

## ALBURY CITY COUNCIL PROVIDING HIGHER PRODUCTIVITY VEHICLE ACCESS

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### ABOUT ALBURY CITY COUNCIL

Albury is located on the New South Wales and Victorian border, and is in the heart of the Melbourne – Sydney – Adelaide triangle. With direct access to Brisbane, it is an ideal location to service four major cities.

Albury City occupies 306 sq km, and has an estimated population in excess of 51,000 people. A further 37,000 people live in the twin city of Wodonga, and the greater Albury-Wodonga region has a population of around 170,000.

### ALBURY'S ROLE AS A TRANSPORT HUB

At the junction of the Hume and Riverina Highways, Albury is approximately 300km from Melbourne, 550km from Sydney and 900km from Adelaide.

‘Albury’s central location on Australia’s busiest interstate freight corridor, the Hume Highway, makes it an important freight transport hub and an attractive location to establish and operate business,’ said Steven Swann, Team Leader, Traffic and Transport at Albury City Council.

Albury has enjoyed a strategically important role as a transport hub, dating back to 1851 when Victoria was established as a separate colony from New South Wales.

Serving as a river port and later as a customs post before rail arrived in 1881, Albury served as the changeover point for passengers and freight moving between New South Wales and Victoria until 1962.



Albury City Council provides Higher Mass Limits (HML) access to:

- Sydney and Melbourne via the Hume Highway
- Brisbane and the broader Queensland HML network via the Hume Highway, the Olympic Way and the Newell Highway
- South Australia and Western Australia via the Hume Highway and the Victorian HML network, or via the Sturt Highway through Tarcutta
- The Riverina Highway as far as Berrigan
- North western New South Wales, western Queensland and the Northern Territory via the Olympic Way and Newell, Barrier and Mitchell Highways
- Canberra via the Hume Highway, Barton Highway and Federal Highway
- Berrigan via the Riverina Highway
- Corowa and Mulwala via the Riverina Highway and Spring Drive
- Tumut via the Hume and Snowy Mountains Highways.

Albury’s appeal is not limited to transport and logistics. It is also an important centre for manufacturing, retail, health care, construction, tourism and education, providing a diverse economic base for the region.

‘Some prominent transport operators have their headquarters either in Albury or Wodonga. Most of Australia’s large transport operators also have one or more depots locally,’ said Mr Swann.

### HIGH QUALITY ROAD SUPPORTING ALBURY'S ECONOMY

The Hume Highway duplication between Sydney and Melbourne, following the official opening of the Holbrook bypass on 23 June 2013, is now complete.

‘The opening of the Hume Highway through Albury in 2007 has been a real boon for us. There are five entry and exit points off the Highway within the Albury urban area, which provides easy access to an expressway standard dual carriageway to Melbourne, Sydney and Canberra,’ said Mr Swann.

‘We have enjoyed dual carriageway access to Melbourne for a number of years, and Albury will benefit from full dual carriageway access to Sydney and Canberra from the end of July 2013. This provides a guarantee of more consistent journey times to these important markets, which in turn improves the reliability of freight services to and from Albury-Wodonga.’

‘I doubt that any other regional city in Australia would enjoy the same high quality road access to major domestic markets as Albury,’ said Mr Swann.

### DEVELOPING INDUSTRIAL LAND

The development of several industrial estates, including ‘Nexus’, the ‘Airside North Industrial Estate’ and the ‘Airport Park Estate’,

# IAP What's In It For Me?

gives Albury the flexibility to cater for the diverse needs of the business community.

'Nexus is a 450 hectare site, located at Ettamogah, 10 km north of Albury. Nexus is primarily greenfield and targets large scale industrial users, and is being developed jointly by Council in partnership with six landholders.'

'Nexus is located alongside the Ettamogah Rail Hub and established businesses, such as Norske Skog, which is one of the world's largest newsprint mills,' said Mr Swann.



'The Airside North Industrial Estate, which is a joint initiative of the Albury-Wodonga Corporation and the Council, is located in the airport precinct north-east of Albury. It comprises smaller lots, most of which are less than one hectare in area. Stage 1, comprising 27 lots has been subdivided and a number have already been sold.'

'The Airport Park Estate, which is also located near the airport, is the most advanced in terms of development. The 8 lots released under Stage 1, which range from 1-3 hectares in size, have been developed. All but 3 of the 29 lots in Stage 2, most of which are less than 1 hectare, have also been sold. A further stage is available for development,' said Mr Swann.

## MANAGING ACCESS TO THE LOCAL ROAD NETWORK

Albury City Council has approximately 503 km of local roads under its management, as well as 46 km of state and regional roads, with 55 bridges and major culverts. A total of 10 per cent of its local road network is unsealed.

'Council adopts a hierarchical approach to local roads, which drives our maintenance priorities. Functional classifications are allocated to each road (local, collector, sub-arterial and arterial), which is a function of traffic volume and the social and economic significance of the road to the region,' said Mr Swann.

'Council's policy is to support access for Higher Mass Limits (HML) and other higher productivity access on higher order local roads.'

'Council has also taken into consideration the vertical and horizontal geometry, intersections, pavement and the surrounding road network to provide access for higher productivity vehicles,' said Mr Swann.

Mr Swann said that Council's approach has been to approve roads which are of a suitable standard for specific types of heavy vehicles according to the standard to which the road has been built.

Council has approved an extensive network for HML access on local roads (see page 3).

'In our opinion the IAP provides Council with a high level of assurance that the transport operator will comply with access conditions which enables us to focus on engineering, safety and access considerations,' said Mr Swann. 'That is why Council was willing to develop a local road network for HML vehicles.'

## PRODUCTIVITY, EFFICIENCY AND ENVIRONMENTAL BENEFITS

Mr Swann is a proponent of the benefits of the IAP, including lower operating costs for transport operators, and reduced environmental and urban amenity impacts.

'I would expect in an industry like trucking that these costs would be passed on to their customers, who in turn would be better positioned against their competitors.'

'Because of these bottom line benefits, I expect that Albury City Council will continue to take a proactive approach to access applications from transport operators who are enrolled in the IAP and who wish to use local roads,' said Mr Swann.



# IAP What's In It For Me?

## APPROVED ALBURY CITY COUNCIL REGIONAL AND LOCAL ROADS FOR HML B-DOUBLES

Road	Description
Wodonga Pl	Full length
Ebden St	From Wodonga Pl to Townsend St
Townsend St	South of Ebden St
Nurigong St	East of Townsend St half a block to laneway
Atkins St	Full length
Panmure St	East of Olive St
Macauley St	South of Bridge St
Hovell St	Between Olive St and David St
David St	Between Hume St and Hovell St
Railway Pde	Full length
Young St	Full length
Wilson St	East of Young St
East St	From Atkins St to Schubach St
Schubach St	From East St south 200 metres
Drome St	Full length
Jelbart Rd	Full length
Hope Cl	Full length
Knight Rd	Full length
Leslie Dr	Full length
Ramsden Dr	Full length
Wyarra Dr	Full length
Metry St	Full length
Garland St	Full length
Fallon St	Full length
Ariel Dr	Full length
Phoenix Pl	Full length
Bennu Crt	Full length

Road	Description
Elizabeth Mitchell Dr	Full length
Hoffman Rd	Full length
Terry Cres	Full length
Ceres Dr	Full length
Merkel St	Full length
Racecourse Rd	Full length
North St	From Young St to Drome St
Eames St	Full length
Mate St	Between North St and Union Rd
Union Rd	From Mate St to Old Brickworks at 777 Union St
Wagga Rd	North of Mate St
Urana Rd	Full length (to Five Mile Rd intersection, Rand)
Darke St	From Union Rd to Kalimna Cr
Wahroonga Rd	From Buckhorn St to Seymour St
Sanders Rd	Between Darke St and Urana Rd
Buckhorn St	Between Urana Rd and Wahroonga Rd
Kaylock Rd	Between Wagga Rd and Griffith Rd
Thurgoona Dr	Full length
Kaitlers Rd	From Thurgoona Rd to 360 metres west on Kaitlers Rd
Reiff St	Full length
Hudson Cres	Full length
Catherine Cres	Full length
Travelstop Way	Full length
Annette Cres	Full length
Dallinger Rd	Full length
Sanctuary La	Full length
RW Henry Dr	Full length

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 Albury City Council.