

NARRABRI SHIRE COUNCIL

Narrabri Shire Council is willing to work with others with a stake in extending the Higher Mass Limits (HML) road network.

ABOUT NARRABRI SHIRE COUNCIL

Narrabri Shire Council is situated in north western New South Wales. The local economy is experiencing strong growth underpinned by mining and gas exploration. However, agriculture is the major sector which generates jobs in Narrabri Shire and surrounding areas as it accounts for 26% of all employment.

The Shire occupies approximately 13,000 km² and has a population of approximately 14,300 people. Aside from Narrabri, the main population centres within the Shire are Wee Waa and Boggabri.

WORKING WITH INDUSTRY

Narrabri Shire recognises the importance of the transport industry in providing service to the needs of locally based businesses and they work closely with operators to identify and where appropriate approve safer, more efficient road access.

Narrabri is located at the junction of the Newell Highway, which is the most direct route between Melbourne and Brisbane, and the Kamalaroi Highway, which runs from Gunnedah to Bourke. Access to HML vehicles is allowed on both of these key freight routes.

THE LOCAL ROAD NETWORK

The Shire has approximately 2,000 km of local roads, including 53 bridges and major culverts. The Shire adopts a hierarchical approach to each local road having regard to traffic volumes as well as the importance of the road.

This means some roads receive priority in terms of maintenance over others based on the road's social and economic significance to the region.

As a matter of principle the Narrabri Shire adopts a principle of supporting access for HML vehicles on local roads which do not involve travel over a bridge or other structure.



Above – Harvesting time in Narrabri

WORKING WITH TRANSPORT OPERATORS

In order for the Shire to make an informed decision in response to applications to access the local road network, Shire officers assessed applications and developed an understanding of the features of the Intelligent Access Program (IAP).

The Shire was additionally assured that the required level of compliance is at hand to enable them to give favourable consideration to an application which would address any other concerns regarding route access.

APPLICATION TO ACCESS LOCAL ROADS IN EDGEROI

One transport operator applied for access to the GrainCorp silo in Edgeroi. Narrabri Shire was further advised that the transport operator had signed up with the IAP supported by an IAP Service Provider.

The Shire supported the request and approved access to the GrainCorp silo on Tarlee Road Edgeroi, which is located 150 metres from the intersection of the Newell Highway.

However, as access to the silo involved crossing a railway corridor, the Shire needed the Australian Rail Track Corporation (ARTC) as the asset owner to approve HML vehicle access to the silo. The ARTC also approved this application.

APPLICATION TO ACCESS LOCAL ROADS IN MERAH NORTH

Another transport operator applied for access to the GrainCorp silo in Merah North. Narrabri Shire was further advised that the transport operator had signed up with the IAP supported by an IAP Service Provider.

The Shire supported the request and approved access to the GrainCorp silo on Middle Route Road Merah North, which is located 60 metres from the intersection of the Kamalaroi Highway.

BRIDGE ASSESSMENT ISSUES

Like most local councils in NSW, Narrabri would like to be in a position to assess bridges on routes where HML access is sought. The Shire 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.

FURTHER INFORMATION

For further information, visit the TCA website at www.tca.gov.au

AT A GLANCE

- Agriculture is the major sector and accounts for over 26% of all employment in Narrabri Shire
- Narrabri Shire adopts a principal of supporting access for HML vehicles on local roads which does not involve travel over a bridge or other structure
- Narrabri Shire has approximately 2,000 km of local and regional roads, including 53 bridges and major culverts

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.