Coaches trained/ developed by Tony Checker
- Parent Feedback has been positive
- Trip to NSW to visit NSW Regional Sporting Academies.
- Economic Value of NSW Regional Academies of Sport research project.

7.4 Report from LC LGA Tourism Industry Development Manager

Dominic Testoni

- Biddie Shearing returning to work on 8th January 2018.
- In Biddies absence Mae Steele has assisted with managing tourism enquiries from Councils, Tourism businesses and working with the SATC team to continue the ongoing development of programs.
- Attended the SATC Regional Chairs meeting early November. Discussion around the attendance at Caravan and Camping shows. LC LGA Tourism Management Group made a decision based on a number of convincing factors to divert this to International Trade Programs.

7.5 Report from LC LGA Regional Community Road Safety Officer

Rob Forgan

7.6 Report LC LGA Regional Waste Management Coordinator

June Saruwaka

7.7 Report LC LGA Climate Adaptation Project Officer

Prae Wongthong

- Sector Agreement Signed 11th September 2017.
- Finalised Lidar Project Scoping Document has been distributed to the panel of suppliers. DEWNR will manage the procurement.
- Data acquisition is weather dependent. It is desirable for the data to be captured between January and March 2018, and to allow for product delivery by mid May 2018.
- Climate Adaptation Community Education Strategy – Multi Disciplinary Approach, not only science
- Community Education will be launched Around the Earth Hour on 24th March 2017. Use of Photovoice designed to explore the voice of communities. Learn more [here](#).
- Update on Coastal Reef Project - now a statewide project with full support from SAROC, three other SA regions doing similar work. Development of coastal alliance.

7.8 Report from LC LGA Project Manager

Michaela Bell

- Limestone Coast Brand Update – meeting in with On Creative on Tuesday 12th December where a concept will be presented.
- Coastal Connections 2017/18 program last year of funding. Unable find a suitable funding program to make an application at this stage.



“That the reports from the LC LGA President, Local Government Association SA, Office of Local Government, Starclub Field Officer, Tourism Industry Development Manager, Regional Community Road Safety Officer, Regional Waste Management Coordinator, Climate Adaptation Project Officer and Project Manager be received and noted.”

Moved, City of Mount Gambier **Seconded,** District Council of Robe

CARRIED

8.0 RECOMMENDATION REPORTS

8.1 Starclub Field Officer Position

Starclub Field Officer – Starclub Update

- Child Safe Officer Training around region December 4-6.
- 4 New Starclubs since last LCLGA Meeting.
- Working with next stage for many starclubs in developing Strategic Plans, conducting workshops and planning sessions.
- Some councils have referenced Starclub Accredited clubs to their criteria for funding for sporting clubs, this supports the work of the Starclub program.
- Office of Recreation and Sport Star Club Program Finding expression of interest now open.
- Process has changed with more extensive application required.
- Seeking ongoing council support for the 50/50 funding contribution from LC LGA.

It is recommended that LC LGA;

1. Authorise the LCLGA Executive Officer to complete the Expression of Interest form and apply for the funding from the Office for Recreation and Sport.
2. Authorise the LCLGA President to sign the funding agreement once conditions have been agreed to that meet the intent of the outlined program.

Moved, City of Mount Gambier **Seconded,** Wattle Range Council

CARRIED

8.2 Developing a Sustainable Limestone Coast Leadership Program

Executive Officer

It is recommended that LCLGA;

1. Receive and note the report.
2. Have the President of the LCLGA sign the Auspice Agreement between the Stand Like Stone Foundation and the Limestone Coast Local Government Association.
3. Request that prior to the signing of any future agreements as a condition of the Auspice Agreement that a detailed project plan is prepared and presented to the LCLGA Board for approval.



Moved, District Council of Grant **Seconded,** Kingston District Council

CARRIED

8.3 Regional Growth Strategy

Executive Officer

It is recommended that LCLGA;

1. Receive and note the report.
2. Upon confirmation of a funding contribution by the RDA Limestone Coast engage the Regional Australia Institute to deliver a Regional Pathfinder Program for the Limestone Coast.
3. Authorise additional \$5,000 to come from reserves to fund the project in line with the quote received from the Regional Australia Institute.

Moved, Naracoorte Lucindale Council **Seconded,** Kingston District Council

CARRIED

8.4 Amendment to LC LGA General Meeting Dates

Project Manager

It is recommended that LC LGA:

1. That LC LGA receive and note the report.
2. Note and endorse the LC LGA GM date amendments for 2018

Moved, Tatiara District Council **Seconded,** District Council of Robe

CARRIED

8.5 Reduction of Speed Limits

District Council of Robe

It is recommended that LC LGA:

1. Receive and note the report.
2. Noting the work that has already been undertaken, that the LCLGA continues to advocate alongside the LGA SA and other regional LGA's for increased funding for SA's road network and to reverse the decision made by the South Australian Government to reduce speed limits.

Moved, District Council of Robe **Seconded,** City of Mount Gambier

CARRIED



8.6 Economic Development Work Plan – Deferred Decision on Red Meat Cluster Funding

Executive Officer

It is recommended that LC LGA:

1. Receive and note the report.
2. For discussion and decision.
3. Amend the LCLGA budget and grant \$30,000 to the Red Meat Cluster. These funds are to come from reserves of the Association.

Moved, District Council of Robe

Seconded, Kingston District Council

CARRIED

8.7 Establish New Term Deposit

Executive Officer

It is recommended that LC LGA:

1. Receive and note the report.
2. Authorise the President of the LCLGA and Executive Officer as signatories to the Bank SA accounts to complete the necessary paperwork and place an amount of \$450,000 into a three-month term deposit at an indicative rate of 2.05%.

Moved, District Council of Robe

Seconded, Tatiara District Council

CARRIED

8.8 SE NRM - Smart Farm Proposal

Project Manager

It is recommended that LC LGA:

1. Receive and note the report.
2. Provide a letter of support for DEWNR NR SE 'Smart Farm Grant' Funding application.

Moved, District Council of Robe

Seconded, City of Mount Gambier

CARRIED



9.0 FINANCIAL

9.1 Profit and Loss Statement

It is recommended that LC LGA:

1. The Consolidated Profit and Loss Budget Analysis for the period 1st July 2017 to 31st October 2017 be received and noted.
2. The Balance Sheet for the period ending 31st October 2017 be received and noted.
3. The Jobs Profit and Loss Report to the 31st October 2017 be received and noted.
4. The Statutory Budget Review to the 31st October 2017 be received and noted.

Moved, District Council of Robe **Seconded,** Tatiara District Council

CARRIED

10.0 OUTSIDE ORGANISATIONS AND COMMITTEES

10.1 **Regional Development Australia Limestone Coast**

Alan Richardson, Acting Chair

- Infrastructure Audit – Elizabeth Perkins
- NDIS Hub now fully operational
- Recruitment of the New Chair for RDALC, applications closed awaiting a decision before new board can be sort and appointed.
- RDA Federal funding secured for further three years.
- RDA State funding \$3 million secured for further three years. Opposition have committed to \$4 million if elected.
- Red Meat Cluster and Regional Growth Plan

10.2 **South East NRM Board**

Dominic Testoni

- Smart Farms Program. More Information [here](#)

It is recommended that LC LGA:

“Receives and note the Reports.”

Moved, Tatiara District Council **Seconded,** District Council of Robe

CARRIED

11.0 LCLGA SUB-COMMITTEE MINUTES

11.1 **LCLGA Roads and Transport Management Group – 29th November 2017**

- Green Triangle Freight Action Plan
- Possible development of a Limestone Coast Freight Action Plan identifying the priorities for the region

11.2 **LCLGA Economic Development Reference Group – 27th November 2017**



11.3 LCLGA Limestone Coast Climate Adaptation Committee – 23rd October 2017

11.4 LCLGA Regional Waste Steering Committee – 18th October 2017

It is recommended that LC LGA:

“The Minutes of the LC LGA Roads and Transport Management Group, LC LGA Economic Development Reference Group, LC LGA Limestone Coast Climate Adaptation Committee and the LC LGA Regional Waste Steering Committee having first been circulated amongst members, be adopted.”

Moved, City of Mount Gambier **Seconded,** Tatiara District Council

CARRIED

12.0 LATE ITEMS

12.1 Emergency Contact List

- Recently Updated and circulated to South Australian and Victorian Emergency Management Committees.

12.2 Rural & Regional Affairs & Transport Reference Committee

It is recommended that LC LGA:

1. Receive and note the email from the Rural & Regional Affairs & Transport Reference Committee.
2. Executive Officer to work with member Councils on compiling a regional submission to the Inquiry into the operation, regulation, and funding of air route service delivery to rural, regional and remote communities.

Moved, Robe District Council **Seconded,** City of Mount Gambier

CARRIED

12.3 Rating equity for commercial and/or industrial land uses outside towns - Study

It is recommended that LC LGA:

1. Amend the LCLGA budget and contribute \$600 towards the study.

Moved, Wattle Range Council **Seconded,** Tatiara District Council

CARRIED

CONFIDENTIAL BUSINESS

Late Item – Sponsorship agreement with University of South Australia

To be circulated under separate cover

“It is recommended that LCLGA:



1. Pursuant to Section 3.6.18 of the LCLGA Charter, and Section 90 of the Local Government Act 1999, the Association orders that the public, with the exception of:

Mr Mark McShane (City of Mount Gambier)
Mr Paul Duka (Wattle Range Council)
Dr Helen Macdonald (Naracoorte Lucindale Council)
Mr Andrew MacDonald (Kingston District Council)
Mr Roger Sweetman (District Council of Robe)
Ms Anne Champness (Tatiara District Council)

be excluded from attendance at the meeting in order to consider and discuss in confidence *Late Item No 1, Sponsorship agreement with University of South Australia*; and

2. Is satisfied that the principle that meetings of LCLGA should be conducted in a place open to the public has been outweighed in relation to this matter because it relates to commercial information of a confidential nature.

Moved: Wattle Range Council

Seconded: City of Mount Gambier

12.4 Sponsorship Agreement University of South Australia

It is recommended that the LCLGA;

1. Receive and note the report.
2. Continue discussions with the University of South Australia to finalise the details of any sponsorship agreement prior to the 31st December 2017.
3. Delegate to the President of the LCLGA to accept the sponsorship on behalf of the LCRSA from the University of South Australia conditional on the following;
 - a. That a sponsorship agreement can be agreed to that does not guarantee further involvement in the Academy past the term of the initial sponsorship; and
 - b. As part of the agreement that there is no stipulation that the LCRSA must engage the University of South Australia to deliver modules as part of its education component.
4. Provide a report back to the Board of the LCLGA at the February meeting.

Moved: Kingston District Council **Seconded:** District Council of Robe

CARRIED

Moved to go out of confidence.

Moved: Wattle Range Council **Seconded:** City of Mount Gambier

13.0 OTHER BUSINESS

13.1 Media Release 22nd November 2017 – State Election Campaign



Media Release calling on all political parties and candidates in the forth-coming March 2018 State election to commit to (1) growing regional centres; (2) implementing a 'Royalties for regions' scheme and (3) strengthening regional policy and decision making was distributed across the state and throughout the region.

13.2 Coastal Connections 2018

- Coastal connections program can be found [here](#)

13.3 Farewell to Dr Helen Macdonald, CEO Naracoorte Lucindale Council

- Dr Helen Macdonald's final LC LGA meeting before she concludes her contract with Naracoorte Lucindale Council in January 2018 and commences as CEO of Clare and Gilbert Valleys Council.
- A gift was presented on behalf of member councils.

13.4 Thank you to Members

President Erika Vickery

- Thanked members for their attendance and contributions throughout the year, and wished all a very Merry Christmas and a Safe and Happy New Year.

14.0 ANTICIPATED MEETING CLOSURE – 1.02 p.m.

The next LC LGA General Meeting is to be held in the City of Mount Gambier on **Friday 9th February 2018**. Acceptances and apologies to LC LGA Administration Officer
Phone 8723 7310 or Email admin@lclga.sa.gov.au

Passed as a true and correct record

Signed.....Date.....



LC LGA CALENDAR

Date	Meeting	Location
24 th January 2018	SAROC	LGA, Adelaide
9 th February 2018	LC LGA AGM & GM	City of Mount Gambier
21 st March 2018	SAROC	LGA, Adelaide
6 th April 2018*	LC LGA GM	Wattle Range Council
12 th & 13 th April 2018	Council Best practice Showcase LGA Ordinary GM	Adelaide Town Hall
16 th May 2018	SAROC	Regional Location, TBC
1 st June 2018*	LC LGA GM	District Council of Robe
18 th July 2018	SAROC	LGA, Adelaide
10 th August 2018	LC LGA GM	Grant District Council
29 th -31 st August 2018	LGA Roads & Works Conference	Barossa
12 th September 2018	SAROC	Regional Location, TBC
12 th October 2018	LC LGA	Tatiara District Council
26 th October 2018	LGA Conference & AGM	Adelaide Entertainment Centre
14 th November 2018	SAROC	LGA, Adelaide
14 th December 2018	LC LGA	Naracoorte Lucindale Council
9 th February 2019	LC LGA AGM & GM	Kingston District Council
*note change to regular bimonthly schedule		



Item	5.0 ACTION LIST	STATUS
	8th December 2017	
7.3	Follow up with LGA to continue support for a further program Regional Youth Traineeship Programs.	Ongoing
7.4	Work with DEWNR to finalise the procurement for the Lidar Project and commence data acquisition.	Complete
8.1.1	LCLGA Executive Officer to complete the Expression of Interest form and apply for the funding from the Office for Recreation and Sport; and	Ongoing
8.1.2	to sign the funding agreement once conditions have been agreed to that meet the intent of the outlined program.	Ongoing
8.2.2	President of the LCLGA to sign the Auspice Agreement between the Stand Like Stone Foundation and the Limestone Coast Local Government Association.	N/A
8.2.3	Request that prior to the signing of any future agreements as a condition of the Auspice Agreement that a detailed project plan is prepared and presented to the LCLGA Board for approval.	Ongoing
8.3.2	Engage the Regional Australia Institute to deliver a Regional Pathfinder Program for the Limestone Coast.	Complete
8.3.3	Allocate additional \$5,000 to come from reserves to fund the project in line with the quote received from the Regional Australia Institute.	Complete
8.4.2	Circulate 2018 LCLGA meeting dates date amendments for 2018	Complete
8.6.3	Amend the LCLGA budget and grant \$30,000 to the Red Meat Cluster. These funds are to come from reserves of the Association.	Complete
8.7.2	Authorise the President of the LCLGA and Executive Officer as signatories to the Bank SA accounts to complete the necessary paperwork and place an amount of \$450,000 into a three-month term deposit at an indicative rate of 2.05%.	Complete
8.8.2	Provide a letter of support for DEWNR NR SE 'Smart Farm Grant' Funding application.	Complete
12.2.3	Executive Officer to work with member Councils on compiling a regional submission to the Inquiry into the operation, regulation, and funding of air route service delivery to rural, regional and remote communities via the Rural & Regional Affairs & Transport Reference Committee.	Complete
12.3.1	Amend the LCLGA budget and contribute \$600 towards the Rating equity for commercial and/or industrial land uses outside towns study.	Complete
13.2	Continue to look for funding programs to suit the Coastal connections Program.	Ongoing
	13th October 2017	
7.3	Develop Uni SA Partnership with Sports Academy	Ongoing
8.3	Write to each agency and confirm their acceptance and commitment to the LCEDG Work Plan.	Ongoing
	Complete the Service Level Agreement with Regional Development Australia Limestone Coast and extend the term to the 30 th June 2018	Ongoing
8.4	Development of a Limestone Coast Brand Education and Awareness video and information kit.	Ongoing

8.5	Amend LCLGA Budget and allocate \$15,550 + gst as a co-contribution to the regional signage renewal project. Investigate the additional signage north side of Keith and Princes Hwy, Rennick – SA/VIC Border	Ongoing
8.7	Lidar Mapping	Ongoing
13.0	Executive Officer continue to scope the coastal reef project and work with other interested parties. Provide a report on the project and disseminate relevant information to member Councils	Presented to SAROC
11th August 2017		
8.4	Continue working with the Pilot Group and the LCLGA CEO Working Group to prepare a potential model that can be presented to member Councils for consideration prior to adopting any future models.	Ongoing
8.6.4	Completion of the Executive Officer's performance review by 31 st October 2017 to the Review Committee.	Ongoing
16th June 2017		
8.3	President to sign the lease agreement for office relocation.	Ongoing

Correspondence Register 1st December 2017 to 5th February 2018

In/Out	Date	Subject	Name & Title	Organisation/ Location
In	30/11/2017	Chinese Student Program	Barton, Belinda	Manager, Trade Events, Famils & Projects Marketing, SATC
In	30/11/2017	Bush Tucker Christmas	Kay, Lachlan	DEWNR
In	30/11/2017	SATC : International	SATC:International Marketing	SATC
In	1/12/2017	SATC Wi-Fi Hotspot project - Council Communication	Phelps, Mark	SATC
In	5/12/2017	Additional Financial support for Chinese Students/Graduates for ATE	Barton, Belinda	Manager, Trade Events, Famils & Projects Marketing, SATC
In	5/12/2017	Letter of support for BBFR grant - Guides of Mount Gambier	Peter Cahalan	SATC
In	11/12/2017	Limestone Coast Regional Sporting Academy Sponsorship	Ian McKay	Uni SA
In	11/12/2017	Letter of support	Mike Ryan	District Council of Grant
In	13/12/2017	eNVision LC - thanks and next steps, group mail	Kathryn Anderson	kathryn.anderson@flinders.edu.au
In	15/12/2017	2016/17 Annual Report - Wattle Range Council	Cathy Bell	Wattle Range Council
In	15/12/2017	Tesla Recharge Stations	Phelps, Mark (SATC)	Mark.Phelps@sa.gov.au
In	20/12/2017	Limestone Coast Heritage Adviser report November 2017	Richard Woods	Habitable Places
In	22/12/2017	Thanks for 2017	and Development	DPTI
In	22/12/2017	Letter from the Chief of Staff to the Premier of South Australia - Election Strategy	Danial Romeo	DPC Office of the Premier
In	17/01/2018	LCLGA AGM Nominations	Jayne Featherstonehaoug (Acting CEO)	District Council of Grant
In	17/01/2018	LCLGA AGM Nominations	Ben Gower	Wattle Range Council
In	19/01/2018	LCLGA AGM Nominations	Roger Sweetman	Robe District Council
In	19/01/2018	LCLGA AGM Nominations	Anne Champness	Tatiara District Council
In	19/01/2018	LCLGA AGM Nominations	Catherine Allen	Wattle Range Council
In	20/01/2018	LCLGA AGM Nominations	Andrew McDonald	Kingston District Council
In	22/01/2018	Executive Committee / Audit Committee Joint Workshop - 28 June 2018	Ashlea Lyall	LGA SA
In	22/01/2018	Meeting request - Steve Nolis LGA ED Commercial	Ashlea Lyall	LGA SA
In	23/01/2018	LCLGA AGM Nominations	Sally Close	Naracoorte Lucindale Council
In	23/01/2018	implementation of National Disability Insurance Scheme	Lynne Dowling	City Of Mount Gambier
In	24/01/2018	National Disability Insurance Scheme	Lynne Dowling	City Of Mount Gambier
In	29/01/2018	LGA State Election Third Party Public Reporting Obligations	Matt Pinnegar	LGA SA
In	29/01/2018	Seeking letter of support for BBRF application (Coonawarra)	Cathy Hughes	PQR regional produce, and Q PR + [food] comms

In/Out	Date	Subject	Name & Title	Organisation/ Location
In	5/02/2018	Large Pictorial SATC signs	Donna Foster	City Of Mount Gambier
In /Out	14/12/2017	Tourism Infrastructure - Limestone Coast - Princes Highway	Cahalan, Peter	SATC
In/ Out	18/01/2018	Trails Project	Peterse, Nikki	Office of Tony Pasin, MP.
In/ Out	4/02/2018	From ROBE VIC	Joel Garrett	
In/Out	7/12/2017	School Waste Challenge	Angela Jones	Newberry Park Primary
In/Out	8/12/2017	ServiceIQ Workshop TOP 3 2017/18 -	Roz Becker	SATIC
In/Out	11/12/2017	Request for letter of support - Future Jobs Fund	Steve Perryman	Quality Inn Presidential
In/Out	18/12/2017	Visitor Guide	Sue Hyland	Lacepede Seafood
In/Out	20/12/2017	Plastics	Arron Izzard	City Of Mount Gambier
In/Out	20/12/2017	LCLGA AGM Nominations	Michael McCarthy	City Of Mount Gambier
In/Out	21/12/2017	Regional Visitor Guide - Printing	Zilinskas, Gabriele	SATC
In/Out	22/12/2017	Suggestions - Creative Agencies	Kinglsey Green	Tatiara District Council
In/Out	22/12/2017	Channel Seven casting for Instant Hotel series 2	Liz Paddison, Casting Producer	Seven Network
In/Out	8/01/2018	Leadership Excellence Awards	Rhiannon Grebenshikoff	
In/Out	9/01/2018	Tatiara Economic and Tourism Strategy	Fiona Davey	SED Consulting
In/Out	13/01/2018	Stay another Day - Digital	Dennis Jackson	The Border Watch
In/Out	29/01/2018	Emergency Contact List	Hamish Martin	Department of Environment, Land, Water and Planning (Victoria)
Out	30/11/2017	LGA Outreach Program 2016-17	Andrew Haste, Procurement	LGA SA
Out	1/12/2017	South East Level 1 Course.pdf	Various Recipients	LCLGA Sporting Club Database
Out	5/12/2017	Xmas New Year Road safety messages - A collaboration with TBW	Dennis Jackson	The Border Watch
Out	11/12/2017	The Ballarat and Mt Gambier Great Outdoor and 4 x 4 Expo	Various Recipients	LCLGA Tourism Database
Out	11/12/2017	International Performance - SA by Country.	Kent Comley	Tourism Mount Gambier
Out	18/12/2017	Video Clip from our regional Road Safety collaboration	Matt Hanton	MAC
Out	19/12/2017	Hold My hand Signage	Rob Forgan	roadsafety@lclga.sa.gov.au
Out	20/12/2017	Tesla Site installation - opportunity.	Various Recipients	LCLGA Tourism Database
Out	20/12/2017	Workplace Engagement - Industry Partnership - Towards Zero Together - One Forty One Plantatio	Matt Hanton, Megan Cree	MAC
Out	20/12/2017	Day 3 of the collaboration with TBW	Various Recipients	LCLGA Road Safety Database
Out	20/12/2017	Brochure recycle boxes	Andy Glen	Mount Barker
Out	21/12/2017	LCLGA AGM Nominations	Various Recipients	LCLGA Councils
Out	21/12/2017	CFS Day 4 from the Xmas Collaboration with TBW CFS	Various Recipients	LCLGA Road Safety Database
Out	22/12/2017	Our Biggest Quarter in 5 years - Visitor Numbers	Various Recipients	LCLGA Tourism Database
Out	22/12/2017	Channel Seven - Casting Call	Various Recipients	LCLGA Tourism Database
Out	22/12/2017	Finder dot com and DPTI Towards ZERO Together report etc	Amy Maynard	Fairfax Media - Border Chronicle

In/Out	Date	Subject	Name & Title	Organisation/ Location
Out	9/01/2018	New Tourism Research for 'some' local government areas.	Various Recipients	LCLGA Tourism Database
Out	11/01/2018	Tourism Management Group - Agenda & Documents	Various Recipients	LC LGA Tourism Management Group
Out	12/01/2018	MAC Media Release	Various Recipients	Regional Media Database
Out	12/01/2018	No Winners Here - Don't be Invisible, Be Safe, Be Seen	Various Recipients	LC LGA Roads
Out	15/01/2018	MAC LCLGA partnership meeting	Matt Hanton	MAC
Out	16/01/2018	ATDW - Golf Clubs Expiring	Various Recipients	LC LGA Tourism Management Group
Out	17/01/2018	Minutes from LCLGA Tourism Management Group.	Various Recipients	LC LGA Tourism Management Group
Out	18/01/2018	Please read and share this telling report from ABC News:	Various Recipients	Regional Media Contacts
Out	18/01/2018	Please read and share this telling report from ABC News:	Various Recipients	LCLGA Road Safety Database
Out	23/01/2018	Change of Meeting Date	Various Recipients	MG & Districts Road Safety Group
Out	25/01/2018	REMINDER **2018 Limestone Coast School Waste Reduction and Recycling Challenge Registration	Various Recipients	LC LGA Regional Waste Database
Out	25/01/2018	Media Release - Announcement of Partnership between Sporting Academy and Uni SA	Various Recipients	Regional Media Database
Out	25/01/2018	PRINCES Highway - Limestone Coast	Various Recipients	LCLGA Councils
Out	29/01/2018	Mount Gambier Leo Club and Road Safety	Emily Brown	The Mount Gambier LEO Club
Out	1/02/2018	Limestone Coast TV Advertising schedule.	Various Recipients	LC LGA Tourism Management Group
Out	1/02/2018	SES contacts in the Limestone Coast	John Probert	SES

Draft

Draft Minutes of the LGA Board Meeting held on Thursday 25 January 2018 at 9.15am in the Boardrooms at Local Government House, 148 Frome Street, Adelaide

1. Welcome, Present & Apologies

The President opened the meeting at 9.15am and welcomed members and staff and acknowledged that the land we meet on today are the traditional lands of the Kaurna people.

1.1 Present

Members (voting):

Mayor Lorraine Rosenberg	LGA President
Mayor Dave Burgess	LGA Immediate Past President
Mayor Kevin Knight	Adelaide Metropolitan Zone
Mayor David Parkin*	Adelaide Metropolitan Zone
Mayor Karen Redman	Adelaide Metropolitan Zone
Mayor Glenn Spear	Adelaide Metropolitan Zone
Mayor Denis Clark	Central Zone
Mayor Peter Matthey	Central Zone
Mayor Erika Vickery OAM*	Limestone Coast Zone
Mayor Peter Hunt*	Murraylands & Riverland Zone
Mayor Neville Jaensch	Murraylands & Riverland Zone
Mayor Keith Parkes	Southern & Hills Zone

*Vice President

Deputy Members (voting):

Cr Mikki Bouchee (<i>voting for Mayor Aldridge</i>)	Adelaide Metropolitan Zone (Deputy)
Mayor Angela Evans (<i>voting for Mayor Bria</i>)	Adelaide Metropolitan Zone (Deputy) (<i>from 9.56am</i>)
Mayor Dean Johnson (<i>voting for Mayor Telfer</i>)	Eyre Peninsula Zone (Deputy)

Deputy Members (non voting):

Mayor Richard Sage	Limestone Coast Zone (Deputy)
Mayor Glen Rowlands	Southern & Hills Zone (Deputy)

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LGA Secretariat:

Matt Pinnegar

Kathy Jarrett
Services

Steve Nolis

Lisa Teburea

Andrew Wroniak

Jacqui Kelleher

Chief Executive Officer

Executive Director Corporate & Member

Executive Director Commercial

Executive Director Public Affairs

Director Corporate Services

Manager Executive Services (minutes)

1.2 Apologies & Absences

Mayor Gillian Aldridge

Mayor Robert Bria

Cr Sue Clearihan*

Cr Arthur Mangos

Mayor David O'Loughlin

Mayor Bill Spragg

Cr Bim Lange

Mayor John Rohde

Mayor Sam Telfer

Mayor Brenton Lewis

(Mayor) Sam Johnson

Adelaide Metropolitan Zone

Adelaide Metropolitan Zone

Adelaide Metropolitan Zone

Adelaide Metropolitan Zone (Deputy)

Adelaide Metropolitan Zone

Adelaide Metropolitan Zone (Deputy)

Central Zone (Deputy)

Central Zone (Deputy)

Eyre Peninsula Zone

Murraylands & Riverland Zone (Deputy)

Spencer Gulf Cities Zone

Observers:

Mr Terry Buss

Metropolitan CEOs representative (MLGG Executive)

Ms Beth Davidson-Park

Local Government Professionals Australia (SA Div) – President (Observer)

The CEO introduced new staff present at the meeting (ED Commercial - Steve Nolis - Director Governance and Legislation - Alicia Stewart). Steve and Alicia provided brief comments.

1.4 Oath of Office for New Members

Deputy Member Mayor Dean Johnson undertook the oath of office.

Draft

2. Minutes of Previous Meeting

- 2.1 Minutes of Meeting held on 23 November 2017 and Circular Resolutions of 7 November and 6 December 2017

Moved Mayor Burgess Seconded Mayor Redman that the LGA Board confirms the minutes of the LGA Board meeting held on 23 November 2017 and the Circular Resolutions of 7 November and 6 December 2017 as true and accurate records of the proceedings held.

Carried

- 2.2 Resolutions and actions from Previous Meetings

Moved Mayor Hunt Seconded Mayor Vickery that the LGA Board notes progress with resolutions resulting from the meetings of 23 November 2017, the circular resolutions of 7 November 2017 and 6 December 2017 and outstanding resolutions from earlier meetings.

Carried

3. LGA Updates

- 3.1 Report from the LGA President

The President provided a verbal update on the report.

Moved Mayor Jaensch Seconded Mayor Parkin that the LGA Board notes the report.

Carried

- 3.2 Report from the LGA CEO

The CEO provided a verbal update on the report.

Moved Mayor Burgess Seconded Mayor Vickery that the LGA Board notes the report.

Carried

4. Reports from Bodies Established Pursuant to the LGA Constitution

- 4.1 LGA Executive Committee

Moved Mayor Clark Seconded Mayor Johnson that the LGA Board notes the draft minutes of the LGA Executive Committee meeting of 21 December 2017 and the special meeting of 16 November 2017.

Carried

Draft

4.2 LGA Audit Committee

Moved Mayor Matthey Seconded Cr Bouchee that the LGA Board notes the draft minutes of the LGA Audit Committee meeting held 21 November 2017.

Carried

4.3 Metropolitan Local Government Group

MLGG Chairperson, Mayor Karen Redman, spoke to the key outcomes summary tabled at the meeting of 17 January 2018.

Moved Mayor Redman Seconded Mayor Knight that the LGA Board notes the key outcomes summary of the Metropolitan Local Government Group meeting held on 17 January 2018.

Carried

4.4 South Australian Regional Organisation of Councils (SAROC) Committee

SAROC Chairperson, Mayor Vickery spoke to the key outcomes summary tabled at the meeting.

Moved Vickery Seconded Mayor Hunt that the LGA Board receives the key outcomes summary of the SAROC Committee meeting held on 24 January 2018.

Carried

5. Invited Guest Speakers

Nil.

6. Motions on Notice

Nil.

7. Reports for Discussion

7.1 Building Sector Morale Program Scope

Rowena McLean (LGA Sector Development Partner) provided a presentation to the Board. Members provided feedback on attachment 1 to the report.

Moved Mayor Redman Seconded Mayor Vickery that the LGA Board notes and endorses the Building Sector Morale Program Scope in Attachment 1 to the report, subject to inclusion of any feedback.

Carried

Draft

7.2 2017 LGA Major Events

Moved Mayor Clark Seconded Mayor Burgess that the LGA Board:

1. notes the report; and
2. notes that the LGA Secretariat is continuing to undertake a review of major LGA events and forums and will provide a further report to the Board in March 2018.

Carried

9.56 am Mayor Evans arrived (voting for Mayor Bria).

7.3 Local Government Research & Development Scheme Annual Business Plan

Moved Mayor Burgess Seconded Mayor Hunt that the LGA Board approves for publication the 2018-19 Annual Business Plan for the Local Government Research & Development Scheme.

Carried

7.4 Climate Change

Moved Mayor Burgess Seconded Mayor Jaensch that the LGA Board:

1. notes the report; and
2. requests the LGA Secretariat to seek further information in respect of the potential advantages for South Australian councils of joining the Global Covenant of Mayors for Climate and Energy and provide a further report to the Board.

Carried

7.5 LG Defined Benefit Scheme – Statewide Superannuation Fund (SSF)

Moved Mayor Burgess Seconded Cr Bouchee that the LGA Board:

1. notes the 30 September 2017 coverage level of the Defined Benefit Scheme was 109.9% against a Legislative requirement of 100%. Accordingly there is no requirement for any additional Council contributions above the present level; and
2. notes that the coverage levels of the Defined Benefit Scheme are reviewed quarterly at the end of March, July, September and December each year and that a report will be provided to the next Board meeting after the information is provided to LGA by the Statewide Superannuation Fund.

Carried

Draft

7.6 Quarterly Key Performance Indicators – 2nd Quarter 2017/18

The Executive Director Public Affairs advised that a report regarding local government elections was not on this agenda as it was deemed necessary to hold it back to do more work on the recommendations. The report will be presented to the March meeting.

10.03 am Mayor Parkin left the meeting.

Moved Mayor Parkes Seconded Mayor Evans that the LGA Board notes the report on the performance of the LGA to the 31st December 2017 against the 2017/18 strategic objectives.

Carried

10.06 am Mayor Parkin returned to the meeting.

The President sought and was granted approval of the meeting to deal with Confidential Report 9.9 at this point. Members were invited to undertake a tour of the current LGA tenancy and Level 3 in order to make appropriate observations and assessments prior to commencing consideration of report 9.9.

9.9 Office Relocation to Level 3 LG House - Confidential

Moved Mayor Burgess Seconded Mayor Hunt that the Board move into confidence being satisfied that the information received, discussed or considered in relation to Agenda Item 9.9 is information that falls within the following grounds for confidence:

- Strategic and negotiation issues

Carried

11.10 am Cr Bouchee left the meeting

7.7 Mid Year Budget Review (2017/18)

The ED Corporate & Member Services provided a presentation to the Board.

11.12 am Cr Bouchee returned to the meeting.

Moved Mayor Parkin Seconded Mayor Hunt that the LGA Board approves variations to the 2017/18 LGA budget of:

- the deficit from operations increasing from \$306,000 to \$336,000 due to office relocation costs of \$30,000; and
- a correction to the projects budget of \$199,000 to be funded from reserves.

Draft

AMENDMENT Moved Mayor Matthey Seconded Mayor Clark that the LGA Board approves the amendments to the full year budget resulting in:

- the deficit from operations increasing from \$306,000 to \$336,000 due to office relocation costs of \$30,000; and
- a correction to the projects budget of \$199,000 to be funded from reserves.

That the amendment become the motion was put and was lost

The original motion was put and was **Carried**

7.8 Year to Date Finance Report to 31 November 2017

Moved Mayor Redman Seconded Mayor Vickery that the LGA Board notes the report on the LGA's year to date finances to 30 November 2017.

Carried

7.9 2018 Council Elections

Moved Mayor Parkes Seconded Cr Bouchee that the LGA Board:

1. notes the proposal from the Electoral Commissioner to have the LGA undertake the statutory discretion to carry out the full advertising arrangements set out under s 13A of the Local Government (Elections) Act;
2. authorises the LGA Chief Executive Officer to make the necessary arrangements with the Electoral Commissioner of South Australia to delegate the power to the Local Government Association to arrange the promotional advertising campaign for the 2018 council elections and recover costs from councils;
3. authorises the LGA Chief Executive Officer to write jointly with the Electoral Commissioner of South Australia to council CEOs to communicate the arrangements that are put in place regarding the promotional advertising for the 2018 council elections;
4. requests the LGA Executive Committee to review a project budget for this activity in February 2018;
5. notes that an LGA Board circular resolution will be facilitated for the adoption of the project budget following the recommendations of the LGA Executive Committee; and
6. requests that a further report be provided to the LGA Board to update the progress of this activity in March 2018.

Carried

Draft

8. Nominations to Outside Bodies

8.1 South Australian Public Health Council

Moved Mayor Burgess Seconded Cr Bouchee that the LGA Board forward the following panel (of at least two males and two females) of five (5) nominees to the Minister for Health for the appointment of one representative and one deputy to the South Australian Public Health Council commencing in March 2018 for a term not exceeding three (3) years:

Mr Adam Filipi (City of Charles Sturt)
Cr Susan Lonie (City of Holdfast Bay)
Mr Gary Mavrinac (The Barossa Council)
Ms Penny Worland (City of Adelaide)
Cr Helen Wright (City of Port Adelaide Enfield)

Carried

8.2 State Public Health Plan Review: Working Party Nominees

Moved Mayor Clark Seconded Mayor Burgess that the LGA Board endorses the appointment of the nominees listed in this report to the SA Health/LGA working group to guide local government consultation on the review of the State Public Health Plan.

- Deputy Mayor Sharon Bland (Coorong District Council)
- Cr Anne Monceaux (City of Burnside)
- Mr Colin Shackleford (Alexandrina Council)
- Ms Penny Worland (City of Adelaide)

Carried

9. Confidential Reports

9.1 Grounds for moving into confidence

Moved Mayor Hunt Seconded Mayor Clark that the LGA Board resolves to consider the following items in confidence:

1. Agenda Item 9.2 – *Confidential Resolutions and Actions from Previous meetings* being satisfied that the information received, discussed or considered in relation to Agenda Item 9.2 is information that falls within the following grounds for confidence:
 - Legal or legislative issues (Item 9.6 of 28/9); and
 - Strategic and negotiation issues (Item 4.2 of 5/10, Item 10.3 of 28/9 and Item 9.4 of 18/5);

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2. Agenda Item 9.3 *LGA Executive Committee Confidential Minutes of Meetings of 16 November and 21 December 2017* being satisfied that the information received, discussed or considered in relation to Agenda Item 9.3 is information that falls within the following grounds for confidence:
 - Personal affairs (Items 6.4 & 6.5 of 21/12);
 - Legal or legislative issues (Item 6.7 of 21/12); and/or
 - Strategic and negotiation issues (Item 2.1 of 16/11 and Items 6.6, 6.7 and 6.8 of 21/12);
3. Agenda Item 9.4 *LGA Audit Committee CONFIDENTIAL Minutes of Meeting held 21 November 2017* being satisfied that the information received, discussed or considered in relation to Agenda Item 9.4 is information that falls within the following grounds for confidence:
 - Strategic and negotiation issues;
4. Agenda Item 9.5 *State Local Government Infrastructure Partnership (SLGIP)* being satisfied that the information received, discussed or considered in relation to Agenda Item 9.5 is information that falls within the following grounds for confidence:
 - Legal or legislative issues; and
 - Strategic and negotiation issues;
5. Agenda Item 9.6 *Rates Awareness Campaign Update* being satisfied that the information received, discussed or considered in relation to Agenda Item 9.6 is information that falls within the following grounds for confidence:
 - Strategic and negotiation issues;
6. Agenda Item 9.7 *CEO Performance Review Outcomes* being satisfied that the information received, discussed or considered in relation to Agenda Item 9.7 is information that falls within the following grounds for confidence:
 - Personal affairs;
7. Agenda Item 9.8 *Audit Committee Independent Member continuation of appointment* being satisfied that the information received, discussed or considered in relation to Agenda Item 9.8 is information that falls within the following grounds for confidence:
 - Personal affairs;
8. Agenda Item 9.9 *Office Relocation to Level 3 LG House (dealt with earlier in the meeting)*

Draft

and orders all observers at the meeting, with the exception of LGA Board Deputies and staff on duty, be excluded from attendance at the meeting.

Carried

9.2 Confidential Resolutions and Actions from previous meetings

Moved Mayor Burgess Seconded Mayor Evans that the LGA Board:

1. notes progress of confidential resolutions resulting from the meeting of 23 November 2017 and outstanding confidential resolutions from earlier meetings; and
2. having considered Agenda Item 9.2 - *Confidential Resolutions and Actions from previous meetings* in confidence resolves to retain the attachment in confidence within the parameters of the original resolutions contained within because it deals with matters that fall within the categories of 'legal or legislative issues' and 'strategic and negotiation issues'; and release the resolution.

Carried

9.3 LGA Executive Committee Confidential Minutes of Meetings of 16 November and 21 December 2017

Moved Mayor Vickery Seconded Mayor Burgess that the LGA Board

1. notes the draft confidential minutes of the special LGA Executive Committee meeting held 16 November 2017 and of the ordinary meeting of 21 December 2017; and
2. having considered Agenda Item 9.3 - *LGA Executive Committee Confidential Minutes of Meetings of 16 November and 21 December 2017* in confidence resolves to retain the attachments in confidence within the parameters of the original resolutions contained within because they deal with matters that fall within the categories of 'personal affairs', 'legal or legislative issues' and 'strategic and negotiation issues'; and release the resolution.

Carried

9.4 LGA Audit Committee Confidential Minutes of Meeting held 21 November 2017

Moved Mayor Parkin Seconded Mayor Hunt that the LGA Board:

1. notes the confidential minutes of the LGA Audit Committee meeting held 21 November 2017; and

Draft

2. having considered Agenda Item 9.4 *LGA Audit Committee Confidential Minutes of Meeting held 21 November 2017* in confidence resolves to retain the attachments in confidence within the parameters of the original resolutions contained within because they deal with matters that fall within the categories of 'strategic and negotiation issues'; and release the resolution.

Carried

9.6 Rates Awareness Campaign Update

Moved Mayor Burgess Seconded Mayor Redman that the LGA Board:

1. notes the report;
2. continues to support the implementation of all three phases of the Rates Awareness Campaign; and
3. having considered Agenda Item 9.6 - *Rates Awareness Campaign Update* in confidence resolves to retain in confidence indefinitely the report and attachment as it is a matter that falls within the category of 'strategic and negotiation issues'; and release the resolution.

Carried

11.50 am The observers (LGA Secretariat staff) left the meeting at Item 9.7.

12.09 pm The observers (LGA Secretariat staff) returned to the meeting.

12.09 pm Mayor Spear left the meeting.

10.2 Local Government Reform - Confidential

Moved Mayor Hunt Seconded Mayor Jaensch that the LGA Board resolves to consider the item in confidence being satisfied that the information received, discussed or considered in relation to Agenda Item 10.2 is information that falls within the following grounds for confidence:

- Strategic and negotiation issues;

Carried

12.14 pm Mayor Vickery left the meeting.

Draft

10. Late Reports

10.1 Governance Review

Moved Mayor Parkin Seconded Mayor Matthey that the LGA Board resolves:

1. to write to the Minister for Local Government seeking the Minister's approval for the revised draft LGA Constitution (as attached to this report) under subclause 1(4) of Schedule 1 of the Local Government Act 1999. The approval sought is to be subject to:
 - 1.1. there being no material changes to the draft Constitution;
 - 1.2. the draft Constitution being adopted by an absolute majority of LGA member councils at the April 2018 Ordinary General Meeting; and
 - 1.3. the date of commencement of the Constitution to be specified as 10 November 2018.
2. on receiving the Minister's approval, to refer the revised draft Constitution to the April 2018 Ordinary General Meeting for adoption by member councils; and
3. to request further development of the draft LGA Constitution ancillary documents, to be presented to the Executive Committee for review prior to circulation to Councils for feedback.

Carried Unanimously

10.3 LGA Mutual Liability and Workers Compensation Schemes – outcomes of meetings held 7 December 2017

Moved Cr Bouchee Seconded Mayor Clark that the LGA Board notes the LGA Mutual Liability and Workers Compensation Scheme updates from the 7 December 2017 Board meetings.

Carried

11. Questions With / Without Notice

11.1 Confidentiality – process surrounding Board resolutions

Cr Bouchee sought clarification on the different approaches in terms of releasing confidential resolutions. The Executive Director Corporate & Member Services responded.

Draft

- 11.2 Governance – declaration of interest and gift register for LGA Board members
- Members were advised that the Secretariat will forward forms to members in their capacity as LGA Board members for completion and return to the Secretariat.

12. Any Other Business

Nil.

13. Next Meeting

The next meeting of the LGA Board will be held on Thursday 22 March 2018 at the Regional Council of Goyder.

14. Close

The meeting was declared closed at 12.25pm.

Minutes confirmed

.....

Chairperson signature

Date

SAROC Committee Meeting – Key Outcomes Summary – 24 January 2018

Election of SAROC Chairperson

Mayor Erika Vickery was elected unopposed as SAROC chairperson for the next 12 months.

Small Business Friendly Local Government Charter Program

The Small Business Commissioner Mr John Chapman presented to members on the Small Business Friendly Local Government Charter Program.

SAROC requested Regional Executive Officers to promote to councils within their region opportunities to work with the Office for the Small Business Commissioner and the Small Business Friendly Council Charter Program.

Coastal Management

Members supported the Regional Executive Officers working with the Coastal Protection Board (CPBB) to form a SA Coastal Councils Alliance.

Jetties and Wharfs

The Committee requested that Regional LGA Executive Officers advise their member councils of the outcome of the survey undertaken.



LGA Topical Report

Purpose	<i>This LGA topical report is provided as an information update on LGA activities and is current at the time it is supplied.</i>
Date updated	<i>January 2018</i>
Contact	<i>Lisa Teburea, Executive Director Public Affairs T: 08 8224 2068 E: lisa.teburea@lga.sa.gov.au</i>

1. Advocacy update

i. LG Awareness Campaign

In December 2017 the LGA launched the third and final phase of its campaign to oppose the introduction of rate capping in South Australia with ads on Adelaide radio. This campaign will build and continue until the state election in March 2018 or until all political parties drop the policy.

Campaign videography is being developed and will be available from the end of January along with the creative materials for councils to implement.

The second phase of the campaign (sector activation) is running concurrently with the third phase, and the first phase (raising awareness of the extent and value of council services) will continue until the 2018 council elections.

The response so far has been positive with Labor, SA Best, the Greens and the Dignity Party all publically standing up for councils against rate-capping. The response from some political parties has been to attack people in the sector rather than defend rate capping as a policy - a sign that our message is getting through and starting to resonate.

The LGA will continue to stand up for communities against the cuts to local services that would result from rate capping, and councils are encouraged to actively oppose the policy.

Updates will be sent out through the President's eNews, CEO's Update, and through the communications, rates and governance staff in councils.

Contact: LGA Marketing & Communications team on 8224 2026.

ii. State Election Strategy

The 'LGA 2018 State Election Policy Agenda South Australia. Uncapped Potential' was released at the LGA Annual General Meeting in November 2017 and is available on our website here: www.lga.sa.gov.au/stateelection

Further advocacy material is being developed and a communications strategy is rolling out until the State election.

The LGA consulted with member councils during December and January on options for local government reform, in order to provide all political parties with a proposed road map for sector reform ahead of the March 2018 state election.

The options for reform are classified under three headings:

- Financial management, performance and reporting;
- Service levels and efficiency; and
- Engagement and participation.

A report incorporating the outcomes of this consultation and outlining the way forward will be presented at the LGA Board Meeting on 24 January 2018.

The LGA will be asking all political parties to support the local government sector to achieve greater efficiencies through driving its own reform agenda.

Contact: Lisa Teburea, Executive Director Public Affairs, at lisa.teburea@lga.sa.gov.au

iii. Code of Conduct

Earlier this year, the government flagged its intention to strip most of the behavioural provisions out of the current code.

Feedback from the sector showed a strong preference to retain, elevate and strengthen the code.

On 28 September the LGA Board endorsed a submission to the government that proposes to retain a re-focused higher level code in regulation that sets out key standards of integrity and clear processes for alleged breaches.

Despite the Minister foreshadowing his intention to press ahead with the changes, the LGA continued to advocate to the Premier to delay any further action on the code until such time as all stakeholders had the opportunity to work through the LGA's reform proposal in a workshop setting to achieve genuine reform outcomes.

A few days before the holiday break, the Premier agreed to the LGA's request. We will now work with stakeholders such as the Minister, the Ombudsman and the ICAC Commissioner to achieve appropriate reform of the code.

The LGA will continue to develop and roll out its new program, 'Prevention to Intervention', which will include a revised role for the Local Government Governance Panel and options for councils to manage council member behaviour through internal processes.

Contact Andrea Malone, Director Legislation at andrea.malone@lga.sa.gov.au

iv. Local Government Emergency Management Planning Project

It was recently announced that the LGA has partnered with the State Government to secure \$2 million from the Natural Disaster Resilience Program (NDRP) for a major project that will provide councils with access to resources to develop of a whole-of-state Emergency Management Program.

This project will run over three years, with a total budget of \$3 million. The LGA Mutual Liability Scheme has agreed to provide the proponent funding contribution which will mean that there will be no direct cost to councils.

The project will be coordinated and managed by the LGA, with resources to be made available to all councils. The project is expected to take up to three years and will be conducted in two stages:

Stage 1 is the appointment of a Project Manager who will be required to:

- a. perform a gap analysis of existing council emergency management plans;

- b. based on the analysis, determine prioritised support capability development;
- c. produce a project implementation plan; and
- d. recruit and engage Project Officers.

Stage 2 will see delivery of the program to all councils by Project Officers.

The Project Manager will be hosted at the LGA and the intention is to embed Project Officers in nominated councils or Regional LGAs based on a Zone distribution arrangement.

The LGA has thanked the LGA MLS Board for their support, and acknowledged both Federal Justice Minister Michael Keenan and State Emergency Services Minister Chris Picton.

Councils and the Local Government Functional Support Group (LGFSG) will continue to support the State's emergency services agencies during emergency events. The development of the LGFSG is ongoing with continued funding from state and federal governments through the NDRP.

Contact: Neville Hyatt, Snior Policy Officer, at neville.hyatt@lga.sa.gov.au

v. Community Wellbeing Alliance

With the withdrawal of Federal and State Government funding from prevention and health promotion strategies such as OPAL in South Australia, a proposal to establish a Community Wellbeing Alliance (CWA) has been discussed by LGA and SA Health during 2017.

The proposal is for SA Health to contribute to funding 7 positions deployed across LGA regions including 1 position for the metropolitan area, for a 7 year period (5 years plus an option for 2x1year extensions) in the first instance.

The proposal is for these positions to work with regional LGAs and councils to review, develop and implement their regional public health plans. The positions would be employed by the LGA and based and hosted in each Region. In this way the CWA will be able to retain consistency of employment conditions, offer cohesive state-wide support and coordination, whilst also being focussed on local and regional strategic public health and community wellbeing issues.

Discussions with SA Health remain positive. A joint SA Health/LGA working party met on 20 November and finalised the proposal. The LGA President met the Premier on 30 November to discuss this proposal and received his continued support. The LGA President then met with the Minister for Health on 12 December. The Minister is now considering the CWA proposal. The LGA is advocating for a firm decision and commitment from SA Health and is making representations to have this issue resolved before the caretaker election period commences.

To support this initiative the LGA Board, at its September 2017 meeting, approved \$150,000 application from the LGR&D Scheme to contribute to the CWA, on a submission from Murraylands & Riverland LGA. It is also anticipated that *in kind* contributions can be available from Regional LGAs and councils to address home-basing requirements of these positions. Details of these home-basing arrangements will be the subject of discussions between the LGA and Regional LGAs in the first instance once the principal funding is secured.

Regional LGAs will be notified once a determination on funding has been received.

Contact: Danny Broderick at danny.broderick@lga.sa.gov.au

vi. State-Local Government Red Tape Reduction Taskforce

In partnership with the local government sector, the State Government has established the State-Local Government Red Tape Reduction Taskforce to identify reforms to reduce red tape that prevents economic development and growth of small business. The Taskforce will have a term of 12 months and comprise senior representatives from councils, relevant departments and the LGA.

Stuart Hocking, Deputy Chief Executive of Department of Treasury and Finance will chair and the Simpler Regulation Unit will provide secretariat support for the Taskforce and any subsequent working groups. Consultation has already been undertaken with the Office of Local Government, DPC and the LGA to develop draft Terms of Reference.

The Taskforce will be kept informed on the progress of Simplify Day projects, and other red tape reduction initiatives including reforms to simplify reporting requirements for council audited financial statements.

The LGA believes that many of the issues raised by the community or private sector about local government regulation are based on incorrect information, assumptions and myths. Therefore, the objectives of the taskforce have been expanded to include better community information about regulations - why they are needed, how they are set and how they are implemented.

The LGA sought expressions of interest for membership of the taskforce and the local government representatives on the Taskforce are:

Metropolitan Representatives:

Mark Dowd (CEO City of Onkaparinga)

John Moyle (CEO City of Tea Tree Gully)

Metropolitan Proxies:

Roberto Bria (GM Business Services Holdfast Bay City Council)

Peter Graves (Economic Development Coordinator City of Charles Sturt)

Michelle Hammond (GM Corporate & Community Services Campbelltown City Council)

Peter Tsokas (CEO City of Unley)

Regional Representatives:

Jason Kuchel (CEO Wakefield Regional Council)

Trevor Smith (CEO District Council of Tumby Bay)

Regional Proxies:

Roger Sweetman (CEO District Council of Robe)

The first meeting is scheduled on Tuesday 30 January 2018.

Contact: Sean Holden, Senior Policy Advisor at sean.holden@lga.sa.gov.au

vii. Waste and Recycling

The LGA has held discussions with Green Industries SA recently around how the two organisations can make best use of their positive working relationship to both achieve

maximum benefits for the local government sector and to boost growth and development of the green economy in South Australia.

As a result of these discussions, the LGA is proposing to facilitate a local government Waste Pathways workshop in the first half of 2018.

This workshop is aimed at identifying current opportunities in waste management (recycling and resource recovery) of interest to the local government sector and how GISA/LGA can best support progression.

The LGA is currently seeking to gauge the level of interest of councils, and the types of issues or projects that may be aired, in the proposed workshop.

Contact Emily Heywood-Smith, Senior Policy Officer at emily.heywoodsmith@lga.sa.gov.au.

viii. Local Nuisance and Litter Control Act 2016

The new legislation has now been in effect for almost 6 months. The EPA has been providing continuous assistance to councils throughout the implementation and has been conducting training as a rolling process during this period.

The LGA has been monitoring councils' experiences of the implementation with a view to identifying areas where additional support or assistance may be required.

Feedback from councils indicates that more assistance may be needed with responding to complaints involving discretionary decision-making, for example, whether conduct (especially noise) constitutes a nuisance for the purposes of the legislation.

A meeting with the EPA has been organized for January 2018 to determine next steps required. This meeting will determine how remaining funds will be spent.

Contact Emily Heywood-Smith, Senior Policy Officer at emily.heywoodsmith@lga.sa.gov.au.

2. LGA Business

i. 2018 council elections

The next council elections are in November 2018, eleven months away. The LGA is focussed on improving the number and diversity of candidates, and voter turnout.

The 2018 council elections communications plan, promotional materials and training schedule were available from the end of 2017 providing councils with key timings and an outline to aid their own preparations.

Resources are available for the public at www.lga.sa.gov.au/councilelections. Councils are encouraged to have information available for the community about enrolling, nominating and voting in the elections.

The LGA will be working with ECSA to promote the elections and has developed a suite of materials that councils can use to promote the elections in their communities.

This includes artwork for banners, posters and brochures, media release templates and more, and are available to download from our website. Councils will be able to order their free of charge (FOC) allocation of promotional materials by the end of January with delivery expected to be by the end of March 2018. Other items including artwork are available for councils to arrange their own quantities and or add their specific council's details. Customised artwork can be requested by contacting the LGA Marketing & Communications team on 8224 2026.

The LGA has also been working with the Revenue Professionals of SA to update the Voters Roll Practice Manual and associated templates.

The elections project team will continue to keep a watching brief on any proposed legislative changes and will update publications, guides, and model policies once legislation is passed/resolved.

Contact Jane Miller, Council Elections Project Manager at jane.miller@lga.sa.gov.au

ii. LGA Governance Review Update

In January 2016 the Board resolved to conduct an LGA Board governance review.

Since that time broad sector wide engagement was undertaken resulting in a new model LGA structure and Constitution being presented to the November 2017 Annual General Meeting, followed by detailed workshops with the Metropolitan Local Government Group (MLGG), SA Regional Organisation of Councils (SAROC) and the Board in November and December.

The feedback provided through those workshops is now being incorporated to the draft new Constitution for consideration by the LGA Board at the January 2018 meeting. Following this, the Constitution will be presented to the Minister for Local Government for approval, prior to consideration by Members at the April 2018 Ordinary General Meeting.

Contact Kathy Jarrett at kathy.jarrett@lga.sa.gov.au

iii. LGA Schemes Review Update

In October 2015, the LGA Board resolved to review the provision of insurance and risk products and services and in so doing, address the recommendations of the Auditor General following his examination of the Schemes.

At its meeting of 29 September 2016 the LGA Board considered a report on the schemes completed by Finity / Rosey Batty. This comprehensive review delivered key findings including that the current structure of pooling risk in a mutual, buying reinsurance to protect the pool and using expert provider(s) for management is an effective model for local government, superior to alternative options.

The review also found that 100% membership of the Schemes is a significant strength as all councils can benefit from economies of scale.

We are currently working with JLT to modernise arrangements that will enable the LGA to govern, benchmark and market test discreet components of the Schemes as required. These new arrangements will be confirmed by the LGA Board and implemented before the 2018/19 premiums are due. In the meantime, insurance and indemnity coverage to councils continues without any interruption.

Over the last 12 months, many councils were approached by firms keen on penetrating the mutual model through a traditional insurance offering. As outlined above, the various independent reviews over the last 2 years have confirmed that a strong sector owned Mutual model is by far the most beneficial for the sector. By sticking together and working collaboratively in a mutual model we will continue to deliver the best outcomes for councils and communities.

Communication with the Sector will continue as these arrangements are progressed.

Contact Kathy Jarrett at Kathy.jarrett@lga.sa.gov.au

iv. **Executive Director, Commercial**

The new Executive Director, Commercial Steve Nolis started at the LGA in December 2017.

Steve comes to the LGA from Duncan Basheer Hannon Lawyers, and will lead the expansion of LGA services to member councils. This will include working closely with LGA Queensland under an MOU signed with them around commercial services earlier this year.

The issues around public lighting will come under Steve's area and are set out below.

Public Lighting

Local Government Public Lighting Business Case

The LGA completed a business case which demonstrates that there are significant savings available to councils if a local government public lighting company is established to break the current SAPN monopoly.

To achieve this, the LGA needs to either negotiate a Facilities Access Agreement (FAA) with SAPN (a commercial arrangement) or seek change to State legislation to provide mandated access to SAPN infrastructure.

Negotiations with SAPN are underway on the proposed terms of an FAA. Discussions are proceeding on the multitude of issues that an FAA would need to address, but negotiations of the commercial terms (include a schedule of fees) are yet to commence.

We are waiting on Crown Law advice about any barriers to a legislated solution and delays on receiving this advice have been frustrating.

The LGA has been approached by third parties that have a commercial interest in working with local government to achieve its objectives. These include companies in the 'smart cities' space.

There are currently 33,000 lights that are owned by councils and DPTI. The LGA could establish a company to manage these lights while negotiations with SAPN and the state government are progressing.

SAPN LED Public Lighting Contracts

SAPN started offering an LED public lighting contract to councils for the first time some 18 months ago.

Advice from the LGA to councils has been to hold off on entering into these contracts as the initial contract did not present a good deal for councils. The LGA's advice to hold off was also related to the development of the local government business case.

It has been beneficial for councils to hold off on these contracts to allow commercial pressure to build on SAPN, who have started sharpening their pencil and offering a better deal.

As the timeframe for achieving a local government entity is uncertain, councils have advised that they want to start realising the immediate energy savings available through the SAPN contract.

Acknowledging this, the LGA has obtained legal advice on behalf of the sector and made this available to councils.

Contact Steve Nolis, Executive Director Commercial at steve.nolis@lga.sa.gov.au

3. Education and Training

E&T has been reviewing its training program and programming for training for 2018. This programming includes pre and post 2018 election training.

All training and education programs (including pre and post 2018 election training) are able to be delivered for individual councils or for groups of councils, in metro or regional areas. The benefits from on-site training are: reduced accommodation, travel, time and costs associated with attending training in Adelaide. Some training programs are also available via webinar. Please contact E&T to book a training session at your council or to discuss scheduling training programs in your region. Please also contact E&T if you have any interest in attending training sessions via webinar.

TAFE SA has commenced work with E&T to design and implement a training needs analysis (TNA) report and develop a corresponding training plan to determine education and training needs in the local government sector. This TNA has been made possible after TAFE SA were successful in the recent R&D funding round.

For further information about what the LGA's Education and Training Service offers please contact liz.oflynn@lga.sa.gov.au or visit www.training.lga.sa.gov.au/index.cfm/calendar.

INFORMATION REPORT

TO: LC LGA DELEGATES

FROM: STARCLUB Field Officer

RE: LCLGA Update

HIGHLIGHTS

- Child Safe Officer courses were run in Millicent and Mount Gambier in December 2017. 13 people attended the Mount Gambier Course and 10 attended the Millicent Course. Thank you to the councils for promoting these courses. Upcoming training workshops for clubs will include, Conflict Resolution and Emotionally Coaching Children. (Dates tbc)
- The STARCLUB Field Officer continues to offer Strategic Planning Workshops for individual clubs for free. In the past months Penola Golf Club, Bordertown Netball Club, Bordertown Dolphins Swimming Club and West Gambier Cricket Club have requested these workshops. The Field Officer is in discussion with other clubs regarding this service currently.
- Congratulations to the Port McDonnell Netball Club, Mount Burr Netball Club and the South Gambier Netball Club on becoming our most recent fully recognized STARCLUBS. There are currently 6 clubs that will be receiving consults in the coming weeks to become fully recognized also. "Limestone Coast is definitely the leader of the pack with overall uptake and quality of its STARCLUBS." This is a direct quote from Damian Leonard (Senior Project Officer Club Development, Office for Recreation and Sport), received in an email to the STARCLUB Field Officer on 24th January 2018.



- Thanks to the LCLGA Board and the Office for Recreation and Sport, the Limestone Coast Regional Sporting Academy (LCRSA) Pilot Program is progressing well. Athletes



INFORMATION REPORT

have had good success in their sports over the holiday months. Athletes who have competed at a state or national level in the past 2 months are:

- Jade Delaney – State Country Tennis Champion Singles and Doubles
- Hannah Elliott – National All Schools and State Athletics (Gold Steeplechase, Silver 800m and 1500m)
- Brad Hann – National All Schools (High Jump)
- Zac Walker – Australian Country Basketball Championships
- Thomas Bignell – State Swimming Championships (1 Gold, 2 Bronze)
- Brock Keding – National Youth Baseball Championships

These athletes are representing the Academy and the region exceptionally well, and the Academy will continue to work with them.



INFORMATION REPORT

- The first Academy Education Session will be held at LCRSA partner Uni SA's campus on 12th February. "Goalsetting an introduction to Sports Psychology."

- The Office for Recreation and Sports Funding Programs open on February 7th

- **The Active Club Program**

The Active Club Program helps active recreation and sports clubs with:

- program and equipment (up to \$5,000)
- facility upgrade requests up to \$25,000.

It has two funding rounds per year:

1. facility requests and program and equipment (Round 45),
2. program and equipment requests only (Round 46).

- **Community Recreation and Sport Facilities Program**

The Community Recreation and Sport Facilities Program helps eligible organisations to establish or improve sport and active recreation facilities that meet the needs of the community in South Australia.

Organisations can apply under the following categories:

- Minor facility development (requests \$25,000 - \$200,000)
- Major facility development (requests \$200,000 - \$1,000,000)

- **Female Facilities Program**

The Female Facilities Program helps eligible organisations to develop sustainable, functional, inclusive and fit for purpose female change room facilities that meet the current and future needs of the South Australian sporting community.

- **Sporting Surfaces Program**

The Sporting Surfaces Program helps eligible organisations to develop new or upgrade/enhance or replace existing synthetic and hard-court sport playing surfaces including synthetic turf playing fields, indoor and outdoor courts to support sports in South Australia.



INFORMATION REPORT

The STARCLUB Field Officer can provide support and advice to any club who is looking to apply for one of these grants. All councils and clubs will be forwarded dates and guidelines for these grants in the coming weeks.

RECOMMENDATION

It is recommended that the LCLGA receive and note the report.

Moved:

Seconded:



INFORMATION REPORT

TO: LC LGA DELEGATES

FROM: TOURISM INDUSTRY DEVELOPMENT MANGER (TIDM)

RE:

1. Events Development Forum
2. Limestone Coast On-line Performance
3. SATC Investment & Infrastructure Manager Familiarisation
4. Industry Workshops
5. Limestone Coast Visitation Table

1. Events Development Forum.

As per Priority No.3 in the LCLGA Priorities to Grow the Visitor Economy by 2020, the Tourism Management Group has agreed to deliver an Events Forum in August 2018. To determine the content of this forum, a survey will be conducted on-line seeking input from events, event organisers and local government team members involved with events. Questions will range from planning document development, risk management and marketing to where and when is the best time of day/week to hold the forum.

Proposed timing:

Date	Action
Monday 11 th February 2018	Survey is distributed along with Media Release to draw attention to the survey link. Explaining rationale.
Wednesday 28 th February 2018	Survey finishes.
Monday 5 th March 2018	Survey results compiled and presented to Tourism Management Group.
Tuesday 6 th – 30 th March 2018	Forum Concept designed.
Friday 6 th April 2018	Forum presented to LCLGA Board for endorsement.
April – July 2018	Forum finalized, with venue, speakers etc.
1 st Week of August 2018	Event Development Forum held in Limestone Coast.

2. Limestone Coast On-line Performance

At the beginning of 2017, the Limestone Coast had 304 listings with the Australian Tourism Data Warehouse (ATDW). Of these only 23 were had live inventory to be booked (TXA enabled).

As members would be aware, the LCLGA partnered with SATC & SATIC to conduct an intense Digital Blitz to build business confidence and capacity in the digital environment. We hosted workshops and mentoring sessions from June – August 2017 with 169 business participating.

As of November 2017, the region has 656 with 59 TXA enabled. (115% & 156% growth).



INFORMATION REPORT

3. SATC Investment & Infrastructure Manager Familiarisation

The LCLGA TIDM hosted the South Australian Tourism Commission's new Investment & Infrastructure Manager in the region on the 31st January & 1st February 2018.

Together we visited a total of 15 tourism businesses or greenfield sites seeking investment. We also met with the RDALC Manager, Investment Attraction & Infrastructure for a briefing.

4. Industry Workshops

Together with the South Australian Tourism Industry Council, the LCLGA will partner with RDALC to host a one-day workshop with 2 themes.

1. Packaging, Partnerships & Pricing
2. Distribution & Commission

The date is Thursday 22nd March, more details to follow. These workshops will be capped at 15 participants per session.

5. Limestone Coast Visitation Table

Please see updated table of visitation, year ending September 2017.
December quarter figures are released on 14th March 2018.

(000's)	Sept 2017	March 2017	September 2014	December 2013	September 2013	June 2013	March 2013	December 2012
TOTAL VISITORS	588	566	482	523	501	512	485	515
- Domestic	543	520	439	482	462	472	446	478
- International	45	46	43	41	39	40	39	37
Interstate	223	204	154	172	171	170	138	158
Intrastate	320	317	284	310	291	302	308	320
TOTAL NIGHTS	1,906	1,821	1,601	1,540	1,541	1,669	1,630	1,791
- Domestic	1,646	1,556	1,296	1,297	1,264	1,314	1,304	1,510
- International	260	265	305	243	277	355	326	281
Interstate	655	602	421	450	441	460	391	577
Intrastate	991	955	875	847	824	854	914	933

RECOMMENDATION

The Board notes and receives the report.

Moved

Seconded



RECOMMENDATION REPORT

TO: LC LGA DELEGATES
FROM: REGIONAL COMMUNITY ROAD SAFETY OFFICER
RE: LC LGA STRATEGIC PLAN &
THE REGIONAL ROAD SAFETY PARTNERSHIP PROJECT
(January 2018 Report)

BACKGROUND

A project in collaboration with the Motor Accident Commission (MAC) on the benefit of a regionally based officer to work with community road safety groups, local government, industry and road safety stakeholders.

Limestone Coast **Fatalities** Year to Date (YTD) comparisons – to 29th January 2018

A
Limestone
Coast
Snapshot

2018	2017	2016	2015
6	8	6	6

Limestone Coast **Collision Serious Injuries** -YTD figures to 29th January 2018

2018	2017	2016	2015
5	4	4	3

Limestone Coast **Collision Casualties** -YTD figures to 29th January 2018

2018	2017	2016	2015
17	14	18	10

Refer to Figures 1.1 and 1.2 for State wide numbers for YTD (28/11/17) and 2016.

Comment: No fatalities recorded in the Limestone Coast for the period 01/01/2018 - 29/01/18

ACTIVITIES AND ACHIEVEMENTS FOR THE PERIOD ENDING 29th January 2018

MAC

- The 12-month Agreement with revised project parameters that led to a new Partnership Agreement between the LCLGA and the Motor Accident Commission (MAC) will conclude on 30th June 2018.
- The release of the 2018-2019 South Australian Road Safety Action Plan, currently with the new Minister for Road Safety, Minister Chris Picton is imminent.



RECOMMENDATION REPORT

- Written proposal sent to MAC regarding the potential for establishing a road safety project with a high-profile employer in our region. The proposed arrangement like that fostered by the National Road Safety Partnership Program (NRSP) that operates at a national level.
- The above industry based project will align with the 2018-2019 SA Road Safety Action Plan.

Community Engagement

- Liaison with SA Community Health
- Distribution of 2018 Schools Road Safety Calendar.
- Assist "Kalangadoo Remembers" community group with pedestrian road safety signage and participation in the Little Blue Dinosaur Foundation "Hold My Hand" campaign.
- Respond to concerns raised by community member regarding the placement of roadside road safety messages.
- Review Mount Gambier and Districts Community Road Safety Group's Strategic Plan.

Media (Inc. Social media)

- 11/12/17 Media release; 2018 Schools Road safety calendar project
- 12/12/17 Commence the 12 days of Christmas campaign road safety messaging.
- 12/12/17 Get Ready to go. Service the car now, check the van and trailer.
- 13/12/17 MAC's Welcome to the worst 10-year hangover. Drink Driving
- 14/12/17 Media release; Slow Down, Kids around, Holiday Time and Hold My Hand campaigns.
- 14/12/17 Restraints "Never Give Up, until they buckle up."
- 15/12/17 Fatigue "Tired? take a rest!"
- 16/12/17 "Don't speed, stay within the limits, and drive to the conditions."
- 17/12/17 Plan ahead and make your trip part of the holiday.
- 18/12/17 Secure the load, the kids, the bags, the gifts and the pets.
- 19/12/17 Speed: "You don't have to go fast, you just have to go"
- 20/12/17 ABC SE Local Radio Christmas NY Road safety plea on ABC Morning's show.
- 20/12/17 Fatigue; Refresh your drive, rest every 2 hours.
- 20/12/17 TBW LCLGA Campaign message #1 from SA Ambulance Service's Andrew Thomas.
- 21/12/17 TBW LCLGA Xmas campaign #2. A message from Police Sergeant Matt Bryant. "please don't drink and drive."



RECOMMENDATION REPORT

- 21/12/17 Distraction, it's not a good look.
- 22/12/17 TBW LCLGA #3, Jenni Newlyn CFS, "Risks, don't take them, they're not worth it, be patient.
- 22/12/17 Speed; Flat out at Western Flat, clocked and then docked!
- 22/12/17 Plan your long trip, avoid fatigue and dawn and dusk when its peak time for wildlife.
- 23/12/17 Stop, revive, Survive, a message from the Padthaway community
- 23/12/17 TBW LCLGA #4 A message from Kim Smyth SES
- 24/12/17 TBW LCLGA #5 Restraints; "Buckle Up" A message from Julian Tralongo SAMFS
- 24/12/17 Did you know the last 12 days of December on Australian roads are the most lethal? Drive safely this Christmas- Holiday period.
- 28/12/17 Country Roads are no place for excuses.
- 28/12/17 TBW LCLGA #6 media article "Road safety message driven home.
- 30/12/17 This message from children should be heard. Their thoughts on road safety
- 31/12/17 "No Place to Race" a message from MAC in response to the unacceptable level of trauma experienced by motor cyclists and their families in 2017.
- 6/01/18 "Holiday Time, Kids around, Slow Down" message from Wattle Range Council
- 9/01/18 Fatigue: Driver Reviver stations are there for you on those long intra and interstate road trips.
- 9/01/18 MAC's Top Ten Tips on towing caravans and trailers for those once a year holidays.
- 11/01/18 Input into a road safety feature article run by Fairfax newspapers (Naracoorte Herald, Border Chronicle, Coastal Leader)
- 15/01/18 LCLGA -SAPOL-Media Release "Wake Up Call for All" 2017 Road trauma in the Limestone Coast and South Australia.
- 16/01/17 "Be Safe, be Seen" MAC's message on sharing the road 7/08/2017
- 16/01/18 Cycling: Young Jacob's tips on cycling safely
- 17/01/18 Become a Road Champion. Encourage the community to speak up about the condition of South Australian roads in the lead up to the April election through the online RAA petition.
- 18/01/18 "Focus on your Drive." In 2017, 40% of drivers and passengers killed on SA roads (101) **were not wearing seatbelts**. Yet, seat belt laws were introduced on the 1st January 1969.
- 19/01/18 Media release -Joint LCLGA SAPOL media release in The Border Watch.
- 23/01/18 "It's roo-dimentary" How to cross a street in Mount Gambier, if a marsupial like Adam can cross Lindsay and Gordon streets like this we should be able to.
- 23/01/18 "Sharpen up the pencils and Sharpen up their road skills." SAPOL's message to parents before school resumes on 29/01/18
- 24/01/18 "Back to School", Give your children the road smarts B4 they return.
- 24/01/2018 Kalangadoo Remembers, LCLGA, SAPOL & the LBDF community road safety initiative featured in the Penola Pennant.



RECOMMENDATION REPORT

- 25/01/18 ABC SE local radio "morning show" session on back to School and road safety over the Australia Day LWE.
- 25/01/18 **48592**, can you accept that 48592 people have died on Australian roads since 1989. Of these 20888 weren't even driving! The deadliest times to be on our roads report.
- 25/01/18 Sam Jacobs with MAC's road safety taps, sorry tips for the Australia Day long weekend.
- 30/01/18 "Not many people die from their own cooking!" The case for driver education in schools.
- 31/01/18 Input for a road safety article to appear in this week's edition of The Naracoorte Herald.



Safer Road Users

- Road safety presentations to students of Glenburnie and McDonald Park Primary Schools (11th December 2017).
- Initiate a Christmas 2017 and NY 2018 Road safety multi media campaign with The Border Watch group. A campaign, that draws in SA Ambulance Service, SAPOL, CFS, SES, SAMFS and the LCLGA.
- Webinar alert emailed on the opportunity to participate in a free NRSPF webinar "Drive safe on your Holiday".
- Continuation of distributing the **"No Winners Here"** road safety message.
- Liaise with the board of the Pioneers Basketball Club about a possible road safety promotion at an Icehouse home game that coincides with the national Fatality Free Friday (25/05/18).



RECOMMENDATION REPORT

NEWS TIPS newsroom@lga.com.au

Road safety plea

Drivers urged to take care after horror year

LIMESTONE Coast Police and road safety leaders have pleaded for safe driving in 2018 following a horror year on South Australia roads, which saw an alarming spike in deaths.

With 191 lives lost on South Australia roads in 2017 compared to 86 in 2016, the Limestone Coast was not spared from the trauma, with six deaths on the region's roads.

While there was a statewide reduction in serious injuries recorded in 2017 with 573 serious injuries compared to 733 in 2016, the Limestone Coast went against that trend with an increase that saw 33 people seriously injured in South Coast crashes.

Joining a recent plea made by South Australian Road Safety Minister Chris Picton for safer driving in 2018, Limestone Coast regional community road safety officer Rob Furgan said every driver on the road needs to start taking responsibility for their own actions.

"There is a misconception held by many that road safety is a problem for younger drivers, but when you look at the data for last year, clearly this is not so," Mr Furgan said.

"It indicates that we have more mature drivers making more serious mistakes, leading to a needless fatality or life-changing crash injury."

Limestone Coast Police officer in charge Superintendent Grant Moyle said disturbing data from crashes in 2017 revealed people are making foolish decisions that make their chance of survival worse at the time of a crash.

"Last year close to 40pc of drivers and passengers killed were not wearing seat belts," Supt Moyle said.

"Despite our best efforts in enforcement and education and those of the Motor Accident Commission we do not seem to be getting through."

Supt Moyle said the amount of people choosing to travel over the speed limit was also disappointing and unacceptable.

"Speed is another issue, everyone knows that speed at the point of impact is critical to survival, it often determines

life or death, fatalities or the seriousness of injury," Supt Moyle said.

"If you are going to get behind the wheel of a vehicle or ride a motorcycle and drive in a reckless manner that is unacceptable."

Supt Moyle said people need to make good decisions on the road this year to keep themselves and everyone else safe.

"Making sensible decisions every day we travel on the road is everyone's responsibility, not just some of the time, but all of the time," he said.

"This year, we want everyone to get to their homes and their families safe every day they travel and we are determined in our efforts to keep people safe on our roads."

CAR VS TREE: A teenager was flown to Adelaide in a critical condition in August last year after a car pulled out in front of him and he crashed into a tree after seeing to avoid a collision.

INTERSECTION SMASH: A man was injured in a crash on the corner of Lake Terrace and Bay Road when he failed to give way to a vehicle in September last year.

CAR BINGE: Mount Gambier Metropolitan Fire Service, Mount Gambier State Emergency Service, police and paramedics attended the scene of a two-car crash on the corner of Kennedy Avenue and Bullock Road in December.

NEWS TIPS newsroom@lga.com.au

Road safety initiative adopted

Limestone Coast councils join forces to promote key holiday messages

WITH school holidays just to fall away, the Limestone Coast Local Government Association (LCLGA) has announced it is joining forces with local councils to promote road safety messages during the Christmas and New Year period.

Limestone Coast Local Government Association President, Rob Furgan, said the initiative was a joint effort between the LCLGA and local councils to promote road safety messages during the Christmas and New Year period.

"We want to make sure that everyone is aware of the risks of driving during the holiday period," Furgan said.

The initiative will involve a series of road safety campaigns, including the use of social media, posters, and community events.

"We want to make sure that everyone is aware of the risks of driving during the holiday period," Furgan said.

The initiative will involve a series of road safety campaigns, including the use of social media, posters, and community events.

BLIND DOWN KIDS AROUND: Limestone Coast Local Government Association (LCLGA) has announced it is joining forces with local councils to promote road safety messages during the Christmas and New Year period.

AMBUANCE LEADER URGES MOTORISTS TO REMAIN PATIENT OVER CHRISTMAS

Limestone Coast Local Government Association (LCLGA) has announced it is joining forces with local councils to promote road safety messages during the Christmas and New Year period.

Intersection incident leads to two-car collision at Compton

Limestone Coast Local Government Association (LCLGA) has announced it is joining forces with local councils to promote road safety messages during the Christmas and New Year period.

Safer Cyclists

- Compared to this this time last year there has been an 80% reduction in the number of cycling fatalities in South Australia and a 22% drop in serious cycling injuries. Motor Cyclists have not fared as well with a 240% increase in fatalities from 5 this time last year to 17.

Safer Roads - Safer Speeds

- In the lead up to the State election encourage the Limestone Coast communities to become RAA Road Champions and join the drive for better roads with a greater investment in road infrastructure and learner driver training.
- Write to SA Tourism Commission (SATC) regarding our road network as an integral part of the South Australian tourism infrastructure.



RECOMMENDATION REPORT

Safer Vehicles

- Nil report

Local Government

- Liaise with member Councils and the Coorong District Council regarding the upgrading of dated roadside signage.
- Sound out member Councils regarding the delivery of road safety education sessions to staff. Further action dependent on discussions with the Motor Accident Commission (MAC) and the National Road Safety Partnership Program.
- Liaise with Maria Leotta of Ku-Ring-Gai Council (NSW) regarding the Courtesy Edition Road Safety Calendar.
- **SLOW DOWN Kids Around Holiday Time** program conducted 16/12/17 28/01/2018.



Federal Government & State Government

- An introductory meeting with the Minister for Road Safety, Chris Picton MP at ABC radio studios on his visit to our region (16/01/18).
- Liaison with SATC regarding the condition of our road network and its impact on the those who form part of the self-drive market.

Industry

- Liaise with One Forty-One Plantation regarding road safety education and MAC collaboration potential.

Other:

- December 2017. Wattle Range Road Safety Centre secure funding (50K) for the upgrade of the training centre which is now in its 50th year of community service. Funding from One Forty One Plantations (OFO) was facilitated by the Wattle Range Council.
- Advised that the funding submission to the RAA regional safety grants 2018 round was unsuccessful.



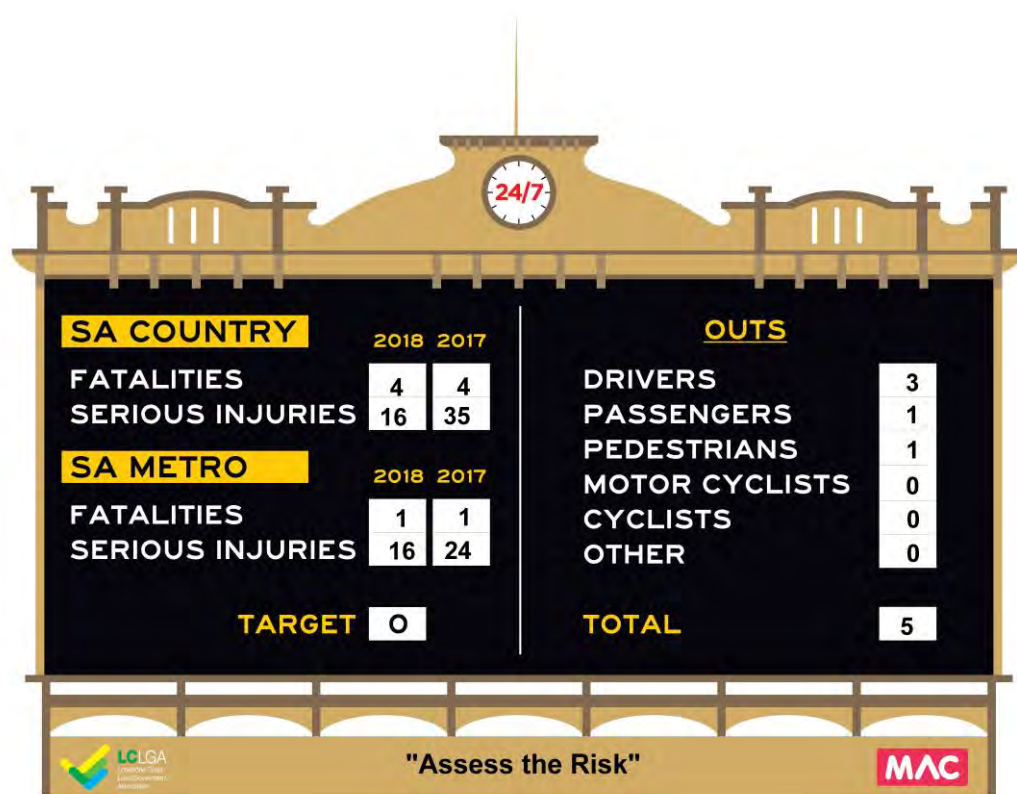
RECOMMENDATION REPORT

RECOMMENDATION

It is recommended that the LCLGA receive and note the report.

Moved:

Seconded:



(1st February 2018)



From The Border Watch 27/12/2017

Message driven home

Road safety initiative spreads across South East



ROAD SAFETY: Limestone Coast Local Government Association road safety officer Rob Forgan with eye-catching calendars featuring work by South East school students.

A SERIES of road safety messages reached over 11,000 people over the past week through The Border Watch's road safety campaign supported by the Limestone Coast Local Government Association (LCLGA).

The online initiative featured six videos shared on social media in the lead-up to the festive season sharing the campaign message "do not be the story this Christmas, drive to arrive".

Each road safety message was delivered by representatives of the emergency service agencies The Border Watch requested in Mount Gambier, including SA Ambulance, Country Fire Service, SA Police, Metropolitan Fire Service, Mount Gambier SES and LCLGA road safety officer Rob Forgan.

Images from a road safety calendar featuring artwork of students from McDonald Park Primary School and Glenburnie Primary School also featured in the videos.

The short Facebook videos were collectively viewed over 4000 times with around 84pc of viewers located in South Australia.

The remainder of viewers were located in Victoria with a small percentage from Queensland and New South Wales.

The combined reach of these videos was 11,309 Facebook users, which is close to half of the city's population. Its followers share the videos to spread the road safety messages and remind people to be safe on the roads throughout the busy Christmas period.

The videos were shared a total of 42 times by various community members, organisations and businesses.

Those who shared the snippets were placed in a draw to win a road safety calendar featuring artworks by McDonald Park Primary School and Glenburnie Primary School students.

The winning Facebook users were Debbie Morutto, Kaye Russell and Cath Taylor.

Thank you to all our followers who helped spread these road safety messages.

We hope all our readers enjoyed a happy and safe Christmas break.

INFORMATION REPORT

TO: LC LGA DELEGATES
FROM: REGIONAL WASTE MANAGEMENT COORDINATOR
RE: LC LGA WASTE MANAGEMENT UPDATE

Regional Waste Management Coordinator Work Progress

LC LGA REGIONAL STRATEGY	<i>Theme 4: A regional approach to waste to landfill minimization and innovative sustainable waste management.</i>
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<i>Identify areas for coordination of activities to improve efficiency</i>		
OUTCOME	ACTIONS	STATUS
Develop a regional waste and resource recovery infrastructure plan	Undertake research	COMPLETE
	Prepare draft plan	COMPLETE
	Hold Regional Waste Management Steering Committee (RWMSC) Meetings. 2 meetings joint with CEOs.	ON GOING
	Hold brainstorming meeting with GISA	COMPLETE
	Prepare scoping document	COMPLETE
	Request proposal from consultant	COMPLETE
	Review proposal from consultant and request amended document	COMPLETE
	Prepare funding applications	COMPLETE
	Secure funding	IN PROGRESS
	Engage consultant	
	Manage project once funding secured	
	Present plan to LCLGA Board	

<i>Regional Waste Strategy</i>		
OUTCOME	ACTIONS	STATUS
Complete Regional Waste Strategy	Revise existing draft Regional Waste Strategy	COMPLETE
	Clarify Vision, Mission, Objectives, Strategies and Action Plan (VMOSA)	COMPLETE
	Circulate strategy to RWMSC members	COMPLETE



INFORMATION REPORT

	Public consultation	COMPLETE
	Update strategy and circulate to RWMSC for final feedback	IN PROGRESS
	Production of strategy	IN PROGRESS
	Presentation of strategy to LCLGA Board for approval	

<i>Limestone Coast School Waste Reduction and Recycling Challenge</i>		
OUTCOME	ACTIONS	STATUS
Implement the 2 nd year of the Limestone Coast School Waste Reduction and Recycling Challenge	Prepare media release for 1 st year of challenge	COMPLETE
	Review project detail (competition rules, categories)	COMPLETE
	Prepare posters	COMPLETE
	Marketing of challenge through DECD, DEWNR, local media, posters, Council newsletters	IN PROGRESS
	Contact schools	IN PROGRESS
	Implement challenge	
	Send results	
	Prepare for prize presentation	

<i>Business Waste Reduction and Recycling</i>		
OUTCOME	ACTIONS	STATUS
Work with businesses (SMEs) to reduce landfill disposal volumes.	Prepare project brief	COMPLETE
	Meet with City of Mount Gambier to discuss project	COMPLETE
	Hold meeting with Chamber of Commerce rep	COMPLETE
	Ice-breaker with nominated businesses	COMPLETE



INFORMATION REPORT

	Prepare survey	COMPLETE
	Plan and implement delivery of survey	COMPLETE
	Plan and implement 'snap-shot' of bins	COMPLETE
	Report writing	IN PROGRESS
	Provide report-back to businesses	
	Map way-forward	

<i>Illegal dumping</i>		
OUTCOME	ACTIONS	STATUS
Develop material to raise awareness on illegal dumping.	Meet FSA and KESAB	COMPLETE
	Prepare project brief	COMPLETE
	Obtain project funding	IN PROGRESS
	Sign contracts	
	Implementation	

<i>Bioenergy</i>		
OUTCOME	ACTIONS	STATUS
Investigate and support energy from waste technologies, where appropriate, for generating renewable energy from organic waste.	Attend Bio-energy Steering Committee Meetings	ON GOING
	Monitor implementation of a small-scale bioenergy project by Grant High School	IN PROGRESS
	Identify together with the regional Waste Management Steering Committee a Bio-energy project that can utilise municipal solid waste as feedstock.	

<i>Support the Regional Waste Management Steering Committee</i>		
OUTCOME	ACTIONS	STATUS
Integrated approach to regional waste management.	Convene at least 4 meetings per year for the Regional Waste Management Steering Committee (RWMSC).	ON GOING Meetings held on: 22 March 2017 24 May 2017 28 June 2017 30 August 2017 18 October 2017



INFORMATION REPORT

		31 January 2018
	Identify and arrange for 1 site visit for the RWMSC	IN PROGRESS
	Hold at least two joint meetings with CEOs per year.	22 March 2017

Other activities

- Attended an Energy from Waste meeting on the 8th of December in Mount Gambier facilitated by EPA. Following this meeting, submitted comments to LGA for their submission on the EPA Energy from Waste discussion paper.

Emerging waste issue

- China the world's most populous country has been the largest importer of recyclable materials importing more than 30 million metric tonnes of waste from all over the world including US, EU, Japan and Australia. In July 2017, China decided it would no longer take what it called foreign garbage starting on the 1st of January 2018, (ABC News, 11 December 2017). It is set to ban 24 categories of solid waste to protect the environment and public health. Recyclers in the region have started to experience the impact of the ban. Prepared a short document for the Executive Officer, Dominic Testoni, on the plastic ban import by China. This was circulated to other regions in the state and discussed at the SAROC meeting held on the 24th of January 2018. The Regional Waste Management Committee agreed that a report be prepared and presented at the LCLGA Board meeting to be held on the 9th of February 2018.

RECOMMENDATION

It is recommended that LC LGA receive and note the report.

Moved:

Seconded:



INFORMATION REPORT

TO: LC LGA DELEGATES
FROM: CLIMATE ADAPTATION PROJECT OFFICER
RE: WORK UPDATES

HIGHLIGHTS

- Earth Hour 2018 - Limestone Coast Climate Adaptation Awareness Raising Program through the Earth Hour initiative (19th – 24th March 2018), in partnership with councils, hospitality sector and schools.

WORK PROGRESS UP TO JANUARY 2018

Planning for Sea Level Rise in the Limestone Coast (LiDAR Mapping Project)		
OUTCOME	ACTIONS	STATUS
Submission of RFQ	Submit RFQ to DEWNR Panel of Suppliers	Complete
Responses from tenders	Five responses received	Complete
Evaluation and appointment of Supplier	Evaluate solutions proposed by Suppliers Select the most suitable supplier	In progress

LiDAR

- Five responses were received by the due date (22nd December 2017) and a selection panel including James Cameron, Michaela Bell, Prae Wongthong and Dom Testoni assessed the tenders on 11th January 2018.
- Evaluation criteria and weightings consisted of: value for money (25%), compliance with statement of requirement (20%), supplier capability and capacity (25%), innovation/value add (5%) and timeliness of capture and delivery (25%).

Audit of current programs/projects on climate change, its potential impacts and adaptation options in the Limestone Coast Region		
OUTCOME	ACTIONS	STATUS
Understanding of current situation	Compile data through literature reviews and personal communications with key partners	Complete
Identification of key champions to engage with	Identify stakeholders and key champions in each of the key decision areas	Complete
Better understanding of adaptation options and stakeholders' level of willingness to engage	Initiate contact and continue to engage with stakeholders	In progress



INFORMATION REPORT

Develop a Community Education and Awareness Strategy (CEAS) to raise awareness and understanding of the risks and potential impacts of climate change		
OUTCOME	ACTIONS	STATUS
Identification of CEA initiatives that can be adopted in the context of the Limestone Coast	Review community education and awareness strategies in relation to climate change in SA, nationwide and international case studies	Complete
Community Education and Awareness Strategy	Develop a draft CEAS using a multidisciplinary approach	In progress

Community Education and Awareness Strategy (CEAS)

- CEAS will be developed based on a multidisciplinary approach and aligned with South Australia State Climate Change Strategy 2015-2050
- Strategy being drafted to circulate at the 5th LCCAC meeting and to launch the first region-wide Climate Adaptation Awareness Program on the Earth Hour,
- Ongoing discussions about the potential to develop Professional Development for teachers round climate adaptation

Earth Hour 2018 (Project proposal attached)

- The first official Climate Adaptation Public Awareness Program in the Limestone Coast providing the public platform that allow communities to come together to learn more about climate risks and to demonstrate their support for action on climate mitigation and adaptation.
- A series of activities will be held between 19th – 24th March including displays, documentary screening, school presentations, dinner by candlelight and lights off between 8.30-9.30pm at Council buildings and selected public sites.
- Project proposal was circulated to the LCCA Committee members on 30th January and details upon the level of participation from member councils will be further discussed at the 5th LCCAC meeting in Naracoorte.

Limestone Coast Climate Adaptation Committee Meeting

The 5th LCCAC meeting will be held on Monday 19th February in Naracoorte.

RECOMMENDATION

It is recommended that LC LGA receive and note the report.

Moved:

Seconded:





1. Project Detail

Project name	Enhancing awareness of climate-related risks and the importance of taking climate action (Earth Hour 2018)
Project background	<p>Earth Hour is a global environmental initiative launched in Sydney in 2007. It is the simple act of switching off the lights between 8.30 and 9.30pm local times. The symbolic 'lights off' hour ensures each and every one of us plays our part in creating a better future for our planet and generations to come. Over 10 years, a one city initiative has become the world's largest grassroots movement for the environment with over 187 countries and territories participating.</p> <p>Earth Hour aims to inspire and empower individuals, businesses and governments around the world to take actions in tackling climate change. In Australia, millions of supporters take part to make a difference - from promoting renewable energy, sustainable farming, ecosystem management to enhancing climate education and awareness.</p> <p>While a wide-scale switch off of lights for an hour remains to be an impactful visual call-out, the action is largely regarded as symbolic; parallel or followed up projects so called 'Beyond the Hour' provide long-lasting impacts for the planet.</p> <p>Earth Hour 2018 will mark the first official event in the Limestone Coast providing the public platform to mobilize supporters to help make progress on the region's climate adaptation priorities. It allows communities to come together to learn more about climate risks and to demonstrate their support for action on climate mitigation and adaptation. Opportunity extends to engagement with education and hospitality sectors to participate and make a difference.</p>
Event dates	19-24 March 2018
Target participants	Individuals from diverse demographic and socio-economic backgrounds; Councils; hospitality sector (hotels, restaurants and bars) and educational sector (schools, university)
Level of engagement (IAP2)	Inform, consult, involve
Resources required	Administration, event organizing, logistics and systems to help build a movement of supporters taking action on climate adaptation

2. Project Goals

Earth Hour is a stand-alone brand and movement under the stewardship of World Wide Fund for Nature (WWF). The campaign aims to increase awareness of climate change and encourage individuals, businesses and organizations to take action in one way or another. Earth Hour has been recognized to bridge the gap between policy and grassroots to make climate action understandable, relatable and accessible to all. History/progress of Earth Hour attached (Attachment I).

3. Plan and activities

In addition to switching off of lights, there are many ways individuals, restaurants and organizations can engage with Earth Hour (see attachment II). This includes tree planting, school environmental programs, energy reduction workshop, twilight fair, farmers market, concert, moonlight cinema, Aboriginal Dance and candlelit dinner.

In previous years, supporters in the Limestone Coast have traditionally encompassed turning off lights for one hour, for example, the City of Mount Gambier's Civic Centre, Main Corner, Library, Vansittart Park, Lady Nelson Brig, the Centenary Tower and the Railway Lands. The Council also held a free event to screen documentaries highlighting the impacts of changing climate on Australia's landscape. Tenison Woods College took part in Earth Hour as a College community by switching lights off, raising awareness what the day is about and accompanying an optional climate change documentary in lecture theatre during the lunch break. In 2017, Anglican Church Hall observed Earth Hour while offered candlelit meal and singalong concert from the 40's to the 70's. This year, it is aimed that the Earth Hour will be celebrated region wide, supported by all 7 Councils, and engaged by the hospitality sector and schools. Activities start from Monday 19th to Saturday 24th March. Programs and activities are outlined in the table below.

Programs in partnership with council:

19-23 March 2018 - 'Before the Hour'		
Static displays at the library across the region <div> <div> <div>Selection of books about climate crisis & adaptation</div> <div>Region-specific infographic</div> <div>State-specific factsheets</div> <div>Earth Hour info and event programs</div> <div>A pledge board to record actions</div> <div>Sustainable living infographic</div> </div> <div> <ul style="list-style-type: none"> - SA Climate Change Strategy 2015-2050 - DEWNR's Climate Change Branch related factsheets - Climate-related risks in the Limestone Coast - 2070 climate projections; - Climate adaptation options - Paths to sustainability individual - Reduce, reuse, recycle - Travel and transport - Sustainable shopping; food waste </div> </div>		<p>*Note: there is an opportunity to include local focused factsheets and infographic in relation to climate adaptation, smart living, biodiversity conservation and NRM</p>
Monday 19 th	1 – 1.15pm	<ul style="list-style-type: none"> - Introduction speech to Earth Hour [PPW1](global and Australia wide)
Tuesday 20 th	1.15pm	<ul style="list-style-type: none"> - Information about Earth Hour 2018 in the Region
Wednesday 21 st	1pm	<ul style="list-style-type: none"> - 'Appetite for Change[PPW2]' (22 mins) showing where our food comes from and what impacts our shopping habits can cause to the environment.
Thursday 22 nd or Friday 23 rd	1 - 1.20pm	<ul style="list-style-type: none"> - 'Places We Love' (23 mins) highlighting the impacts of climate change on Australia's unique landscapes. - Speaker from selected School Sustainability programs presenting what can be done at schools and how students can take part.
Thursday 22 nd or Friday 23 rd	6.30 – 8.30pm	<ul style="list-style-type: none"> - 'Tomorrow[PPW3]' (120 mins) an inspiring documentary that presents concrete solutions implemented throughout the world by a hundred of communities.
24 March 2018 – 'Earth Hour' day		

In partnership with the hospitality sector, here are activities hotels and restaurant and bars can engage with the Earth Hour between 8.30 – 9.30pm.

Hotels	Restaurants and bars
<ul style="list-style-type: none"> Switch off unnecessary lights Encourage guests to take part in switching off their light for a dedicated hour Install a pledge board in the lobby for guests to record their actions or create a digital one via Facebook 	<ul style="list-style-type: none"> Switch off at least 30% of their lighting Offer special menu cooked with locally sourced and sustainable produce paired with special drinks, local wine and craft beer through promotion of 'Dinner by Candlelight' and 'Happy Earth Hour' Extend the conversation to their customers and demonstrate that a good restaurant doesn't waste natural resources.

4. Stakeholders and workplan

	WHO	Feb wk 1	Feb wk2	Feb wk3	Feb wk4	Mar wk1	Mar wk2	Mar wk3	Mar wk4
Complete project scope	Climate Adaptation PO								
Identify budget and sponsorship	LCCAC and Councils								
Engage stakeholders and identify partners	Climate Adaptation PO and Councils								
Develop infographic and identify other awareness materials to be used	Climate Adaptation PO								
Prepare a presentation and info sheet about Earth Hour	Climate Adaptation PO								
Identify speakers	Councils								
Create posters and marketing materials	Climate Adaptation PO								
Develop a template for media release	Climate Adaptation PO								
Promote participation in Earth Hour through social media outlets, website and newsletter (pre- and post-event)	Councils and partners								
Distribute marketing materials	All								
'Lights out' during Earth Hour	Councils								
Photograph record the participation of organizations, businesses, community	Councils								

Individuals/community will be encouraged to participate in all activities as well as turn off and unplug from 8.30-9.30pm on 24 March.

Councils will support awareness raising about Climate Adaptation by turning off all non-essential exterior and interior lighting at Council buildings and selected public sites across the area, and by encouraging participation of wider business and residential community.

Interested restaurants will switch off their lights and offer candlelight dinners to mark the 1st Limestone Coast Earth Hour. This will provide restaurants with the perfect opportunity to extend the

conversation to their customers, and demonstrate that a good restaurant doesn't waste natural resources.

Students will be encouraged to join activities at the library and watch at least one documentary. Selected students may also speak about their school environmental programs. It is expected that students urge their parents to turn off and unplug at home for a dedicated hour.

5. Expected Outcome

- Increased awareness of Earth Hour initiative and its positive impacts from across the world
- Active participation of all 7 Councils and pilot hotels, restaurants and bars
- Better understanding of the community about climate-related risks in the Limestone Coast region and adaptation options
- Knowledge sharing of the progress on climate adaptation from diverse communities and sectors
- Appreciation and inspiration that every individual can make a difference
- Commitment to reduce impacts on the environment and work towards more sustainable practices and lifestyles (goes Beyond the Hour and leads to behavior change)

6. Measuring and Reporting Impacts

Attendance at the Earth Hour displays, presentation and documentary sessions is one way to measure impacts of the event. There is a registration sheet for all participants. They can also take photos of their group and event, then share them on social media using the campaign hashtags #EarthHour2018. Hashtag tracking tools will be used to determine online engagement with Earth Hour. We expect that at least one landmark and one restaurant from each council will join the initiative. Although electricity reduction is not the main goal, it will be examined whether there are any measurable decreases from 8.30-9.30pm.

7. Budget

	Costs
Education and awareness materials	
Marketing and promotional materials	
Event	
Earth Hour candles	
Earth Hour T-shirts (at least one for each council)	
Total	

8. Contact details

Any enquiries or requests for information or clarification regarding this Project Scope can be made by contacting

Prae Wongthong

Climate Adaptation Project Officer

Limestone Coast Local Government Association

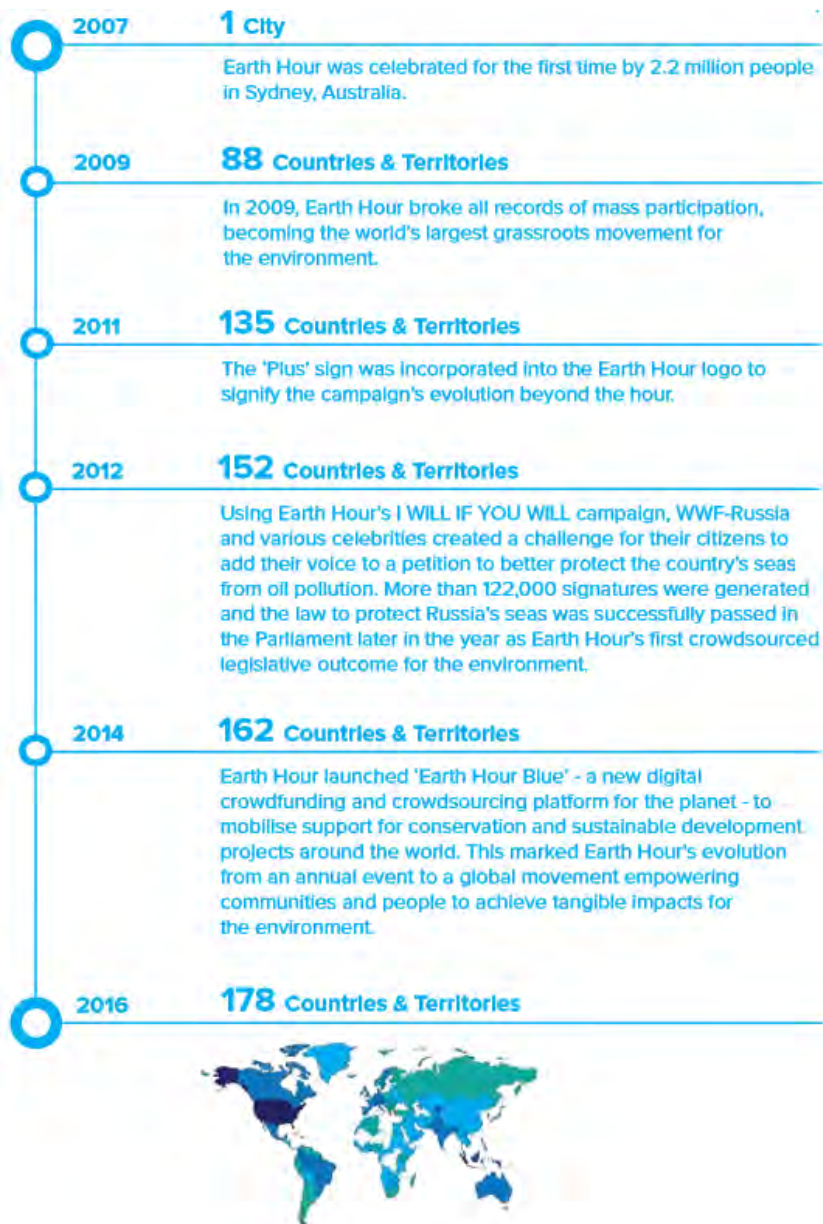
Level 1, 9 Bay Road, Mount Gambier SA 5290

Email: climate@lclga.sa.gov.au

Phone: 08 87237310

ATTACHMENT

Attachment I: History



Every year, Earth Hour has seen record participation across seven continents, even aboard the International Space Station. It has inspired millions to support and participate in critical climate and conservation projects led by WWF. This has powered efforts to drive climate policy, awareness and action among individuals, businesses and governments.

In 2017, an unprecedented 187 countries and territories participated in Earth Hour, a fitting celebration to mark its tenth anniversary and journey from symbolic moment to global movement in the past decade.

Attachment II: Sample of activities

	STATE	ACTIVITIES
SCHOOL		
HILLBROOK ANGLICAN SCHOOL	QLD	Turn off lights and air conditioners from 9am to 10am and use the smart tools, also monitor how much they can get their energy use down.
BRENTWOOD SECONDARY COLLEGE	VIC	Switch off non-essential lights from 11 am to 12:30 pm on Friday prior to Earth Hour. Students are encouraged to have their households involved in Earth Hour 8.30am to 9.30pm.
AQUINAS COLLEGE	WA	Turn off non-essential electrical equipment from 11.00am-1.00pm.
WODEN VALLEY CHILD CARE CENTRE	ACT	Plan different activities for children to learn about our planet, the importance of being mindful of our actions and ways to save it. Also switch all the light between 12pm to 1pm.
COUNCIL PARKS AND GARDENS		
KINGS PARK	WA	Solar light picnic - a picnic in the glow of the solar-powered garden lights, as they watch buildings in Perth's skyline turn off their lights. BYO picnic and garden lights.
HILTON HARVEST COMMUNITY GARDEN	WA	Twilight Fair - offers a carefully sourced selection of stalls, food and free entertainment including Aboriginal Dance. Plastic free event. Visitors are encouraged to bring a candle to light in celebration of Earth Hour
LIBRARY		
THE CITY OF VINCENT LIBRARY	WA	Have an Earth Hour display for the two weeks leading up to Earth Hour. Community members are invited to drop into the Library and borrow books from the display, focusing on saving resources and protecting the environment.
ALICE SPRINGS PUBLIC LIBRARY	NT	A screening of the stunning Leonardo DiCaprio documentary "Before the Flood" and discussion 'join the future'.
MOUNT GAMBIER MAIN CORNER	SA	Switch lights off for one hour at major attractions around the city including; the Main Corner, Library, Vansittart Park, Lady Nelson Brig, the Centenary Tower and the Railway Lands) and host a free event on Thursday prior to Earth Hour from 6pm-8pm to screen the 2016 Earth Hour documentary, "Places We Love," and an international documentary "Recipes for Disaster."
HOSPITALITY		
MARINE LOUNGE BAR	WA	Happy Earth Hour at Marine Lounge Bar for drink specials from 8.30 to 9.30pm on Saturday Earth Hour. Enjoy selected wines and draught beers at only \$4; standard spirits \$5; cocktail of the week \$10.
BAVARIAN BIER CAFÉ	NSW	Dine by Candlelight
THE CROFT HOUSE HOTEL AND BARS	QLD	An Earth Hour Special cooked with local produce paired with local wine and craft beer under candlelight. Also invite all hotel guests to grab a candle from reception to take part in Earth Hour.
PIER01 RESTAURANT AND BAR	TAS	Switch off power for the 5th year running and hosting a sensational dining experience by candlelight to support Earth Hour to protect the places we love. Their exclusive Earth Hour menu feature fresh seasonal Tasmanian produce sourced completely from local suppliers no more than a 50km radius from Pier01 Restaurant & Bar.



INFORMATION REPORT

TO: LC LGA DELEGATES
FROM: PROJECT MANAGER
RE: PROJECT UPDATES

CURRENT PROJECTS:

PROJECT: Limestone Coast Regional Growth Strategy THEME: Sustainable Economy		
OUTCOME	ACTIONS	STATUS
Development of a Limestone Coast Regional Growth Strategy	• Undertake research	COMPLETED
	• Draft Strategy Commenced	COMPLETED
	• Consultancy firm identified	COMPLETED
	• Project Brief Developed	COMPLETED
	• Meeting with Consultant	COMPLETED
	• Quote/proposal received	COMPLETED
	• Establish a Regional Growth Strategy Committee	COMPLETED
	• Meet with Regional Growth Strategy Committee & RAI 8 th November	COMPLETED
	• Letter of Engagement developed and signed by all parties	COMPLETED
	• Database of key stakeholders developed	ONGOING
	• Develop itinerary for RAI March 2018 visit to LC	ONGOING

PROJECT: Activation & Implementation of the Limestone Coast Brand THEME: Sustainable Economy		
OUTCOME	ACTIONS	STATUS
Promote and encourage the use of the Brand to stakeholders and partners	• Organise meetings and consultations to discuss the role of relevant stakeholders and partners in the Implementation of the LC Brand.	ONGOING
Develop an Education & Awareness Program to support uptake of the LC Brand	Liaise with On Creative to develop: <ul style="list-style-type: none"> ○ Project Brief ○ Concept & Design ○ Storyboard ○ Information Video ○ Information Brochure 	ONGOING COMPLETED COMPLETED ONGOING ONGOING ONGOING
Increase awareness of the Limestone Coast brand through Social media	• Develop a social media strategy for the Limestone Coast brand, to include the establishment of an Instagram page and review of current Limestone Coast Collaborative Facebook page	ONGOING



PROJECT: Limestone Coast Collaborative THEME: Sustainable Economy		
OUTCOME	ACTIONS	STATUS
Engage with LCC Committee members to optimise awareness and benefits of the LC brand and determine the LCCC role	Meeting held Monday 10th April. <ul style="list-style-type: none"> Match stakeholder outcomes Identify potential issues Develop Key messages and delivery Stakeholder roles in implementing & promoting the brand Role of the Limestone Coast Collaborative 	COMPLETED ONGOING

PROJECT: Limestone Coast Regional Sporting Academy THEME: Sustainable Economy		
OUTCOME	ACTIONS	STATUS
Development of the Limestone Coast Regional Sporting Academy	<ul style="list-style-type: none"> Provide support to the Starclub Officer with the establishment of the Limestone Coast Regional Sporting Academy 	ONGOING
	<ul style="list-style-type: none"> Organise Regional Sporting Academy visit to Illawarra Academy of Sport, Hunter Academy of Sport, Western Region Academy of Sport, Southern Sports Academy, Albury Sports Academy & Gym, Barwon Sports Academy 	COMPLETED
	<ul style="list-style-type: none"> Prepare a budget and funding proposal for a 3-year Limestone Coast Sporting Academy program 	COMPLETED
	<ul style="list-style-type: none"> Develop an application and apply for funding under the Sport and Recreation Development and Inclusion Program 	COMPLETED
	<ul style="list-style-type: none"> Develop a Business Case 	ONGOING

PROJECT: Other THEME: Sustainable Economy, LC LGA governance, leadership & financial sustainability		
OUTCOME	ACTIONS	STATUS
Provide Support to the LC LGA Project Staff & Executive Officer	<ul style="list-style-type: none"> Provide ongoing support to the Regional Waste Coordinator 	ONGOING
	<ul style="list-style-type: none"> Provide ongoing support to the Climate Adaptation Project Officer 	ONGOING
	<ul style="list-style-type: none"> Provide ongoing support to the LCLGA Executive Officer 	ONGOING



PROJECT: LGA Showcase 2018

THEME: Governance, Leadership & Financial Sustainability

OUTCOME	ACTIONS	STATUS
Participate and exhibit at the LGA Showcase in April 2018	<ul style="list-style-type: none"> Attend LGA SA Showcase 	ONGOING

PROJECT: Lidar Mapping Project

THEME: Environmental Sustainability

OUTCOME	ACTIONS	STATUS
Appoint a Contractor and commence data acquisition	<ul style="list-style-type: none"> Review Tender applications Appoint provider 	COMPLETED ONGOING
Maintain NDRP reporting requirements	<ul style="list-style-type: none"> Prepare Notice of Variation report Prepare Status & Financial Progress Reports 	COMPLETED ONGOING

PROJECT: Other

THEME: Sustainable Economy, LC LGA governance, leadership & financial sustainability

OUTCOME	ACTIONS	STATUS
Wine Australia Federal Funding Project	<ul style="list-style-type: none"> Coordinate and meet with LC wine representative Determine possible project scope 	COMPLETED ONGOING



COMPLETED PROJECTS

PROJECT: LGA Showcase		
THEME: Governance, Leadership & Financial Sustainability		
OUTCOME	ACTIONS	STATUS
Participate and exhibit at the LGA Showcase in April 2017	<ul style="list-style-type: none"> Attended LGA SA Showcase 	PROJECT COMPLETED

PROJECT: Other		
THEME: Sustainable Economy, LC LGA governance, leadership & financial sustainability		
OUTCOME	ACTIONS	STATUS
Office Relocation	<ul style="list-style-type: none"> Move offices 	PROJECT COMPLETED
Countrywide Energy Forum	<ul style="list-style-type: none"> Coordinate and organise Forum 	PROJECT COMPLETED

PROJECT: Limestone Coast Promotional Material		
THEME: Sustainable Economy		
OUTCOME	ACTIONS	STATUS
Production of a Limestone Coast Video	<ul style="list-style-type: none"> 3 Minute Video production completed in English & Chinese 	PROJECT COMPLETED
Production of a 30 second Commercial highlighting the Limestone Coast lifestyle	<ul style="list-style-type: none"> 30 second Commercial produced 	PROJECT COMPLETED
Promotion of the Limestone Coast at the Mount Gambier Airport	<ul style="list-style-type: none"> Advertising & Video on display at the Mount Gambier Airport 	PROJECT COMPLETED

PROJECT: Activation & Implementation of the Limestone Coast Brand		
THEME: Sustainable Economy		
OUTCOME	ACTIONS	STATUS
Development of a Brand Implementation Plan	<ul style="list-style-type: none"> Limestone Coast Brand Implementation Plan prepared 	PROJECT COMPLETED
Development of a funding application to PIRSA Regions SA	<ul style="list-style-type: none"> Funding application prepared and submitted to PIRSA for \$10,000 to contribute to the development of promotional material and advertising for the Limestone Coast brand and LCC 	PROJECT COMPLETED (Funding application successful \$5,000 received)

PROJECT: Limestone Coast Regional Growth Strategy		
THEME: Sustainable Economy		
OUTCOME	ACTIONS	STATUS



Development of a funding application to PIRSA Regions SA	<ul style="list-style-type: none"> Funding application prepared and submitted to PIRSA for \$15,000 to contribute to the developments of the Limestone Coast Regional Growth Strategy 	PROJECT COMPLETED (Funding application not successful)
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PROJECT: Climate Adaptation THEME: Environmental Sustainability		
OUTCOME	ACTIONS	STATUS
Development of a Limestone Coast Climate Adaptation Action Plan	<ul style="list-style-type: none"> Action Plan developed & endorsed by the LCCAC 	PROJECT COMPLETED
Recruitment of Limestone Coast Climate Adaptation Project Officer	<ul style="list-style-type: none"> Develop J&P Specification, Program Budget, Advertise Position in regional newspapers, Manage and oversee recruitment process, Interview, Candidate selected, Contract developed & signed, New employee commenced 21st August 2017, Induction & Project handover 	PROJECT COMPLETED
Development of the Limestone Coast Climate Adaptation Work Plan	Work Plan developed and endorsed by the LCCAC	PROJECT COMPLETED
Provide Executive Support to the LCCAC	Meeting 12 th April Meeting 11 th September 23 rd October	COMPLETED COMPLETED COMPLETED

PROJECT: Other THEME: Sustainable Economy, LC LGA governance, leadership & financial sustainability		
OUTCOME	ACTIONS	STATUS
LC LGA Annual Report	<ul style="list-style-type: none"> Complete 2016-2017 Annual Report 	COMPLETED

RECOMMENDATION

It is recommended that LC LGA receive and note the report.

Moved:

Seconded:



RECOMMENDATION REPORT

TO: LC LGA DELEGATES

FROM: Executive Officer

RE: Joint Planning Boards

BACKGROUND

To provide an update with respect to work occurring on Joint Planning Arrangements as a part of the implementation of and transition to the new planning system under the *Planning, Development and Infrastructure Act 2016*, and seek commitment to continue involvement in the Pilot Program through to 30 June 2018.

A regional Expression of Interest from the Limestone Coast LGA was one of eight received by the Department of Planning, Transport and Infrastructure (DPTI), which collectively represented 42 councils. The eight regions are:

1. Eyre Peninsula LGA (11 Councils)
2. Limestone Coast LGA (7 Councils)
3. Murraylands Councils (5 Councils)
4. Riverland Councils (3 Councils)
5. Spencer Gulf Cities Inc (3 Councils)
6. Yorke Peninsula Alliance (3 Councils)
7. Eastern Metropolitan Regional Alliance (6 Councils)
8. Adelaide Plains, Barossa, Gawler, Light Regional (4 Councils)

This strong level of interest led the DPTI to change its approach, appointing consultants Jeff Tate (Jeff Tate Consulting P/L) and Stephanie Hensgen (Planning Futures P/L) to progress a revised Joint Planning Arrangements Pilot Project (Pilot Project) as a collaborative process with a Local Government Association representative and representatives of each of the eight council consortiums, which form a Project Working Advisory Group (PWAG).

The Limestone Coast LGA alliance is represented on the PWAG by the Associations Executive Officer Dom Testoni.

The Pilot Project that the consultants have been tasked to deliver comprises:

- Developing a Business Case and Business Plan template;
- Preparing a Findings Paper;
- Preparing a Tool Kit to assist other groups of councils to develop applications to the Minister for Planning for joint planning arrangements in the future.

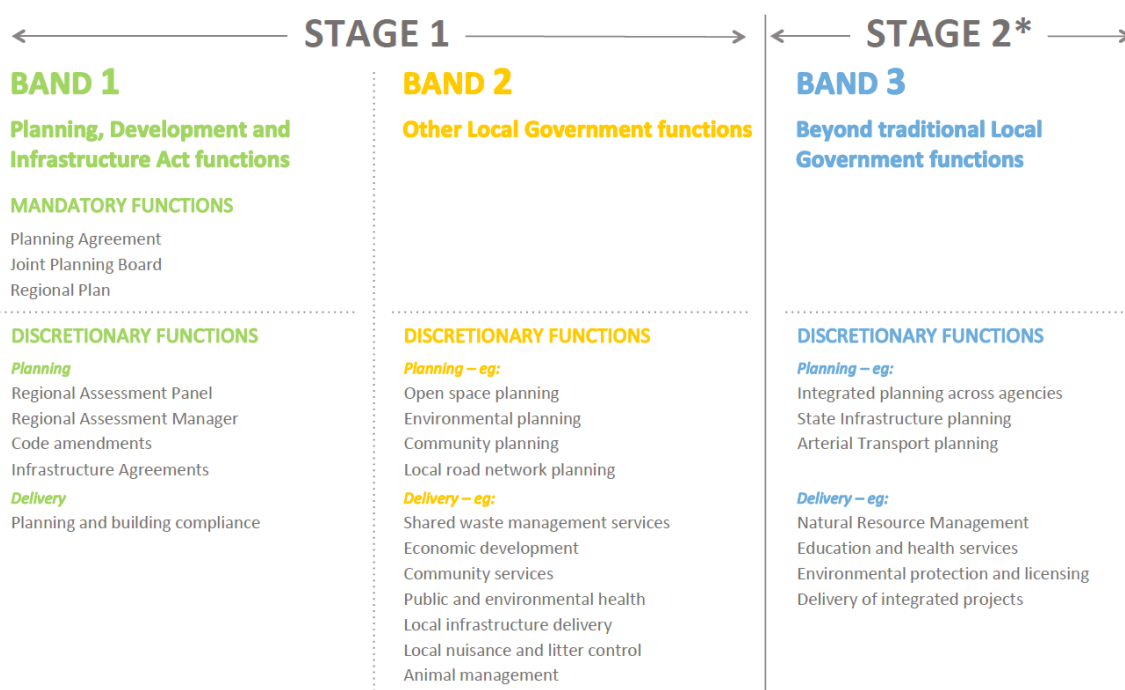


The Pilot Project is a complex process to work through, as it involves developing a methodology to guide determination of a suitable Joint Planning Board model/structure for each diverse area, then defining that through an appropriate boundary and supporting it with the governance, administrative, professional and financial resources needed to ensure that its assigned functions can be completed effectively.

The Pilot Project is being advanced to ultimately deliver resources to assist councils that desire to come together to prepare proposals for a Joint Planning Board for consideration of the Minister for Planning and approval through a Planning Agreement. The model will be supported by decision/‘hold’ points for participating councils to evaluate their ongoing involvement on the basis of likely resourcing requirements and other considerations.

Discussion

Working with the eight regions, the Pilot Project has identified a number of potential planning arrangements that could be implemented. These have been identified as ‘Bands’ containing mandatory and discretionary components that a region can consider. The table below shows these bands. A region may commence at Band 1 and evolve over time to include discretionary components of bands 2 and 3, or it may choose to commence at bands 2 or 3 depending on the level of maturity to be an early adopter of these options.



* Stage 2 involves functions that are not currently the role of local government and is therefore subject to legislative and/or regulatory change.

The Pilot Project has also reached the point that a Business Case template has been developed, but needs to be tested. A copy of the template is provided under separate cover. Advice has also been sought from Norman Waterhouse in relation to reviewing the Business Case template and developing a draft model Planning Agreement template.

Staff from the partner councils will begin to populate the Business Case template for future consideration by their respective Councils.

The Pilot Project was initially meant to be completed within a six-month timeframe (December 2017). However, due to its complexity, the Department has extended the timeframe an additional six months to June 2018.

A potential funding model for undertaking Business Cases was presented to the last workshop and supported in principle, subject to costings. The proposed model is set out under Financial Considerations.

The Pilot Project requires that each council commit to continue in the project that includes completion of the Business Case template.

The Department has written to the representative of each pilot region seeking confirmation as to whether each region would like to continue to the next phase.

FINANCIAL, RESOURCE AND RISK MANAGEMENT CONSIDERATIONS

Financial Management

In submitting the Expression of Interest to participate in the Pilot Program, the LCLGA indicated that it had the capacity to match the \$50,000 funding that was being considered by the Department.

The pilot working group had determined a funding arrangement to assist in the development of the Business Case template and Kit. To summarise, the funding model provides for financial assistance on a dollar for dollar basis for:

- The costs of a regional workshop with all Councils in the group (DPTI contribution of 50% capped at \$1,500).
- Engagement of a staff member or consultant to draft the business case (DPTI contribution of 50% capped at \$5,000).
- A place for the staff member or consultant at a workshop in Adelaide on using the business case template, to be facilitated by Jeff Tate of Jeff Tate Consulting and Stephanie Hensgen of Planning Futures.
- Legal advice from Norman Waterhouse on matters relevant to all groups developing business cases through the business case template (note that 50% of the cost will be shared between those groups – limits on expenditure will be discussed with the groups).
- Legal advice from Norman Waterhouse on matters specific to an individual group in developing the business case (limits on expenditure will be discussed with the groups).
- Financial management advice from Peter Fairlie-Jones on matters relevant to all groups developing business cases through the business case template (note that 50% of the cost will be shared between those groups – limits on expenditure will be discussed with the groups).
- Support in preparing a business case from Jeff Tate and Stephanie Hensgen (limits on expenditure will be discussed with the groups).
- Review of the business case by Jeff Tate and Stephanie Hensgen (limits on expenditure will be discussed with the groups).

Risk Management

The establishment of a Joint Planning Board to share responsibility for the development of a Regional Plan augers well for the Limestone Coast LGA who have demonstrated a high level of collaboration over the years.

Should one or two Councils within the region opt not to continue with the Pilot Project, there is still an opportunity for the remaining Councils to progress, provided that they remain contiguous. However, there may be less benefits in establishing a Joint Planning Board that is not inclusive of all member councils.

RECOMMENDATION

It is recommended that the LCLGA;

1. Receive and note the report.
2. For discussion and decision.

Moved:

Seconded:

RECOMMENDATION REPORT

TO: LC LGA DELEGATES

FROM: Executive Officer

RE: Senate Rural and Regional Affairs and Transport References Committee

BACKGROUND

Inquiry into the operation, regulation and funding of air route service delivery to rural, regional and remote communities.

On 16 November 2017 the Senate referred the following matters to the Senate Rural and Regional Affairs and Transport References Committee (the committee) for inquiry and report by 30 March 2018:

The operation, regulation and funding of air route service delivery to rural, regional and remote communities, with particular reference to:

- a. social and economic impacts of air route supply and airfare pricing;
- b. different legal, regulatory, policy and pricing frameworks and practices across the Commonwealth, states and territories;
- c. how airlines determine fare pricing;
- d. the determination of airport charges for landing and security fees, aircraft type and customer demand;
- e. pricing determination, subsidisation and equity of airfares;
- f. determination of regulated routes and distribution of residents' fares across regulated routes;
- g. airline competition within rural and regional routes;
- h. consistency of aircraft supply and retrieval of passengers by airlines during aircraft maintenance and breakdown;
- i. all related costs and charges imposed by the Civil Aviation Safety Authority; and
- j. any related matters.

The committee invited stakeholders to make a submission addressing all or some of the terms of reference for this inquiry by 5 February 2018.

DISCUSSION

At the LCLGA Board meeting held on the 8th December 2017 the Executive Officer tabled the request and presented details of the Senate and Rural and Regional Affairs and Transport



References Committee desire to seek feedback on the above Inquiry. In line with the Board's recommendation a regional submission was prepared and lodged with the committee taking into consideration feedback by member Councils.

RECOMMENDATION

It is recommended that LCLGA;

1. Receive and note the report.
2. Note the submission that has been lodged with the Senate Rural and Regional Affairs and Transport References Committee.

Moved:

Seconded

INFORMATION REPORT

TO: LC LGA DELEGATES
FROM: PROJECT MANAGER
RE: REGIONAL GROWTH STRATEGY

BACKGROUND

The Limestone Coast Regional Growth Strategy Project after much planning is about to commence. This Project will assess the trajectory of the region's economy, highlighting strengths and weaknesses and quantifying the anticipated benefits achievable if constraining issues are addressed. The research zeroes in on the priorities with the highest potential returns to the community, enabling resources (including stakeholder actions) to be allocated accordingly.

DISCUSSION

The project will involve local leaders working with the LC LGA and the Regional Australia Institute (RAI) to prepare the Limestone Coast Regional Growth Strategy. One of the first steps in the Project is the establishment of a Key Stakeholder list that will not only include the current Steering Committee members for the project and LC LGA members but also identify other potential stakeholders that we will need to engage with. Each Council has been requested to provide the following details:

- Business / Industry / Tourism Associations in your Council region along with a contact name and details.
- 2-4 local business and / or community leaders that drive local innovation and growth in your Council region, that would be happy to meet with RAI to discuss practical and collaborative initiatives that can achieve positive change and drive future growth for the Limestone Coast region

The success of the project is dependent on the LC LGA and its members being able to build commitment through community engagement. It is planned that the team from Regional Australia Institute (RAI) will visit the region the first week of March (Monday March 5th – Thursday March 8th) to meet with stakeholders to enable 'local leader's voices to be heard'. These stakeholders will include Council representatives and Local Business / Industry / Tourism Associations in your Council region. A draft itinerary has been prepared and is attached with each Council required to play a key supporting role during the visit.



INFORMATION REPORT

RECOMMENDATION

It is recommended that LC LGA receive and note the report.

Moved:

Seconded:



RAI ITINERARY (5th March – 8th March 2018)

Date	Time	Destination	Contact	Accommodation
Monday 5 th March	<i>Dept</i> <i>Arrive 12:30pm</i>	Dept Melbourne / Geelong (drive 473km) Arrive Mount Gambier		O/N Mount Gambier
	<i>12:30pm – 2:30pm</i>	<i>Regional Growth Strategy Steering Committee Meeting (incl Lunch)</i> CONFIRMED		
	<i>3:00pm – 4:00pm</i>	<i>City of Mount Gambier (Meeting)</i>		
	<i>4:30pm – 5:30pm</i>	<i>Tenison Woods College</i>	David Mezenic, Principal	
	<i>5:30 – 6:30pm</i>	<i>Dept Education Children Development (DECD)</i>	Adam Box, Education Director	
	<i>7:00pm</i>	<i>Dinner (Informal discussion)</i> CONFIRMED Dom, Michaela, Troy Bell - Member Mount Gambier, Mitch Williams – Member MacKillop, Tony Pasin – Member Barker, TBA Chair RDALC, Erika Vickery LCLGA Chair		
Tuesday 6 th March	<i>Dept 7:45am</i> <i>Arrive 8:30am</i>	<i>Dept Mount Gambier</i> <i>Arrive Penola</i>		O/n Robe
	<i>8:30am – 9:30am</i>	<i>Penola District Business & Tourism Association (Meeting)</i>	Penola District Business & Tourism Association Eleanor Burrow, President + Executive members?	
	<i>10:00am – 11:00am</i>	<i>Coonawarra Grape & Wine Grower Association (Meeting)</i>	Coonawarra Grape & Wine Growers Assoc Olivia Nunn, Executive Officer + Executive members?	
	<i>Dept 11:00am</i> <i>Arrive 12:00pm</i>	Dept Penola Arrive Naracoorte (drive 50km)		
	<i>12:00pm – 1:00pm</i>	<i>Naracoorte Business & Tourism Association (Meeting)</i>	Naracoorte Business & Tourism Association President, Sandy Talbot	
	<i>1:30pm – 2:30pm</i>	<i>Naracoorte Council Meeting</i>		
	<i>3:00pm – 4:00pm</i>	Dept Naracoorte Arrive Bordertown (drive 82km)		
	<i>4:00pm – 5:00pm</i>	<i>Tatiara Council (Meeting)</i>		
	<i>5:30pm - 6:30pm</i> <i>Dept 6:30pm</i> <i>Arrive 8:00pm</i>	<i>Tatiara Business Association (Meeting)</i> Dept Bordertown (drive 156km) Arrive Robe	(Jo Edwards, President)	

Wednesday 7 th March	8:30am - 10:00am	Kingston SE Council & Robe Council (B'fast Meeting) + Business/Tourism Association Chairs		O/N Mount Gambier
	Dept 10:30am Arrive 11:30am	Dept Robe (drive 75km) Arrive Millicent		
	11:30am – 12:30am	Wattle Range Council (Meeting)		
	1:00pm – 2:00pm	Millicent Business Community Association Meeting	Millicent Business Community Association, Marg Chapple	
	Dept 2:00pm Arrive 2:30pm	Dept Millicent (drive 50km) Arrive Mount Gambier		
	3:00pm – 4:00pm	Regions SA (PIRSA), Peta Crewe Meeting	Peta Crewe, Regional Coordinator, Limestone Coast, PIRSA Regions SA	
	4:30pm – 5:30pm	Aged Care / Health Care representative (TBC) possible Gillian McGinty CEO Boandik Lodge?		
	6:30pm/7:00pm	Dinner (informal) with LC LGA Project Staff to discuss programs & projects being delivered in the region	Biddie Shearing (Tourism Mgr), Tony Elletson (Starclub/Sporting Academy), Dom. Mic,	
Thursday 8 th March	8:30am – 9:30am	Mount Gambier Chamber Commerce Board (Executive Team)		
	10:00am – 11:00am	Grant District Council (Meeting)		
	11:30am – 1:00pm	Media		
	Dept 1:00pm	Dept Mount Gambier Return Melbourne		

RECOMMENDATION REPORT

TO: LC LGA DELEGATES

FROM: Executive Officer

RE: Rating of Electricity Generators

BACKGROUND

At the Wattle Range Council's Ordinary Meeting of Council 12th September 2017, the following motion was proposed by the Council;

'That the LGA call on the State Government and Opposition to support the appropriate changes to legislation to allow councils to collect rates in the same manner as councils in Victoria from electricity generators.'

Changes will ensure that a fair amount of rates are collected from electricity generators such as wind farms and therefore reduce rates to all other ratepayers.

This request was considered and supported by the Board of the LCLGA at the October Board meeting with a motion being tabled by Wattle Range Council at the LGA Annual General Meeting.

Prior to this issue being brought before the LCLGA Board the matter was discussed at length at SAROC with the following report being tabled and supported by the regional LGA's and the LGA SA.

Recommendation

That the SAROC Committee:

1. notes the report; and
2. recommends that the LGA Board requests the LGA Secretariat to work with Legatus Group and other interested Regional LGA's to develop recommendations for a policy position on the rating of major developments which are currently exempt from valuation for rating purposes.

Councils are unable to rate some (often) major developments such as wind farms, feedlots, solar farms and mines etc. However, Councils are required to provide infrastructure such as roads and services. This we consider is an unequitable impost on Councils and therefore more broadly speaking rate payers generally.



In other States for example such as Victoria, there has been good progress in the legislative change to accommodate this issue. Victorian Councils have been legislated to allow them to enter into rating agreement direct with developers to the satisfaction of both the developer and Council.

In New South Wales there is currently unrest as the Valuer General is reassessing land leased by wind farms operators, which could result in the re-categorisation by Local Councils. In this case, where it is common for wind farm operators to reimburse the landholder for increases in Council rates this undoubtedly creates the unwelcome potential of increasing costs and strained relationships with landholders and Local Councils.

This issue has been an important discussion topic for Legatus Group for some while. It is important there is a well-considered and thorough process of review and legislative change to avoid an ad hoc and a piece-meal approach in South Australia. We seek the support of the LGA to work closely with Legatus Group on this important issue.

Discussion

On the advice of the LGA Secretariat the decision was made by the Regional LGA Executive Officers to support an application by Legatus to the Local Government Research and Development Scheme. In October 2017 Legatus were informed of their success in obtaining the funding to carry out the project.

The description of the project included, some commercial or industrial land uses within predominantly rural areas contain large structures, but the capital value of the land does not reflect the value of those structures as they are not regarded, in law, as fixtures on the land.

This project will investigate and recommend how these land uses should be treated in a Council's rating policy, to best balance the principles of taxation, including equity between ratepayers. It will also examine what, if any, statutory reform might be warranted to better equip councils to achieve such an appropriate balance.

The project will examine not only the current range of options for a Council's rating policy, and the current restrictions on a council's powers to impose rates, but also comparable legislative schemes in other jurisdictions, such as Victoria's scheme for imposing rates on land hosting wind turbines.

This project will not be utilised for just the Legatus Group Constituent Councils but will be able to provide recommendations at a State-wide level for consideration by Councils, LGA and State Government.

The findings of this project will have relevance for the metro Councils under the state-wide windfarms DPA, including Onkaparinga, Playford, Adelaide Hills, Mt Barker, Gawler.

The project was to be undertaken by the following:

1. Formation of working group – establish brief and tender
2. Selection of consultant – finalise key tasks
3. Data gathering – analysis / interpretation of current regulations – case studies / examples and learnings of other jurisdictions

4. Draft report including recommendations provided to working group
5. Final report

The CEO of the Legatus group will provide management of the project with the steering group including the Executive Officers of the South Australian Regional Organisation of Councils, Lea Bacon Director Policy LGA SA, Anthony Smit Deputy to The Valuer-General, David Stevenson CEO Regional Council of Goyder and Ben Gower CEO Wattle Range Council.

A consultant was to be engaged to undertake the data gathering, analysis/interpretation of current regulations and provide case studies, examples and learnings from other jurisdictions. This information will be workshopped with the working group for the development of a final report.

At an initial steering committee meeting held with the successful tenderer on Thursday 25th January it was agreed that the focus of the review should be on wind farm/solar farm property developments including:

- consequential impacts on councils to provide and maintain infrastructure to service those developments. It was noted that the greatest impost of industries on local governments is likely to be on the road network, and consideration should be given to the differences in impacts for sealed vs unsealed road networks.
- the ability to raise rates revenue against those properties.
- issues of cross-subsidisation/impact on other ratepayers.

It was noted that the project would provide information on:

- Whether restrictions on rating were perceived (interpretational) or actual.
- Interstate legislation relative to SA legislation regarding the rating of different industries.

The following additional legislation/guidance was identified as inclusions for review as part of the project scope:

- Electricity Corporation (Restructuring & Disposal) Act.
- Mining Act.
- Consideration of any Court cases or guidance on rating principles outside of legislative framework.
- Any issued State information/guidance.

It was agreed that two councils would be identified for the purpose of developing case studies and that AEC would be advised which councils are nominated following consultation with the relevant CEOs

POST MEETING NOTE:

Wattle Range and Goyder Councils have confirmed their willingness to participate in the project as the two case studies

It was agreed that general commentary/comparison would be provided on up to three separate areas and that those areas would be

- mining

- telecommunication towers
- general exempt properties

It was agreed that a whole of State analysis of general rate revenue was not required at this stage.

The milestones for the project were noted as:

- Draft report due week commencing 30 April 2018.
- Workshop would be held on 16 May 2018 to discuss the draft report with AEC in attendance via teleconference/Skype.
- Final report due week commencing 28 May 2018.

RECOMMENDATION

It is recommended that the LCLGA;

1. Receive and note the report.

Moved:

Seconded:

RECOMMENDATION REPORT

TO: LC LGA DELEGATES
FROM: REGIONAL WASTE MANAGEMENT COORDINATOR
RE: LCLGA REGIONAL WASTE MANAGEMENT STRATEGIC
DIRECTION (2017/18 TO 2022/23)

BACKGROUND

The Limestone Coast Local Government Association (LCLGA) Waste Management Strategic Direction is the key document in the provision of waste minimisation activities in the Limestone Coast Region. The strategic direction has been developed as part of the LCLGA's commitment to 'establish a regional approach to waste management.' The strategy recognises that a regional focus on waste management is needed due to:

- Escalating costs of waste management and subsequent economic pressures faced by Councils
- Increasing enforcement of environmental standards for landfill operations and the associated costs
- Opportunity to more effectively address and undertake activities where there is consistency across Councils, such as education and optimising economies of scale.

Through this strategic direction, we aim to have a regional approach to waste to landfill minimisation and innovative and sustainable waste management.

The document identifies 6 key theme areas, namely Reduced transport costs; Waste generation; Landfill diversion; Regional cooperation and communication; Resource recovery; and Illegal dumping.

The Regional Waste Management Steering Committee approved the LCLGA Regional Waste Management Strategic Direction at a meeting held on the 18th of October 2017. This was followed by face to face interviews, held in January 2018, with waste contractors and material recycling facility operators from the region. Feedback was also sought from the Senior Policy Officer of LGA SA.

Three other documents will be developed and used in conjunction with the strategic direction. These are the Limestone Coast Waste and Resource Recovery Infrastructure Plan, for which



RECOMMENDATION REPORT

funding is currently being sought; an Implementation Plan; and Community Engagement Plan which will be developed and presented to the LCLGA Board on the Board's endorsement of the strategic direction.

RECOMMENDATION

It is Recommended that:

1. The Board receives and endorses the 'LCLGA Regional Waste Management Strategic Direction (2017/18 to 2022/23).'
2. Endorses the development of the Implementation Plan and Community Engagement Plan.

Moved:

Seconded:



LIMESTONE COAST LOCAL GOVERNMENT ASSOCIATION REGIONAL WASTE MANAGEMENT STRATEGIC DIRECTION

The Limestone Coast Local Government Association (LCLGA) is formed of the seven Local Government Councils in the Limestone Coast, and leads coordination and advocacy for Local Government in the region. The Association which represents the Naracoorte Lucindale Council, District Council of Grant, City of Mount Gambier, Wattle Range Council, Kingston District Council, District Council of Robe and Tatiara District Council is active on a number of regional issues, and works in partnership with other regional organisations to deliver benefits for the Limestone Coast economy and communities. Currently a population base of more than 65,000 residents is represented in the Limestone Coast.

The Limestone Coast Local Government Association (LCLGA) Waste Management Strategic Direction has been developed as part of the LCLGA's commitment to *'establish a regional approach to waste management.'* The strategy recognises that a regional focus on waste management is needed due to:

- Escalating costs of waste management and subsequent economic pressures faced by Councils
- Increasing enforcement of environmental standards for landfill operations and the associated costs
- Opportunity to more effectively address and undertake activities where there is consistency across Councils, such as education and optimising economies of scale.

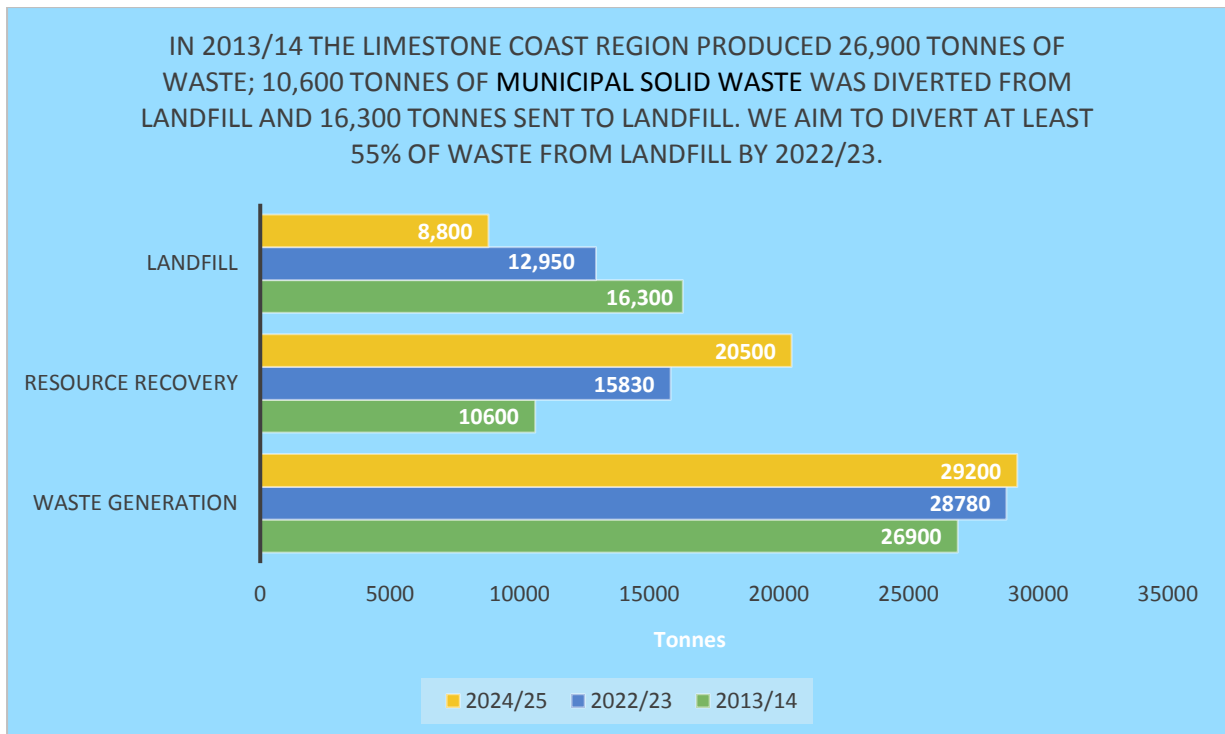
The LCLGA Strategic Plan outlines a key regional environmental outcome as:

- A regional approach to waste to landfill minimisation and innovative and sustainable waste management.

The South Australian Waste Strategy states three objectives as follows:

- A resource efficient economy where the best or full value is secured from products and materials produced, consumed and recovered across the state.
- A stable and efficient market for investors through a clear policy framework providing a solid platform for investment decisions.
- A culture enabling the South Australian community businesses and institutions to continue and strengthen their role in implementing zero waste strategies and programs locally, nationally and internationally.

Through this strategic direction, we aim to have a regional approach to waste to landfill minimisation and innovative and sustainable waste management.



Priorities and Objectives

To achieve the waste management goal, the Regional Waste Management Steering Committee identified several priorities to be addressed in this strategy.

PRIORITY AREA 1 REDUCED TRANSPORT COSTS

The location of the region means travel distances and therefore transportation costs will be a significant cost for all waste streams. With the rise and fall of global markets impacting greatly on transportation variable costs, regional solutions need to be reviewed and supported to either reduce travel distances required or improve volume of waste transported to achieve greater economies of scale.

PRIORITY AREA 2: WASTE GENERATION

Approximately 26,900 tonnes of Municipal Solid Waste (MSW) was generated in 2013/14. Green Industries SA (2016) predicts that this will increase to 29,200 tonnes in 2024/25. Therefore, there is a need to reduce the amount of waste generated in the region, as this will also limit the need for additional landfill and processing capacity. Campaigns, programs and projects will be identified and delivered to raise awareness in the community about waste minimisation and avoidance.

PRIORITY AREA 3: LANDFILL DIVERSION

Since 2004, EPA landfill requirements have increased and the cost of improvements required to achieve the latest environmental standards led to the closure of thirteen Council owned landfills in the region. The region now only has two landfills, Caroline Landfill being the major landfill and Sandy Ridge Landfill which accepts metals, building waste, green waste, hard waste and soil. Caroline Landfill is solely owned by the City of Mount Gambier and located in the District of Grant. This landfill is used by four Councils in the region, whilst some Councils use Brinkley Landfill located

more than 250km from the north most Council in the region. Councils incur high transport costs as some of the Councils have their residual waste freighted over long distances. Escalating waste levy also adds more expenses to disposal of waste to landfills. Councils therefore need actions that divert the volume of waste currently disposed to landfill. Increasing recycling and processing organics will save landfill space and diversion will reduce the impact of the waste levy on Council's resources. Landfill diversion will also minimise impacts on public health and the environment including greenhouse gas emissions, odour, dust, noise nuisance and litter from Council's landfill management activities.

There is other infrastructure in the region in summary 10 CDL Depots, 5 composting facilities, 9 drop off facilities, 3 material recycling facilities, 20 resource recovery and transfer stations and 1 construction and demolition processing facility. A waste and resource recovery infrastructure plan has been proposed for the region which will be used in conjunction with this strategic direction.

PRIORITY AREA 4: REGIONAL COOPERATION AND COMMUNICATION

It has been proven that Councils derive benefit from regional cooperation and communication when they have collaborated, exchanged information or shared facilities and services. The first objective in this area is driven by the potential benefits from economies of scale, diminishing landfill options and the desire to establish regional or subregional facilities for residual waste disposal.

LIST OF STAKEHOLDERS

INDUSTRY	REGIONAL LEADERSHIP	GOVERNMENT
KESAB South Australia's peak NGO environmental sustainability educator	Limestone Coast Local Government Association Consisting of 7 Councils	Local Government Association SA
Waste Contractors Provide waste and recycling collection services as well as waste disposal	Limestone Coast Regional Waste Management Steering Committee	Green Industries SA
Resource Recovery and Recycling Facilities Provide a consolidation point for unsorted material collected from residential or commercial premises and from public drop-off facilities	Regional Development Australia Limestone Coast	
Service provision	Capacity building + Facilitation Advocacy + support Leadership Funding	AusIndustry
		Leadership Capacity building +support Funding



PRIORITY AREA 5: RESOURCE RECOVERY

The region continues to lose large quantities of recyclable materials via the residual waste bin, despite the continuing improvement in the kerbside recycling infrastructure. This is evident in compositional waste audits. Regional audits indicated the need to encourage source separation and the uptake of recycling services in the commercial sector.

PRIORITY AREA 6: ILLEGAL DUMPING

The increasing incidence of illegal dumping and recently enacted Local Nuisance and Litter Control Act 2016 – South Australian, make this a suitable area of focus. The aim will be to tackle illegal dumping and raise awareness.

Priority area 1: Reduced transport costs

Objectives		Targets		Performance measures
1.1	Reduce transport costs by encouraging reprocessing of resources locally.	1.1.1	Reprocessing facilities established locally to add value to more recyclables.	<ul style="list-style-type: none">• Number of reprocessing facilities established locally.• Recycled products used locally.• Markets for recyclables identified.
1.2	Identify and create local markets for recycled products.	1.2.1	End use for recycled products created.	
		1.2.2	Councils deriving financial benefits from sale of recyclables.	

Priority Area 2: Waste generation

Objectives		Targets		Performance measure
2.1	Reduce waste generation by encouraging waste avoidance through a targeted community engagement strategy.	2.1.1	An effective community engagement strategy and waste education initiatives and facilities.	<ul style="list-style-type: none">• % reduction in waste generation per capita.• Number of waste education initiatives and facilities.• Number of participation in waste reduction programs.
		2.1.2	A reduction in waste generation per capita.	
		2.1.3	Increased engagement of the business and broader community in waste reduction programs	

Priority Area 3: Landfill diversion

Objectives		Targets		Performance measures
3.1	Increase diversion rates from landfill.	3.1.1	Increased diversion rates.	<ul style="list-style-type: none"> • Change in diversion rate. • Review of infrastructure needs. • Number of waste diversion programs delivered. • Range and number of options for diversion.
		3.1.2	Expansion of programs and projects that reduce waste generation and improve recycling.	
		3.1.3	Waste treated as a resource.	
		3.1.4	A range of individual or shared options identified to divert or recover waste destined for landfill.	

Priority Area 4: Regional cooperation and communication

Objectives		Targets		Performance measures
4.1	To identify, implement and support regional solutions to manage residual waste, recycling and organics processing.	4.1.1	Research to investigate the feasibility of regional solutions and identify solutions or facilities to manage all waste streams. A number of shared facilities or contracts.	<ul style="list-style-type: none"> • Investigation or reports complete. • Number of shared contracts or facilities. • Comprehensive data collection and accurate reporting. • Reviewed operational procedures and agreements.
4.2	Improve regional reporting and data capture.	4.2.1	An improved reporting system and data capture in place by 2018.	
4.3	Improve regional communication.	4.3.1	Regular meetings and active participation in meetings and increase in communication across the region.	

Priority Area 5: Resource Recovery

Objectives		Targets		Performance measures
5.1	Increase recycling rates.	5.1.1	Reduction in contamination rates in the recycling stream.	<ul style="list-style-type: none"> • Change in recycling rate. • Household participation in recycling. • Number of businesses with a recycling/organics service. • Number of reuse shops and education initiatives targeting recycling. • Number of shared facilities for resource recovery.
		5.1.2	Increased participation rates and services for recycling and organics.	
5.2	Increase resource recovery by sharing facilities, improving engagement and collection.	5.2.1	Increased options and opportunities for shared resource recovery in MSW, C&I and C&D.	
		5.2.2	Extend reach of resource recovery education and community engagement programs.	

Priority Area 6: Illegal dumping

Objectives		Targets		Performance measures
6.1	Combat illegal dumping and establish baseline data.	6.1.2	<p>Increased awareness on illegal dumping.</p> <p>Increased baseline data collection on illegal dumping.</p> <p>Reduce incidence of illegal dumping.</p> <p>Enforcement of illegal dumping throughout the region.</p>	<ul style="list-style-type: none"> • Number of incidents of illegal dumping. • Number of reports of illegal dumping.



LIMESTONE COAST LOCAL GOVERNMENT ASSOC							
Profit & Loss Budget Analysis FY2018 July To December							
Account Name	1st Qtr	2nd Qtr	Total	Budget YTD	Variance	Notes	Commentary
INCOME							
City of Mount Gambier	190,243.00	0.00	190,243.00	190,242.60	0.40		
District Council of Grant	83,063.00	0.00	83,063.00	83,063.21	-0.21		
Wattle Range Council	142,573.00	0.00	142,573.00	142,572.50	0.50		
Naracoorte Lucindale Council	95,581.00	0.00	95,581.00	95,580.42	0.58		
District Council of Robe	45,644.00	0.00	45,644.00	45,643.30	0.70		
District Council of Tatara	80,631.00	0.00	80,631.00	80,630.62	0.38		
District Council of Kingston	42,894.00	0.00	42,894.00	42,894.35	-0.35		
SATC	21,380.00	48,081.82	69,461.82	65,000.00	4,461.82		
LGA Funding	109,777.00	0.00	109,777.00	110,000.00	-223.00		
RDA Funding	37,986.00	0.00	37,986.00	37,986.00	0.00		
Starclub Funding	20,000.00	55,000.00	75,000.00	75,000.00	0.00		
MAC Funding	0.00	65,000.00	65,000.00	65,000.00	0.00		
Interest	566.98	10,286.34	10,853.32	7,500.00	3,353.32		Term Deposit matured
Funds Carried Forward	4,000.00	0.00	4,000.00	4,000.00	0.00		ORS funding carried forward from FY2017
Sundry Income	1,343.00	2,102.73	3,445.73	2,500.00	945.73		
DEWNR	63,000.00	0.00	63,000.00	63,000.00	0.00		
Federal Grants	0.00	40,581.82	40,581.82	127,920.00	-87,338.18		
Total INCOME	\$938,681.98	\$221,052.71	\$1,159,734.69	\$1,234,533.00	(\$74,798.31)		
EXPENSES							
Advertising & Marketing	3,027.28	148.89	3,176.17	1,800.00	1,376.17		
Audit Fees	0.00	2,807.20	2,807.20	3,000.00	-192.80		
Bank Fees	393.73	35.85	429.58	300.00	129.58		
Computing & IT	2,780.08	4,402.42	7,182.50	5,355.00	1,827.50		
Occupancy	3,852.36	9,368.18	13,220.54	13,605.00	-384.46		
Governance	0.00	5,911.82	5,911.82	7,900.00	-1,988.18		
Insurances	7,845.00	622.75	8,467.75	7,800.00	667.75		
Legal Fees	0.00	406.72	406.72	600.00	-193.28		
Miscellaneous Expenses	1,517.92	1,933.09	3,451.01	3,451.01	0.00		
Postage	112.22	120.00	232.22	540.00	-307.78		
Printing/Stationery	1,903.56	870.87	2,774.43	2,605.00	169.43		
Projects	23,344.54	125,286.14	148,630.68	391,483.50	-242,852.82		Several projects not commenced yet
Seminars	0.00	737.38	737.38	1,500.00	-862.62		
Subscriptions	643.64	145.45	789.09	600.00	189.09		
Telephones	3,178.61	1,441.37	4,619.98	4,325.00	294.98		
Trade/Consumer Shows	16,241.75	7,231.82	23,473.57	9,000.00	14,473.57		Some rebates to come back in and timing of expenditure
Training	0.00	568.18	568.18	4,050.00	-3,481.82		
Travel/Accommodation/Meals	8,011.45	7,433.92	15,445.37	19,325.00	-3,879.63		
Vehicles - Fuel	3,231.10	3,137.21	6,368.31	5,700.00	668.31		
Vehicles - Leasing	10,978.96	8,805.66	19,784.62	16,800.00	2,984.62		
Vehicles - Repairs/Maintenance	571.78	483.87	1,055.65	5,500.00	-4,444.35		Vehicle close out costs less than budgeted
Wages	124,079.16	112,476.04	236,555.20	237,301.45	-746.25		
Wages - Superannuation	11,743.39	10,517.48	22,260.87	22,543.55	-282.68		
Wages - Workcover	5,000.00	0.00	5,000.00	2,246.32	2,753.68		Expense smoothed out in budget
Wages - FBT	0.00	0.00	0.00	0.00	0.00		
Wages - Accruals	0.00	0.00	0.00	0.00	0.00		
Total EXPENSES	\$533,348.84	\$304,892.31	\$533,348.84	\$763,979.92	(\$230,631.08)		
OTHER INCOME							
Unbudgeted Project Income	0.00	6,000.00	6,000.00	0.00	6,000.00		
Total Other INCOME	\$0.00	\$6,000.00	\$6,000.00	\$0.00	\$6,000.00		
OTHER EXPENSES							
Unbudgeted Project Expenses	0.00	0.00	0.00	0.00	0.00		
Minor Capital Purchases	6,271.55	820.00	7,091.55	0.00	7,091.55		
Total Other EXPENSES	\$6,271.55	\$820.00	\$7,091.55	\$0.00	\$7,091.55		
Net Profit/(Loss)	\$399,061.59	(\$78,659.60)	\$625,294.30	\$470,553.08	\$154,741.22		

Balance Sheet

As of December 2017

ABN: 42 930 727 010

Email: admin@lclga.sa.gov.au

Assets		
Cheque Account		\$306,237.52
Business Access Saver		\$236.69
Term Deposit 1		\$670,253.30
Term Deposit 2		\$400,000.00
Petty Cash		\$250.00
Trade Debtors		\$149,900.49
Total Assets		\$1,526,878.00
Liabilities		
Trade Creditors		\$30,111.40
Other Creditors		\$12,030.00
CREDIT CARDS		
Executive Officer	\$375.62	
Starclub Field Officer	\$364.59	
Regional Waste Management	\$277.75	
Tourism Industry Dev Officer	\$870.11	
Road Safety Officer	\$25.05	
Total CREDIT CARDS		\$1,913.12
GST LIABILITIES		
GST Collected	\$2.30	
GST Control Account	-\$1,213.26	
GST Paid	-\$3.10	
Total GST LIABILITIES		-\$1,214.06
PAYROLL LIABILITIES		
PAYG Payable	\$7,439.55	
Superannuation Payable	\$30.01	
Leave Provisions	\$24,806.07	
Total PAYROLL LIABILITIES		\$32,275.63
PROJECT LIABILITIES		
Star Club Field Officer	\$38,453.39	
Regional Waste Management	\$50,123.51	
Planning	\$65,004.00	
Tourism	\$162,079.79	
Procurement	\$7,000.00	
Training	\$3,000.00	
Attraction & Retention	\$25,000.00	
Rubble Royalty	\$77,832.70	
LC Collaborative	\$4,545.45	
Total PROJECT LIABILITIES		\$433,038.84
Total Liabilities		\$508,154.93
Net Assets		\$1,018,723.07
Equity		
Retained Earnings		\$393,428.77
Current Year Earnings		\$625,294.30
Total Equity		\$1,018,723.07

This report includes Year-End Adjustments.

July 2017 to December 2017	Administration			Projects - Other			Tourism			Starclub		
	YTD	Budget	Variance	YTD	Budget	Variance	YTD	Budget	Variance	YTD	Budget	Variance
INCOME												
City of Mount Gambier	72,985.00	72,985.00	0.00	58,870.00	58,869.60	0.40	29,194.00	29,194.00	0.00	13,270.00	13,270.00	0.00
District Council of Grant	35,530.00	35,530.00	0.00	19,109.00	19,109.21	-0.21	14,212.00	14,212.00	0.00	6,460.00	6,460.00	0.00
Wattle Range Council	58,493.00	58,492.50	0.50	37,286.00	37,286.00	0.00	23,397.00	23,397.00	0.00	10,635.00	10,635.00	0.00
Naracorte Lucindale Council	39,958.00	39,957.50	0.50	23,657.00	23,656.92	0.08	15,983.00	15,983.00	0.00	7,265.00	7,265.00	0.00
District Council of Robe	15,758.00	15,757.50	0.50	17,280.00	17,279.80	0.20	6,303.00	6,303.00	0.00	2,865.00	2,865.00	0.00
District Council of Tatiara	34,458.00	34,457.50	0.50	18,607.00	18,607.12	-0.12	13,783.00	13,783.00	0.00	6,265.00	6,265.00	0.00
District Council of Kingston	17,820.00	17,820.00	0.00	10,818.00	10,818.35	-0.35	7,128.00	7,128.00	0.00	3,240.00	3,240.00	0.00
SATC			0.00			0.00	69,461.82	65,000.00	4,461.82			0.00
LGA Funding			0.00	19,777.00	20,000.00	-223.00			0.00			0.00
RDA Funding			0.00			0.00			0.00			0.00
Starclub Funding			0.00			0.00			0.00	55,000.00	55,000.00	0.00
Road Safety Funding (MAC)			0.00			0.00			0.00			0.00
Interest	10,853.32	7,500.00	3,353.32			0.00			0.00			0.00
Funds Carried Forward			0.00			0.00			0.00	4,000.00		4,000.00
Sundry Income	165.73	0.00	165.73	2,500.00	2,500.00	0.00			0.00			0.00
DEWNR			0.00			0.00			0.00			0.00
Federal Grants			0.00	40,581.82	127,920.00	-87,338.18			0.00			0.00
Total INCOME	\$286,021.05	\$282,500.00	\$3,521.05	\$248,485.82	\$336,047.00	-\$87,561.18	\$179,461.82	\$175,000.00	\$4,461.82	\$109,000.00	\$105,000.00	\$4,000.00
EXPENSES												
Advertising & Marketing	2,776.36	1,800.00	976.36			0.00			0.00	205.72		205.72
Audit Fees	2,807.20	3,000.00	-192.80			0.00			0.00			0.00
Bank Fees	166.25	300.00	-133.75			0.00	75.17		75.17	70.83		70.83
Computing & IT	5,991.60	1,500.00	4,491.60			0.00	258.30	750.00	-491.70	157.67	750.00	-592.33
Occupancy	6,470.54	5,700.00	770.54			0.00	1,350.00	1,860.00	-510.00	1,350.00	1,860.00	-510.00
Governance	5,911.82	11,900.00	-5,988.18			0.00			0.00			0.00
Insurances	8,467.75	3,900.00	4,567.75			0.00			0.00			0.00
Legal Fees	406.72	600.00	-193.28			0.00			0.00			0.00
Miscellaneous Expenses	3,597.46		3,597.46			0.00			0.00	9.95		9.95
Postage	185.95	120.00	65.95			0.00	21.36	120.00	-98.64		120.00	-120.00
Printing/Stationery	1,634.80	480.00	1,154.80			0.00	628.13	300.00	328.13	68.35	300.00	-231.65
Projects			0.00	114,034.45	336,733.50	-222,699.05	3,672.39	16,500.00	-12,827.61	4,485.84	6,000.00	-1,514.16
Seminars	200.00	600.00	-400.00			0.00			0.00			0.00
Subscriptions	83.64	600.00	-516.36			0.00	560.00		560.00			0.00
Telephones	2,342.66	1,500.00	842.66			0.00	900.56	600.00	300.56	759.13	600.00	159.13
Trade/Consumer Shows			0.00			0.00	23,473.57	9,000.00	14,473.57			0.00
Training	568.18	1,500.00	-931.82			0.00		600.00	-600.00		600.00	-600.00
Travel/Accommodation/Meals	5,127.50	6,000.00	-872.50			0.00	2,343.57	6,000.00	-3,656.43	2,117.54	1,200.00	917.54
Vehicles - Fuel	2,792.86	2,100.00	692.86			0.00	1,100.58	1,800.00	-699.42	2,044.02	1,800.00	244.02
Vehicles - Leasing	8,396.93	6,600.00	1,796.93			0.00	4,030.70	5,100.00	-1,069.30	5,322.99	5,100.00	222.99
Vehicles - Repairs/Maintenance	735.19	1,000.00	-264.81			0.00	227.28	1,000.00	-772.72	80.00	3,500.00	-3,420.00
Wages & Oncosts	117,701.32	114,417.94	3,283.38			0.00	52,058.44	51,779.51	278.93	38,616.51	38,904.07	-287.56
Wages - FBT			0.00			0.00			0.00			0.00
Total EXPENSES	\$176,364.73	\$163,617.94	\$12,746.79	\$114,034.45	\$336,733.50	-\$222,699.05	\$90,700.05	\$95,409.51	-\$4,709.46	\$55,288.55	\$60,734.07	-\$5,445.52
	109,656.32	118,882.06	-9,225.74	134,451.37	-686.50	135,137.87	88,761.77	79,590.49	9,171.28	53,711.45	44,265.93	9,445.52
OTHER INCOME												
Unbudgeted Project Income			0.00		0.00	0.00			0.00		0.00	0.00
Total Other INCOME	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
OTHER EXPENSES												
Unbudgeted Project Expenses			0.00		0.00	0.00			0.00		0.00	0.00
Minor Capital Purchases	5,393.37		5,393.37			0.00			0.00		0.00	0.00
Total Other EXPENSES	\$5,393.37	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	-5,393.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Adjusted Profit/(Loss)	104,262.95	118,882.06	-9,225.74	134,451.37	-686.50	135,137.87	88,761.77	79,590.49	9,171.28	53,711.45	44,265.93	9,445.52

July 2017 to October 2017	Climate			Waste			Roads			Sports Academy		
	YTD	Budget	Variance	YTD	Budget	Variance	YTD	Budget	Variance	YTD	Budget	Variance
INCOME												
City of Mount Gambier			0.00	15,924.00	15,924.00	0.00			0.00			0.00
District Council of Grant			0.00	7,752.00	7,752.00	0.00			0.00			0.00
Wattle Range Council			0.00	12,762.00	12,762.00	0.00			0.00			0.00
Naracoorte Lucindale Council			0.00	8,718.00	8,718.00	0.00			0.00			0.00
District Council of Robe			0.00	3,438.00	3,438.00	0.00			0.00			0.00
District Council of Tatiara			0.00	7,518.00	7,518.00	0.00			0.00			0.00
District Council of Kingston			0.00	3,888.00	3,888.00	0.00			0.00			0.00
SATC			0.00			0.00			0.00			0.00
LGA Funding	70,000.00	70,000.00	0.00			0.00			0.00	20,000.00	20,000.00	0.00
RDA Funding	37,986.00	37,986.00	0.00			0.00			0.00			0.00
Starclub Funding			0.00			0.00			0.00	20,000.00	20,000.00	0.00
Road Safety Funding (MAC)			0.00			0.00	65,000.00	65,000.00	0.00			0.00
Interest			0.00			0.00			0.00			0.00
Funds Carried Forward			0.00			0.00			0.00			0.00
Sundry Income			0.00			0.00	780.00		780.00			0.00
DEWNR	63,000.00	63,000.00	0.00			0.00			0.00			0.00
Federal Grants			0.00			0.00			0.00			0.00
Total INCOME	\$170,986.00	\$170,986.00	\$0.00	\$60,000.00	\$60,000.00	\$0.00	\$65,780.00	\$65,000.00	\$780.00	\$40,000.00	\$40,000.00	\$0.00
EXPENSES												
Advertising & Marketing			0.00	127.28		127.28	66.81		66.81			0.00
Audit Fees			0.00			0.00			0.00			0.00
Bank Fees			0.00	55.00		55.00	62.33		62.33			0.00
Computing & IT	409.68	1,125.00	-715.32	207.62	750.00	-542.38	157.63	480.00	-322.37			0.00
Occupancy	1,350.00	825.00	525.00	1,350.00	1,860.00	-510.00	1,350.00	1,500.00	-150.00			0.00
Governance			0.00			0.00			0.00			0.00
Insurances			0.00			0.00			0.00			0.00
Legal Fees			0.00			0.00			0.00			0.00
Miscellaneous Expenses			0.00	12.68		12.68	94.55		94.55	-263.63		-263.63
Postage			0.00		120.00	-120.00	24.91	60.00	-35.09			0.00
Printing/Stationery	154.78	625.00	-470.22	61.55	300.00	-238.45	131.82	600.00	-468.18	95.00		95.00
Projects	1,260.00		1,260.00	864.54	7,500.00	-6,635.46	3,343.64	3,000.00	343.64	21,018.37	21,750.00	-731.63
Seminars	537.38	1,000.00	-462.62			0.00			0.00			0.00
Subscriptions			0.00			0.00	145.45		145.45			0.00
Telephones	224.43	425.00	-200.57	89.95	600.00	-510.05	303.25	600.00	-296.75			0.00
Trade/Consumer Shows			0.00			0.00			0.00			0.00
Training			0.00		900.00	-900.00		450.00	-450.00			0.00
Travel/Accommodation/Meals	607.56	3,125.00	-2,517.44	524.37	1,200.00	-675.63	2,666.70	1,800.00	866.70	2,009.54		2,009.54
Vehicles - Fuel	130.94		130.94	83.69		83.69	216.22		216.22			0.00
Vehicles - Leasing	678.00		678.00	678.00		678.00	678.00		678.00			0.00
Vehicles - Repairs/Maintenance			0.00			0.00	13.18		13.18			0.00
Wages & Oncosts	10,254.51	10,254.51	0.00	22,811.42	23,036.23	-224.81	22,373.87	23,699.14	-1,325.27			0.00
Wages - FBT			0.00			0.00			0.00			0.00
Total EXPENSES	\$15,607.28	\$17,379.51	-\$1,772.23	\$26,866.10	\$36,266.23	-\$9,400.13	\$31,628.36	\$32,189.14	-\$560.78	\$22,859.28	\$21,750.00	\$1,109.28
	155,378.72	153,606.49	1,772.23	33,133.90	23,733.77	9,400.13	34,151.64	32,810.86	1,340.78	17,140.72	18,250.00	-1,109.28
OTHER INCOME												
Unbudgeted Project Income	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6,000.00	0.00	6,000.00
Total Other INCOME	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$6,000.00	\$0.00	\$6,000.00
OTHER EXPENSES												
Unbudgeted Project Expenses			0.00			0.00			0.00			0.00
Minor Capital Purchases	1,698.18		1,698.18			0.00			0.00			0.00
Total Other EXPENSES	\$1,698.18	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	-1,698.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6,000.00	0.00	6,000.00
Adjusted Profit/(Loss)	153,680.54	153,606.49	1,772.23	33,133.90	23,733.77	9,400.13	34,151.64	32,810.86	1,340.78	23,140.72	18,250.00	4,890.72

**Agenda for Roads and Transport Management Group,
Naracoorte Luncindale Council Chamber, Monday 5th February 2018**

MEETING: 10.00am

1.0 Attendance

1.1 Present

Wattle Range Council	Peter Halton
Naracoorte Lucindale Council	Steve Bourne
Tatiara Council	Aaron Hillier Anne Champness Clr Jamie Jackson
District Council of Grant	Adrian Schulz
District Council of Robe	Trevor Hondow
City of Mount Gambier	Daryl Morgan
LCLGA	Dom Testoni Rob Forgan
John Olson	HDS Australia

1.2 Apologies

Kingston District Council	David Worthley
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2.0 Special Local Roads

- John Olson guided the committee through the process this year. Represented the 2017 Roads Database (see attachment) that was established and agreed to. Called for any amendments to the agreed table.
- Tatiara Council tabled their intention to include Brown Terrace into the 2018-19 work plan and this would need an amendment to the plans for it to be included in this years' SLRP funding round. Aaron will forward the relevant information to HDS to justify the inclusion in the SLRP Database.

Recommendation

The Committee supports the inclusion of Brown Terrace into the SLRP Database subject to confirmation of the project fitting the relevant criteria.

Moved: Darryl Morgan 2nd: Trevor Hondow

- After assessing the 2017 Database, 8 regional projects will be completed for inclusion in this years' SLRP submission. Councils are requested to have their applications sent to HDS and LCLGA for assessment prior to the next meeting of the Committee to be held on Wednesday 14th March 2018.

3.0 Network Heavy Vehicle Route Assessment

John Olson spoke about a project concept that HDS Australia has completed for other regions that concentrates on the assessment of heavy vehicle routes. The process can be used to underpin information that is used for the National Heavy Vehicle Regulator (NHVR) assessments.

The project can assist in determining if a designated route is to be gazetted or operated under permit. Some of the assessment that has been carried out in the LCLGA Road Deficiency Study conducted in 2017 can be used but greater attention will be given to intersections.

A further presentation by John may be warranted at the next meeting of the committee. Dom to arrange.



Recommendation

That LCLGA;

1. Distribute information related to the concept and Plans that have been completed for other regions to gain a perspective of the project outcomes.
2. Investigate funding sources for the completion of regional strategic plans.
3. Find out what route assessment work has been carried out/completed by DPTI.

Moved: Darryl Morgan 2nd: Trevor Hondow

4.0 Green Triangle Freight Action Plan (GTFAP)

Dom Testoni tabled the most recent version of the Green Triangle Freight Action Plan and sought direction from the Committee on how the region sees the Plan being relevant to the Limestone Coast and what work they felt was needed to increase the level of awareness. Discussion was then had on how the document is current being used as a strategic body of work that can be leveraged for future funding bids etc.

Based on the discussion the Committee would request that the LCLGA:

1. Advocate to ensure the South Australian Government becomes more involved with the Plan. This is to include holding discussions with senior executives of Department of Planning, Transport and Infrastructure (DPTI).
2. Develop an Advocacy Plan to ensure the GTFAP is resourced to deliver the needs of the Limestone Coast.

M: Peter Halton

2nd: Adrian Schulz

5.0 Other Business

1. Rob Forgan tabled a document – *Research Activities on Rural Roads*.

<http://www.agrifutures.com.au/publications/research-activities-on-rural-roads/>

For the agricultural sector to thrive in Australia, the ability to freight input onto farms and production out is critical to growing our nation's agricultural capacity. AgriFutures Australia was pleased to partner with the University of New England to conduct research to examine alternative approaches to cost-benefit analysis of improved quality in rural roads.

In particular, the research focused on direct and in-direct variables, namely agricultural production and social benefits, as part of the cost-benefit analysis – two factors not generally included in the analysis of upgrades for rural and regional roads.

The analysis conducted in this research is exploratory, focusing on a small region in the Moree Plains and Gwydir Shire Councils. However, it provides some interesting findings that are highly useful in the national context.

2. Aaron Hillier spoke about how the region deals with crack sealing. The conditions in Tatiara can be challenging with the reactive soils that they have.

6.0 Meeting Closed 12.05pm

7.0 Next meeting Wednesday 14th March 2018



Appendix C

2017 Roads Database

(Endorsed by R&TMG 3 April 2017)

Summary of Road Proposals

Sort in Descending Order using Data / Sort by Column "H", then by Column "F"

Council	Road Name	Segment	Primary Purpose	Initial Score	Initial Ranking	Revised Score	Revised Ranking	Council Year of Proposed Funding	Expected Source of Funding
DCG	Mingbool Road	Attamurra Road to Worrolong Road	Freight	55	5	63	1	2017-20	SLRP
DCG	Post Office Road	Riddoch Highway to Trevor Clarke Drive	Freight	58	1	51	2	2018-19	SLRP
WRC	Kennedy Road (Glencoe)	Kangaroo Flat Road to Chainage 900	Freight	56	4	59	3	2018-19	SLRP
NLC	Kingston Avenue / Donald St	Wheeler Street to Donald Street	Freight	58	3	57	4	2017-18	SLRP
TDC	Ramsay Terrace	Dukes Highway to Pigeon Flat Rd	Freight	37	12	57	5	2017-20	SLRP
WRC	Wandilo Forest Road	Kangaroo Flat Road to Council Boundary	Freight	59	2	53	6	2016-21	SLRP
WRC	Whites Road	Tantanoola Road to Chainage 895	Freight	48	8	50	7	2017-18	SLRP
TDC	Meatworks Road	Intersections with Pidgeon Flat Road & Cannawigara	Freight	36	13	54	8	2017-18	SLRP
WRC	Dergholm Road	Gordon Street to Blight Road	Freight	37	11	47	9	2018-21	SLRP
WRC	Agricultural Bureau Drive	Princes Highway (North) to Mount Burr Road	Freight	43	10	46	10	2018-19	SLRP
NLC	Old Caves Road	Arthur St to 700m South of Arthur St & 5km North of (Tourism	51	6	44	11	2018-21	SLRP
DCR	Bagdad Road / Dairy Range R	Kangaroo Flat Road to Chainage 900	Freight	48	9	43	12	2017-20	SLRP
TDC	Railway Terrace South	Ridgway Road to Viera Entrance	Freight	50	7	43	13	2018-19	SLRP
TDC	Pigeon Flat Road	Ramsay Terrace to Meatworks Road	Community Access	32	17	35	14	2020-21	SLRP
CMG	Elizabeth Street	Commercial Street to Jane Street	Community Access	34	15	34	15	2017-18	SLRP
CMG	Caldwell Street	Elizabeth Street to Gray Street	Community Access	34	14	34	16	2017-18	SLRP
TDC	Pigeon Flat Road	Cuppa Cup Road to Rowney Road	Community Access	32	16	30	17	2019-20	SLRP

Note - The following recommended "2017 Regional Priorities", sorted both by "Primary Purpose" and "Overall", are based upon all road segments submitted for consideration with "2017-18+" council priority (being a subset of road segments listed in the 2017 Roads Database), sub-grouped by the likelihood of funding within their individual purpose categories, then re-grouped for an overall ranking.

Council	Road Name	Segment	Primary Purpose	Revised Score	Revised Ranking	2017 Priority Overall	2017 Priority by Purpose	SLRP Grant Sought (\$)	SLRP Notes for LGTAP
DCG	Mingbool Road	Attamurra Road to Worrolong Road	Freight	63	1	R1	F1	\$200,000	New - Year 1 of 3
NLC	Kingston Avenue / Donald St	Wheeler Street to Donald Street	Freight	57	4	R2	F2	\$375,000	New - Year 1 of 1
TDC	Ramsay Terrace	Dukes Highway to Pigeon Flat Rd	Freight	57	5	R3	F3	\$75,000	New - Year 1 of 3
WRC	Wandilo Forest Road	Kangaroo Flat Road to Council Boundary	Freight	53	6	R4	F4	\$250,000	Continue - Year 2 of 4
WRC	Whites Road	Tantanoola Road to Chainage 895	Freight	50	7	R5	F5	\$165,000	New - Year 1 of 1
TDC	Meatworks Road	Intersections with Pidgeon Flat Road & Cannawigara	Freight	54	8	R6	F6	\$275,000	Continue - Year 2 of 2
DCR	Bagdad Road / Dairy Range R	Kangaroo Flat Road to Chainage 900	Freight	43	12	R7	F7	\$245,000	New - Year 1 of 2
CMG	Elizabeth Street	Commercial Street to Jane Street	Community Access	34	15	R8	C1	\$70,000	New - Year 1 of 1
CMG	Caldwell Street	Elizabeth Street to Gray Street	Community Access	34	16	R9	C2	\$70,000	New - Year 1 of 1
									\$1,725,000

LCLGA 2017 ROADS DATABASE - INITIAL ASSESSMENT

ANALYSIS OF WEIGHTED BENEFIT (WB) AND WEIGHTED BENEFIT/COST SCORE (WBC)

(Based on Guidelines developed through the Roads Infrastructure Database Project, for application for Special Local Roads Funding)

Council Code Trefnwrdd		Council Name		DCG 2017-20		DCG 2018-19		DCG 2017-18		DCG 2017-18		DCG 2016-21		DCR 2017-20		TDC 2017-16		TDC 2019-20		TDC 2020-21		
Road Name:		Road Name:		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		
Segment:		Segment:		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		
Primary Purpose:		Primary Purpose:		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		
Length of Segment (km) - RL		Length of Segment (km) - RL		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		
Traffic Volume (AADT) - TV		Traffic Volume (AADT) - TV		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		
% Gap Closed - GC		% Gap Closed - GC		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		
Cost to Close Gap (£) - UC		Cost to Close Gap (£) - UC		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		
Annual Savings (£)		Annual Savings (£)		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		
Specific Criteria		Specific Criteria		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		
Weighting (%)		Weighting (%)		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		
Benefit Influencing Factor		Benefit Influencing Factor		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		City of Meirionnydd 2017-18		
Net Secondary Purpose	1. One Secondary Purpose	Net Secondary Purpose	1. One Secondary Purpose	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
	2. Two Secondary Purposes		2. Two Secondary Purposes	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
	3. Community Significance		3. Community Significance	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
	4. Physical Significance		4. Physical Significance	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
	5. Road User Benefit		5. Road User Benefit	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Net Economic	1. Reduce delays and queuing units for heavy vehicles ¹⁹	Net Economic	1. Reduce delays and queuing units for heavy vehicles ¹⁹	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
	2. Provide direct access to major industrial developments ²⁰		2. Provide direct access to major industrial developments ²⁰	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
	3. Facilitate a higher classification of freight movements ²¹		3. Facilitate a higher classification of freight movements ²¹	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
	4A. Facilitate intermodal transport operations - rail ²²		4A. Facilitate intermodal transport operations - rail ²²	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
	4B. Facilitate intermodal transport operations - sea ²³		4B. Facilitate intermodal transport operations - sea ²³	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Net Safety	5. Avoid impact of products by improving quality and reducing impacts of dust etc. ²⁴	Net Safety	5. Avoid impact of products by improving quality and reducing impacts of dust etc. ²⁴	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
	6. Community Benefit ²⁵		6. Community Benefit ²⁵	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
	7. Benefit regional employment and sustain communities ²⁶		7. Benefit regional employment and sustain communities ²⁶	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	8. Avoid stillage of at least one truckload of material ²⁷		8. Avoid stillage of at least one truckload of material ²⁷	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	9. Road Owner Benefit ²⁸		9. Road Owner Benefit ²⁸	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Net Access	1. Reduce road congestion ²⁹	Net Access	1. Reduce road congestion ²⁹	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
	2. Link areas of particular land uses to strategic nodes ³⁰		2. Link areas of particular land uses to strategic nodes ³⁰	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
	3. Provide a higher standard alternative route ³¹		3. Provide a higher standard alternative route ³¹	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
	4. Complement the existing arterial road network ³²		4. Complement the existing arterial road network ³²	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
	5. Provide improved access to key population centres ³³		5. Provide improved access to key population centres ³³	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
Net Safety	6. Provide access to other types of transport - rail ³⁴	Net Safety	6. Provide access to other types of transport - rail ³⁴	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
	7. Act as a collector road for local or heavy traffic ³⁵		7. Act as a collector road for local or heavy traffic ³⁵	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
	8. Provide all weather access ³⁶		8. Provide all weather access ³⁶	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
	9A. Provide access to other types of transport - bus ³⁷		9A. Provide access to other types of transport - bus ³⁷	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
	9B. Provide access to other types of transport - air ³⁸		9B. Provide access to other types of transport - air ³⁸	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Net Safety	1. Reduce conflict between bus, freight and commuter traffic ³⁹	Net Safety	1. Reduce conflict between bus, freight and commuter traffic ³⁹	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3
	2. Contribute to safer travel and reduce accidents ⁴⁰		2. Contribute to safer travel and reduce accidents ⁴⁰	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3
	3. Provide safe overtaking opportunities and reduce frustration and fatigue ⁴¹		3. Provide safe overtaking opportunities and reduce frustration and fatigue ⁴¹	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2
	4. Reduce exposure to travel risk ⁴²		4. Reduce exposure to travel risk ⁴²	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2
	5. Provide access for school buses ⁴³		5. Provide access for school buses ⁴³	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2
Net Environmental	6. Remove traffic from city/town areas ⁴⁴	Net Environmental	6. Remove traffic from city/town areas ⁴⁴	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2
	7. Reduce road roughness and potential dust hazards ⁴⁵		7. Reduce road roughness and potential dust hazards ⁴⁵	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2
	8. Reduce environmental pollution - air ⁴⁶		8. Reduce environmental pollution - air ⁴⁶	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
	9. Reduce environmental pollution - noise ⁴⁷		9. Reduce environmental pollution - noise ⁴⁷	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
	10. Minimise impact of heavy vehicles on local community ⁴⁸		10. Minimise impact of heavy vehicles on local community ⁴⁸	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3
Total		Total		100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
WEIGHTED BENEFIT SCORE (WB)		WEIGHTED BENEFIT SCORE (WB)		100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
WEIGHTED BENEFIT/COST SCORE (WBC)		WEIGHTED BENEFIT/COST SCORE (WBC)		100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
PRIORITY RANKING BY WEIGHTED BENEFIT		PRIORITY RANKING BY WEIGHTED BENEFIT		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

LCLGA 2017 ROADS DATABASE - INITIAL ASSESSMENT

ANALYSIS OF WEIGHTED BENEFIT (WB) AND WEIGHTED BENEFIT/COST SCORE (WBC)

(Based on Guidelines developed through the Roads Infrastructure Database Project, for application for Special Local Roads Funding)

Council Code Tynallama		TDG 2016-19	TDG 2017-20	WRC 2017-18	WRC 2018-19	WRC 2019-21	WRC 2016-21
Council Name:		Tynallama District Council		Wattle Range Council		Wattle Range Council	
Road Name:		Tynallama District Council		Wattle Range Council		Wattle Range Council	
Segment:		Tynallama District Council		Wattle Range Council		Wattle Range Council	
Primary Purpose:		Tynallama District Council		Wattle Range Council		Wattle Range Council	
Length of Segment (km) - RL		Tynallama District Council		Wattle Range Council		Wattle Range Council	
Traffic Volume (AADT) - TV		Tynallama District Council		Wattle Range Council		Wattle Range Council	
% Gap Closed - GC		Tynallama District Council		Wattle Range Council		Wattle Range Council	
Cost to Close Gap (\$) - CC		Tynallama District Council		Wattle Range Council		Wattle Range Council	
Amount Spent (\$)		Tynallama District Council		Wattle Range Council		Wattle Range Council	
Benefit Influencing Factor	Weighting (%)	Specific Criteria		Maximum Score			
		1. One Secondary Purpose	5.0	1. Roadway is a secondary purpose road	5.0	5.0	5.0
SC1 - Secondary Roadway	10	1. Roadway is a secondary purpose road		1. Roadway is a secondary purpose road	1. Roadway is a secondary purpose road	5.0	5.0
		2. Roadway is a secondary purpose road					
		3. Roadway is a secondary purpose road					
		4. Roadway is a secondary purpose road					
		5. Roadway is a secondary purpose road					
SC2 - Regional Roadway	25	1. Regional Significance		1. Roadway is a regional purpose road	1. Roadway is a regional purpose road	8.3	8.3
		2. Regional Significance					
		3. Regional Significance					
		4. Regional Significance					
		5. Regional Significance					
SC3 - Expressway	10	1. Road User Benefits		1. Roadway is an expressway	1. Roadway is an expressway	1.7	1.7
		2. Road User Benefits					
		3. Road User Benefits					
		4. Roadway is an expressway					
		5. Roadway is an expressway					
SC4 - Access	15	1. Roadway is an access road		1. Roadway is an access road	1. Roadway is an access road	1.7	1.7
		2. Roadway is an access road					
		3. Roadway is an access road					
		4. Roadway is an access road					
		5. Roadway is an access road					
SC5 - Safety	20	1. Roadway is a safety road		1. Roadway is a safety road	1. Roadway is a safety road	2.2	2.2
		2. Roadway is a safety road					
		3. Roadway is a safety road					
		4. Roadway is a safety road					
		5. Roadway is a safety road					
SC6 - Environmental	10	1. Roadway is an environmental road		1. Roadway is an environmental road	1. Roadway is an environmental road	1.1	1.1
		2. Roadway is an environmental road					
		3. Roadway is an environmental road					
		4. Roadway is an environmental road					
		5. Roadway is an environmental road					
WEIGHTED BENEFIT SCORE (WB)		80		48		66	
WEIGHTED BENEFIT/COST SCORE (WBC)		15		9		88	
PRIORITY RANKING BY WEIGHTED BENEFIT		3		15		11	

LCLGA 2017 ROADS DATABASE - REVISED ASSESSMENT
ANALYSIS OF WEIGHTED BENEFIT (WB) AND WEIGHTED BENEFIT/COST SCORE (WBCS)
 (Based on Guidelines developed through the Roads Infrastructure Database Project for application for Special Local Roads Funding)

Council Code Timeline		DCG 2017-20	DCG 2018-19	DCG 2019-20	DCG 2020-21	DCG 2021-22	DCG 2022-23	DCG 2023-24	DCG 2024-25	DCG 2025-26	DCG 2026-27	DCG 2027-28	DCG 2028-29	DCG 2029-30	DCG 2030-31	DCG 2031-32	DCG 2032-33	DCG 2033-34	DCG 2034-35	DCG 2035-36	DCG 2036-37	DCG 2037-38	DCG 2038-39	DCG 2039-40	DCG 2040-41	DCG 2041-42	DCG 2042-43	DCG 2043-44	DCG 2044-45	DCG 2045-46	DCG 2046-47	DCG 2047-48	DCG 2048-49	DCG 2049-50	DCG 2050-51	DCG 2051-52	DCG 2052-53	DCG 2053-54	DCG 2054-55	DCG 2055-56	DCG 2056-57	DCG 2057-58	DCG 2058-59	DCG 2059-60	DCG 2060-61	DCG 2061-62	DCG 2062-63	DCG 2063-64	DCG 2064-65	DCG 2065-66	DCG 2066-67	DCG 2067-68	DCG 2068-69	DCG 2069-70	DCG 2070-71	DCG 2071-72	DCG 2072-73	DCG 2073-74	DCG 2074-75	DCG 2075-76	DCG 2076-77	DCG 2077-78	DCG 2078-79	DCG 2079-80	DCG 2080-81	DCG 2081-82	DCG 2082-83	DCG 2083-84	DCG 2084-85	DCG 2085-86	DCG 2086-87	DCG 2087-88	DCG 2088-89	DCG 2089-90	DCG 2090-91	DCG 2091-92	DCG 2092-93	DCG 2093-94	DCG 2094-95	DCG 2095-96	DCG 2096-97	DCG 2097-98	DCG 2098-99	DCG 2100-101	DCG 2101-102	DCG 2102-103	DCG 2103-104	DCG 2104-105	DCG 2105-106	DCG 2106-107	DCG 2107-108	DCG 2108-109	DCG 2109-110	DCG 2110-111	DCG 2111-112	DCG 2112-113	DCG 2113-114	DCG 2114-115	DCG 2115-116	DCG 2116-117	DCG 2117-118	DCG 2118-119	DCG 2119-120	DCG 2120-121	DCG 2121-122	DCG 2122-123	DCG 2123-124	DCG 2124-125	DCG 2125-126	DCG 2126-127	DCG 2127-128	DCG 2128-129	DCG 2129-130	DCG 2130-131	DCG 2131-132	DCG 2132-133	DCG 2133-134	DCG 2134-135	DCG 2135-136	DCG 2136-137	DCG 2137-138	DCG 2138-139	DCG 2139-140	DCG 2140-141	DCG 2141-142	DCG 2142-143	DCG 2143-144	DCG 2144-145	DCG 2145-146	DCG 2146-147	DCG 2147-148	DCG 2148-149	DCG 2149-150	DCG 2150-151	DCG 2151-152	DCG 2152-153	DCG 2153-154	DCG 2154-155	DCG 2155-156	DCG 2156-157	DCG 2157-158	DCG 2158-159	DCG 2159-160	DCG 2160-161	DCG 2161-162	DCG 2162-163	DCG 2163-164	DCG 2164-165	DCG 2165-166	DCG 2166-167	DCG 2167-168	DCG 2168-169	DCG 2169-170	DCG 2170-171	DCG 2171-172	DCG 2172-173	DCG 2173-174	DCG 2174-175	DCG 2175-176	DCG 2176-177	DCG 2177-178	DCG 2178-179	DCG 2179-180	DCG 2180-181	DCG 2181-182	DCG 2182-183	DCG 2183-184	DCG 2184-185	DCG 2185-186	DCG 2186-187	DCG 2187-188	DCG 2188-189	DCG 2189-190	DCG 2190-191	DCG 2191-192	DCG 2192-193	DCG 2193-194	DCG 2194-195	DCG 2195-196	DCG 2196-197	DCG 2197-198	DCG 2198-199	DCG 2199-200	DCG 2200-201	DCG 2201-202	DCG 2202-203	DCG 2203-204	DCG 2204-205	DCG 2205-206	DCG 2206-207	DCG 2207-208	DCG 2208-209	DCG 2209-210	DCG 2210-211	DCG 2211-212	DCG 2212-213	DCG 2213-214	DCG 2214-215	DCG 2215-216	DCG 2216-217	DCG 2217-218	DCG 2218-219	DCG 2219-220	DCG 2220-221	DCG 2221-222	DCG 2222-223	DCG 2223-224	DCG 2224-225	DCG 2225-226	DCG 2226-227	DCG 2227-228	DCG 2228-229	DCG 2229-230	DCG 2230-231	DCG 2231-232	DCG 2232-233	DCG 2233-234	DCG 2234-235	DCG 2235-236	DCG 2236-237	DCG 2237-238	DCG 2238-239	DCG 2239-240	DCG 2240-241	DCG 2241-242	DCG 2242-243	DCG 2243-244	DCG 2244-245	DCG 2245-246	DCG 2246-247	DCG 2247-248	DCG 2248-249	DCG 2249-250	DCG 2250-251	DCG 2251-252	DCG 2252-253	DCG 2253-254	DCG 2254-255	DCG 2255-256	DCG 2256-257	DCG 2257-258	DCG 2258-259	DCG 2259-260	DCG 2260-261	DCG 2261-262	DCG 2262-263	DCG 2263-264	DCG 2264-265	DCG 2265-266	DCG 2266-267	DCG 2267-268	DCG 2268-269	DCG 2269-270	DCG 2270-271	DCG 2271-272	DCG 2272-273	DCG 2273-274	DCG 2274-275	DCG 2275-276	DCG 2276-277	DCG 2277-278	DCG 2278-279	DCG 2279-280	DCG 2280-281	DCG 2281-282	DCG 2282-283	DCG 2283-284	DCG 2284-285	DCG 2285-286	DCG 2286-287	DCG 2287-288	DCG 2288-289	DCG 2289-290	DCG 2290-291	DCG 2291-292	DCG 2292-293	DCG 2293-294	DCG 2294-295	DCG 2295-296	DCG 2296-297	DCG 2297-298	DCG 2298-299	DCG 2299-300	DCG 2300-301	DCG 2301-302	DCG 2302-303	DCG 2303-304	DCG 2304-305	DCG 2305-306	DCG 2306-307	DCG 2307-308	DCG 2308-309	DCG 2309-310	DCG 2310-311	DCG 2311-312	DCG 2312-313	DCG 2313-314	DCG 2314-315	DCG 2315-316	DCG 2316-317	DCG 2317-318	DCG 2318-319	DCG 2319-320	DCG 2320-321	DCG 2321-322	DCG 2322-323	DCG 2323-324	DCG 2324-325	DCG 2325-326	DCG 2326-327	DCG 2327-328	DCG 2328-329	DCG 2329-330	DCG 2330-331	DCG 2331-332	DCG 2332-333	DCG 2333-334	DCG 2334-335	DCG 2335-336	DCG 2336-337	DCG 2337-338	DCG 2338-339	DCG 2339-340	DCG 2340-341	DCG 2341-342	DCG 2342-343	DCG 2343-344	DCG 2344-345	DCG 2345-346	DCG 2346-347	DCG 2347-348	DCG 2348-349	DCG 2349-350	DCG 2350-351	DCG 2351-352	DCG 2352-353	DCG 2353-354	DCG 2354-355	DCG 2355-356	DCG 2356-357	DCG 2357-358	DCG 2358-359	DCG 2359-360	DCG 2360-361	DCG 2361-362	DCG 2362-363	DCG 2363-364	DCG 2364-365	DCG 2365-366	DCG 2366-367	DCG 2367-368	DCG 2368-369	DCG 2369-370	DCG 2370-371	DCG 2371-372	DCG 2372-373	DCG 2373-374	DCG 2374-375	DCG 2375-376	DCG 2376-377	DCG 2377-378	DCG 2378-379	DCG 2379-380	DCG 2380-381	DCG 2381-382	DCG 2382-383	DCG 2383-384	DCG 2384-385	DCG 2385-386	DCG 2386-387	DCG 2387-388	DCG 2388-389	DCG 2389-390	DCG 2390-391	DCG 2391-392	DCG 2392-393	DCG 2393-394	DCG 2394-395	DCG 2395-396	DCG 2396-397	DCG 2397-398	DCG 2398-399	DCG 2399-400	DCG 2400-401	DCG 2401-402	DCG 2402-403	DCG 2403-404	DCG 2404-405	DCG 2405-406	DCG 2406-407	DCG 2407-408	DCG 2408-409	DCG 2409-410	DCG 2410-411	DCG 2411-412	DCG 2412-413	DCG 2413-414	DCG 2414-415	DCG 2415-416	DCG 2416-417	DCG 2417-418	DCG 2418-419	DCG 2419-420	DCG 2420-421	DCG 2421-422	DCG 2422-423	DCG 2423-424	DCG 2424-425	DCG 2425-426	DCG 2426-427	DCG 2427-428	DCG 2428-429	DCG 2429-430	DCG 2430-431	DCG 2431-432	DCG 2432-433	DCG 2433-434	DCG 2434-435	DCG 2435-436	DCG 2436-437	DCG 2437-438	DCG 2438-439	DCG 2439-440	DCG 2440-441	DCG 2441-442	DCG 2442-443	DCG 2443-444	DCG 2444-445	DCG 2445-446	DCG 2446-447	DCG 2447-448	DCG 2448-449	DCG 2449-450	DCG 2450-451	DCG 2451-452	DCG 2452-453	DCG 2453-454	DCG 2454-455	DCG 2455-456	DCG 2456-457	DCG 2457-458	DCG 2458-459	DCG 2459-460	DCG 2460-461	DCG 2461-462	DCG 2462-463	DCG 2463-464	DCG 2464-465	DCG 2465-466	DCG 2466-467	DCG 2467-468	DCG 2468-469	DCG 2469-470	DCG 2470-471	DCG 2471-472	DCG 2472-473	DCG 2473-474	DCG 2474-475	DCG 2475-476	DCG 2476-477	DCG 2477-478	DCG 2478-479	DCG 2479-480	DCG 2480-481	DCG 2481-482	DCG 2482-483	DCG 2483-484	DCG 2484-485	DCG 2485-486	DCG 2486-487	DCG 2487-488	DCG 2488-489	DCG 2489-490	DCG 2490-491	DCG 2491-492	DCG 2492-493	DCG 2493-494	DCG 2494-495	DCG 2495-496	DCG 2496-497	DCG 2497-498	DCG 2498-499	DCG 2499-500	DCG 2500-501	DCG 2501-502	DCG 2502-503	DCG 2503-504	DCG 2504-505	DCG 2505-506	DCG 2506-507	DCG 2507-508	DCG 2508-509	DCG 2509-510	DCG 2510-511	DCG 2511-512	DCG 2512-513	DCG 2513-514	DCG 2514-515	DCG 2515-516	DCG 2516-517	DCG 2517-518	DCG 2518-519	DCG 2519-520	DCG 2520-521	DCG 2521-522	DCG 2522-523	DCG 2523-524	DCG 2524-525	DCG 2525-526	DCG 2526-527	DCG 2527-528	DCG 2528-529	DCG 2529-530	DCG 2530-531	DCG 2531-532	DCG 2532-533	DCG 2533-534	DCG 2534-535	DCG 2535-536	DCG 2536-537	DCG 2537-538	DCG 2538-539	DCG 2539-540	DCG 2540-541	DCG 2541-542	DCG 2542-543	DCG 2543-544	DCG 2544-545	DCG 2545-546	DCG 2546-547	DCG 2547-548	DCG 2548-549	DCG 2549-550	DCG 2550-551	DCG 2551-552	DCG 2552-553	DCG 2553-554	DCG 2554-555	DCG 2555-556	DCG 2556-557	DCG 2557-558	DCG 2558-559	DCG 2559-560	DCG 2560-561	DCG 2561-562	DCG 2562-563	DCG 2563-564	DCG 2564-565	DCG 2565-566	DCG 2566-567	DCG 2567-568	DCG 2568-569	DCG 2569-570	DCG 2570-571	DCG 2571-572	DCG 2572-573	DCG 2573-574	DCG 2574-575	DCG 2575-576	DCG 2576-577	DCG 2577-578	DCG 2578-579	DCG 2579-580	DCG 2580-581	DCG 2581-582	DCG 2582-583	DCG 2583-584	DCG 2584-585	DCG 2585-586	DCG 2586-587	DCG 2587-588	DCG 2588-589	DCG 2589-590	DCG 2590-591	DCG 2591-592	DCG 2592-593	DCG 2593-594	DCG 2594-595	DCG 2595-596	DCG 2596-597	DCG 2597-598	DCG 2598-599	DCG 2599-600	DCG 2600-601	DCG 2601-602	DCG 2602-603	DCG 2603-604	DCG 2604-605	DCG 2605-606	DCG 2606-607	DCG 2607-608	DCG 2608-609	DCG 2609-610	DCG 2610-611	DCG 2611-612	DCG 2612-613	DCG 2613-614	DCG 2614-615	DCG 2615-616	DCG 2616-617	DCG 2617-618	DCG 2618-619	DCG 2619-620	DCG 2620-621	DCG 2621-622	DCG 2622-623	DCG 2623-624	DCG 2624-625	DCG 2625-626	DCG 2626-627	DCG 2627-628	DCG 2628-629	DCG 2629-630	DCG 2630-631	DCG 2631-632	DCG 2632-633	DCG 2633-634	DCG 2634-635	DCG 2635-636	DCG 2636-637	DCG 2637-638	DCG 2638-639	DCG 2639-640	DCG 2640-641	DCG 2641-642	DCG 2642-643	DCG 2643-644	DCG 2644-645	DCG 2645-646	DCG 2646-647	DCG 2647-648	DCG 2648-649	DCG 2649-650	DCG 2650-651	DCG 2651-652	DCG 2652-653	DCG 2653-654	DCG 2654-655	DCG 2655-656	DCG 2656-657	DCG 2657-658	DCG 2658-659	DCG 2659-660	DCG 2660-661	DCG 2661-662	DCG 2662-663	DCG 2663-664	DCG 2664-665	DCG 2665-666	DCG 2666-667	DCG 2667-668	DCG 2668-669	DCG 2669-670	DCG 2670-671	DCG 2671-672	DCG 2672-673	DCG 2673-674	DCG 2674-675	DCG 2675-676	DCG 2676-677	DCG 2677-678	DCG 2678-679	DCG 2679-680	DCG 2680-681	DCG 2681-682	DCG 2682-683	DCG 2683-684	DCG 2684-685	DCG 2685-686	DCG 2686-687	DCG 2687-688	DCG 2688-689	DCG 2689-690	DCG 2690-691	DCG 2691-692	DCG 2692-693	DCG 2693-694	DCG 2694-695	DCG 2695-696	DCG 2696-697	DCG 2697-698	DCG 2698-699	DCG 2699-700	DCG 2700-701	DCG 2701-702	DCG 2702-703	DCG 2703-704	DCG 2704-705	DCG 2705-706	DCG 2706-707	DCG 2707-708	DCG 2708-709	DCG 2709-710	DCG 2710-711	DCG 2711-712	DCG 2712-713	DCG 2713-714	DCG 2714-715	DCG 2715-716	DCG 2716-717	DCG 2717-718	DCG 2718-719	DCG 2719-720	DCG 2720-721	DCG 2721-722	DCG 2722-723	DCG 2723-724	DCG 2724-725	DCG 2725-726	DCG 2726-727	DCG 2727-728	DCG 2728-729	DCG 2729-730	DCG 2730-731	DCG 2731-732	DCG 2732-733	DCG 2733-734	DCG 2734-735	DCG 2735-736	DCG 2736-737	DCG 2737-738	DCG 2738-739	DCG 2739-740	DCG 2740-741
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ANALYSIS OF WEIGHTED BENEFIT (WB) AND WEIGHTED BENEFIT/COST SCORE (WBC)

And And 4/4



Research activities on rural roads

By Derek Baker, David Hadley
and David Anderson
October 2017



AgriFutures™
National Rural
Issues

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Foreword

For the agricultural sector to thrive in Australia, the ability to freight input onto farms and production out is critical to growing our nation's agricultural capacity. AgriFutures Australia was pleased to partner with the University of New England to conduct research to examine alternative approaches to cost-benefit analysis of improved quality in rural roads.

In particular, the research focused on direct and in-direct variables, namely agricultural production and social benefits, as part of the cost-benefit analysis – two factors not generally included in the analysis of upgrades for rural and regional roads.

We hope that the research will help inform those decision makers at the local, state and national levels, when making investment decisions around upgrading roads in rural and regional Australia. Particularly where areas have a high level of agricultural production or are considered remote.

We know that due to rural and regional localities' low populations, their roads have lower traffic volumes than do those in urban, suburban and peri-urban contexts. This influences investment decisions because benefits included in cost benefit analysis tend to favour usage and population. This research examines the use of alternative variables that while indicative of benefits generated from upgrading of roads, are not necessarily related to population and usage.

The analysis conducted in this research is exploratory, focusing on a small region in the Moree Plains and Gwydir Shire Councils. However, it provides some interesting findings that are highly useful in the national context.

While we acknowledge that the quantification of alternative and existing benefit sets falls short of a direct comparison with existing procedures and methods, its consistent treatment of alternative and existing variables within the analysis provides considerable insight in terms of the project's objectives.

This report, funded under our National Rural Issues Program, is an addition to AgriFutures Australia's diverse range of over 2000 research publications and it forms part of our National Challenges and Opportunities Arena. This arena aims to identify and nurture research and innovation opportunities that are synergistic across rural sectors.

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Executive Summary

This research informs those making decisions about the upgrading of roads in rural and regional Australia. It examines the implications of including new variables in benefit cost analysis of upgrading of roads. Its objectives are to

- examine alternative approaches to cost-benefit analysis of improved quality in rural roads; and
- contribute to development of further research including piloting.

Partners in this research are the Councils of Moree Plains and Gwydir Shires of Western New South Wales, but the implications are applicable to all of Australia's regions.

Using detailed data on the partners' selected roads, costs and benefits of upgrading to bitumen sealing were calculated. Sensitivity to assumptions on data, and the parameters used, was examined.

Key findings are:

1. There is evidence that variables not normally considered in evaluation of rural road upgrade projects are likely to have an influence on the outcome of those evaluations. This particularly applies to agricultural value added and road maintenance costs: both of these feature specific orientation to rural and regional transport characteristics.
2. Significant network effects of road upgrading are apparent, and are likely to be more so where interactions occur between modes of transport
3. More research is needed to characterise these results, using improved data and standard procedures
4. Owing to population size, social benefits of upgrading rural roads is found to be negligible, across a range of assumptions
5. The effects of rain on black soil roads requires further investigation. Data limitations prevented a full treatment, and details of patterns of use and closure of wet roads require further examination.

This analysis suggests that substantial benefits could be delivered to agricultural producers by rural road upgrades and that these benefits should be included within any benefit-cost analysis of these projects.

The recommendations are:

- Further research to validate and extend the current work
- Adoption of variables identified here within formal software and other analytical devices, for testing
- Pilot studies, collaboratively performed in a variety of rural settings, selected for applicability to opportunities raised in this report.

1. Introduction

Background to the project

The purpose of the research is to examine the inclusion of new variables in benefit-cost analysis of the upgrading of rural roads. Variables exhibiting direct and indirect impacts, and variables of an intangible nature that particularly affect regional and rural areas, will receive attention where practicable.

A challenge faced by rural areas is that their low and dispersed populations, and associated low traffic volumes, result in low aggregate valuation and associated low benefit cost ratios. It is notable that many of the benefits claimed for investment in rural roads are not dictated by road user numbers, and yet these are excluded from standard analyses.

Using the Gwydir Shire and Moree Plains Shire Councils' data as a case study, the work will draw conclusions for those localities and inference both for other localities and for methodological approaches more generally.

Objectives

The research:

- examines alternative approaches to cost-benefit analysis of improved quality in rural roads; and
- contributes to development of further research including piloting.

Outline of report

Chapter 2 presents a brief overview of the general principles underlying the economic appraisal of road projects and considers the main categories of benefits of new projects which are usually considered in these evaluations. It then considers the evidence for inclusion of further categories of benefit which could potentially be valued and included in the appraisal of rural road projects. These new (or extended) categories fall under the headings of health, social exclusion, market effects, and wider economic benefits.

Chapter 3 outlines the method used in this analysis. Essentially this is an iterative and interactive process using macro-driven spreadsheets to access available data. The data are described in this section, and are a mixture of very detailed records established and maintained by the dedicated staff at Moree Plains and Gwydir Shire Councils, and approximations and estimates taken from the literature or established in discussion with stakeholders. After initial work on a single road, five roads were identified by stakeholders as indicative of relevant circumstances, and these were used in the analysis. In the absence of a number of important data elements, approximations and extrapolations were made, and these are outlined in Annex 2.

Chapter 4 presents and discusses results. Results are decomposed to enable discussion of the roles played by variables normally included, and not normally included, in benefit cost analysis of road upgrades. A selection of sensitivity analysis results are presented to support discussion of robustness of results on the one hand, and significance of key variables on another. The full sensitivity results are presented in Annex 3.

Chapter 5 is a discussion of the implications of the results and the study, and of its limitations. It presents conclusions reached and qualifications around those conclusions.

Chapter 6 offers recommendations.

2. Brief review of literature

The Economic Appraisal of Road Projects

The practice of economic appraisal of road projects is well developed at State and Federal level within Australia. All States employ benefit-cost analysis (BCA) as the primary tool for economic evaluation and each publish guidelines which set-out how such evaluations should be undertaken (see for example; NSW Treasury (2017), DTF Victoria (2013) and Queensland Treasury (2015)). In NSW and Queensland these general guidelines for the conduct of BCA inform the more detailed manner in which BCA is specifically applied to transport infrastructure projects. These more specific procedures are detailed within Transport for NSW (2016) and Department of Transport and Main Roads (2011). Both of these documents are generally similar in terms of the types of costs and benefits they consider, although there are differences in the parameter values they each employ and the Queensland manual provides more detail on the treatment of benefits with regard to sealing of rural roads than do the NSW guidelines.¹ Costs are specified in terms of the capital costs of undertaking a project and the maintenance cost associated with the new infrastructure. Benefits are generally categorised as follows:

1. Value of travel time savings (VTTS): this category of benefit usually represents the most important category of transport infrastructure benefits Transport for NSW (2016) notes that VTTS typically makes up between 60% and 80% of total benefits;
2. Vehicle operating cost (VOC) savings: transport infrastructure improvements which reduce congestion and/or improve the smoothness of the road surface decrease the cost per km travelled by each vehicle;
3. Accident savings: improvements in the geometry, width, surface type, etc. of roads can reduce the incidence of accidents and hence costs in terms of vehicle damage, injuries and fatalities;
4. Environmental benefits: which arise from reductions in air pollution, greenhouse gas emissions, noise, water pollution, impacts on biodiversity and landscape, etc.;
5. Other benefits such as the value of travel time reliability (VTTR) and wider economic benefits (WEB) (which relate to the macroeconomic impacts of transport infrastructure investment in terms of agglomeration economies, and increases in competition, labour supply, and productivity) but which are only generally applied to evaluations of urban projects or which require modelling exercises (as is the case for WEB) which are only feasibly undertaken at the urban scale.

Specific, and frequently updated, estimates of parameter values for benefit categories 1, 2, 3 and 4 are provided by Transport for NSW (2016) and Department of Transport and Main Roads (2011). These parameters are specified for both urban and rural cases and for some categories are provided in great detail – for example, in NSW VOCs for rural roads are detailed by twenty classes of vehicle type, ten speeds, road surface condition, road gradient and average curvature per km.

¹ The Queensland document is essentially a manual detailing the operation of the CBA6 software which is used in the evaluation of transport infrastructure projects. Included within the benefits of sealing of rural roads are categories related to reduced livestock damage and the savings generated from fewer days of road closure.

Health

Medical conditions

There is an extensive medical literature which is concerned with the relationship between differences in travel time/distance to healthcare services and the health outcomes of patients. Kelly, Hulme, Farragher, and Clarke (2016) conducted a systematic review of 108 studies and concluded that 77% of these studies find evidence for a distance decay relationship, i.e. patients who live further away from – or who had longer travel times to – healthcare facilities had health outcomes which were worse than those who lived closer – or had lower travel times. These studies cover a wide range of different medical conditions and were carried out in a variety of different countries and hence it is difficult to extract data from them which might be used to construct a methodology for evaluating the health benefits associated with decreasing travel time to healthcare facilities. Such a methodology could potentially be developed whereby any established distance decay relationship for a health outcome could be valued in terms of any increases in morbidity and/or loss of quality of life associated with greater travel times. However, it is apparent that any distance decay health outcome relationship is only likely to amount to a significant benefit in the context of improvement of rural road infrastructure when travel times are very substantially reduced. For example, results published in Baade, Dasgupta, Aitken, and Turrell (2011) show that, on average, there is a 6% increase in mortality risk for patients in Queensland suffering from rectal cancer for each 100km increment in distance from their nearest radiotherapy facility. This implies that any decrease in travel time brought about by rural road improvement would need to be of the magnitudes of several tens of minutes in order to generate sizable benefit values.

To summarise, there does appear to be evidence of a relationship between health outcomes and distance, however, such evidence is fragmentary (since studies are concerned with a variety of different conditions and have been undertaken in different geographical locations) and inconclusive because of the complexities involved in attempting to control for all the possible factors which may also play a role in determining health outcomes.

Mental health

Suicide rates in Australia are consistently higher amongst adolescent and young adult males living in rural or remote areas compared to those in the major cities (Caldwell, Jorm, & Dear, 2004; Cheung, Spittal, Pirkis, & Yip, 2012). Whilst suicide rates are higher in rural areas across all age groups and across gender compared to people living in major cities, the death rate from suicide for men aged 15-29 years living in rural areas is twice as high (Australian Bureau of Statistics, 2011). Caldwell et al. (2004) notes that mental health disorders are proposed as being the strongest risk factor for suicide but that the proportion of young men who report mental health disorders does not differ significantly between rural, remote and metropolitan areas. They conclude that this disparity between the reporting of mental health disorders and rates of suicide is largely due to a significant difference in the proportion in each area who seek professional help: 11.4% in rural areas compared to 25.2% in metropolitan areas (Caldwell et al., 2004). A lack of access to mental health services in rural areas may account for some of this difference, but it is also possible that a distance decay relationship similar to that described in Section 0 for medical conditions will also apply for mental health issues. Again, however, such a distance decay relationship will likely only be discernible over relatively large measures of remoteness and so the benefits associated with reducing travel time by relatively small increments will be negligible.

To date, no such clear distance decay relationship for mental health outcomes has been established and so valuation of potential benefits is not possible with any acceptable degree of robustness.

Social exclusion

Social exclusion describes the existence of barriers which make it difficult for people to fully participate in society; such barriers include, low income, unemployment, poor health, low educational levels, ethnic minority status, age and poor mobility (Stanley et al., 2011). In the context of improvement of rural roads then improvement in the ability of rural residents to access services and/or to increase their social interaction and engagement by reducing travel times to centres of population should reduce the incidence of social exclusion brought about by the tyranny of distance.

To date the literature on the link between social exclusion and mobility has largely been explored in urban contexts and particularly with regard to the provision of public transport services which increase the mobility options of residents (see, for example, the studies reviewed in Kamruzzaman, Yigitcanlar, Yang, and Mohamed, 2016). The Stanley et. al. (2011) study uses survey data from 443 adult residents of Melbourne to investigate the factors which are likely to increase a person's risk of social exclusion. The study results show that such risk is reduced if people have regular contact with significant others, have a sense of community, are not poor, are open to new experiences and are mobile. Additionally, the analysis undertaken estimated that individuals were willing to pay \$19.30 for an additional trip so that they could engage in more social activities and overcome social exclusion.²

There is evidence that the incidence of social exclusion can be reduced by increasing the mobility of marginalised residents in urban areas, and further, that this has benefits which can be valued. In fact, Transport for NSW (2016) has recognised the potential benefits that could be captured under this category and Appendix 11 of the current guidelines include detail regarding the construction of a social inclusion index for consideration (at a qualitative level) in transport project evaluations when appropriate. To date, however, there appears to be little work which studies these issues in rural areas of Australia and transferring benefits from urban based studies to rural settings – where potential decreases in social exclusion would have to be related to decreases in travel time rather than improved access to public transport – would be problematic.

Market effects

Livestock damage

As previously mentioned (in footnote 1) the Queensland Cost-Benefit Analysis Manual explicitly recognises the benefit generated by sealing rural roads in terms of reduced damage to livestock. Unsealed roads can cause damage to livestock as a result of dust inhalation and jarring and, for example, avoidance of this damage is estimated in the manual to be worth \$0.909/km for each B-double or Road train which travels along a route that is upgraded from a roughness index value of MRS1 or 2 to MRS 5+ (Department of Transport and Main Roads, 2011, Section 4, pages 96 and 97).

Just-in-time supply contracts

With recent increases in on-farm storage of grain there is a parallel increase in the number of farmers who are supplying grain for export on a “just-in-time” delivery basis and receiving a price premium for doing so. Such delivery is dependent upon freight transport being able to access farms. Access is potentially threatened when roads are unsealed and liable to closure during rain events. This is particularly a problem in the Gwydir and Namoi Shires where there

² Transport for NSW (2016) use this figure to illustrate the consumer surplus potentially generated by provision of additional public transport services in urban areas. Given an average trip time of 30 minutes, and hence a value of travel time of \$6.88 per trip, and an average fare of \$3.30 per trip then consumer surplus is \$9.12 per trip.

are a number of black soil roads servicing farms which can be heavily impacted by heavy truck traffic during (relatively) small rain events and can subsequently be closed. There is however, very little evidence which indicates the extent of this problem. Research is required which gathers data that links days of road closure to missed opportunities to take advantage of the just-in-time price premium.

Wider economic benefits

The wider economic benefits that emanate from improving, or construction of new, transport infrastructure are included in the project evaluation guidelines published by Transport for NSW. As bullet point 5 in Section 0 notes such benefits can include those arising from agglomeration economies, and increases in competition, labour supply, and productivity. Evaluating these types of impact is however, complex, and usually involves economic modelling utilising large-scale data sets. Such exercise are more difficult to undertake in rural situations where the required data is lacking, where the relationships between different economic sectors is less well understood, and where the impacts of individual road upgrades are likely to be small in terms of reductions of travel time.

Conclusions from literature review

This chapter has briefly reviewed the evidence for inclusion of a range of new and extended benefit categories within the evaluation of projects which upgrade or construct new rural transport infrastructure. There is evidence that increased distance (and so travel time) is related to poorer health outcomes, however, estimates of this relationship have, to date, only be made over relatively large increments of distance and so any benefits associated with decreased travel time over short distances and over a small population are only going to be marginal. Similarly, benefits emanating from increased mobility in terms of reduction in social exclusion have been detected in studies undertaken in urban environments, but again, for small decreases in travel time and over small populations these benefits are also going to be small for rural road projects.

There is more promise in inclusion of market effect benefits arising from rural road projects. Sealing of previously unsealed roads allows producers to increase their revenue from livestock sales, and the increased reliability of farm-gate access has the potential to increase the ability of grain farmers to take advantage of just-in-time delivery for export and the price premium that this attracts. In the latter case, however, a data gathering exercise is required to provide the evidence regarding the number of farms potentially affected by road closures, the volume of product potentially affected, and the price premiums involved.

3. Methodology

Approach taken

Pursuant to the objectives of the project, a highly applied approach was taken, reflecting the practical and topical challenges posed by practitioners in the locality. A selection of local roads were targeted for analysis, for which substantial data were available concerning condition and use.

The analysis centres on the examination of the influence of an expanded set of variables in cost benefit calculations for upgrades to rural roads. Owing to the absence of protocols for the inclusion of most of these variables, a simple and workable approach was taken. The method reflects the exploratory nature of the work, in that the variables included are treated in a practical and topical way, with analytical formalisation and standardisation deferred to later work.

The project's size required that its emphasis be on the componentry and focus of the analysis rather than data collection. For this reason many data are effectively "placeholders" for which values were discussed with partners and calibrated to the extent possible with past work. A review of literature targeted relevant approaches and variables, from which a number of insights were gained but little data was generated. Extensive sensitivity analysis was conducted to determine the influence of missing data and provide guidelines for future work.

An iterative approach was taken with project partners, featuring periodic updates and discussion of interim pieces of work. A suite of scenarios was originally planned, and over time this narrowed to examination of a specific form of upgrade (bitumen sealing of gravel and black soil roads), and an expanded sensitivity analysis to cover most elements of the original scenario set.

Benefits employed in the analysis

Project stakeholders introduced a number of variables for potential inclusion in the analysis. These featured benefits that either are not proportional to population and road use, or are somewhat specific to rural economic or social community concerns. These included:

- Social costs associated with health care and mental health
- Agricultural value added, associated both with the condition of the products transported and access to high value markets
- Access to employees, and residents' access to employment: essentially a two-way consideration of how rural businesses can better access employees and how rural people can improve access to employment
- Benefits associated with education and child care: a consideration of aspects of the quality of child care and education affected by mobility and social exclusion

These variables were considered alongside available methodologies and data from existing sources. Further consideration was given in light of available approximations, leading to use of "placeholder data" which might be updated and improved as new data became available. It should be noted that a particularly rich data source was made available by the staff of Gwydir and Moree Plains Councils, in substantial detail surrounding the form, condition, use and speed utilisation of individual roads. Further detail of data is given below.

The list of variables addressed in the analysis was determined by a pragmatic process, and resource constraints on both the researchers and the partners prevented use of the full list

requested by the partners. Table 1 below presents the variables considered, subdivided by apparent use and non-use in existing benefit cost analysis and associated decision-making procedures about the upgrading of roads.

Table 1. Variables addressed in the analysis of benefits of road upgrading

Category of Benefit	Normally included in benefit-cost analysis of road upgrading	Not normally included in benefit-cost analysis of road upgrading
Travel time	✓ Value of travel time saved	✓ Avoided cost arising due to trips delayed, cancelled and re-routed (particularly in response to rain and flooding, and ensuing road closures)
Vehicle running costs	✓ Reduced running costs	✓ Avoided cost of purchase of heavier vehicles due to road condition
Freight and transport costs	✓ Reduced costs of commercial travel and freight	✓ Avoided cost arising due to trips delayed, cancelled and re-routed (particularly in response to rain and flooding, and ensuing road closures)
Road maintenance costs	✓ Changed maintenance costs due to surface changes ✓ Changed maintenance costs due to traffic volumes.	✓ Changed maintenance costs as vehicles switch routes within the network, generally onto roads with lower maintenance costs
Road repair costs		✓ Avoided repairs from vehicles using roads that have been closed by authorities (particularly for flooded roads with wet surfaces)
Accidents	✓ Avoided costs of reported accidents	✓ Avoided costs of unreported accidents
Agricultural value added		✓ Avoided reductions in product value due to quality reduction or damage ✓ Avoided stress on animals ✓ Access to price premia by satisfying tight delivery schedules to markets or transport hubs ✓ Productivity and cost improvements due to timely delivery of inputs
Social costs	✓ Employment changes	✓ Access to employment and employees ✓ Benefits generated from access to health care ✓ Benefits generated from access to mental health care

Data

The principal data employed referred to a number of roads in Moree Plains Shire. Details of road length and condition, according to sections of each surface type, were included. Also for each road, usage data across 13 vehicle types was available. Costs of maintenance and repairs also featured in this data set.

Incidental information such as cost estimates for forms of road upgrade, frequencies of flood events, and the incidence and nature of unreported accidents, were also provided by the local authorities as best estimates.

Parameters such as road use elasticities and the value of travel time were drawn from existing literature.

Parameters and data for which no source was apparent were addressed with placeholder data as described above. This included employment-distance relationships, incidence and costs of adverse health and mental health outcomes, population, livestock and crop patterns on individual roads, and travel behaviour surrounding road closure. The values used were discussed with research partners, and calibrated according to their experience. Sensitivity analysis was applied to these assumptions where feasible.

The networked nature of roads was taken account of in some limited ways. Projected changing patterns of use of one road were reflected in changed traffic flows on others. Similarly, road disruptions were modelled according to assumptions about road user behaviour across the whole network, rather than just on the target road. These assumptions were calibrated as far as was possible from existing data and in discussion with research partners.

A number of analytic considerations, including some specifically raised by the research partners, were not able to be quantified for analysis. Of particular concern is some social and community-related information in the general sphere of the costs of exclusion – referred to in some circles as “intangible”. A substantial volume of research on the subject has failed to generate economic valuations applicable to benefit cost analysis, and so this subject is deferred to future work.

Data used are presented in annex 2, along with explanations of the roles played in the analysis of the various variables and parameters.

Detail of analysis

Approach taken to measurement of key variables

Table 2 presents a summary of the analytical approach taken to variables included in the analysis.

Table 2. Factors included in estimation of benefits

Variables generated	Approach taken
Road use	Elasticity impacting time saved due to upgrade
Road maintenance costs	Differentiated by road surface Proportional to road usage Reduced where traffic flows are reduced
Accidents	Changed frequency of accidents Inclusion of unreported accidents Effects of dust on accident frequency
Effects of rain	Reduced road closure Reduced damage by road use violating road closure Valuation of trips not taken and detours taken
Effects of general improved driving conditions due to upgrade	Saved driver time Reduced stoppages and delays
Vehicle purchase decisions due to road quality	Avoided purchases of heavier vehicles
Agricultural value added	Reduced damage to crops and products in transit Higher prices achieved
Standard costs of travel time	Valuation of time saved
Vehicle running costs	Reduced costs across vehicle types due to improved surface
Employment effects	Earnings generated by access to employment or capacity to provide employment
Health effects	Earnings generated by reduced sick days due to access to medical care
Mental health effects	Earnings generated by reduced work time lost due to access to mental health care

Approach to scenarios

An initial set of scenarios was discussed with project partners, to address a range of upgrade and accelerated repair actions as investment opportunities. Discussion during the project focused primarily on upgrades to sealed surfaces, and key variables such as rain events and agricultural value added.

Scenarios analysed entailed the upgrading current road surfaces to bitumen. Analysis focused on annualised benefits and costs of the upgrade. Although much discussion surrounded upgrades from black soil roads to bitumen, data on that case were unavailable and an upgrade from gravel to bitumen was analysed.

The annualised data were not subjected to time discounting, owing to the arbitrary treatment of the timing of upgrade operations and benefits.

A selection of individual roads was employed, based on recommendations by research partners (table 3).

Table 3. Pre-upgrade detail of the roads analysed

Name	Sealed length (km)	Unsealed length (km)	Usage (axel pairs per day): trucks	Usage (axel pairs per day): all vehicles	weighted average mean speed (km/hr)
Combadello	0.1	13.5	70.6	105.8	46.1
Gingham	39.9	23.0	5.4	21.5	72.9
Carrigan Way	95.5	56.5	710.2	1160.8	78.4
Morialta	36.4	18.0	151.9	233.2	80.8
Sandholes	0.4	42.6	21.9	56.6	57.1

Treatment of key variables

Agricultural value added and social values were addressed by approximation and extrapolation. In the absence of detailed data on populations, sown areas to crops and livestock numbers, some assumptions were made and these were extrapolated among roads purely according to total lengths of road. Although individual roads would naturally exhibit a variety of agricultural production and marketing configurations, the analysis is confined to a simple presentation of beef animals and selected grains. Cotton was considered as an option but the absence of production data meant that its values were set at zero throughout.

Sensitivity analysis

Sensitivity analysis sought to:

- characterise the robustness of the analysis, particularly in light of the estimates and approximations made in the data base;
- evaluate the contribution of key variables to the results achieved.

Sensitivity analyses extended to 10 cases (see table 4).

Table 4. Detail of sensitivity analysis

Case	Detail
0	Base case
1	Use -0.5 instead of -0.1 as a road use elasticity
2	Halve the probability of accidents on upgraded roads
3	Halve the probability of accidents both before and after upgrade
4	Double the number of days of dust
5	50% more traffic on the entire network (assumed no additional traffic on road in question)
6	50% more road usage as a base case (assumed no additional traffic on network)
7	50% more days rain as a base case
8	50% more people seeking health care
9	50% more area on relevant crops
10	5% price premium on cattle and grain instead of 10%

Analytic device

A macro-driven spreadsheet routine was used to compile data on a targeted road, generate upgrade costs and benefits, and examine sensitivity to the data and assumptions used. A screenshot is presented in fig. 1, and the working files are available from the authors on request. Copies of the files were submitted with this report and also handed to the project partners.

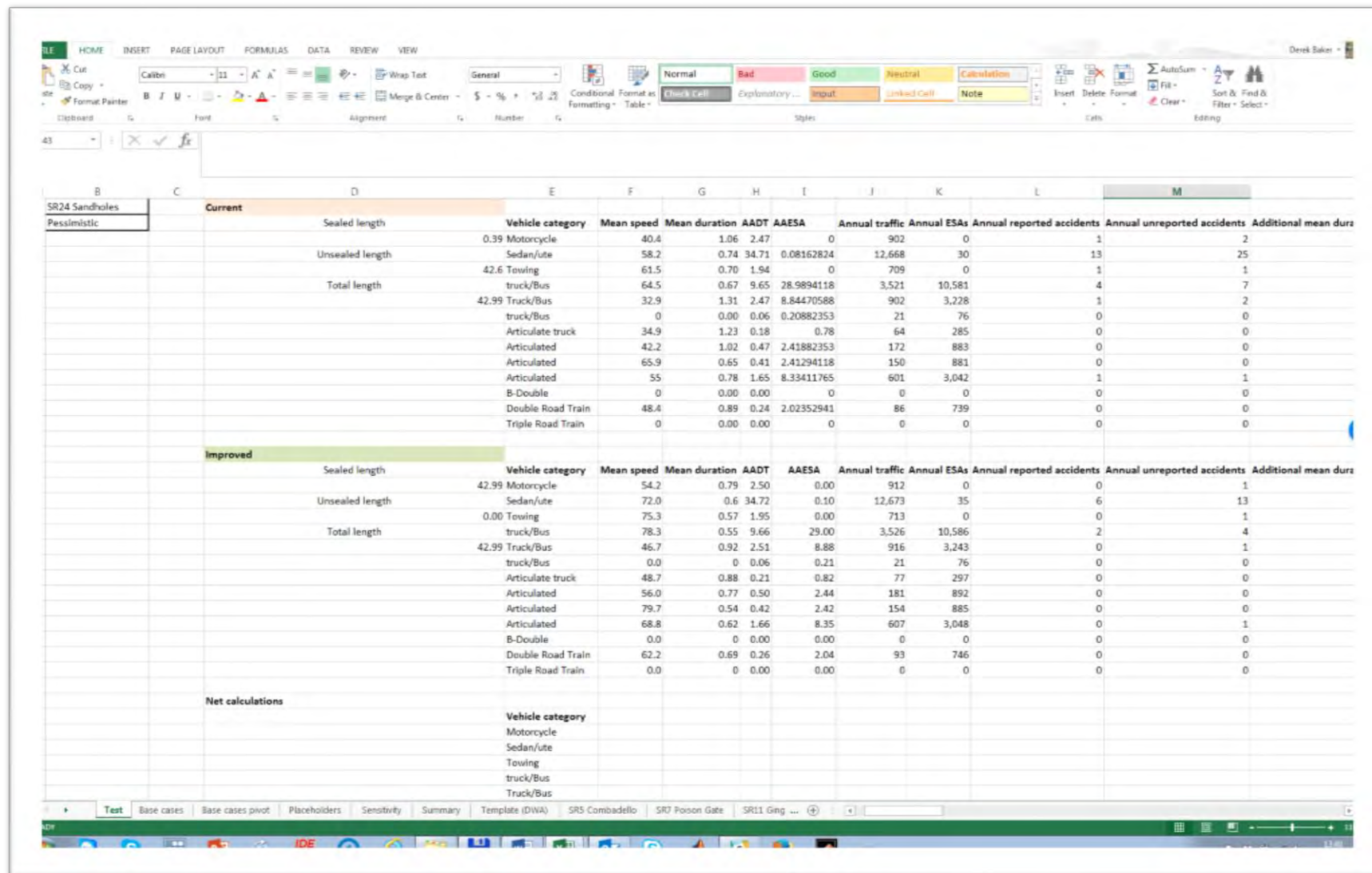


Figure 1. Screenshot of macro-driven spreadsheet analytic device

4. Results

Benefit cost calculations

Results (table 5) show that the five target roads offer a mixed attractiveness in terms of benefit cost ratio: from 0.58 for Gingham to 1.14 for Compadello. This is an expected result as project partners provided roads of varied characteristics.

Costs, and to a lesser degree benefits, are proportional to the lengths of roads addressed in the analysis. Value of time saved, for example, is very large due to the length of road upgraded on Carrigan Road and the associated speed increases for vehicles over a protracted length of road.

Variables targeting social issues are associated with negligible benefits from upgrade of roads. Again as expected, this reflects small populations: effectively a modest increase in the radius of enabled access and opportunity affects a small number of people in a sparsely populated setting.

Variables not normally included in benefit cost analysis play varying roles in the net benefit and benefit cost ratio achieved by roads. The range is from 22% of all benefits on Compadello to 42% on Gingham, largely due to the value of travel time saved. This reflects the enduring importance of road usage in the generation of benefits from upgrades.

Table 5. Results of benefit cost analysis of upgrade, by road

Subject	Item	Road				
		COMBADELLO	GINGHAM	CARRIGAN	MORIALTA	SANDHOLES
Costs of upgrade	Construction costs	4,035,000	6,891,000	45,588,000	5,385,000	12,780,000
Value of travel time and vehicle costs saved	Value of travel time saved	9,041	10,727	86,690	24,827	25,542
	Reduced vehicle running costs	84,261	29,720	2,894,024	115,273	216,070
	Reduced cost of switching vehicles	240,541	40,274	337,958	208,724	148,276
	Reduced costs of travel and freight	18,742	19,634	938,896	31,710	113,281
	Reduction in costs due to reduced trips not taken due to	2,004	861	18,319	3,733	3,894
	Total Value of travel time saved and vehicle costs	354,588	101,216	4,275,886	384,267	507,063
Accidents avoided	Avoided costs of accidents - reported	1,987,800	462,000	2,711,200	1,756,800	2,559,200
	Avoided costs of accidents - unreported	185,346	115,096	4,318,961	321,684	481,068
	Total Accidents avoided	2,173,146	577,096	7,030,161	2,078,484	3,040,268
Agricultural value added	Agricultural value added - grains	404,000	1,088,500	5,513,900	902,800	1,281,900
	Agricultural value added - cotton					
	Agricultural value added - cattle	166,650	449,006	2,274,484	372,405	528,784
	Total Agricultural value added	570,650	1,537,506	7,788,384	1,275,205	1,810,684
Social benefits	Value of access to medical care	12	48	402	24	84
	Value of access to mental health care	10	38	322	19	67
	Value of access to employment	16	64	536	32	112
	Total Social benefits	38	150	1,260	75	263
Maintenance costs saved	Annual maintenance costs saved	1,059,753	1,305,390	16,890,748	1,348,229	2,794,301
	Maintenance costs avoided due to vehicle damage in rain	103,377	15,046	1,531,587	116,926	147,230
	Network maintenance costs saved due to cars switching	326,656	469,778	10,254,471	583,520	1,597,159
	Total Maintenance costs saved	1,489,786	1,790,214	28,676,805	2,048,675	4,538,691
Gross measures	Sum of all costs	4,035,000	6,891,000	45,588,000	5,385,000	12,780,000
	Sum of all benefits	4,588,208	4,006,182	47,772,496	5,786,706	9,896,969
	Benefits - costs	553,208	-2,884,818	2,184,496	401,706	-2,883,031
	Benefit cost ratio	1.14	0.58	1.05	1.07	0.77
Shares of benefits	Value of travel time saved and vehicle costs	8%	3%	9%	7%	5%
	Accidents avoided	47%	14%	15%	36%	31%
	Agricultural value added	12%	38%	16%	22%	18%
	Social benefits	0%	0%	0%	0%	0%
	Maintenance costs saved	32%	45%	60%	35%	46%
Shares of benefits - (not) ordinarily	Benefits not ordinarily captured	22%	42%	26%	31%	25%
	Benefits ordinarily captured	78%	58%	74%	69%	75%

Sensitivity analysis

Data considerations: parameters used

Elasticities of road use (see annex 2 for definition and magnitudes) exert considerable emphasis on overall values benefit results, underlining that traffic volumes are important determinants of benefit generation. The most profound effect of changed elasticity assumptions is on maintenance costs saved, as in the context of sealing one road among many, the dominant effect will be switching from an unsealed to a sealed road, with associated maintenance cost adjustments.

Accident probabilities exert two forms of influence on the results. Interestingly, assumptions on the probabilities of post-upgrade accidents have rather less influence than do assumptions on the pre- and post-upgrade incidences.

Data considerations: data values used

Agricultural value added remains a moderate part of the overall benefits and so changes are associated with small changes in overall benefit generated. Rain events, while generating considerable disruption and cost, do not feature much sensitivity in terms of additional events in a given year. This surprising result requires further attention.

Results are very sensitive to data on traffic volumes on the road in question, but interestingly are much less sensitive to assumptions about traffic volumes over the entire road network.

Social benefits play a small role in benefits generation and changes to data values used have little influence on results.

Detail of sensitivity analysis

All 10 scenarios from fro all five roads are presented in Annex 3.

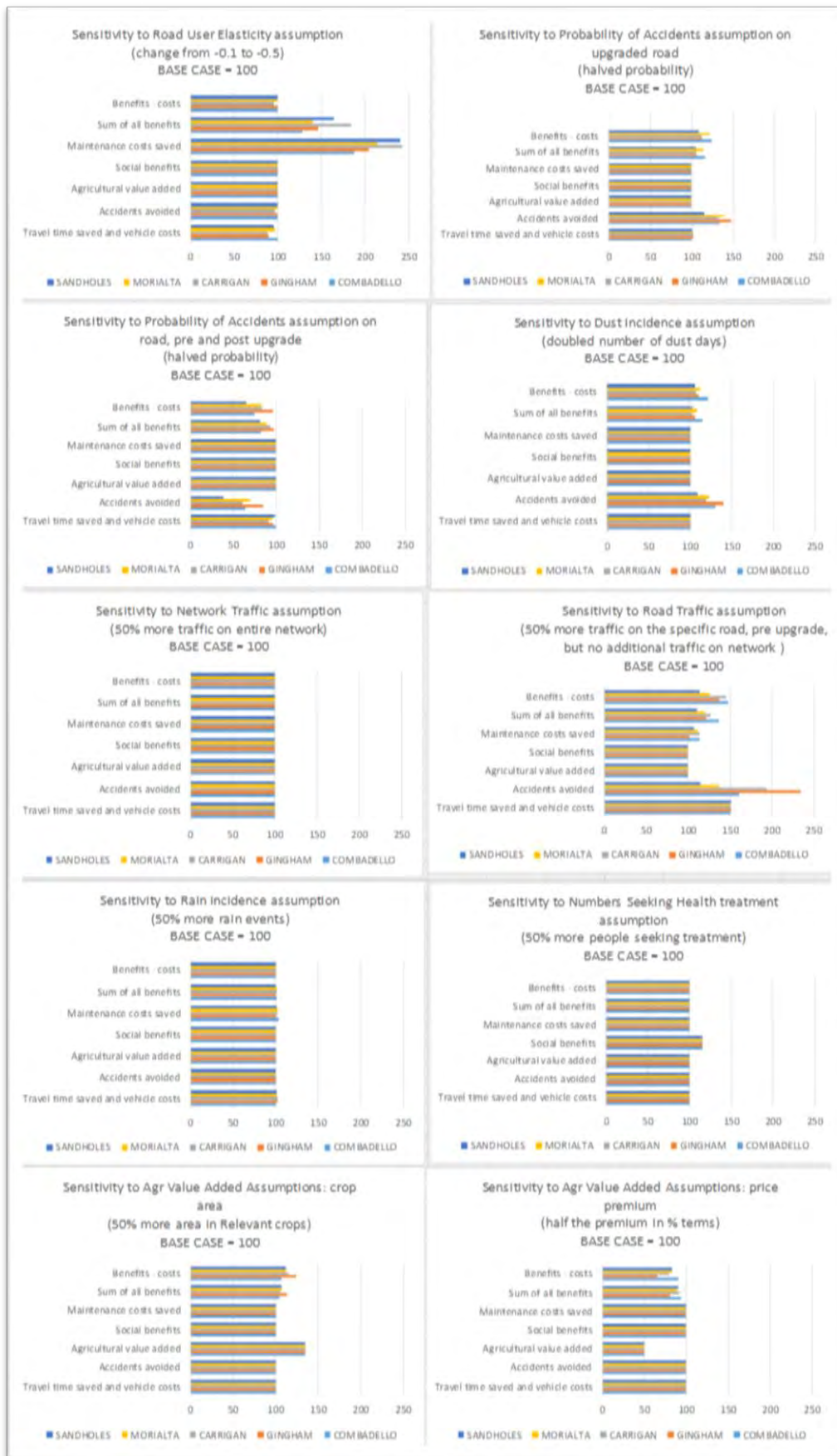


Figure 2. General results of sensitivity analysis

Configuration of benefits of road upgrading

Averages of the benefits generated, calculated across all roads analysed, are dominated by savings in maintenance costs (figure 3). Agricultural value added, and accidents avoided, are also significant contributors to benefits.

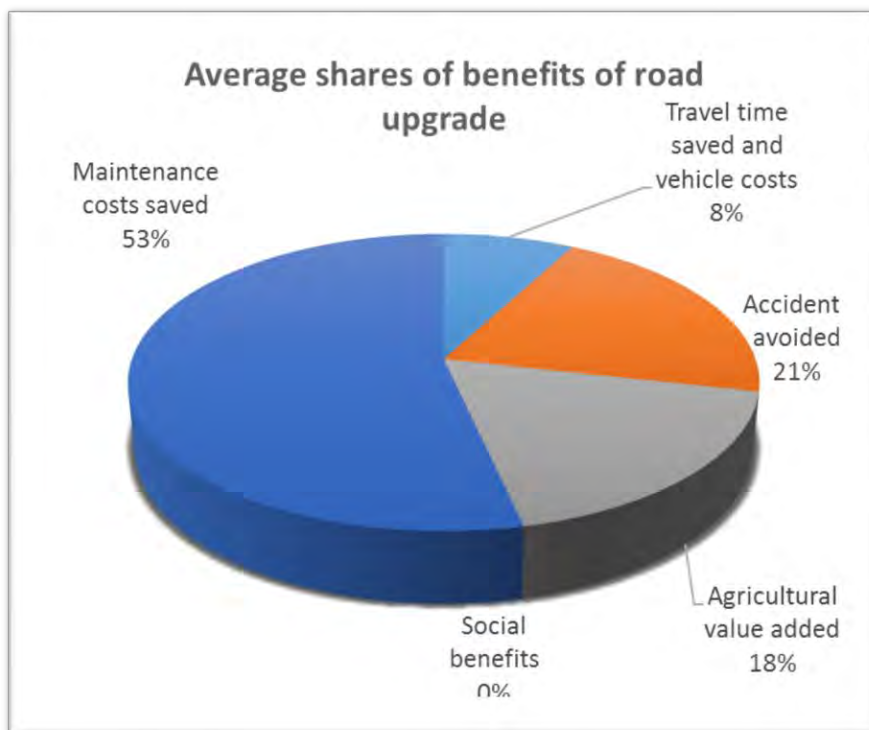


Figure 3. Shares of benefits from road upgrading

Role played by variables not normally included in the analysis of road upgrading

Overall composition of benefits

The share of benefits generated by road upgrading that are due to variables not normally captured in cost benefit analysis of road upgrading varies from 22% to over 40% (figure 4).

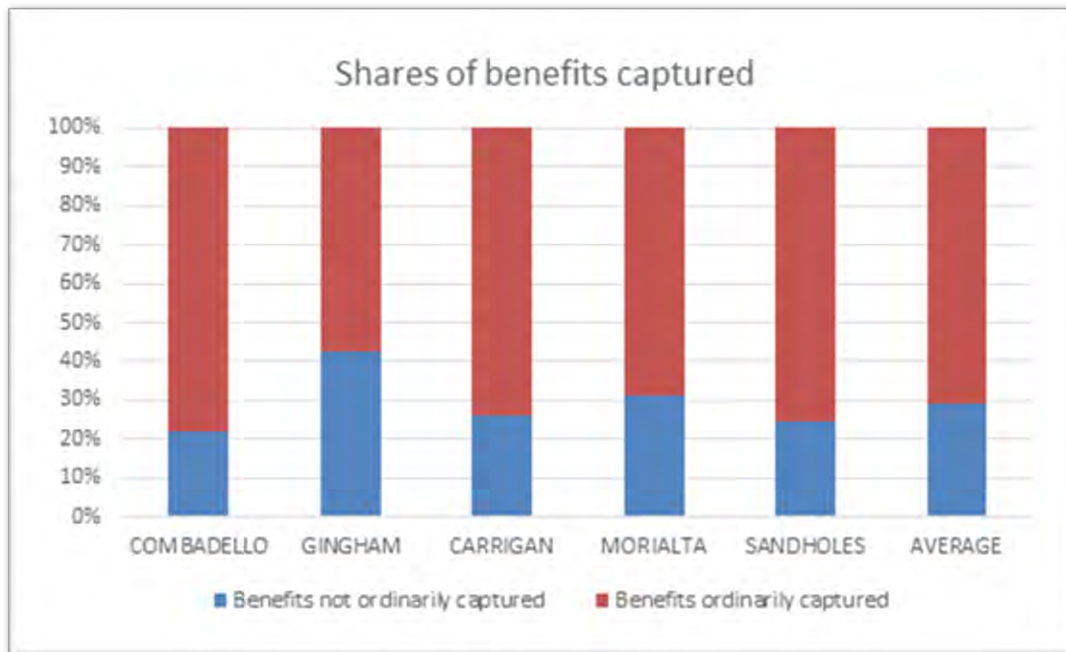


Figure 4. Shares of benefits generated: variables normally vs. not normally captured

Composition of benefits and benefit-cost ratio

There is no apparent pattern exhibited with respect to the economic desirability of the upgrade and the share of benefits due to variables not normally included in benefit cost analysis (see figure 5).

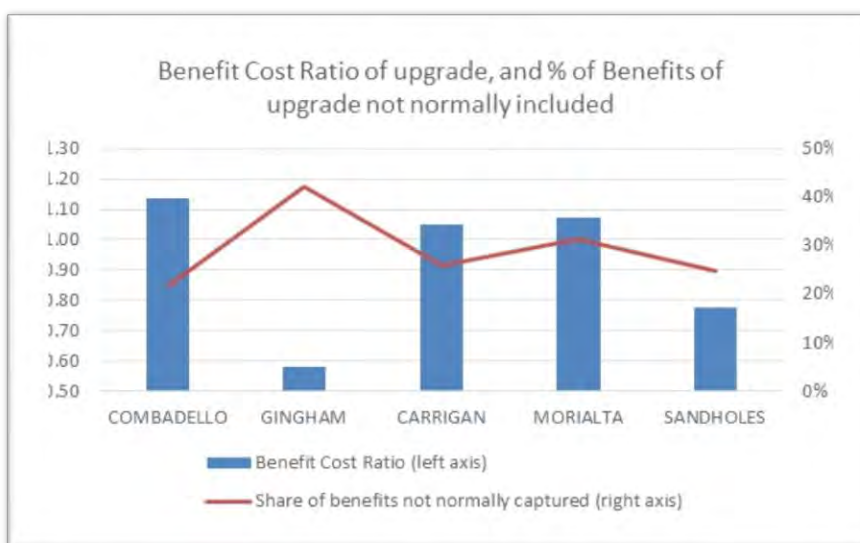


Figure 5. Benefit-Cost Ratios of upgrade, and % of benefits not normally captured

Composition of benefits not normally captured in benefit cost analysis

The roads exhibit substantially different benefits from the upgrade (figure 6), owing to length over which upgrades are undertaken and several other factors discussed earlier. When examined in percentage terms, the configuration of the benefits are also markedly different (figure 7).

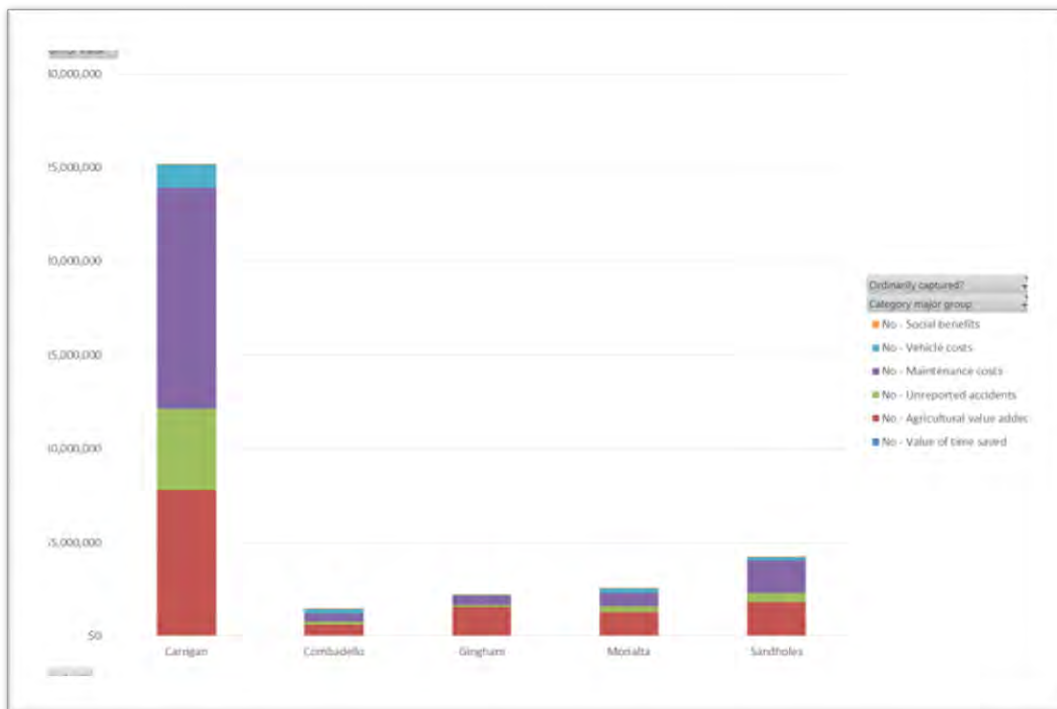


Figure 6. Benefit not normally captured

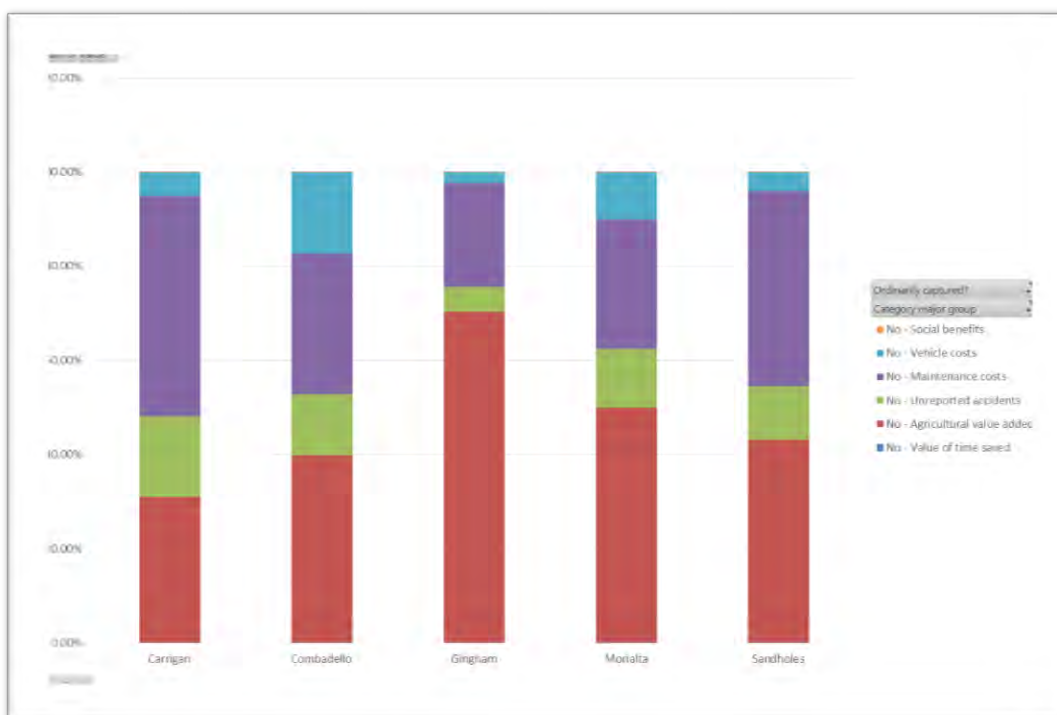


Figure 7. Distribution of benefits not normally captured

5. Implications

The results of the analysis are clear in identifying which of the variables that are not normally considered in evaluation of rural road upgrade projects are likely to have an influence on the outcome of those evaluations and for which more research is required.

Of the two broad categories of new variables that are included in the analysis it is only those included under *Agricultural value added* which have any significant impact on outcome. For the five roads this category contributes between 12% and 38% of the overall benefits generated by upgrading. The addition of *Social benefits* is negligible.

The contrast between the benefits generated by these two categories can be explained simply in terms of their reliance, or not, on the population residing along, or who use, the road in question. *Social benefits* are calculated based on numbers of people and their likelihood of accessing medical services based on a reduction in travel time. For the roads analysed reduction in travel time achieved by upgrading is small and the placeholder values which relate travel time to increased access are also small. *Agricultural value added* is not reliant on population, it is calculated based upon the total area of farmland that is serviced by a road. The greater the area of farmland, the greater the amount of farm produce that must be transported to market, and so the greater the potential benefits in respect of reduced damage to those products or in terms of accessing just-in-time delivery price premiums.

There is evidence of significant network effects of road upgrading that are not normally captured in the benefit cost analysis of road upgrading. The effects are based on vehicles' switching to a better surfaced road, and so reducing traffic flows on poorer surfaces which have maintenance costs which are both higher per km and also escalate more drastically with traffic volumes. These effects are unlikely to be encountered in urban settings.

Further on network effects, and beyond the scope of this analysis, the impact of interaction amongst transport modes, such as the proposed inland rail routes, are deserving of consideration. Tight delivery times for road delivery of high value produce to railway sidings, for example, offer substantial opportunities to agricultural producers.

An element of the analysis that offered surprising results is that of the effects of rain and flooding. During early attempts at the analysis, effects were found to fluctuate significantly, depending on assumptions about damage done to wet roads, costs of delays, and patterns of response in terms of trips cancelled or delayed. This factor, particularly when related to the analysis of the upgrading of black soil roads to bitumen seal, will need further consideration.

Whereas the benefits associated with reduced travel costs dominate much analysis of urban benefit cost analysis of transport investment, they are small in the rural settings analysed in this research. This is because we address short lengths of road, and traffic flows are light.

An element of benefit cost analysis not considered here, and not appropriate due to the level of approximation applied to data, is the differential value of income when rural and urban areas are compared. This factor may be important in future considerations.

This preliminary analysis suggests that substantial benefits could be delivered to agricultural producers by rural road upgrades and that these benefits should be included within any benefit-cost analysis of these projects.

6. Recommendations

More research is needed to validate and extend the current work. Improved data, wider selection of roads and economic and social contexts, and an enhanced reference to expanding transport networks are all desirable.

Within formal software and other analytical devices, alternative procedures should be formulated to include the variables examined and identified in this research. This should be continued through to calculation of benefit cost ratios and other indicative results for a more formal treatment than has been possible here.

The subject lends itself strongly to pilot studies. In discussion with rural communities, pilot locations could be identified at which extended analysis can be conducted. This would better capture the detail of rural roads' populations, climatic conditions, economic aspects, connections to markets, positioning within current and future transport network configurations, social makeup and current surface type and state of repair. In addition to their research value, these pilots would offer a highly visible and participatory way of engaging rural stakeholders in policy debates regarding infrastructure.

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Annex 1: Basis for the research

PROVIDER AGREEMENT Rural Industries Research and Development Corporation

AND

University of New England

PRJ-010764

Research activities on rural roads

BANKI HADDOCK FIORA

(2014/01/01)

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(subject to the terms and conditions of the Provider's Terms and Conditions)

Provider agreement

SCHEDULE

1. Services

Overview

The research will examine alternative approaches to cost-benefit analysis of improved quality in rural roads. In particular, it will include new treatment of both direct and indirect cost and benefit items and variables of an intangible nature that particularly affect regional and rural areas.

Using the Gwydr and Moore (2014) activities data as a case study, the work will draw conclusions for these localities and inference both for other localities and for methodological approaches more generally. The study will contribute to development of further research including piloting.

2. Nominated Persons

Nominated staff

UNE Business School will provide 120 hours (over 4 weeks) of work, around one week of which will be spent in Moore and environs. This work will primarily be carried out by Mr David Anderson under the supervision of Professor Derek Baker and Dr David Hadley of the UNE Business School.

Professor Derek Baker at the UNE Business School derek.baker@une.edu.au tel: (02) 5772 2627

3. Timetable, Milestones and KPIs

Item	Output	Timing
Establishment of scenario calculation procedure	<ul style="list-style-type: none"> Agreed scenarios with Gwydr and Moore stakeholders Confirmed calculation procedures compatible with existing practice 	10/04/2017
Entry and synthesis of data	<ul style="list-style-type: none"> Database application allowing completion of road lengths and types, conditions, costs of expenditure and usage Entry of benefit estimates based on: <ul style="list-style-type: none"> Travel time Value addition opportunities Isolation and mobility Regional development indicators 	30/05/2017
Data compilation and scenario analysis	Formulation of analytic scenarios	10/06/2017
Production and explanation of results	Compilation and presentation of results. Discussion of results with Moore and Gwydr stakeholders.	10/07/2017
Development of next steps	Delivery of recommendations about extension and application of the research, in association with Moore and Gwydr stakeholders.	10/09/2017

Banki Haddock Fiora
 28 May 2014

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Provider agreement

4. Insurance

Professional indemnity insurance: \$5 million¹

5. Fees (GST exclusive)

Milestone	Date Due	Payment
Exchange of Contract	23/04/2017	\$5,000
Final Deliverable	30/09/2017	\$5,000

¹ - Valued in this document requires approval from General Manager Company.
 Banki Haddock Fiora
 28 May 2014

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Figure A1.1 Contract details

Annex 2: Details of data used

Table A2.1 Travel volume and time responsiveness

Variable or parameter name	Value	units and explanation	Application	Source
Cost of travel time per hour per car	32.84	\$/hr	Value of time saved per hour of travel time	Table 10, page 249, Transport for NSW (2016)
Cost of travel time per hour per truck	48.07	\$/hr		Table 10, page 249, Transport for NSW (2016)
Speed increase per converted gravel km to sealed km	0.3244	Proportional increase	Basis for time saved by road users Used in elasticity implementation	Moree data
Elasticity of travel time: Low	-0.1	% reduction in travel time due to an upgrade in road quality. Includes both increased numbers of users and increased use by existing users.	Basis for increased use of upgraded road	Table 68, Transport for NSW (2016)
Elasticity of travel time: Moderate	-0.17			
Elasticity of travel time: High	-0.7			
Proportion of vehicles that switch from another road	0.8	Proportion of the new users of a road	Basis for relationships between use of a target road and the rest of the network	Gwydir study on newly sealed road

Table A2.2 Treatment of accidents

Variable or parameter name	Value	units and explanation	Application	Source
P(incident pre-upgrade)	0.001	Probability of an accident occurring	Frequency of accidents, based on traffic flow on surface types	Based on Moree data on accidents on road surface types
P(incident post-upgrade)	0.0005			
P(unreported accident pre-upgrade)	0.002			
P(unreported accident post-upgrade)	0.001			
Coefficient for vehicles in unreported accidents	0.1		Speed reduction associated with unreported accidents	P
Cost per accident per single vehicle	200,600	\$/accident	Costs of accidents	Transport for NSW (2015) Version 1.6
Cost per accident per two vehicles	231,000			

Table A2.3 Treatment of rain events

Variable or parameter name	Value	units and explanation	Application	Source	
Days closed due to rain	4	days	Days of road closure	Estimates from Moree	
Proportion of car trips not taken due to rain	0.1	proportion of trips not taken	Increased travel time		
Proportion of truck trips not taken due to rain	0.5				
Proportion of car trips taken along alternative route despite rain	0.75	proportion of trips taken along an alternative route	Increased travel time		
Proportion of truck trips taken along alternative route despite rain	0.4		Increased maintenance cost		
Proportion of car trips taken along same road despite rain	0.15	proportion of trips taken a route closed due to rain	Increased maintenance cost		
Proportion of truck trips taken along same road despite rain	0.1				
Coefficient for vehicles finding alternative route due to rain	0.5	increase in time taken for trip	calculation of travel times		
Coefficient for vehicles using same road during rain	0.25				
Coefficient for time saved due to reduced stops	0.95				
Cost of travel time per hour per truck in rain	144.21	\$/hr including delays	Costs of delays for employed drivers	Based on wage rates and operating costs	

Table A2.4 Treatment of dust

Variable or parameter name	Value	units and explanation	Application	Source
Days affected by dust	9	days		P
Coefficient for additional accidents due to dust	0.01	proportional increase in probability of an accident due to dust		P

Table A2.5 Treatment of car purchases

Variable or parameter name	Value	units and explanation	Application	Source
Proportion of new vehicles per year	0.05	Proportion of cars on the road that are new	Underlying rate of vehicle purchase (new and used)	P
Proportion of new vehicles per year that are switched	0.5	Proportion of newly-purchased cars	Proportion of newly-purchased cars that are switched for heavier ones due to road conditions	P
Cost of new vehicle per ESA	100	\$/ESA	Purchase price per axle	P
Coefficient for cost of switching vehicles	1.5	Proportionate increase in price	Proportionate increase in price due to heavier specifications due to road conditions	P

Table A2.6 Treatment of agricultural value added

Variable or parameter name	Value	units and explanation	Application	Source
Hectares of cotton per km of originally unsealed road	375	ha	baseline land use	Current agricultural markets and production data
Hectares of cotton per km of originally sealed road	125	ha		
Hectares of high value grain per km of originally unsealed road	75	ha		
Hectares of high value grain per km of originally sealed road	25	ha		
Head of livestock per km of originally unsealed road	75	head	baseline productivity	
Head of livestock per km of originally sealed road	25	head		
Tonnes of cotton per hectare	2.5	T/ha		
Tonnes of high value grain per hectare	2	T/ha		
Kilograms of livestock per head	550	kg/head Liveweight	baseline prices	
Price per tonne of cotton	250	\$/T		
Price per tonne of high value grain	2000	\$/T		
Price per kilogram of livestock	3	\$/kg Liveweight		
Coefficient for reduced cotton price due to dust	0.9	proportion of price	Dust damage	P
Coefficient for price improvement for high value grain	1.1	proportion of price	Price premia	P
Coefficient for price improvement for livestock	1.1			P

Table A2.7 Treatment of vehicle running costs

Variable or parameter name	Value	units and explanation	Application	Source
Coefficient for x ² for cars on gravel	0.002278788	parameters of a quadratic function, where x = vehicle speed (km/hr)	Calculation of vehicle running costs: cars on gravel	Calculation based on Moree and Gwydir data
Coefficient for x for cars on gravel	-0.342157576			
Intercept for cars on gravel	48.51636364			
Coefficient for x ² for trucks on gravel	0.008859343	parameters of a quadratic function, where x = vehicle speed (km/hr)	Calculation of vehicle running costs: trucks on gravel	
Coefficient for x for trucks on gravel	-1.170441919			
Intercept for trucks on gravel	216.6650404			
Coefficient for x ² for cars on sealed	0.002287121	parameters of a quadratic function, where x = vehicle speed (km/hr)	Calculation of vehicle running costs: cars on bitumen	
Coefficient for x for cars on sealed	-0.343701515			
Intercept for cars on sealed	40.92263636			
Coefficient for x ² for trucks on sealed	0.008861616	parameters of a quadratic function, where x = vehicle speed (km/hr)	Calculation of vehicle running costs: trucks on bitumen	
Coefficient for x for trucks on sealed	-1.170761616			
Intercept for trucks on sealed	152.9450101			

Table A2.8 Treatment of employment

Variable or parameter name	Value	units and explanation	Application	Source
Elasticity of employment	-0.001	% increase in employment due to a 1% reduction in travel time.	Relates travel time to employment	P
People employed on road	15	persons	Baseline employment	P
Employment hours per week	40	hrs		P
Employment weeks per year	40	weeks		P
Employment wage per hour for employment	20	\$/hr		P

Table A2.9 Treatment of health care access

Variable or parameter name	Value	units and explanation	Application	Source
Elasticity of health	-0.01	% increase in people seeking health care due to a 1% reduction in travel time.	Relates travel time to access to medical care	P
People living on road	250	persons	Share of population seeking medical attention in a year	P
P(Person on road seeks medical attention)	0.5	Proportion		P
Hours of work per day affected by medical attention	8	hrs	days of work saved each year due to receiving medical attention	P
Days affected by medical attention	3	days		P
Employment wage per hour for medical attention	20	\$/hr		P

Table A2.10 Treatment of mental health care access

Variable or parameter name	Value	units and explanation	Application	Source
Elasticity of mental health	-0.01	% increase in people seeking health care due to a 1% reduction in travel time.	Relates travel time to access to mental health care	P
People living on road	250	persons	Share of population seeking assistance regarding mental health in a year	P
P(Person on road seeks mental health care)	0.02	probability		P
Hours of work per day affected by mental health care	8	hrs	days of work saved each year due to receiving mental health care	P
Days affected by mental health care	100	days		P
Employment wage per hour for mental health care	20	\$/hr		P

Table A2.11 Treatment of costs of upgrading, maintenance and repair

Variable or parameter name	Value	units and explanation	Application	Source
Cost of upgrading from gravel to sealed per km	300000	\$ /km	Cost of upgrades: 1-off expenses	Moree and Gwydir data
Cost of upgrading from black soil to sealed per km	400000			
Gwydir reseal cost	3.5			
Gwydir heavy patching cost	22			
Gwydir sealed rehabilitation cost	35			
Gwydir Win and Load cost (gravel)	6			
Gwydir Spread and Compact cost (gravel)	10			
Assumed Gwydir Win and Load cost (black soil)	4			
Assumed Gwydir Spread and Compact cost (black soil)	6.67	years	Used in calculation of reduced maintenance costs due to upgrade	
Years between sealed maintenance	12			
Years between gravel maintenance	1			
Years between black soil maintenance	0.5	\$ per ESA	relates road traffic volume to repair costs	Calculation based on Moree and Gwydir data
Coefficient for additional annual repair cost per ESA	0.00001			
Coefficient for additional annual repair cost in rain per ESA	0.002	\$ /km	reflects damage done to road due to use while closed due to rain	
Annual maintenance cost per km of sealed road per year	25208.33			
Annual maintenance cost per km of gravel road per year	80000.00	\$ /km	maintenance costs	
Annual maintenance cost per km of black soil road per year	106666.67			
Additional annual maintenance cost per km per ESA on sealed road per year	0.25	\$ /km	addition to maintenance costs of increased traffic volume	Calculation based on Moree and Gwydir data
Additional annual maintenance cost per km per ESA on gravel road per year	0.80			
Additional annual maintenance cost per km per ESA on black soil road per year	1.07			
Additional annual maintenance cost per km per ESA in rain on gravel per year	160.00			
Additional annual maintenance cost per km per ESA in rain on black soil per year	213.33			

Annex 3: Detail of sensitivity analysis

Table A3.1 Sensitivity analysis details: Compadello Road

		COMBADELLO										
		0	1	2	3	4	5	6	7	8	9	10
Costs of upgrade		\$4,035,000	\$4,035,000	\$4,035,000	\$4,035,000	\$4,035,000	\$4,035,000	\$4,035,000	\$4,035,000	\$4,035,000	\$4,035,000	\$4,035,000
Value of travel time and vehicle costs saved	Value of travel time saved	\$9,041	\$9,084	\$9,041	\$9,041	\$9,041	\$9,041	\$13,556	\$9,456	\$9,041	\$9,041	\$9,041
	Reduced vehicle running costs	\$84,261	\$83,453	\$84,644	\$82,637	\$84,261	\$84,261	\$126,495	\$85,155	\$84,261	\$84,261	\$84,261
	Reduced cost of switching vehicles	\$240,541	\$240,541	\$240,541	\$240,541	\$240,541	\$240,541	\$360,812	\$240,541	\$240,541	\$240,541	\$240,541
	Reduced costs of travel and freight	\$18,742	\$17,824	\$18,742	\$18,742	\$18,742	\$18,742	\$28,227	\$18,742	\$18,742	\$18,742	\$18,742
	Reduction in costs due to reduced trips not taken due to rain	\$2,004	\$2,004	\$2,004	\$2,004	\$2,004	\$2,004	\$3,006	\$3,006	\$2,004	\$2,004	\$2,004
Total Value of travel time saved and vehicle costs		\$354,588	\$352,907	\$354,972	\$352,965	\$354,588	\$354,588	\$532,096	\$356,900	\$354,588	\$354,588	\$354,588
Accidents avoided	Avoided costs of accidents - reported	\$1,987,800	\$1,987,800	\$2,650,400	\$1,294,800	\$2,650,400	\$1,987,800	\$3,082,000	\$1,987,800	\$1,987,800	\$1,987,800	\$1,987,800
	Avoided costs of accidents - unreported	\$185,346	\$185,265	\$276,734	\$91,470	\$185,346	\$185,346	\$407,432	\$185,346	\$185,346	\$185,346	\$185,346
Total Accidents avoided		\$2,173,146	\$2,173,065	\$2,927,134	\$1,386,270	\$2,835,746	\$2,173,146	\$3,489,432	\$2,173,146	\$2,173,146	\$2,173,146	\$2,173,146
Agricultural value added	Agricultural value added - grains	\$404,000	\$404,000	\$404,000	\$404,000	\$404,000	\$404,000	\$404,000	\$404,000	\$404,000	\$606,000	\$202,000
	Agricultural value added - cotton	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Agricultural value added - cattle	\$166,650	\$166,650	\$166,650	\$166,650	\$166,650	\$166,650	\$166,650	\$166,650	\$166,650	\$166,650	\$83,325
Total Agricultural value added		\$570,650	\$570,650	\$570,650	\$570,650	\$570,650	\$570,650	\$570,650	\$570,650	\$570,650	\$772,650	\$285,325
Social benefits	Value of access to medical care	\$12	\$12	\$12	\$12	\$12	\$12	\$12	\$12	\$18	\$12	\$12
	Value of access to mental health care	\$10	\$10	\$10	\$10	\$10	\$10	\$10	\$10	\$10	\$10	\$10
	Value of access to employment	\$16	\$16	\$16	\$16	\$16	\$16	\$16	\$16	\$16	\$16	\$16
Total Social benefits		\$38	\$38	\$38	\$38	\$38	\$38	\$38	\$38	\$44	\$38	\$38
Maintenance costs saved	Annual maintenance costs saved	\$1,059,753	\$1,059,584	\$1,059,753	\$1,059,753	\$1,059,753	\$1,059,753	\$1,221,176	\$1,059,753	\$1,059,753	\$1,059,753	\$1,059,753
	Maintenance costs avoided due to vehicle damage in rain	\$103,377	\$103,377	\$103,377	\$103,377	\$103,377	\$103,377	\$155,104	\$155,104	\$103,377	\$103,377	\$103,377
	Network maintenance costs saved due to cars switching routes	\$326,656	\$1,633,488	\$326,656	\$326,656	\$326,656	\$326,656	\$326,656	\$326,656	\$326,656	\$326,656	\$326,656
Total Maintenance costs saved		\$1,489,786	\$2,796,450	\$1,489,786	\$1,489,786	\$1,489,786	\$1,489,786	\$1,702,936	\$1,541,513	\$1,489,786	\$1,489,786	\$1,489,786
Sum of all costs		\$4,035,000	\$4,035,000	\$4,035,000	\$4,035,000	\$4,035,000	\$4,035,000	\$4,035,000	\$4,035,000	\$4,035,000	\$4,035,000	\$4,035,000
Sum of all benefits		\$4,588,208	\$5,893,109	\$5,342,580	\$3,799,709	\$5,250,808	\$4,588,208	\$6,295,152	\$4,642,246	\$4,588,214	\$4,790,208	\$4,302,883
Gross measures	Benefits - costs	\$553,208	\$1,858,109	\$1,307,580	-\$235,291	\$1,215,808	\$553,208	\$2,260,152	\$607,246	\$553,214	\$755,208	\$267,883
	Benefit cost ratio	1.14	1.46	1.32	0.94	1.30	1.14	1.56	1.15	1.14	1.19	1.07
Shares of benefits	Value of travel time saved and vehicle costs	8%	6%	7%	9%	7%	8%	8%	8%	8%	7%	8%
	Accidents avoided	47%	37%	55%	36%	54%	47%	55%	47%	47%	45%	51%
	Agricultural value added	12%	10%	11%	15%	11%	12%	9%	12%	12%	16%	7%
	Social benefits	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Maintenance costs saved	32%	47%	28%	39%	28%	32%	27%	33%	32%	31%	35%
Shares of benefits - (not) ordinarily	Benefits not ordinarily captured	22%	17%	20%	24%	19%	22%	21%	22%	22%	25%	17%
	Benefits ordinarily captured	78%	83%	80%	76%	81%	78%	79%	78%	78%	75%	83%

Table A3.2 Sensitivity analysis details: Gingham Road

		GINGHAM										
		0	1	2	3	4	5	6	7	8	9	10
Costs of upgrade		\$6,891,000	\$6,891,000	\$6,891,000	\$6,891,000	\$6,891,000	\$6,891,000	\$6,891,000	\$6,891,000	\$6,891,000	\$6,891,000	\$6,891,000
Value of travel time and vehicle costs saved	Value of travel time saved	\$10,727	\$10,963	\$10,727	\$10,727	\$10,727	\$10,727	\$16,061	\$11,170	\$10,727	\$10,727	\$10,727
	Reduced vehicle running costs	\$29,720	\$23,524	\$32,045	\$26,305	\$29,720	\$29,720	\$45,349	\$31,208	\$29,720	\$29,720	\$29,720
	Reduced cost of switching vehicles	\$40,274	\$40,274	\$40,274	\$40,274	\$40,274	\$40,274	\$60,411	\$40,274	\$40,274	\$40,274	\$40,274
	Reduced costs of travel and freight	\$19,634	\$14,783	\$19,634	\$19,634	\$19,634	\$19,634	\$30,057	\$19,634	\$19,634	\$19,634	\$19,634
	Reduction in costs due to reduced trips not taken due to rain	\$861	\$861	\$861	\$861	\$861	\$861	\$1,291	\$1,291	\$861	\$861	\$861
Total Value of travel time saved and vehicle costs		\$101,216	\$90,406	\$103,540	\$97,801	\$101,216	\$101,216	\$153,169	\$103,576	\$101,216	\$101,216	\$101,216
Accidents avoided	Avoided costs of accidents - reported	\$462,000	\$462,000	\$693,000	\$431,600	\$693,000	\$462,000	\$1,094,200	\$462,000	\$462,000	\$462,000	\$462,000
	Avoided costs of accidents - unreported	\$115,096	\$114,741	\$160,129	\$56,530	\$115,096	\$115,096	\$257,489	\$115,096	\$115,096	\$115,096	\$115,096
Total Accidents avoided		\$577,096	\$576,741	\$853,129	\$488,130	\$808,096	\$577,096	\$1,351,689	\$577,096	\$577,096	\$577,096	\$577,096
Agricultural value added	Agricultural value added - grains	\$1,088,500	\$1,088,500	\$1,088,500	\$1,088,500	\$1,088,500	\$1,088,500	\$1,088,500	\$1,088,500	\$1,088,500	\$1,632,750	\$544,250
	Agricultural value added - cotton	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Agricultural value added - cattle	\$449,006	\$449,006	\$449,006	\$449,006	\$449,006	\$449,006	\$449,006	\$449,006	\$449,006	\$449,006	\$224,503
Total Agricultural value added		\$1,537,506	\$1,537,506	\$1,537,506	\$1,537,506	\$1,537,506	\$1,537,506	\$1,537,506	\$1,537,506	\$1,537,506	\$2,081,756	\$768,753
Social benefits	Value of access to medical care	\$48	\$48	\$48	\$48	\$48	\$48	\$48	\$48	\$72	\$48	\$48
	Value of access to mental health care	\$38	\$38	\$38	\$38	\$38	\$38	\$38	\$38	\$38	\$38	\$38
	Value of access to employment	\$64	\$64	\$64	\$64	\$64	\$64	\$64	\$64	\$64	\$64	\$64
Total Social benefits		\$150	\$150	\$150	\$150	\$150	\$150	\$150	\$150	\$174	\$150	\$150
Maintenance costs saved	Annual maintenance costs saved	\$1,305,390	\$1,303,977	\$1,305,390	\$1,305,390	\$1,305,390	\$1,305,390	\$1,328,979	\$1,305,390	\$1,305,390	\$1,305,390	\$1,305,390
	Maintenance costs avoided due to vehicle damage in rain	\$15,046	\$15,046	\$15,046	\$15,046	\$15,046	\$15,046	\$22,698	\$22,698	\$15,046	\$15,046	\$15,046
	Network maintenance costs saved due to cars switching routes	\$469,778	\$2,348,241	\$469,778	\$469,778	\$469,778	\$469,778	\$469,778	\$469,778	\$469,778	\$469,778	\$469,778
Total Maintenance costs saved		\$1,790,214	\$3,667,264	\$1,790,214	\$1,790,214	\$1,790,214	\$1,790,214	\$1,821,455	\$1,797,866	\$1,790,214	\$1,790,214	\$1,790,214
Sum of all costs		\$6,891,000	\$6,891,000	\$6,891,000	\$6,891,000	\$6,891,000	\$6,891,000	\$6,891,000	\$6,891,000	\$6,891,000	\$6,891,000	\$6,891,000
Sum of all benefits		\$4,006,182	\$5,872,067	\$4,284,540	\$3,913,802	\$4,237,182	\$4,006,182	\$4,863,969	\$4,016,194	\$4,006,206	\$4,550,432	\$3,237,429
Gross measures	Benefits - costs	-\$2,884,818	-\$1,018,933	-\$2,606,460	-\$2,977,198	-\$2,653,818	-\$2,884,818	-\$2,027,031	-\$2,874,806	-\$2,884,794	-\$2,340,568	-\$3,653,571
	Benefit cost ratio	0.58	0.85	0.62	0.57	0.61	0.58	0.71	0.58	0.58	0.66	0.47
Shares of benefits	Value of travel time saved and vehicle costs	3%	2%	2%	2%	2%	3%	3%	3%	3%	2%	3%
	Accidents avoided	14%	10%	20%	12%	19%	14%	28%	14%	14%	13%	18%
	Agricultural value added	38%	26%	36%	39%	36%	38%	32%	38%	38%	46%	24%
	Social benefits	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Maintenance costs saved	45%	62%	42%	46%	42%	45%	37%	45%	45%	39%	55%
Shares of benefits - (not) ordinarily	Benefits not ordinarily captured	42%	29%	41%	42%	40%	42%	38%	42%	42%	49%	29%
	Benefits ordinarily captured	58%	71%	59%	58%	60%	58%	62%	58%	58%	51%	71%

Table A3.3 Sensitivity analysis details: Carrigan Way

		CARRIGAN										
		0	1	2	3	4	5	6	7	8	9	10
Costs of upgrade		\$45,588,000	\$45,588,000	\$45,588,000	\$45,588,000	\$45,588,000	\$45,588,000	\$45,588,000	\$45,588,000	\$45,588,000	\$45,588,000	\$45,588,000
Value of travel time and vehicle costs saved	Value of travel time saved	\$86,690	\$93,682	\$86,690	\$86,690	\$86,690	\$86,690	\$129,161	\$91,168	\$86,690	\$86,690	\$86,690
	Reduced vehicle running costs	\$2,894,024	\$2,547,696	\$2,964,578	\$2,525,410	\$2,894,024	\$2,894,024	\$4,384,373	\$2,982,809	\$2,894,024	\$2,894,024	\$2,894,024
	Reduced cost of switching vehicles	\$337,958	\$337,958	\$337,958	\$337,958	\$337,958	\$337,958	\$506,936	\$337,958	\$337,958	\$337,958	\$337,958
	Reduced costs of travel and freight	\$938,896	\$802,904	\$938,896	\$938,896	\$938,896	\$938,896	\$1,425,345	\$938,896	\$938,896	\$938,896	\$938,896
	Reduction in costs due to reduced trips not taken due to rain	\$18,319	\$18,319	\$18,319	\$18,319	\$18,319	\$18,319	\$27,487	\$27,487	\$18,319	\$18,319	\$18,319
Total Value of travel time saved and vehicle costs		\$4,275,886	\$3,800,559	\$4,346,440	\$3,907,272	\$4,275,886	\$4,275,886	\$6,473,302	\$4,378,317	\$4,275,886	\$4,275,886	\$4,275,886
Accidents avoided	Avoided costs of accidents - reported	\$2,711,200	\$2,510,600	\$4,006,000	\$2,158,000	\$4,036,400	\$2,711,200	\$3,927,000	\$2,711,200	\$2,711,200	\$2,711,200	\$2,711,200
	Avoided costs of accidents - unreported	\$4,318,961	\$4,278,305	\$5,272,389	\$2,156,816	\$4,318,961	\$4,318,961	\$9,719,270	\$4,318,961	\$4,318,961	\$4,318,961	\$4,318,961
Total Accidents avoided		\$7,030,161	\$6,788,905	\$9,278,389	\$4,314,816	\$8,355,361	\$7,030,161	\$13,646,270	\$7,030,161	\$7,030,161	\$7,030,161	\$7,030,161
Agricultural value added	Agricultural value added - grains	\$5,513,900	\$5,513,900	\$5,513,900	\$5,513,900	\$5,513,900	\$5,513,900	\$5,513,900	\$5,513,900	\$5,513,900	\$8,270,850	\$2,756,950
	Agricultural value added - cotton	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Agricultural value added - cattle	\$2,274,484	\$2,274,484	\$2,274,484	\$2,274,484	\$2,274,484	\$2,274,484	\$2,274,484	\$2,274,484	\$2,274,484	\$2,274,484	\$1,137,242
Total Agricultural value added		\$7,788,384	\$7,788,384	\$7,788,384	\$7,788,384	\$7,788,384	\$7,788,384	\$7,788,384	\$7,788,384	\$7,788,384	\$10,545,334	\$3,894,192
Social benefits	Value of access to medical care	\$402	\$402	\$402	\$402	\$402	\$402	\$402	\$402	\$603	\$402	\$402
	Value of access to mental health care	\$322	\$322	\$322	\$322	\$322	\$322	\$322	\$322	\$322	\$322	\$322
	Value of access to employment	\$536	\$536	\$536	\$536	\$536	\$536	\$536	\$536	\$536	\$536	\$536
Total Social benefits		\$1,260	\$1,260	\$1,260	\$1,260	\$1,260	\$1,260	\$1,260	\$1,260	\$1,461	\$1,260	\$1,260
Maintenance costs saved	Annual maintenance costs saved	\$16,890,748	\$16,828,444	\$16,890,748	\$16,890,748	\$16,890,748	\$16,890,748	\$19,977,011	\$16,890,748	\$16,890,748	\$16,890,748	\$16,890,748
	Maintenance costs avoided due to vehicle damage in rain	\$1,531,587	\$1,531,587	\$1,531,587	\$1,531,587	\$1,531,587	\$1,531,587	\$2,300,315	\$2,300,315	\$1,531,587	\$1,531,587	\$1,531,587
	Network maintenance costs saved due to cars switching routes	\$10,254,471	\$51,267,468	\$10,254,471	\$10,254,471	\$10,254,471	\$10,254,471	\$10,254,471	\$10,254,471	\$10,254,471	\$10,254,471	\$10,254,471
Total Maintenance costs saved		\$28,676,805	\$69,627,499	\$28,676,805	\$28,676,805	\$28,676,805	\$28,676,805	\$32,531,797	\$29,445,534	\$28,676,805	\$28,676,805	\$28,676,805
Sum of all costs		\$45,588,000	\$45,588,000	\$45,588,000	\$45,588,000	\$45,588,000	\$45,588,000	\$45,588,000	\$45,588,000	\$45,588,000	\$45,588,000	\$45,588,000
Sum of all benefits		\$47,772,496	\$88,006,606	\$50,091,277	\$44,688,536	\$49,097,696	\$47,772,496	\$60,441,011	\$48,643,655	\$47,772,697	\$50,529,446	\$43,878,304
Gross measures	Benefits - costs	\$2,184,496	\$42,418,606	\$4,503,277	-\$899,464	\$3,509,696	\$2,184,496	\$14,853,011	\$3,055,655	\$2,184,697	\$4,941,446	-\$1,709,696
	Benefit cost ratio	1.05	1.93	1.10	0.98	1.08	1.05	1.33	1.07	1.05	1.11	0.96
Shares of benefits	Value of travel time saved and vehicle costs	9%	4%	9%	9%	9%	9%	11%	9%	9%	8%	10%
	Accidents avoided	15%	8%	19%	10%	17%	15%	23%	14%	15%	14%	16%
	Agricultural value added	16%	9%	16%	17%	16%	16%	13%	16%	16%	21%	9%
	Social benefits	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Maintenance costs saved	60%	79%	57%	64%	58%	60%	54%	61%	60%	57%	65%
Shares of benefits - (not) ordinarily	Benefits not ordinarily captured	26%	14%	27%	23%	25%	26%	30%	26%	26%	30%	20%
	Benefits ordinarily captured	74%	86%	73%	77%	75%	74%	70%	74%	74%	70%	80%

Table A3.4 Sensitivity analysis details: Morialta Road

		MORIALTA										
		0	1	2	3	4	5	6	7	8	9	10
Costs of upgrade		\$5,385,000	\$5,385,000	\$5,385,000	\$5,385,000	\$5,385,000	\$5,385,000	\$5,385,000	\$5,385,000	\$5,385,000	\$5,385,000	\$5,385,000
Value of travel time and vehicle costs saved	Value of travel time saved	\$24,827	\$25,052	\$24,827	\$24,827	\$24,827	\$24,827	\$37,213	\$25,705	\$24,827	\$24,827	\$24,827
	Reduced vehicle running costs	\$115,273	\$109,264	\$120,955	\$97,450	\$115,273	\$115,273	\$173,619	\$120,231	\$115,273	\$115,273	\$115,273
	Reduced cost of switching vehicles	\$208,724	\$208,724	\$208,724	\$208,724	\$208,724	\$208,724	\$313,087	\$208,724	\$208,724	\$208,724	\$208,724
	Reduced costs of travel and freight	\$31,710	\$27,123	\$31,710	\$31,710	\$31,710	\$31,710	\$48,140	\$31,710	\$31,710	\$31,710	\$31,710
	Reduction in costs due to reduced trips not taken due to rain	\$3,733	\$3,733	\$3,733	\$3,733	\$3,733	\$3,733	\$5,599	\$5,599	\$3,733	\$3,733	\$3,733
Total Value of travel time saved and vehicle costs		\$384,267	\$373,896	\$389,949	\$366,444	\$384,267	\$384,267	\$577,656	\$391,969	\$384,267	\$384,267	\$384,267
Accidents avoided	Avoided costs of accidents - reported	\$1,756,800	\$1,756,800	\$2,419,400	\$1,294,800	\$2,218,800	\$1,756,800	\$2,109,400	\$1,756,800	\$1,756,800	\$1,756,800	\$1,756,800
	Avoided costs of accidents - unreported	\$321,684	\$321,278	\$479,129	\$160,881	\$321,684	\$321,684	\$725,655	\$321,684	\$321,684	\$321,684	\$321,684
Total Accidents avoided		\$2,078,484	\$2,078,078	\$2,898,529	\$1,455,681	\$2,540,484	\$2,078,484	\$2,835,055	\$2,078,484	\$2,078,484	\$2,078,484	\$2,078,484
Agricultural value added	Agricultural value added - grains	\$902,800	\$902,800	\$902,800	\$902,800	\$902,800	\$902,800	\$902,800	\$902,800	\$902,800	\$1,354,200	\$451,400
	Agricultural value added - cotton	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Agricultural value added - cattle	\$372,405	\$372,405	\$372,405	\$372,405	\$372,405	\$372,405	\$372,405	\$372,405	\$372,405	\$372,405	\$186,203
Total Agricultural value added		\$1,275,205	\$1,275,205	\$1,275,205	\$1,275,205	\$1,275,205	\$1,275,205	\$1,275,205	\$1,275,205	\$1,275,205	\$1,726,605	\$637,603
Social benefits	Value of access to medical care	\$24	\$24	\$24	\$24	\$24	\$24	\$24	\$24	\$36	\$24	\$24
	Value of access to mental health care	\$19	\$19	\$19	\$19	\$19	\$19	\$19	\$19	\$19	\$19	\$19
	Value of access to employment	\$32	\$32	\$32	\$32	\$32	\$32	\$32	\$32	\$32	\$32	\$32
Total Social benefits		\$75	\$75	\$75	\$75	\$75	\$75	\$75	\$75	\$87	\$75	\$75
Maintenance costs saved	Annual maintenance costs saved	\$1,348,229	\$1,347,008	\$1,348,229	\$1,348,229	\$1,348,229	\$1,348,229	\$1,530,740	\$1,348,229	\$1,348,229	\$1,348,229	\$1,348,229
	Maintenance costs avoided due to vehicle damage in rain	\$116,926	\$116,926	\$116,926	\$116,926	\$116,926	\$116,926	\$175,133	\$175,133	\$116,926	\$116,926	\$116,926
	Network maintenance costs saved due to cars switching routes	\$583,520	\$2,918,165	\$583,520	\$583,520	\$583,520	\$583,520	\$583,107	\$583,520	\$583,520	\$583,520	\$583,520
Total Maintenance costs saved		\$2,048,675	\$4,382,100	\$2,048,675	\$2,048,675	\$2,048,675	\$2,048,675	\$2,288,980	\$2,106,881	\$2,048,675	\$2,048,675	\$2,048,675
Sum of all costs		\$5,385,000	\$5,385,000	\$5,385,000	\$5,385,000	\$5,385,000	\$5,385,000	\$5,385,000	\$5,385,000	\$5,385,000	\$5,385,000	\$5,385,000
Sum of all benefits		\$5,786,706	\$8,109,353	\$6,612,433	\$5,146,080	\$6,248,706	\$5,786,706	\$6,976,971	\$5,852,614	\$5,786,718	\$6,238,106	\$5,149,104
Gross measures	Benefits - costs	\$401,706	\$2,724,353	\$1,227,433	-\$238,920	\$863,706	\$401,706	\$1,591,971	\$467,614	\$401,718	\$853,106	-\$235,896
	Benefit cost ratio	1.07	1.51	1.23	0.96	1.16	1.07	1.30	1.09	1.07	1.16	0.96
Shares of benefits	Value of travel time saved and vehicle costs	7%	5%	6%	7%	6%	7%	8%	7%	7%	6%	7%
	Accidents avoided	36%	26%	44%	28%	41%	36%	41%	36%	36%	33%	40%
	Agricultural value added	22%	16%	19%	25%	20%	22%	18%	22%	22%	28%	12%
	Social benefits	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Maintenance costs saved	35%	54%	31%	40%	33%	35%	33%	36%	35%	33%	40%
Shares of benefits - (not) ordinarily	Benefits not ordinarily captured	31%	22%	30%	32%	29%	31%	33%	31%	31%	36%	23%
	Benefits ordinarily captured	69%	78%	70%	68%	71%	69%	67%	69%	69%	64%	77%

Table A3.5 Sensitivity analysis details: Sandholes Road

		SANDHOLES										
		0	1	2	3	4	5	6	7	8	9	10
Costs of upgrade		\$12,780,000	\$12,780,000	\$12,780,000	\$12,780,000	\$12,780,000	\$12,780,000	\$12,780,000	\$12,780,000	\$12,780,000	\$12,780,000	\$12,780,000
Value of travel time and vehicle costs saved	Value of travel time saved	\$25,542	\$26,063	\$25,542	\$25,542	\$25,542	\$25,542	\$38,249	\$26,614	\$25,542	\$25,542	\$25,542
	Reduced vehicle running costs	\$216,070	\$203,582	\$219,135	\$209,494	\$216,070	\$216,070	\$325,673	\$219,080	\$216,070	\$216,070	\$216,070
	Reduced cost of switching vehicles	\$148,276	\$148,276	\$148,276	\$148,276	\$148,276	\$148,276	\$222,414	\$148,276	\$148,276	\$148,276	\$148,276
	Reduced costs of travel and freight	\$113,281	\$102,924	\$113,281	\$113,281	\$113,281	\$113,281	\$171,217	\$113,281	\$113,281	\$113,281	\$113,281
	Reduction in costs due to reduced trips not taken due to rain	\$3,894	\$3,894	\$3,894	\$3,894	\$3,894	\$3,894	\$5,845	\$5,845	\$3,894	\$3,894	\$3,894
Total Value of travel time saved and vehicle costs		\$507,063	\$484,739	\$510,128	\$500,487	\$507,063	\$507,063	\$763,397	\$513,095	\$507,063	\$507,063	\$507,063
Accidents avoided	Avoided costs of accidents - reported	\$2,559,200	\$2,559,200	\$2,851,000	\$924,000	\$2,851,000	\$2,559,200	\$2,419,400	\$2,559,200	\$2,559,200	\$2,559,200	\$2,559,200
	Avoided costs of accidents - unreported	\$481,068	\$479,054	\$660,029	\$242,756	\$481,068	\$481,068	\$1,085,842	\$481,068	\$481,068	\$481,068	\$481,068
Total Accidents avoided		\$3,040,268	\$3,038,254	\$3,511,029	\$1,166,756	\$3,332,068	\$3,040,268	\$3,505,242	\$3,040,268	\$3,040,268	\$3,040,268	\$3,040,268
Agricultural value added	Agricultural value added - grains	\$1,281,900	\$1,281,900	\$1,281,900	\$1,281,900	\$1,281,900	\$1,281,900	\$1,281,900	\$1,281,900	\$1,281,900	\$1,922,850	\$640,950
	Agricultural value added - cotton	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Agricultural value added - cattle	\$528,784	\$528,784	\$528,784	\$528,784	\$528,784	\$528,784	\$528,784	\$528,784	\$528,784	\$528,784	\$264,392
Total Agricultural value added		\$1,810,684	\$1,810,684	\$1,810,684	\$1,810,684	\$1,810,684	\$1,810,684	\$1,810,684	\$1,810,684	\$1,810,684	\$2,451,634	\$905,342
Social benefits	Value of access to medical care	\$84	\$84	\$84	\$84	\$84	\$84	\$84	\$84	\$126	\$84	\$84
	Value of access to mental health care	\$67	\$67	\$67	\$67	\$67	\$67	\$67	\$67	\$67	\$67	\$67
	Value of access to employment	\$112	\$112	\$112	\$112	\$112	\$112	\$112	\$112	\$112	\$112	\$112
Total Social benefits		\$263	\$263	\$263	\$263	\$263	\$263	\$263	\$263	\$305	\$263	\$263
Maintenance costs saved	Annual maintenance costs saved	\$2,794,301	\$2,791,580	\$2,794,301	\$2,794,301	\$2,794,301	\$2,794,301	\$3,024,730	\$2,794,301	\$2,794,301	\$2,794,301	\$2,794,301
	Maintenance costs avoided due to vehicle damage in rain	\$147,230	\$147,230	\$147,230	\$147,230	\$147,230	\$147,230	\$221,633	\$221,633	\$147,230	\$147,230	\$147,230
	Network maintenance costs saved due to cars switching routes	\$1,597,159	\$7,984,673	\$1,597,159	\$1,597,159	\$1,597,159	\$1,597,159	\$1,596,907	\$1,597,159	\$1,597,159	\$1,597,159	\$1,597,159
Total Maintenance costs saved		\$4,538,691	\$10,923,483	\$4,538,691	\$4,538,691	\$4,538,691	\$4,538,691	\$4,843,270	\$4,613,094	\$4,538,691	\$4,538,691	\$4,538,691
Sum of all costs		\$12,780,000	\$12,780,000	\$12,780,000	\$12,780,000	\$12,780,000	\$12,780,000	\$12,780,000	\$12,780,000	\$12,780,000	\$12,780,000	\$12,780,000
Sum of all benefits		\$9,896,969	\$16,257,422	\$10,370,795	\$8,016,881	\$10,188,769	\$9,896,969	\$10,922,857	\$9,977,404	\$9,897,011	\$10,537,919	\$8,991,627
Gross measures	Benefits - costs	-\$2,883,031	\$3,477,422	-\$2,409,205	-\$4,763,119	-\$2,591,231	-\$2,883,031	-\$1,857,143	-\$2,802,596	-\$2,882,989	-\$2,242,081	-\$3,788,373
	Benefit cost ratio	0.77	1.27	0.81	0.63	0.80	0.77	0.85	0.78	0.77	0.82	0.70
Shares of benefits	Value of travel time saved and vehicle costs	5%	3%	5%	6%	5%	5%	7%	5%	5%	5%	6%
	Accidents avoided	31%	19%	34%	15%	33%	31%	32%	30%	31%	29%	34%
	Agricultural value added	18%	11%	17%	23%	18%	18%	17%	18%	18%	23%	10%
	Social benefits	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Maintenance costs saved	46%	67%	44%	57%	45%	46%	44%	46%	46%	43%	50%
Shares of benefits - (not) ordinarily	Benefits not ordinarily captured	25%	15%	25%	28%	24%	25%	29%	25%	25%	29%	17%
	Benefits ordinarily captured	75%	85%	75%	72%	76%	75%	71%	75%	75%	71%	83%

Research activities on rural roads

By Derek Baker, David Hadley and David Anderson
October 2017

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**LIMESTONE COAST LOCAL GOVERNMENT ASSOCIATION
REGIONAL WASTE MANAGEMENT STEERING COMMITTEE MEETING
MEETING No. 19**

MINUTES

Chairperson – Peter Halton

1. Present

Nick Serle (General Manager City Infrastructure)	City of Mount Gambier
Nicole Dodds (Environmental Health Manager)	District Council of Grant
Nick Brown (Deputy CEO)	District Council of Robe
Steve Bourne (Director Operations)	Naracoorte Lucindale Council
Andrew Pollock (Operations Manager)	Tatiara District Council
Peter Halton (Director Engineering Services)	Wattle Range Council
Dominic Testoni (Executive Officer)	LCLGA
June Saruwaka (Regional Waste Management Coordinator)	LCLGA
Mae Steele (Executive Support Officer)	LCLGA

Apologies

David Worthley (Manager Works and Engineering Services)	Kingston District Council
Lauren Oxlade (Manager Environmental Services)	Wattle Range Council
Des Mutton (Councillor)	City of Mount Gambier

2. Confirmation of the Minutes

“That the Minutes of the meeting held on 18th of October 2017 in Naracoorte, be taken as read, be confirmed as a true and correct record of the proceedings at that meeting.”

Moved: Steve Bourne

Seconded: Nicole Dodds

CARRIED

3. Matters arising from the Minutes

Nil.

4. Update on funding for Limestone Coast Waste and Resource Recovery Infrastructure Plan

- The infrastructure plan has been discussed with other regions in South Australia who are in support of the plan.
- An application for funding is to be submitted to the Local Government Research and Development Scheme (LGR&DS) in February 2018.

ACTION: New proposal to be submitted to LGR&DS by the RWMC.

5. Impact of plastic ban by China

- The RWMC gave a short presentation on China's waste import restrictions. China banned 24 categories of solid waste to protect the environment and public health. The waste category that impacts Councils is plastics.
- The RWMC prepared a document for the Executive Officer, Dominic Testoni, that was shared at the SAROC meeting in January 2018.
- LGA SA are looking at whether this could be a discussion at the Next Practice showcase in April.
- Concern raised by the committee:
 - EPA has a fee applied to stockpiling. Currently Councils and Material Recycling Facilities are stockpiling plastics or sending them to landfill as there is no favourable market.
 - EPA's regulatory model is making it difficult.
- Some Councils in the region have been forced to take comingled recyclables to landfill. This defeats the aim of the region as stated in the strategic direction which is to minimize waste sent to landfill.

ACTION 1: RWMC to prepare a short document to the LCLGA Board.

ACTION 2: Escalate impact of ban to both state and federal ministers.

ACTION 3: Nick Serle to share communication that is going out to City of Mount Gambier residents.

6. Regional Waste Management Coordinator Report

The RWMC reported on the following:

- Consultation meetings held with waste contractors for feedback on the Limestone Coast Local Government Regional Waste Management Strategic Direction.
- A proposal entitled 'Waste Less, Divert More' submitted to Green Industries SA's Recycle Right Household Recycling Program Grant funding. A response is expected in February 2018.
- The Energy from Waste meeting attended on the 8th of December in Mount Gambier. Comments were submitted to LGA SA following this meeting for their submission on the EPA Energy from Waste discussion paper.
- An update on the 2018 Limestone Coast School Waste Reduction and Recycling Challenge.
- Handover plan prepared for Mae Steele who will be filling in for the role of RWMC as the coordinator will be going on maternity leave from mid-March.

9. Around the table

- Peter Halton indicated that Cleanaway is the new waste contractor for Wattle Range Council's kerbside waste and this will be for 7+1+1+1 years.

- Steve Bourne noted that hazardous waste in unmarked containers was found dumped by the side of a road. Testing is currently being done to identify the chemical.
- The region is due for a hazardous waste day this year.

ACTION: RWMC to confirm hazardous waste day.

10. Meeting close

The meeting ended at 2:30pm.

**Minutes for Limestone Coast Local Government Tourism Management Group,
Naracoorte Council Chambers, Wednesday 20th September 2017.**

MEETING OPENED 9:35am

Welcome by Chairperson – Andrew MacDonald.

1.0 MEMBERS/DEPUTY MEMBERS

1.1 Present

District Council of Grant	Jane Fetherstonhaugh
Naracoorte Lucindale Council	Sally Klose
Kingston District Council	Andrew MacDonald
Wattle Range Council	Steve Chapple
City of Mount Gambier	Donna Foster
District Council of Robe	Roger Sweetman
LCLGA	Dominic Testoni Biddie Shearing

1.2 Apologies

Tatiara District Council	Kingsley Green
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2.0 Previous Minutes from 11th May 2017

Minutes as presented were accepted and no matters arising.

3.0 LCLGA Priorities to Grow the Visitor Economy by 2020 – Implementation Plan

3.1 Limestone Coast Digital Assets

A discussion paper was tabled that provided a current situation analysis of the regional digital assets. The paper laid out potential pathways to progress a truly regional approach while providing resourcing efficiencies.

The group generally agreed on the scope of the project, however required more detailed information along with very specific brief to be developed.

ACTION: Biddie to work-up a project brief and provide an action plan for the implementation of the project.

3.2 Events

The region currently has 93 events each year. To provide support and identify potential development assistance, the group agreed to conduct a simple survey to establish needs and



create buy-in from event organizers. Based on the needs analysis, we will build a suitable Events Development Forum and seek partnerships with external expertise.

ACTION: Biddie to finalize survey questions and distribute to event organizers across the region.

3.3 Familiarizations

The group noted the following familiarization schedule.

Market	Number	Length	Theme	Media	Budget
Domestic Women 18-35years	3pax	3 days	Best beaches in Australia. Robe, Coonawarra, Mount Gambier	Cosmopolitan Magazine 300,000 circ. Monthly	\$100
Germany (TBC)	11pax	2 days	Food, Wine Nature & Self Drive	Wholesale	\$600
India + SE Asia (TBC)	6pax	3days	Self-drive	Wholesale + ITO's	\$500
International Wholesalers (ATE18)	TBC	3days	Self-drive	Wholesale	\$1500
Corporate	10pax (TBC)	3days	Hosted	Australian Tourism Export Council Board	\$800
Destination Development Team – Leah Clarke & Alex Cole	2	3days	New product	South Australian Tourism Commission	\$150
Destination Development Team – Marc Leopold	1	3 days	New Product	South Australian Tourism Commission	Nil
Digital Marketing Team – Brent Hill, Ed & Gabby	3	2 days	Digital Capability	South Australian Tourism Commission	\$250
Policy & Corporate Team – Ben Tufnell & David Lake	2	2 days	Cross-agency coordination DEWNR	South Australian Tourism Commission	Nil

3.4 Industry Collaboration

3.4.1 Limestone Coast Industry Performance Pillars

The region has 875 tourism operators. A suggested framework called “Industry Performance Pillars” was tabled to help provide structured support and guidance while also be a valuable tool to work with other stakeholders. An example could be to survey specific ‘industry pillars’ to seek feedback on skill gaps which can inform training needs while creating benchmarks for industry.

ACTION: Biddie to work with each council representative to advance the “Industry Performance Pillars” and keep the Tourism Management Group informed of any progress.



3.4.2 Coach Market

In close assessment of our accommodation stock, facilities, experiences and natural assets, a suggested project was tabled to 'sharpen' our regional approach to proactively seek more business from the coach market.

ACTION: Biddie to progress the project.

3.5 Trade Activity

The Limestone Coast continues to attract the highest international visitation in south Australia outside of Adelaide. The key inbound markets are: UK, Germany/Europe, New Zealand, USA, Aggregated Asia (India, SE Asia & China). The largest growth is coming from the Asia markets.

The group was briefed on a number of Trade Show opportunities for the Limestone Coast to pursue in the next 18 months.

ACTION: Biddie to continue with Trade accreditation practices to enable invitations to from Tourism Australia and South Australian Tourism Commission.

4.0

Recommendation Reports

4.1 SATC Local Contact Officer Grant

The South Australian Tourism Commission has requested a strategic partnership with the LCLGA for a Local Contact Officer over a 3 year period commencing 1st July 2017 and expiring 30th June 2020. A set of Officer duties and Key Performance Indicators were provided. The group agreed unanimously to recommend the Grant Offer be endorsed by the LCLGA Board.

Recommendation:

- a. It is recommended that LC LGA receive and note the report;**
- b. Authorise the LCLGA President and Executive Officer to sign the letter of offer and the Grant Deed and return to SATC;**
- c. Issue an invoice to SATC for the amount of \$45,900 + GST;**
- d. Thank SATC for the Grant and ongoing strategic relationship with the LCLGA.**

4.2 SATC Signage Partnership

The South Australian Tourism Commission is reaching out to partner on signage improvements. Currently the region has 5 entry signs which require urgent replacement. The total cost is estimated at \$32k. In the interest of efficiency, to demonstrate collaboration and strengthen our strategic partnership with SATC, the group agreed to recommend the LCLGA Board support the request and contribute \$15,550 + GST from existing tourism funds.

Recommendation:

- a. Receive and note the report.**



b. Endorse the LCLGA Tourism Management Groups recommendation and approve an amendment to the adopted LCLGA Budget and allocate \$15,550 + GST as a co-contribution to the regional signage renewal project.

ACTION: Biddie to prepare the required recommendation reports and present to the LCLGA Board on 13th October 2017 for endorsement.

5.0 Information Reports

5.1 Australian Regional Tourism Annual Conference

Biddie, as the Limestone Coast Tourism Industry Development Manager has been invited as a Key Note Speaker at the upcoming conference in Canberra. The topic will be "Sharing the Journey" of the development of our plan and Priorities to Grow the Visitor Economy by 2020. The conference is from 23-25th October 2017.

5.2 Regional Response

An updated version of the Limestone Coast Regional Response was tabled.

5.3 UWAI, Tourism Australia & SATC

An update was provided on the roll-out of the program UWAI which is a heavily endorsed program by Tourism Australia & South Australian Tourism Commission to smooth the monetary transaction for our Chinese visitors while also providing translated information about experiences, dining and accommodation.

5.4 Limestone Coast Economic Development Group – Work Plan

Biddie tabled a DRAFT Work Plan for the LCED for 2017/2018. The group provided feedback that included:

- a. Implementing the Priorities to Grow the Visitor Economy by 2020 Plan.
- b. Skill and Professional Development to build business capacity
- c. Workshops
- d. Working with DEWNR to realize the full potential of our Natural Assets.

ACTION: Biddie to provide input as above to the LCED Work Plan.

6.0 Individual Council Tourism Initiative and News

Wattle Range – Council unsuccessful with Building Better Regions Fund (BBRF) for the Woakwine Application. Council will progress with own funds.

Working on Trails – Penola to Coonawarra.

Re-Writing Penola Township Strategy.

Working with CMCA on McCorkindale Park, Penola.

TAFE Town Ambassadors Program is progressing.

DC Grant – the waterfront redevelopment has commenced including preliminary work for the installation of public art pieces.

Council was unsuccessful with BBRF Airport Funding application.

Tourism signage strategy is progressing.



City of Mount Gambier – Council is redefining the VIC to a visitor centre hub. The website is now completed www.discovermountgambier.com.au
The Tourism Mount Gambier Strategy updated, www.discovermountgambier.com.au/about
4 Entrance signs have been installed and aligned with the website images.

Naracoorte – The Caves Connection Project has engaged Peter Joy to assist with the wayfinding and signage components of the project and is analyzing all data and available research.
New design of bookmarks are now being distributed.

Kingston – Council will appoint a management couple, and engage On Creative to assist with the re-positioning of the property.
Recent weather events have consumed council.

Robe – Beer Festival was a success, however, concerned about Volunteer momentum with the main organizer moving to Coonawarra.
New Product proving popular is called Humpalicious - Camel walks to farmgate experiences around Robe.
ABC Program, Backroads will be filming in Robe.
Looking to support Chef Exchange.

7.0 **Next Meeting**

A current copy of the LCLGA Tourism Management Group Terms of Reference (TOR) were provided, with the group agreeing to review and provide feedback prior to Monday 22nd January 2018. The updated TOR will be presented for ratification at the LCLGA AGM on Friday 9th February 2018.

9.0 **MEETING CLOSED – 11:25am**

The next LC LGA Tourism Management Group Meeting is to Monday 22nd January 2018 from 9:30am – 11:00am in Naracoorte Council Chambers.

Passed as a true and correct record

Signed.....

Date.....



**Minutes for Limestone Coast Local Government Tourism Management Group,
Naracoorte Council Chambers, Monday 22nd January 2018.**

MEETING OPENED 9:35am

Welcome by Chairperson – Andrew MacDonald.

Andrew welcomed Anne to the group and looked forward to her contribution to the region.

1.0 MEMBERS/DEPUTY MEMBERS

1.1 Present

District Council of Grant	Jane Fetherstonhaugh
Naracoorte Lucindale Council	Sally Klose
Kingston District Council	Andrew MacDonald
Wattle Range Council	Steve Chapple
Tatiara District Council	Anne Champness
District Council of Robe	Roger Sweetman
LCLGA	Dominic Testoni Biddie Shearing

1.2 Apologies

City of Mount Gambier	Donna Foster
Tatiara District Council	Kingsley Green

2.0 Previous Minutes from 20th September 2017

Minutes as presented were accepted and no matters arising.

Action Sheet was presented and some items are being actioned and/or would be discussed in the agenda.

3.0 LCLGA Priorities to Grow the Visitor Economy by 2020 – Implementation Plan

3.1 Events Funding Program

As part of our strategic partnership with South Australian Tourism Commission (SATC), the group was advised of the imminent launch of the Regional Events and Festivals Program and the Community Events Development Program. It is recommended the event applicants seek a letter of support from the Tourism Industry Development Manager/Regional Manager and it was highlighted that these requests need to be made prior to Friday 9th March to allow time and meet application deadlines.

ACTION: Biddie to circulate information to members once announced by the Minister scheduled for 25th January 2018.



3.2 International Update

Biddie provided an information report to summarize the regional representation and take-outs from attending the 2 most recent trade events targeting India and the South East Asia markets.

ACTIONS:

- a. **Formalise itinerary ex. Melbourne via GOR into Limestone Coast, returning to Melbourne via Grampians, themed for India market.**
- b. **Develop a Limestone Coast Insta-Itinerary. (Instagram highlights)**
- c. **Develop luxury proposition for India market.**
- d. **Sharpen the current Limestone Coast Loop Itinerary with new experiences.**

3.3 Operator Online Performance

Biddie provided an information paper on the progress of the ATDW Blitz – a project that was conducted from June – August in 2017.

To note: In February 2017, the Limestone Coast had 304 ATDW Listings with 23 being TXA enabled – ability to booked live.

In November 2017, we have achieved 656 ATDW listings with 59 TXA enabled. (115% & 156% growth).

3.4 Industry Collaboration – SATIC Workshops

The group discussed and agreed to workshop priorities – to be delivered and coordinated by SATIC as follows, and in this priority order:

1. Packaging, Partnerships & Pricing
2. Facebook advertising for Tourism, to be held in Naracoorte and/or Tatiara
3. Imagery for tourism

It was also noted that there could be some relevance for a workshop for groups & associations to develop Customer Journey Mapping.

ACTION: Biddie to advise SATIC of the regional priorities in terms of workshops via the Service IQ Program.

4.0

Recommendation Reports

4.1 Terms of Reference (TOR)

An amended set of Terms of Reference was tabled and the group agreed the new TOR be presented to the LCLGA Board for endorsement.



Recommendation:

- a. It is recommended that LC LGA receive and note the new Terms of Reference.**

5.0 Information Reports**5.1 SATIC Industry Policy Agenda**

Biddie tabled a report on the development of the SATIC Tourism Industry Policy Agenda and the 3 Industry Funding Priorities.

5.2 SATC Regional Consumer Co-Op Marketing Fund

Biddie briefed the group about the opportunity to once again partner with SATC in the Regional Consumer Marketing Co-Op Fund. \$20k is available (matched) and the group agreed for Biddie to build a proposal for the next meeting.

ACTION: Biddie to prepare a proposal for the Regional Consumer Co-Op Marketing Fund and present back to the Tourism Management Group.

5.3 Signage

A discussion was held around signage across the region.

5.4 Recycle Boxes

Biddie advised the group that the LCLGA initiative of installing 'Recycle your Brochures' boxes in each Visitor information Centre is being rolled out across the state.

6.0 Individual Council Tourism Initiative and News**DC Grant**

- Signage Audit has been completed, with a strategy now developed, pending Council approval.
- Phase One of the waterfront redevelopment will commence in May including boardwalk, picnic shelters and art installations. Phase 2 could include water playground & beatification.
- With the above activity occurring the Old Boat Yard could be of more appeal for an investor / developer.
- Airport submission sent for \$9m requesting Terminal upgrade, Aprons & Lengthening runways. In addition, the council will need to install security screening in the near future which is over and above the mentioned terminal upgrade.
- A reminder to keep an eye on existing Admella Signage across the region, some are looking tired.
- Concerned that the Port MacDonnell Tourism Association is considering folding due to lack of support and interest from local operators.

Naracoorte

- Council engaged the services of Elevation Design to develop a strategy for Wayfinding to disperse travelers into and out of Naracoorte and the Caves. Report pending.



- Caves Connection Project hosted Peter Joy for a branding workshop which included a familiarization at the Caves. Peter has shared visitation trends from surrounding icons like Great Ocean Road, Grampians, Naracoorte & Naracoorte Caves.
- The Caves Connection project has initiated a \$3k prize for the first \$1k invested in one of the Prospectus ideas generated by the Caves Connection Group.
- New Boundary Signs are now installed. Design was completed by <http://www.challisdesign.com.au/>
- Naracoorte is supporting Let's Go Caravaning to provide a RV proposition for the area. <https://www.letsgocaravanandcamping.com.au/news-archive/community-welcomes-rvs-naracoorte-south-australia/>
- Council is assisting Frances Community to install an RV Dump Point and become RV Friendly.

Robe

- 5 days of New Year, absolutely 100 % occupancy in Robe with the VIC sending visitors off to surrounding townships. There are no RV signs up or Dump points in Robe.
- Fast Food outlets experienced debilitating wait-time on meals/food during this time with some requiring orders at 12 noon, for a pick-up at 6:30pm, no orders placed after 4pm. Alternatively placing phone orders in Kingston for Fish & chips and driving to Kingston as it was quicker than waiting in Robe.
- Robe Golf Club has placed an application through the BBRF to upgrade rooms to attract conferencing up to 200pax.
- Nora Creina Golf Club has the green light, with a deadline of 5 years to be operational
- Council is developing the seawall infrastructure on the front beach and the toilets to cater for coach-market.
- Koonarra Pop-Up Bar was a huge success and re-booked for next year.

Tatiara

- Working closely with SED Consulting who are building an economic Development Strategy for the council and Tatiara community.

Wattle Range

- Coonawarra Hall has submitted an application through BBRF to upgrade the Hall and create destination dining and improving facilities.
- Working with CMCA on McCorkindale Park, Penola which will be available for RV's that are members of CMCA.
- Beachport was totally booked out the 2 weeks over Christmas/New Year.
- Food outlets were completely booked with debilitating wait times. The Southern Ocean Tourist Park created food events at the park to help with visitor satisfaction.
- Council interested to pursue alternative food outlets to help support visitor experiences.
- New products, Fat Bike Tours, Barramundi Farm near Nora Creina, Mahashakti near Lake George
- Steve Shared a copy of One Road proposal,
- Steve shared a copy of a Town Plan which the council is helping communities produce across the council area.



Kingston

- The RV Foreshore Park installed a ticket machine in late October, to date 860 vehicles have purchased a \$10 pass for a 48 hour stay, resulting in a new revenue stream for the Caravan Park, but also economic spend in the township.
- Kingston businesses were taking phone orders from Robe visitors during peak time.
- Lions Surf Fishing Competition attracted 970 entrants (36 fish caught)
- Cape Jaffa Seafood & Wine Festival numbers were consistent with previous years.
- Kingston Caravan was booked out. It has a new brand, new website and new signage being installed soon.
- Council will go to Tender for the detailed designs around the street enhancements of Agnes, Holland and Hansen & the Foreshore (dog park, BBQ areas adventure play etc.)
- Kingston SE Tourism Assoc. is going ahead in leaps with the group trying a Night Market in January – which was a huge success.
- Work starting on some signage to encourage a coastal drive from Kingston to Robe from Pinks Beach to Robe.
- Overall, the township is saying the Christmas season was the busiest ever.

6.0 Any Other Business

6.1 Cross-Border tourism developments.

The group is seeking more information about the development of a cross-border tourism group involving Wattle Range, DC Grant, City of Mount Gambier, Glenleg Shire, Moyne Shire and Southern Grampians Shire.

6.2 Sustaining our Self-Drive visitation and dispersal on the Limestone Coast

The group discussed a number of topics that could have some impact on our long-term future, especially in terms of the visitor economy. Examples include (in no order) :

- Electric Cars and the need for recharging stations/points sensibly available across the region,
- The critical importance of technology and reliable access to telephone or internet and WiFi services, especially in peak times,
- The steady growth of the RV market and meeting their needs,
- Wayfinding (Signage and technology) across the region,
- Strategic rest points on certain roads/trails/ routes.

The Group is keen to pursue a regional strategy to sustain and improve the self-drive experience and importantly encourage dispersal across the region.

ACTION: Biddie to collate some information and report back to the group.

7.0 Next Meeting



The next meeting will be held on Monday 5th March 2018, in Naracoorte.

8.0 **MEETING CLOSED** – 11:25am

The next LC LGA Tourism Management Group Meeting is to Monday 5th March 2018 from 9:30am – 11:00am in Naracoorte Council Chambers.

Passed as a true and correct record

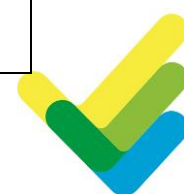
Signed.....

Date.....



Tourism Management Group ACTION SHEET

Item	ACTION	STATUS
	22nd January 2018	
3.1	Biddie to circulate Regional Events & Festivals and Community Event Development Fund to members.	
3.2	International Trade Activity <ul style="list-style-type: none"> - Formalise itinerary ex. Melbourne via GOR into Limestone Coast, returning to Melbourne via Grampians, themed for India market. - Develop a Limestone Coast Insta-Itinerary. - Develop luxury proposition for India market. - Sharpen the current Limestone Coast Loop Itinerary with new experiences. 	
3.4	Biddie to advise SATIC of the regional priorities in terms of workshops via the Service IQ Program.	Completed
5.2	Biddie to prepare a proposal for the Regional Consumer Co-Op Marketing Fund and present back to the Tourism Management Group.	
6.2	Biddie to progress the concept of a Regional Strategy to sustain our self-drive visitation and encourage dispersal across the region.	
	20th September 2017	
3.1	Biddie to work-up a project brief for the centralisation of our digital assets and provide an action plan for the implementation of the project.	
3.2	Biddie to finalize survey questions and distribute to event organizers across the region.	
3.4.1	Biddie to work with each council representative to advance the "Industry Performance Pillars" and keep the Tourism Management Group informed of any progress.	
3.4.2	Biddie to progress the Coach Market Project	
3.5	Biddie to continue with Trade accreditation practices to enable invitations to from Tourism Australia and South Australian Tourism Commission.	
4.1 4.2	Biddie to prepare the required recommendation reports and present to the LCLGA Board on 13 th October 2017 for endorsement.	Dom/Mae Completed
5.4	Biddie to provide input from the Tourism Management Group to the Limestone Coast Economic Development Group Work Plan 2017.2018.	Dom Completed
7.0	Biddie to circulate the LCLGA Tourism Management Group TERMS of REFERENCE to members for feedback prior to 22 nd January 2018.	Completed
	11th May 2017	
3.0	Biddie to commence Preliminary tasks as outlined for the Implementation of the Priorities to Grow the Visitor Economy by 2020 Plan.	Ongoing



Tourism Management Group ACTION SHEET

4.0	Biddie to refine the Limestone Coast Regional Response document, circulate to the Tourism Management Group. Once approved by the group, Biddie to prepare a recommendation report to present to the LCLGA Board on 16 th June 2017 for endorsement.	Completed
5.0	Biddie to circulate the Push Adventures information to members of the Tourism Management Group for further distribution as required and where relevant.	Circulated 12 th May 2017 via e-mail
7.0	Biddie to prepare a scoping document for combining all council's 'UNITY' content onto a regional tourism website.	Presented on 20 th Sept. 2017

