Local Road Access for High Productivity Freight Vehicles
27 March 2018
Today’s moderator

Eliz Esteban
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About Austroads

The peak organisation of Australasian road transport and traffic agencies

- Roads and Maritime Services New South Wales
- Roads Corporation Victoria
- Department of Transport and Main Roads Queensland
- Main Roads Western Australia
- Department of Planning, Transport and Infrastructure South Australia
- Department of State Growth Tasmania
- Department of Transport Northern Territory
- Transport Canberra and City Services Directorate, Australian Capital Territory
- Department of Infrastructure, Regional Development and Cities
- Australian Local Government Association
- New Zealand Transport Agency
Our structure

- **Austroads Board**
  - **Austroads National Office**
    - **Assets Program**
      - Assets Task Force
      - Bridge Task Force
      - Pavements Task Force
      - Road Tunnels Task Force
      - Project Delivery Task Force
    - **Network Program**
      - Network Task Force
      - Freight Task Force
    - **Safety Program**
      - Road Safety Task Force
      - Road Design Task Force
      - Registration and Licensing Task Force
      - Austroads Safety Barrier Assessment Panel
    - **Connected and Automated Vehicles**
      - CAV Steering Committee
      - Industry Reference Group
    - **NEVDIS**
      - Vehicle governance
      - Licensing governance
Housekeeping

Presentation = 35 mins
Question time = 15 mins

Please type your questions here

Let us know the slide number your question relates to
Austroads report

Download from Austroads Website:

[link]

Today’s presenter

Rob Di Cristoforo
Managing Director
Advantia Transport Consulting Pty Ltd

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# Agenda

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Introduction to Teams

Delivery Team

Austroads
Project Manager
Peter Frauenfelder

Project Consultant
Rob Di Cristoforo
Advantia Transport Consulting

Review Team

Austroads Project Reference Group

Stakeholders - LGAs & SRAs, transport industry

Austroads Freight Task Force

Austroads Board
Project Reference Group

Austroads Project Reference Group

Rich Bain
MR WA

Lillia Rozaklis
DPTI SA

Peter Michell
VicRoads

Peter Frauenfelder
Transport for Victoria

Jed Graetz
DIPL NT

Mark Blanchard
TMR QLD

Brett Graham
RMS NSW

Tim Wyatt
TCCS ACT

Kym Foster
ALGA

Andrew Poole
DSG Tas

Jeff Potter
NTC

Marinus La Rooij
NZTA
Introduction
Why this project?

Identify barriers, look at case studies, recommend improvements
Why this project?

First/last mile:

- Infrastructure - loads, geometry
- Amenity - noise, congestion
- Resources - staffing, funding.
National ‘PBS Level 1’ road network

All roads in Queensland are classified as PBS Level 1

All roads in shaded areas in NSW are classified as PBS Level 1

NOTE: Most jurisdictions publish maps independently on their own websites. Those maps may be more up-to-date than the national map published by the National Heavy Vehicle Regulator (NHVR). Until the NHVR becomes the source of truth of all legally approved networks, there will be a delay between states and territories updating their maps and the information being reflected on the NHVR map.

See Section 2.1
Victorian ‘PBS Level 1’ road network

See Section 2.1.2
Mildura: B-doubles vs PBS Level 1

- HML 26-metre B-double network (all roads including residential cul-de-sacs)
- PBS Level 1 network (state roads only, no local roads)

See Section 2.2.6
Consultation
## Targeted stakeholders

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<th>State/Organisation</th>
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<td>State Road Authorities</td>
<td>• QLD, NSW, VIC, SA</td>
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<tr>
<td>Local Government Associations</td>
<td>• QLD, NSW, VIC, SA and Australia</td>
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<tr>
<td>Local Governments</td>
<td>• Brimbank, Cardinia, Whitehorse</td>
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<tr>
<td>Other Government entities</td>
<td>• NTC, NHVR, TCA</td>
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<tr>
<td>Transport Industry</td>
<td>• ATA, Patersons, Pickerings</td>
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Online survey

• Australian Local Government Association (ALGA) → via its member organisations to local councils.

• Australian Trucking Association (ATA) and Heavy Vehicle Industry Australia (HVIA) → via their member organisations to grass roots industry.

Response rate was poor, so the survey was of little value to the research.
GoToWebinar

Please type your questions here

Let us know the slide number your question relates to
Barriers
Types of barriers

- Misunderstanding PBS & HPFVs
- Infrastructure capacity
- Limited cost recovery options
- Limited resources
- NHVR / HVNL limitations
- Fear of unintended consequences

See Section 5
Types of barriers

Main barriers

Misunderstanding PBS & HPFVs

Limited cost recovery options

Limited resources

Infrastructure capacity

NHVR / HVNL limitations

Fear of unintended consequences

See Section 5
Common misunderstandings

- That allowing more freight on trucks increases the overall freight task?
- That HPFVs increase risk (safety, infrastructure, amenity)?
- That HPFVs will have unacceptable swept path?

Main barriers

- Misunderstanding PBS & HPFVs
- Limited cost recovery options
- Infrastructure capacity
- Limited resources
- NHVR / HVNL limitations
- Fear of unintended consequences

See Sections 5.1-5.2
Common misunderstandings

• That PBS Level 2A combinations can’t operate on the B-double network?
• That PBS Level 2B combinations need greater road width etc?
• That PBS vehicles will damage the pavement?
NHVR / HVNL limitations

- In-Principle Access Support has no legal status.
- No penalty for failing to resolve access within statutory timeframe.
- Acceptable reasons for access refusal are too broad.

Main barriers:
- Misunderstanding PBS & HPFVs
- Infrastructure capacity
- Limited cost recovery options
- Limited resources
- Fear of unintended consequences
- NHVR / HVNL limitations

See Sections 5.5-5.6
NHVR / HVNL limitations

- Appeals process does not include an independent review body.
- Journey Planner does not route heavy vehicles properly.
Limited resources

- PBS Network Classification Guidelines are insufficient.
- RAVRAT (online tool) is insufficient.
- Human resources are stretched.

Main barriers

- Misunderstanding PBS & HPFVs
- Infrastructure capacity
- Limited cost recovery options
- Limited resources
- NHVR / HVNL limitations
- Fear of unintended consequences
Case Studies
Case study 1
Swept path templates?

See Section 6.1
Case study 3
Intersection clearance time

See Section 6.3
Case study 4
Route compliance assurance

See Section 6.4
Recommendations
Ten recommendations

- Knowledge 1x
- Funding 2x
- Tools 3x
- Legislation 4x

Four categories
Knowledge

• **Recommendation 1:** Facilitate better knowledge and understanding of the PBS Scheme by road managers
  - Interactive website
  - Series of online video clips
  - Vehicle demonstration roadshow
  - PBS training workshops
  - Annual direct mail to councils
  - Road manager training in the NHVR Portal.

See Section 7.1
Funding

- **Recommendation 2:** Outsource road asset audit and assessment.

- **Recommendation 3:** Funding for structural upgrades/replacements.

See Sections 7.2-7.3
Legislation

- **Recommendation 4**: Improve the governance of, and confidence in, in-principle access decision-making.

- **Recommendation 5**: Incentivise on-time access approval.

- **Recommendation 6**: Strengthen Section 156(3) of the HVNL.

- **Recommendation 7**: Implement independent appeals process.

See Sections 7.4-7.7
Tools

• **Recommendation 8:** Implement better journey planning.
• **Recommendation 9:** Implement cost recovery options.
• **Recommendation 10:** Update route assessment tools.
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## Upcoming Austroads webinar

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