

BLAND SHIRE COUNCIL FACILITATING ACCESS THROUGH THE IAP

14 roads in the Bland Shire Council have been approved for heavy vehicles operating under the IAP. Permits to operate under the IAP have also been issued to transport operators for approximately 60 other regional and local roads.

AT A GLANCE

- Bland Shire Council is located in central New South Wales where agriculture and mining underpin the economy.
- An extensive network of regional and local roads has been granted access under permit within Bland Shire Council, which provide connections to the permit holder to the approved or gazetted State road network.
- The IAP has provided the opportunity for government agencies at all levels to assess the benefits of allowing access to more productive heavy vehicles and to consider and approve access requests.

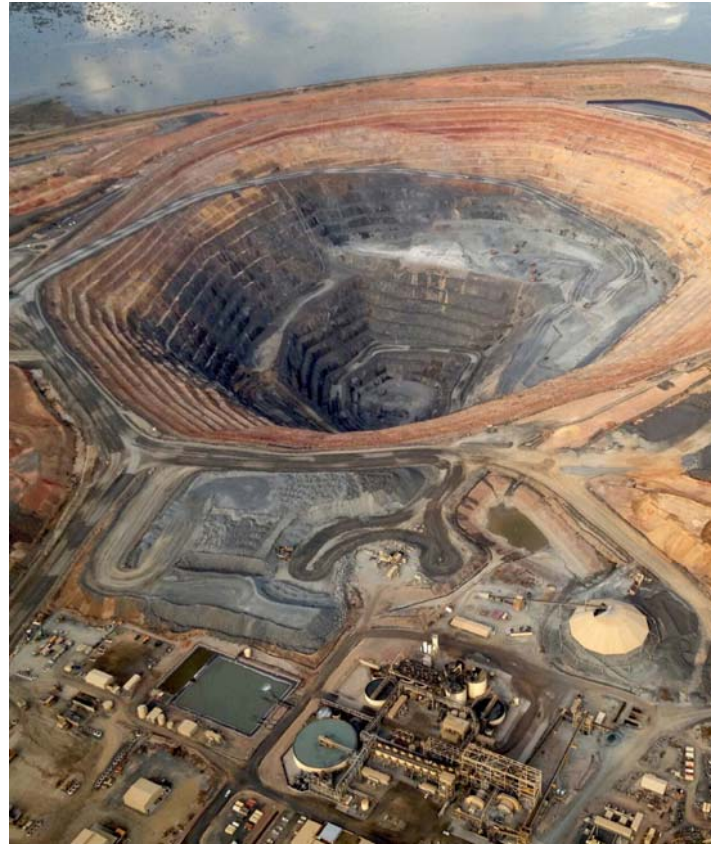
ABOUT BLAND SHIRE COUNCIL

Bland Shire Council is located on the border of the central western and Riverina areas of New South Wales. Agriculture and mining underpin the economy of Bland Shire Council.

Bland Shire Council is the fourth largest grain producing local council in New South Wales. Local and regional roads within Bland Shire Council also carry large grain volumes from neighbouring councils, especially Lachlan Shire Council. Pace Farm's egg production facility near West Wyalong is the largest in the southern hemisphere.

Evolution Minerals Limited's gold mine at Lake Cowal, approximately 80 kilometres north-east of West Wyalong, is the largest employer within Bland Shire Council. Other mineral resources, principally nickel, are located within Bland Shire.

Bland Shire occupies approximately 8,550 square kilometres and has a population of approximately 6,000 people. The twin towns of West Wyalong and Wyalong have a combined population approaching 3,500. Smaller population centres within the Bland Shire Council include Tallimba, Ungarie, Weethalle, Barmedman and Mirrool.



HEAVY VEHICLE ACCESS ONTO THE NATIONAL AND STATE ROAD NETWORK

West Wyalong is strategically located at the junction of the Newell Highway which is the main road link between Melbourne (570 kilometres to the south) and Brisbane (1,105 kilometres to the north). West Wyalong is also located on the Mid Western Highway which links Sydney and Adelaide. The preferred route to Sydney, 490 kilometres to the east, is via Burley-Griffin Way and the Hume Highway. The preferred route to Adelaide, 915 kilometres to the west, is via Narrandera.

ACCESS ON THE STATE ROAD NETWORK

26 Metre B-Doubles

Roads and Maritime Services has approved access for 26 metre B-Doubles at Higher Mass Limits (HML) on the full length of the Newell Highway, the Mid-Western Highway, Burley-Griffin Way and the Hume Highway. A condition of access for 26 metre B-Doubles at HML is that vehicles must operate on approved routes and be monitored under the Intelligent Access Program (IAP).

HML access on the State road network is also possible for 26 metre B-Doubles on Goldfields Way, which links Wyalong to Junee.

AB-Triples, B-Triples and Type 1 A-Double Road Trains

Roads and Maritime Services has also approved access under the IAP for AB-Triples at General Mass Limits (GML) and Concessional Mass Limits (CML), and for AB-Triples at HML west on the Mid-Western Highway from the Newell Highway intersection. Access is also possible for B-Triples at GML and CML as well as for Type 1 A-Double Road Trains at HML from West Wyalong west on the Mid Western Highway from the Newell Highway intersection. This ensures access for these heavy vehicle combinations is possible from West Wyalong onto Kidman Way, the Cobb Highway and other approved routes in western NSW and interstate.

Operation of these vehicle combinations on approved routes is subject to a number of conditions of access, including a requirement to operate under the IAP. Further details can be obtained from the NSW Schedule of the National Class 2 Heavy Vehicle Road Train Authorisation (Notice) 2015 (No.1) on the National Heavy Vehicle Regulator (NHVR) website (www.nhvr.gov.au/files/c2015g00865/national-road-train-authorisation-notice-no1.pdf).

Access under these conditions (by enrolling in the IAP) is also possible on Goldfields Way from the Newell Highway intersection at Wyalong to the intersection at Kitchener Road Temora for AB-Triples and B-Triples at GML and CML. Access for these heavy vehicle combinations from Goldfields Way to Mid-Western Highway is possible via MR 639 (Compton Road and Showground Road at the stockyards (the Heavy Vehicle Bypass)) which link Wyalong and West Wyalong. Type 1 A-Double road trains are approved at GML for the whole route. Type 1 A-Double road trains are also approved at GML/CML on the Newell Highway from Goldfields Way to Back Yamma Road in Daroolbalgie. This includes both the Type 1 A-Double route (up to Lachlan Valley Way) and the Type 1 A-Double route (up to Back Yamma Road).

Modular B-Triples

Roads and Maritime Services has approved access for Modular B-Triples at GML west from the intersection of the Newell Highway and the Mid-Western Highway at West Wyalong. Roads and Maritime Services has also approved access for Modular B-Triples along the Newell Highway from West Wyalong to Back Yamma Road in Daroolbalgie. This provides the opportunity to access other approved Modular B-Triple routes in western NSW and interstate, however access is not possible for Modular B-Triples onto or east of the Newell Highway at West Wyalong. Operation of Modular B-Triples on approved routes also is subject to a number of conditions of access, including a requirement to operate on routes under the IAP. For Modular B-Triples the conditions are displayed as a black line on Roads and Maritime's interactive map.



THE LOCAL ROAD NETWORK

Mr Will Marsh, Director of Asset and Engineering Services says that Bland Shire Council is responsible for the construction and maintenance of 3,248 kilometres of road.

'This is one of the largest regional and local road networks for any council in NSW,' Mr Marsh said.

This asset base comprises 879 kilometres of sealed roads and 2,369 kilometres of unsealed roads which are generally gravel but may also be naturally formed.

Bland Shire Council has generally good bridge stock and a significant number of culverts, however not all structures have undergone assessment for bridge strength.

Mr Marsh said that 'there are a wide variety of soil types within Bland Shire Council.'

'This means some road surfaces, especially in the black soil area around Bland Creek near Barmedman, are less suitable for higher mass vehicles.'

'Soil type has a significant impact on how access requests are considered,' Mr Marsh said.

COUNCIL'S PHILOSOPHY ON GRANTING HEAVY VEHICLE ACCESS

Mr Marsh said that as a matter of principle, Bland Shire Council supports opening up access to various types of Restricted Access Vehicles, including Type 1 A-Double Road Trains, 26 metre B-Doubles and Modular B-Triples.

'Accordingly, access requests under the IAP are considered on their merits.'

'B-Double access at GML has been approved throughout Bland Shire Council except for certain residential streets in West Wyalong, Wyalong and smaller villages.'

IAP What's In It For Me?

'HML vehicles are not permitted on the Newell Highway between Wyalong and West Wyalong however, HML access is permitted on the Heavy Vehicle By-pass.'

'The Heavy Vehicle By-pass ensures continuous access is provided for heavy vehicles operating under the IAP on approved national and State routes,' Mr Marsh said.

ACCESS ON REGIONAL AND LOCAL ROADS

Mr Marsh said 'Transport operators wishing to access roads under the IAP which are not approved or gazetted by Roads and Maritime Services must apply for a permit from the NHVR, even in situations where access has been granted to any other operator.'

Mr Marsh said that the NHVR has approved access to heavy vehicles operating under the IAP on approximately 60 regional and local roads within Bland Shire Council.

He said that a permit, once granted by the NHVR, applies to that operator only and not to any other transport operator.



Mr Marsh said that while Bland Shire Council is not currently in a position to assess bridges on routes where HML access is sought, it is willing to work with others with a stake in extending the HML road network to develop the means to provide a funded bridge assessment program.

GRAIN TRANSPORT

A significant proportion of the grain harvest from the West Wyalong district continues to be transported by rail. Within Bland Shire, primary grain receival sites on the rail network are located at Calleen and Hatelys Lane, north-west of West Wyalong. These sites are capable of storing and distributing grain for export markets. Other grain receival sites on the rail network are located at Barmedman, Kikoira, Naradhan, Ungarie and West Wyalong.

Mr Marsh said that after harvest, grain is transported either directly to a receival facility or is stored on farm.

'A significant proportion of locally grown grain is transported short distances generally on local and regional roads.'

'However, there is a growing tendency to store on farm, especially after a bumper harvest.'

'While higher payloads are possible for heavy vehicles enrolled in the IAP, the volume of trucking activity is not reduced at the peak, although that peak occurs over a shorter time frame.'

'A significant proportion of grain grown within the Lachlan Shire Council and grain grown in the Bland Shire going to Temora Shire uses regional and local roads within Bland Shire Council to get product to a receival facility,' Mr Marsh said.

SIGNIFICANCE OF THE IAP AS AN ACCESS TOOL

The IAP provides Council with a high level of assurance that the transport operator will comply with conditions to access routes, enabling Council to give favourable consideration to applications.

Mr Marsh said that the development of the IAP provided an opportunity for all levels of government to work together to assess the benefits of allowing access to more productive heavy vehicles.

Bland Shire Council has been willing to assess access requests under the IAP on roads for which it has responsibility.

'This led to the development of an extensive regional and local road network which enabled transport operators with a permit issued through the NHVR to use more productive vehicles operating under the IAP to connect to the State road network,' Mr Marsh said.



IAP What's In It For Me?



The information contained in this case study is intended to convey the experiences of the transport operator/s concerned. The benefits of IAP mentioned in this case study may not be true for all transport operators. Transport operators should consider the appropriateness of IAP to their business operations, objectives and circumstances before enrolling in IAP.

Information in this case study has been provided by Bland Shire Council.

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