



REROC FREIGHT TRANSPORT PLAN

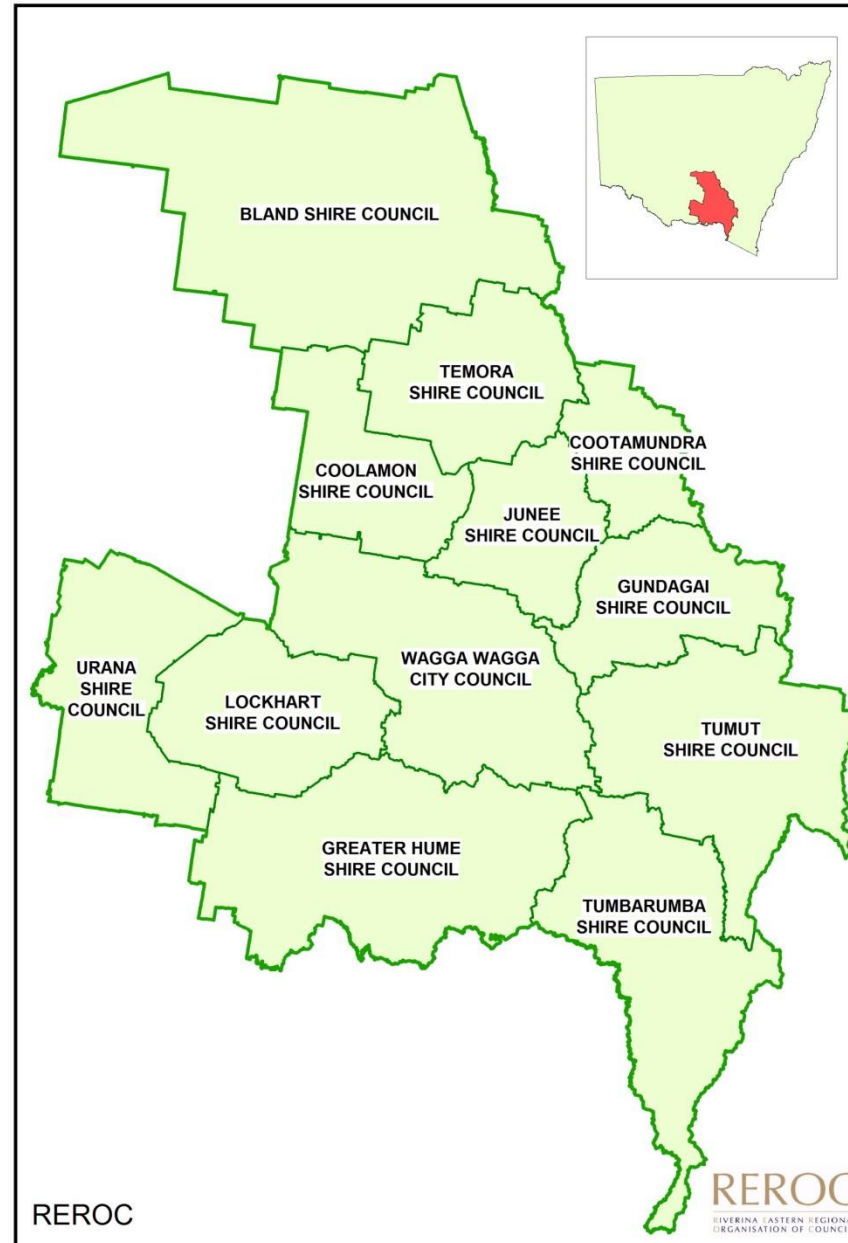
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REROC

RIVERINA EASTERN REGIONAL
ORGANISATION OF COUNCILS

14 Member Councils

- Bland
- Coolamon
- Cootamundra
- Greater Hume
- Gundagai
- Junee
- Lockhart
- Temora
- Tumbarumba
- Tumut
- Urana
- Wagga Wagga
- Riverina Water
- Goldenfields Water



REROC

RIVERINA EASTERN REGIONAL
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Regional Freight **Transport Plan**

JUNE 2014

REROC Infrastructure Planning Sub-Committee

Key Features of the Plan

Covers 39 State, Regional and Local Roads that have an economic significance in the region.

- Identifies the constraints that are on those roads which inhibit the efficient and effective movement of freight.
- Each road is profiled – what it carries, the LGA it traverses, a prose description of the problems and why they are problems. This places a context around the issues that are identified.
- Modal points are identified
- Industry routes are identified
- Operating and non-operating rail is identified. Rail issues are discussed

Delivered as a hard copy report supported interactive mapping

5. BURLEY GRIFFIN WAY (ROUTE NUMBER B94)

REROC LGAs: Cootamundra, Temora, Coolamon

Major towns on route: Harden, Cootamundra, Temora, Griffith

Major Industries Served: Grain, Livestock, Forestry/Timber, Wine, Horticulture, Tourism, alternative route between Melbourne and Brisbane via link to Newell Hwy.

The Burley Griffin Way is 278kms in length and runs from Hume Hwy at Bowning to the Kidman Way at Griffith. The road connects the Olympic Way with the Hume Highway and serves as the major route between Griffith, the Murrumbidgee Irrigation Area and Sydney. It also connects with the Newell Highway 48 kms west of Temora.

It is anticipated that the Road will experience higher heavy vehicle traffic flows as a result of the Hume Highway bypass opening at Holbrook. The reason this is expected is because it may be quicker for heavy vehicles to travel down the Hume Highway and then turnoff at Bowning taking the Burley Griffin Way to link up to the Newell Highway, rather than travel the length of the Newell.

With the decline in the use of rail, this road route has become the easiest and quickest way for the freight to move from the MIA to either the Newell or Hume Highways.



Burley Griffin Way at Wallendbeen is not approved for HML Use.



Causeways on the Burley Griffin Way are subject to flooding

The roundabout located at the intersection with Hoskin's Street, Temora's main street, is a constraint to the movement of heavy vehicles. Drivers have difficulty negotiating the tight turn and consequently regularly ride up on the roundabout structure in order to get through. There is a "S Bend" east of Temora near Springdale where the road travels over a railway line. Several people have been killed at this location, road widening and shoulder widening are required to address the problem.

There are also constraints caused by the large causeways that occur on the road between Temora and Wallendbeen that are not serviced by adequate culverts. The road has been closed a number of times as a result of heavy rains, water can rise to over half a metre flooding the Burley Griffin Way and Old Wagga Road intersection. At the causeway adjacent to Quade's Lane water can run to almost half a metre in height, as a result the road is closed once or twice every year due to flooding.

Constraints also exist at Wallendbeen where there is a roundabout and an overpass, both impede the movement of oversized vehicles.

CONSTRAINT IDENTIFICATION:

The following are identified as risks to the successful transport of freight from and through the region.

- 5.1 Roundabout at Hoskins Street, Temora – is difficult to negotiate and acts as an impediment to oversized vehicles using the route.
- 5.2 "S Bend" near Springdale – the road requires re-alignment to remove this impediment.
- 5.3 Causeways between Temora and Wallendbeen – culvert sizes are too small to cope with large rain events, resulting in flooding events and road closures.
- 5.4 Roundabout at Wallendbeen – acts as an impediment to oversized vehicles that use the route.

- 5.5 Overpass at Wallendbeen – the restricted road width is an impediment to oversized vehicles.



Key Features of the Plan

- A picture is worth 1,000 words - Each road and constraint has been mapped on an interactive mapping <http://reroc.giscloud.com/>
- A multi-criteria, weighted assessment matrix was developed that allowed the Group to prioritise the roads:
 - The priorities do not dictate the way that funding is sought for the region but informs decisions
 - Not intended to be a list to be “ticked off” sequentially – recognising that funding for road projects differ in size and scope. All roads listed are important.
 - Criteria were weighted to provide a more robust result
 - Each council rated the road as it went through their LGA, in relation to the barrier that was presented. Therefore reflecting the impact on the local area.

Multi-criteria Weighted Assessment Matrix

- Road Usage Level (Most recent Traffic Counts)
- Crash History (Last 5 years)
- Impact on Traffic if Road was Closed for 24 hours
- Grain Freight Route
- Livestock Freight Route
- Timber Freight Route
- HML Route
- B Double Route
- Road train and Other Restricted Access Vehicles (excluding B Doubles) Route
- Recognised as a Regional Route of Economic Significance
- Impact of Road Constraints on Industry (Economic Impacts)
- The Road should be opened to RAVs
- Part of a Designated RMS Bypass Route
- Impact on Town Amenity
- Established Tourism Route Established Tourism Route
- Identified in the NSW Regional Transport Plan
- Identified in the NSW Master Transport Plan
- Identified in the Riverina Regional Action Plan
- Identified in the NSW Freight and Ports' Strategy

Example of the Criteria

Crash History (Last 5 years)

0	No crash history
1	Few crashes, little property damage, no major injuries and no fatalities
2	Some crash history, some property damage, no major injuries and no fatalities
3	Regular crashes, resulting in property damage, some major injuries but no fatalities
4	Regular crashes, resulting in property damage, major injuries but no fatalities
5	Regular crashes, resulting in property damage, major injuries and some fatalities

Grain Freight Route

0	Not used for grain freight
1	Less than 20% of grain trucks use route
2	Between 20% and 50% of grain freight use route
3	Between 50% and 70% of grain freight use route
4	Between 70% and 90% of grain freight use route
5	More than 90% of grain trucks use route

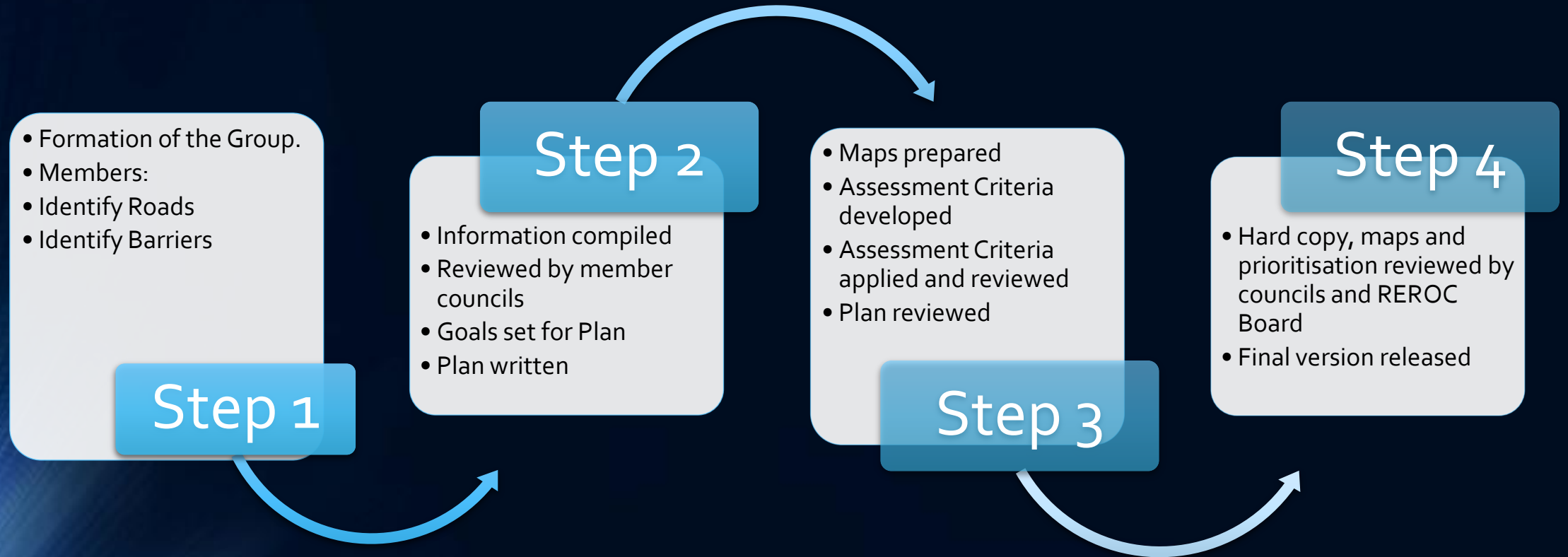
Impact on Traffic if Road was Closed for 24 hours

0	No impact
1	Little or no impact and limited costs to industry and community
2	
3	Significant impact and costs to industry
4	
5	Major impact and costs to industry and community

Road Usage Level (Most recent Traffic Counts)

0	
1	Less than 250 per day
2	Between 251 and 500 vehicles
3	Between 501 and 1000 vehicles per day
4	Between 1000 and 3000 vehicles per day
5	More than 3000 vehicles per day

The Process



Key Features of the Plan

- Prepared internally by REROC and the REROC Infrastructure sub-committee.
- Interactive Mapping prepared by Coolamon Shire Council – recently upgraded.
- Strong sense of ownership.
- Version One completed June 2014.
- Version Two currently underway.
- Addition of the Industrial Mapping Project will facilitate “last mile” assessments.
- Councils use the Plan in funding submissions for road funding – 32% of Fixing Country Roads funding in the first round came to the REROC region.

Thinking Regionally

- Allowed us to identify strategic transport routes across the region not just by individual LGA.
- Highlighted how each council thought about the importance of transport through its region - engineers were talking to each other about what happened outside their boundary.
- **Created a true regional way of thinking about road networks.**
- Capacity Building for the participating councils .

Further Information

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