

TEMORA SHIRE COUNCIL PROMOTING GREATER ACCESS

“Council is willing to consider applications for access for various types of higher productivity heavy vehicle combinations through the IAP.”

AT A GLANCE

- Temora Shire is located in the eastern Riverina region of New South Wales
- Temora Shire Council supports in principle the extension of network access for higher productivity vehicle combinations wherever justified by road conditions
- The IAP has been a catalyst for providing access for heavy vehicles such as 26 metre B-Doubles at HML, as well as certain types of heavier triple and road train combinations to and from Temora.

ABOUT TEMORA SHIRE

Temora Shire is located in the eastern Riverina region of New South Wales. The economy of Temora and the surrounding district is dominated by agricultural industries including grains, wool and fat lambs.

Temora Shire Council is the fourth largest grain producing council in New South Wales. Three grain traders are located in Temora, including GrainCorp, who operate a technical facility at its Temora premises. As far as grain transport is concerned, Temora is a primary site on the rail network. This means that the site is capable of storing and distributing grain for export markets. Temora also serves as the junction for rail lines heading west to Hillston via Griffith and north-west to Lake Cargelligo and Naradhan via Ungarie.

Temora is also home to the largest honey packing facility in the southern hemisphere.

Temora Shire Council occupies approximately 2,800 square kilometres and has a population of approximately 6,000. Temora has a population of approximately 3,900. Aria Park, which has a population of approximately 270, is the only other town located within Temora Shire Council.

HEAVY VEHICLE ACCESS

Temora is located at the junction of the Burley Griffin Way, which links Canberra and Griffith, and Goldfields Way, which links Wyalong and Wagga Wagga.

The most direct route to Sydney is via Burley Griffin Way, while the most direct route to Melbourne is via Goldfields Way, the Olympic Highway and the Hume Highway.

However, access for vehicles operating at Higher Mass Limits (HML) is not possible over the Kapooka Bridge on the Olympic Highway, located just south of Wagga Wagga.

According to Neil Ogilvie, Director of Engineering at Temora Shire Council, the upgrade of the Kapooka Bridge to HML standard is expected to be completed by mid-2016.

‘This can be expected to shift heavy vehicle traffic operating between Melbourne and Brisbane east of the current route via the Newell Highway due to travel time savings.’

‘It will also shorten the journey for HML vehicles between Wyalong and Melbourne by approximately 30 kilometres,’ Mr Ogilvie said.



ACCESS PROVIDED THROUGH THE INTELLIGENT ACCESS PROGRAM (IAP)

AB-Triples, Modular B-Triples, B-Triples and Type 1 A-Double Road Trains are able to operate on approved routes under the IAP.

Access for AB-Triples at General Mass Limits (GML) and Concessional Mass Limits (CML), Modular B-Triples at GML and CML and for B-Triples at GML and CML is possible on the following routes within the Temora Shire:

- Burley Griffin Way from 500 metres east of BFB Transport’s grain handling facility at Briar Street, Temora to the Newell Highway intersection at Ardlethan
- Goldfields Way from the intersection of Burley Griffin Way at Temora to the intersection of the Olympic Highway west of Juneee, and then onto Wagga Wagga via the Olympic Highway and the Sturt Highway
- Goldfields Way from the intersection of Kitchener Road Temora to the Newell Highway intersection at Wyalong.

Access for Type 1 A-Double Road Trains at GML and CML is possible on the following routes:

- Burley Griffin Way from 500 metres east of BFB Transport's grain handling facility at Briar Street, Temora to the Newell Highway intersection at Ardlethan
- Goldfields Way from the intersection of Burley Griffin Way at Temora, to the intersection of the Olympic Highway west of Junee and then onto Wagga Wagga via the Olympic Highway and the Sturt Highway
- Goldfields Way from the intersection of Kitchener Road Temora to the Newell Highway intersection at Wyalong.

Because each of these types of heavy vehicle combinations can access the Newell Highway at Wyalong, this ensures access is possible onto Kidman Way, the Cobb Highway and other Type 1 A-Double Road Train routes in western NSW and interstate.

Type 1 A-Double Road Trains at GML and CML are also able to access the Newell Highway from the intersection of Goldfields Way at Wyalong to the intersection of Lachlan Valley Way at Forbes.



PROMOTING LOCAL ROAD ACCESS

Mr Ogilvie said that Temora Shire Council is responsible for the construction and maintenance of 1,292 kilometres of road length.

This asset base comprises almost 357 kilometres of sealed roads and almost 936 kilometres of unsealed roads – generally gravel, but also naturally formed – as well as 13 bridges and 17 culverts.

'Temora Shire Council has assessed all of its bridges which means it has a very good idea of the capacity of its bridge and road network,' Mr Ogilvie said.

Mr Ogilvie said that construction and maintenance of roads for which Temora Shire Council is responsible is determined by a functional classification which takes into account traffic volume, road surface type and width as well as periodic upgrading and maintenance requirements.

CO-OPERATIVE WORKING RELATIONSHIPS

Mr Ogilvie said that Temora Shire Council has a co-operative relationship with road transport operators and neighbouring councils. It has developed a sound appreciation of the benefits of a safe, efficient trucking industry to the local business community and to farmers.

'Council supports in principle the extension of network access for higher productivity vehicle combinations wherever justified by road conditions.'

'Council is willing to consider applications for access for various types of higher productivity heavy vehicle combinations through the IAP,' Mr Ogilvie said.

Trial of Type 1 A-Double Road Train Access

Mr Ogilvie said that in 2014, Council trialled the operation of Type 1 A-Double Road Trains at GML and CML on regional roads.

'This trial was then extended to local roads within Council's boundaries.'

'To date, approval has been given by Council for Type 1 A-Double Road Trains at GML and CML to operate under permit on 14 regional and local roads.'

'Council is specifically interested in receiving expressions of interest to operate Type 1 A-Double Road Trains at GML and CML on Mary Gilmore Way and Milvale Road within Council's boundaries.'

'Council also seeks funding to address vertical alignment issues on that part of Tara-Bectric Road where Type 1 A-Double Road Trains are not permitted to operate,' Mr Ogilvie said.

26 Metre B-Double Access at HML

Mr Ogilvie said that roads approved for Type 1 A-Double Road Trains at GML and CML are also accessible for 26 metre B-Doubles at HML.

'26 metre B-Doubles at HML can also operate on Milvale Road which links Temora and Young,' Mr Ogilvie said.



USING THE IAP TO IMPROVE ROUTE ACCESS

Mr Ogilvie said that the IAP has been a catalyst for providing access for heavy vehicles such as 26 metre B-Doubles at HML, as well as certain types of heavier triple and road train combinations to and from Temora.

'This is because the IAP provided Council as a road and bridge asset owner with a much greater level of assurance that heavy vehicles owned by transport operators were operating in accordance with approved access conditions.'

Mr Ogilvie said this access is critically important to a freight dependant community such as Temora.

'The operation of these heavy vehicle combinations has meant that payloads and heavy vehicle productivity have grown substantially, freight costs have fallen in a competitive market environment, there has been a significant decline in emissions on a per tonne kilometre basis and a reduction in overall truck traffic on a year round basis which reduces exposure to heavy vehicle safety risks.'

'These triple-bottom line benefits would not have been possible without the introduction of the IAP,' Mr Ogilvie said.

A VISION FOR AN ALTERNATIVE HEAVY VEHICLE ROUTE

Temora Shire Council has a vision for a heavy vehicle alternate route.

Goldfields Way and Burley Griffin Way both currently pass through the Temora retail precinct.

This creates adverse amenity for business owners, shoppers and visitors. Restrictions also apply to the movement of AB-Triples at GML and CML, Modular B-Triples at GML and CML, B-Triples at GML and CML and Type 1 A-Double Road Trains at GML and CML on these roads through the centre of Temora.

A heavy vehicle alternate route would create an unbroken link for the business community which would prefer service from these heavy vehicle combinations and also serve the expected growth in truck traffic which is expected to follow the completion of the upgraded Kapooka Bridge.

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 Temora Shire Council.