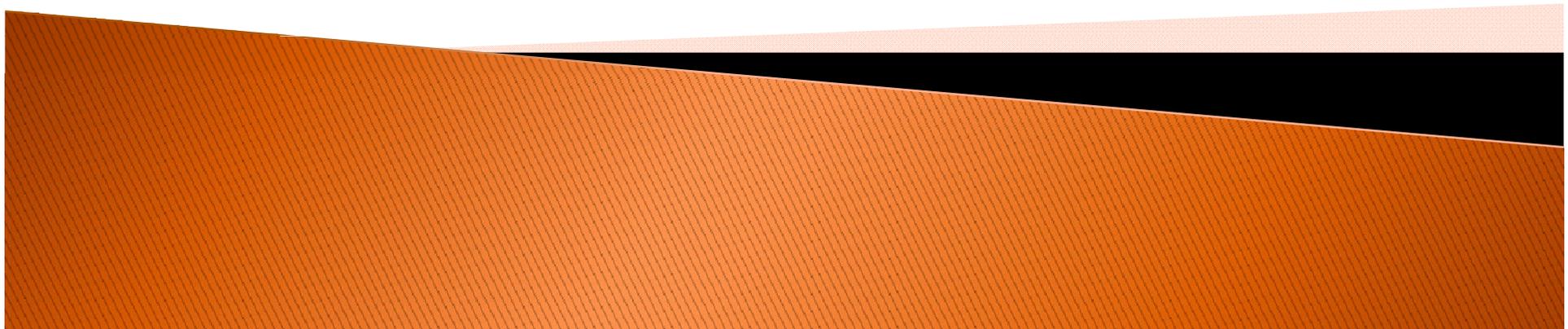


# Heavy Vehicle Road Use Reform



# The Freight Task – In Context

- ▶ The National Transport Commission's (NTC) "Twice the Task" report found that the land transport task will almost double between 2000 and 2020. 'Doing nothing' will result in another 50,000 trucks on Australian roads, with one in four vehicles in our cities carrying freight.

\* NTC Website

# COAG Road Reform Plan

## ▶ Context

- In response to 2006 Productivity Commission Inquiry into Road and Rail freight Infrastructure Pricing, COAG committed to a review of the feasibility of alternative forms of heavy vehicle pricing and funding

## ▶ Objectives

- Promoting the more efficient, productive and sustainable provision and use of freight infrastructure; and
- Ensuring that national heavy vehicle road prices promote the efficient, safe and sustainable use of infrastructure, vehicles and transport modes.

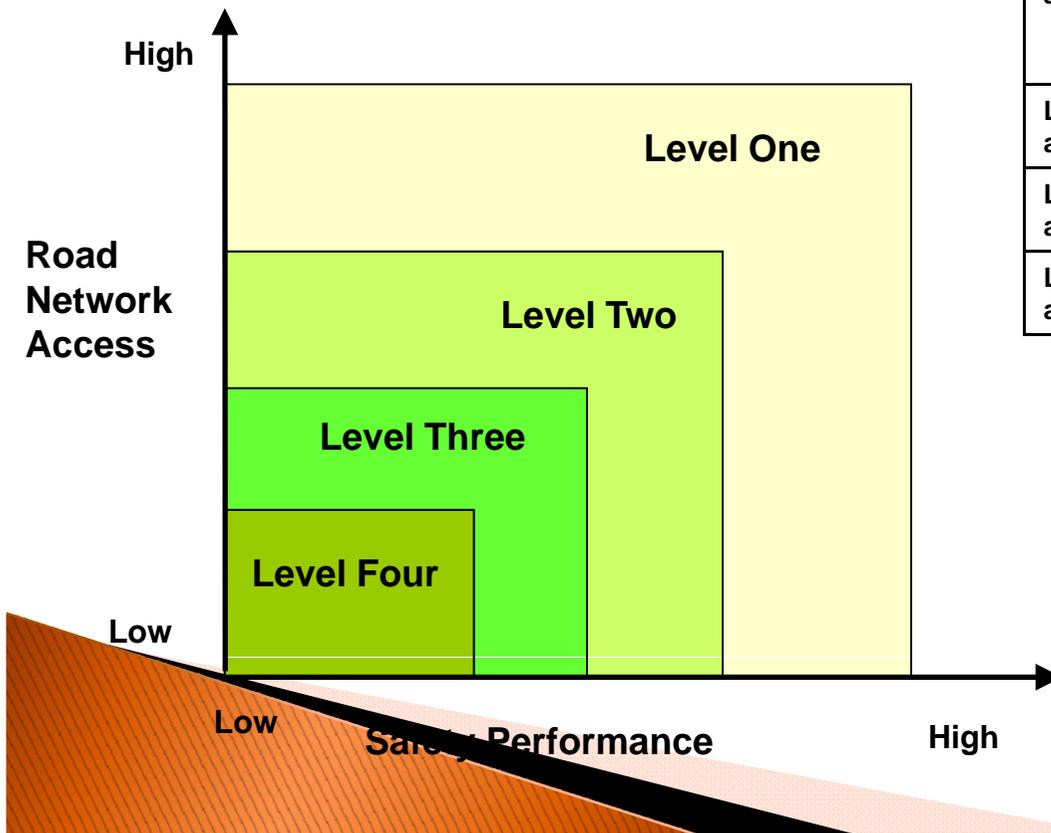
# National Heavy Vehicle Regulator

- ▶ Independent body under statutory authority established in Queensland and recognised by all States and Territories
  
- ▶ NHVR will
  - Coordinate heavy vehicle operation nationally
  - Support the introduction of Higher Productivity Vehicles and Performance Based Standards nationally
  - Go live from 1<sup>st</sup> January 2013
  - Manage access application process from Heavy Vehicle operators
  - Issue access decisions to Heavy Vehicle operators
  - Access decisions will be based on vehicle categories rather than individual operators
  - Be responsible for consolidated national mapping of heavy vehicle routes

# Network Access

Higher Productivity Vehicles

Better safety = Increased road access



Road Class	SMART heavy vehicle level	Closest present vehicle description	Network Access by Vehicle Length, L (m)	
			Class "A"	Class "B"
Level 1 access (L1)	1	Car - single articulated heavy vehicle	L ≤ 20 (General Access*)	
Level 2 access (L2)	2	B-Double	L ≤ 26	26 < L ≤ 30
Level 3 access (L3)	3	B-Triple	L ≤ 36.5	36.5 < L ≤ 42
Level 4 access (L4)	4	Triple road train	L ≤ 53.5	53.5 < L ≤ 60

Do not expect the local road network to be classified Level 3 or Level 4 access

Performance Based Standards Scheme Network Classification Guidelines  
National Transport Commission - July 2007

# Heavy Vehicle Route Assessment

Route Assessments based on Network Classification Guidelines:

- ▶ Road width – considers lane and road widths for different road types;
- ▶ Bridge widths – defines minimum widths for each road class;
- ▶ Overtaking provision – considers sight distance, overtaking opportunities;
- ▶ Vehicle lengths, intersection and level crossing;
- ▶ Clearance – to ensure other road users are not unnecessarily impeded or delayed;
- ▶ Entry length onto main roads and highways – to ensure safe merging of traffic streams;
- ▶ Approach visibility – stopping sight distance;
- ▶ Vertical (overhead) clearance – for bridges, wires, signs etc;
- ▶ Off-road truck parking – eg: rest areas;
- ▶ Amenity and environmental factors – possible community consultation (eg: if the truck travels through residential areas or there are environmental issues).
- ▶ Pavement Loading
- ▶ Bridge Loading

# Network Access

- ▶ VicRoads
  - Arterial roads have been designated Access Level 2 roads
- ▶ Local Government
  - Gives approval for access to the local road network
  - “First Kilometre – Last Kilometre” access from arterial road network to freight generators and freight hubs

## Heavy Vehicle Access Maps

### B-Double & Higher Mass Limit Trucks

- ◆ Bridges Not Approved for 62.5t B-Double and Higher Mass Limit Vehicles
- ◆ Bridges Not Approved for Higher Mass Limit Vehicles
- Low Clearance - 4.3m or less
- Low Clearance - more than 4.3m but less than 4.6m
- Approved Routes
- Roads Not Approved for B-Doubles
- Roads Not Approved for Vehicles with Tri-Axle at Higher Mass Limit
- Low Tram Wires

### Oversize Agricultural Vehicles

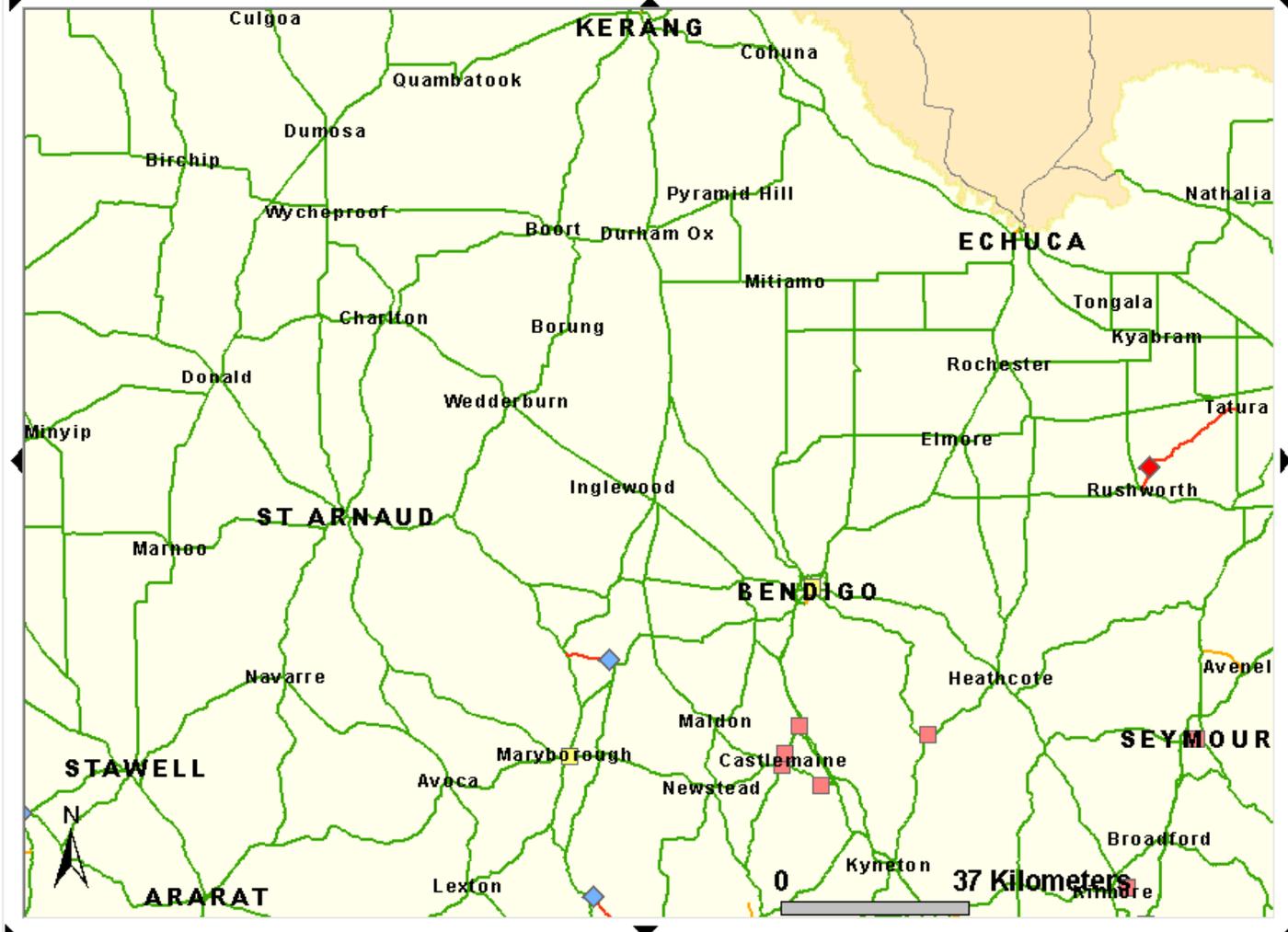
### Oversize Load Carrying Vehicles

### Search

### See Results

### Get Links

Zoom in Zoom Out
User Guide

Performance Based Standards Network - Interactive Map



Quick find: Enter a street, suburb or postcode to zoom to a specific area.

Street (Optional)  Suburb or Postcode  ▶ ✕

Use checkboxes to turn on/off PBS road networks:

PBS Level 1  
  PBS Level 2  
  PBS Level 3  
  PBS Level 4

█  
 █  
 █  
 █

Results | Directions

Trip Planner

1 Suburb or Postcode  +

2 Suburb or Postcode  +

Show results: Along the route ▾

Open results tab to select locations to find

Apply to route: PBS Level 1 ▾

Route will attempt to only use the specified PBS roads

Avoid:

Tolls  
  Tunnels  
  Unsealed Roads  
  Ferries

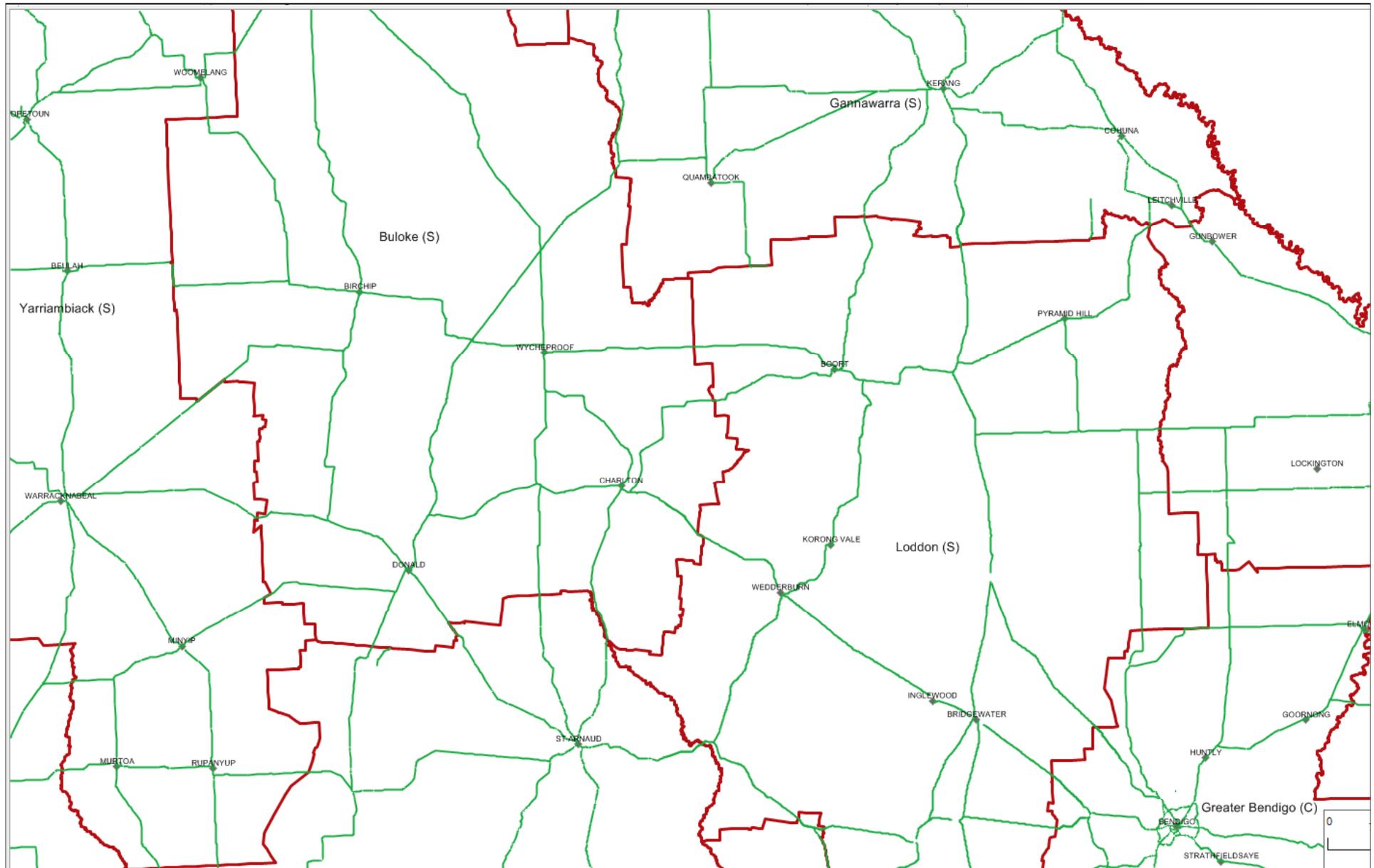
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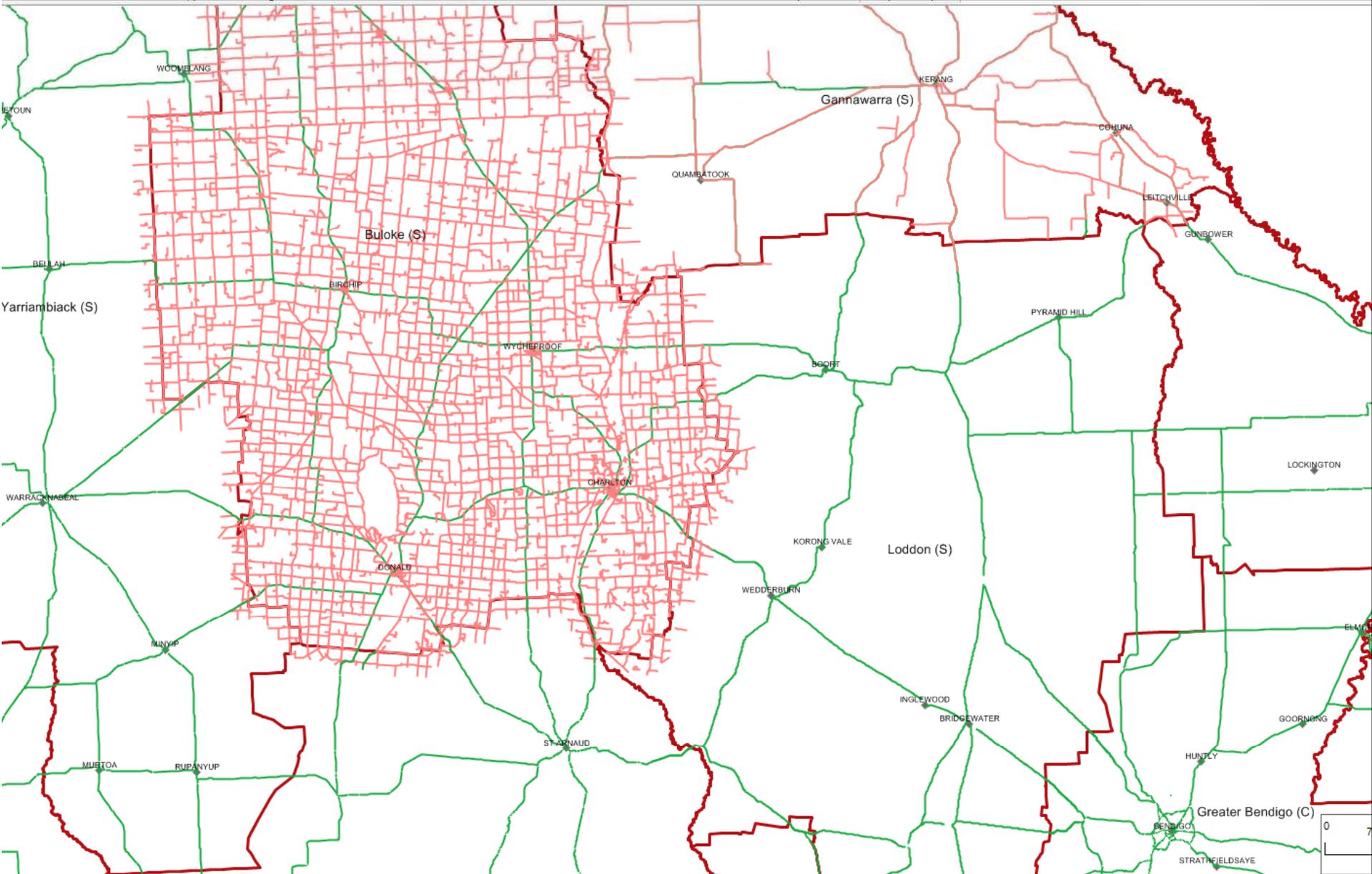
# MAV Project

- ▶ Assisting Councils to map strategic freight routes on their local road network - HPV Level 2A access.
- ▶ Information available by January 2013

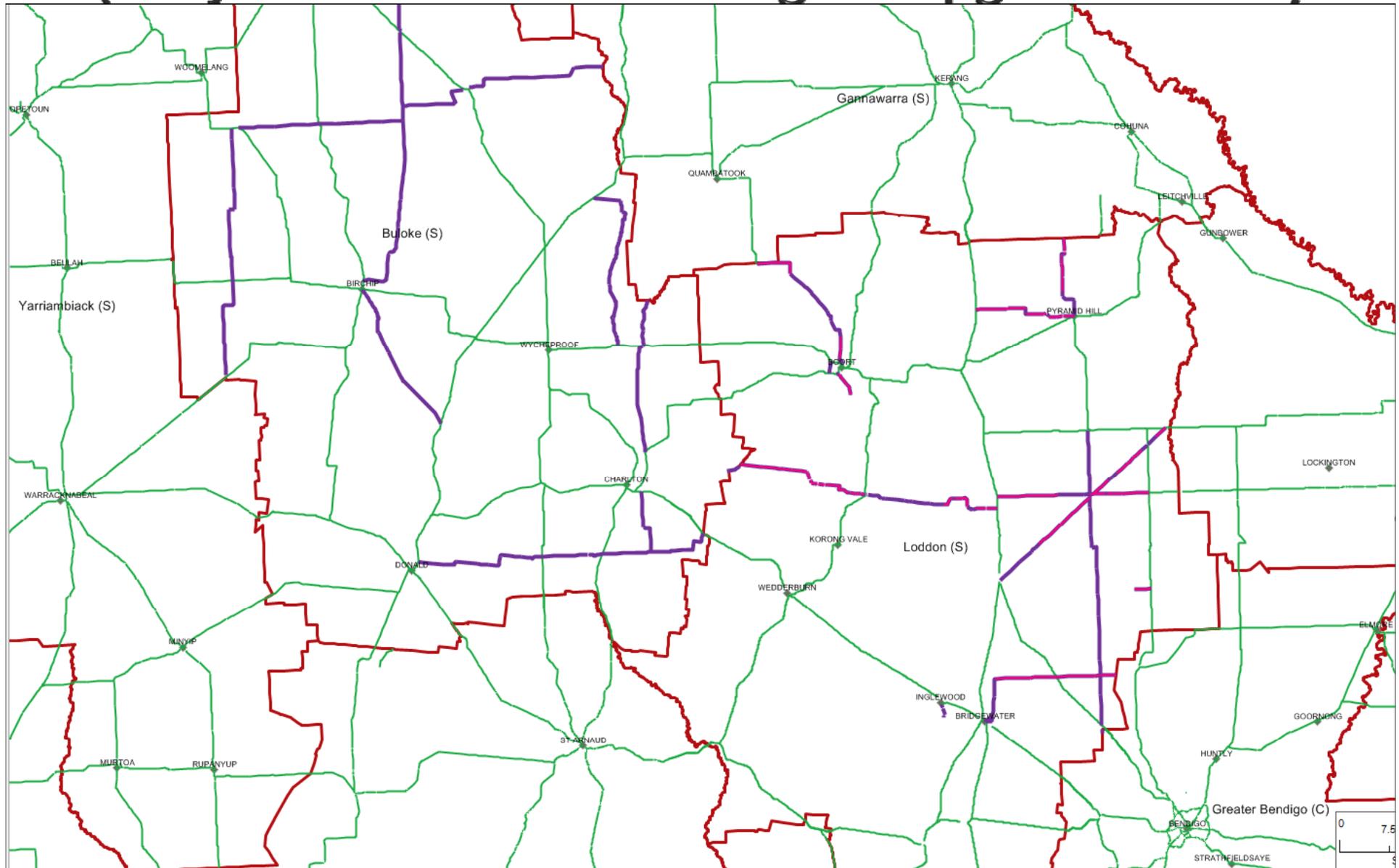
# Arterial Roads



# Local Roads

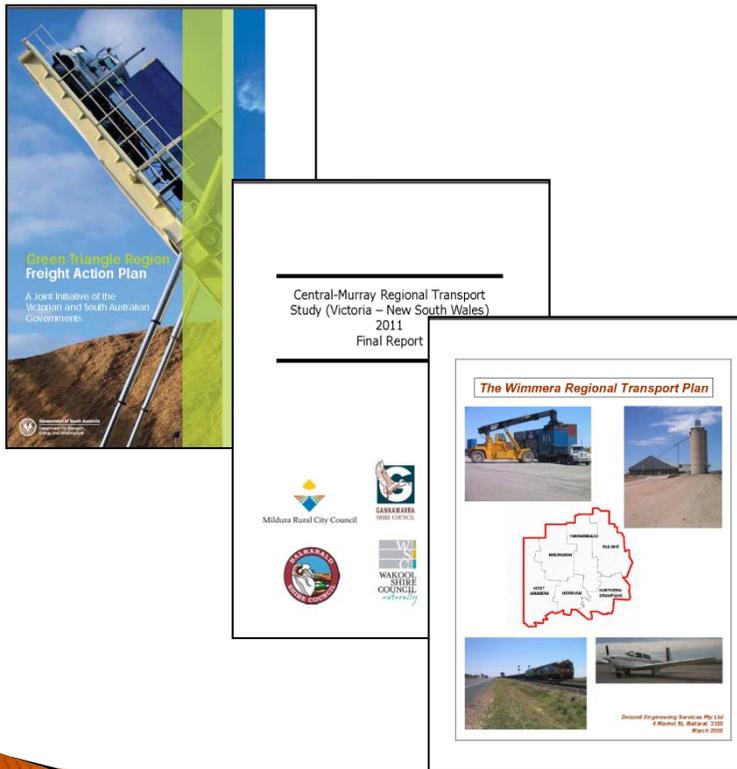


# Draft Strategic Freight Routes – Local Roads (Subject to external funding for upgrade works)



# Route Influences

## Regional Transport Strategies



## Significant Freight Generators

- Grain receival sites
- Freight hubs
- Quarries
- Mining Industry
- Timber Industry
- Dairy Industry
- Others

## Heavy Vehicle Traffic Patterns

Compliments the Arterial Road Network

# Approach by Local Government

- ▶ Willingness to address the issues
- ▶ Priority to get Heavy Vehicles onto the Arterial Road Network as quickly as possible
- ▶ Pragmatic
- ▶ Route Issues – sub standard local road network
  - Bridge Loading
  - Pavement Loading – asset degradation
  - Short Stacking
  - Pavement Width
  - Horizontal alignment

# Conclusion

- ▶ My observations - Local Government
  - Proactively preparing for the new regulatory regime
  - Recognise the importance of efficient freight movements to support their local economies
  - Support a strategic freight network
  - Are prepared to work with the transport industry
  - LG wants to protect its infrastructure and community amenity
  - Compliance issues

# End

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