



**MANAGEMENT GROUP<sup>®</sup>**

*Corporate Transition Management... underpinning cultural change*

# Victorian Local Government Strategic Road Transport Initiatives

## SEATS Conference

Warragul – 20<sup>th</sup> & 21<sup>st</sup> August 2015

# Initiative Leader



## Context

### A Lot Happening

#### Freight task is growing – it needs greater productivity

- Maximise network efficiency
- Better access (including first and last Km)
- More effective road investment

#### Heavy Vehicle National Law

- Harmonisation
- NHVR – one body to manage heavy vehicles
- Local Government responsible for local road access

#### Heavy Vehicle Charging and Investment scheme (2012)

#### Infrastructure Australia Report (2012)

- Road expenditure in Australia is notoriously inefficient
- LG better than the rest: Local government, it argued, tends to retain engineering personnel “who generally do manage and ‘know’ their road networks intimately”.

#### Commonwealth Government trials Regional Road Funding Program (November 2014)

- Funding allocated using economic analysis and cost benefit criteria

## Road Network Access

- VicRoads opened arterial road network up to PBS Level 2 (and some Level 3) vehicles
- Local Government manages 85% of the road network
- Few strategic freight routes defined across the local road network.
- First and last kilometre issues

## Road Infrastructure

- State Government not funding lifecycle costs across the arterial road network (condition declining)
- Local Roads generally not built to carry current day loads
- Many rural Councils have road renewal and maintenance funding backlogs (condition declining)

## Funding

- Federal Grants pegged
- Rate Capping

# Regional Road Groups

## OBJECTIVE

Is to create a more strategic and long term approach to regional road and transport planning, financing and delivery in Victoria across both levels of government resulting in:

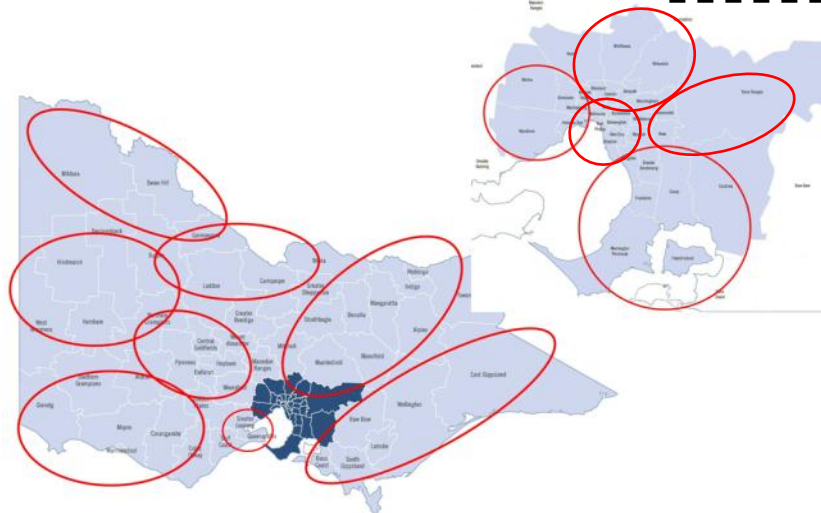
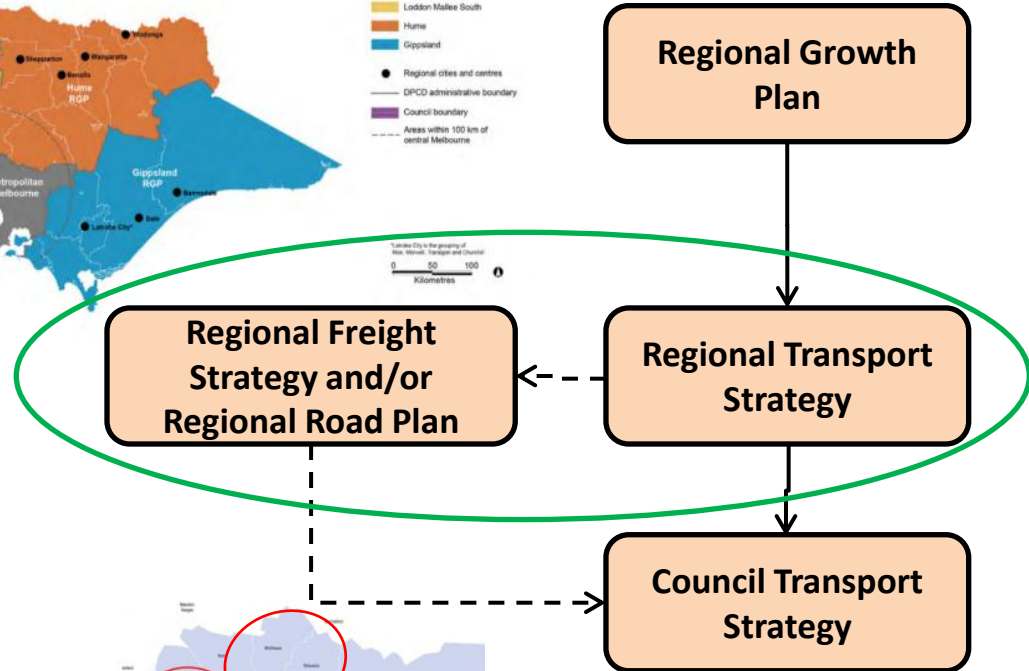
1. A road and transport network that creates a seamless end-to-end user experience for both the community and industry
2. A road and transport network that is more reliable and accessible
3. A road and transport network with improved environmental, community development and safety outcomes
4. Better infrastructure for every dollar invested by state and local government
5. Operational efficiencies through improved project coordination, scheduling and delivery.
6. Less duplication of resources and effort
7. Improved road stewardship and workforce capability and capacity through training, technology adoption and knowledge transfer
8. A road and transport network which supports the Victorian and the Region's economy

# Strategic Framework

Map 1: The eight regional growth plans



Regional Road Group



# Regional Road Groups

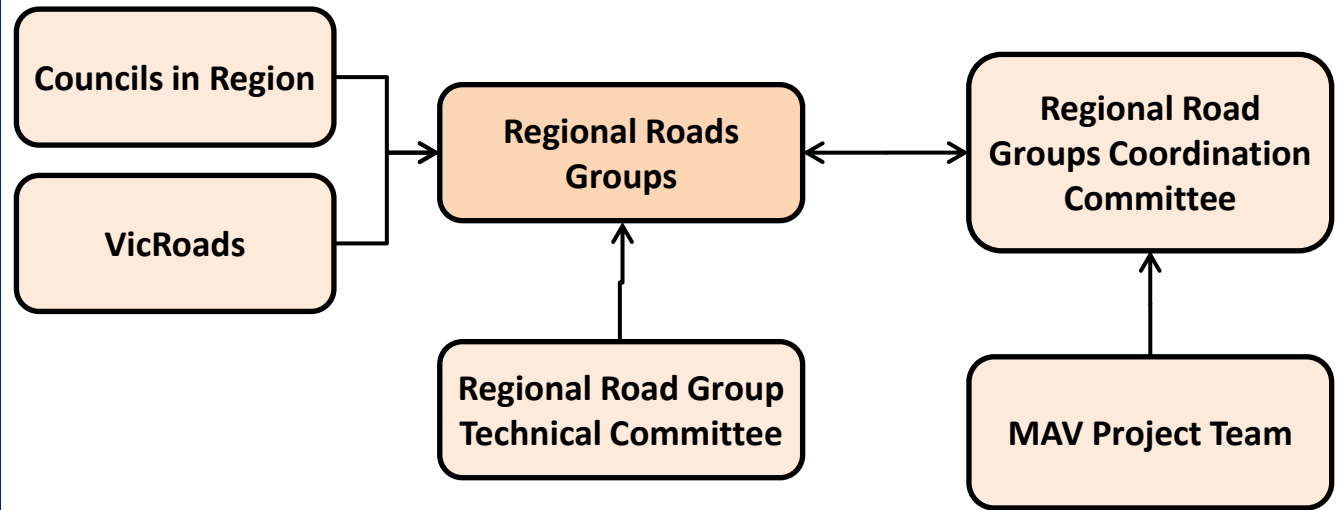
## Scope

- Identify regional freight network (regional freight strategy)
- Establish regional asset register (freight)
- Establish regional freight volume forecasts
- Develop projected regional levels of service and asset condition
- Develop projected regional works programs and expenditures (4-5 years)
- Develop regional road (freight) asset management plans
- Develop regional ranked works priorities, **cost-benefit analysis**



# Regional Road Groups

## Governance Model



Good Governance relies on integrity and transparency

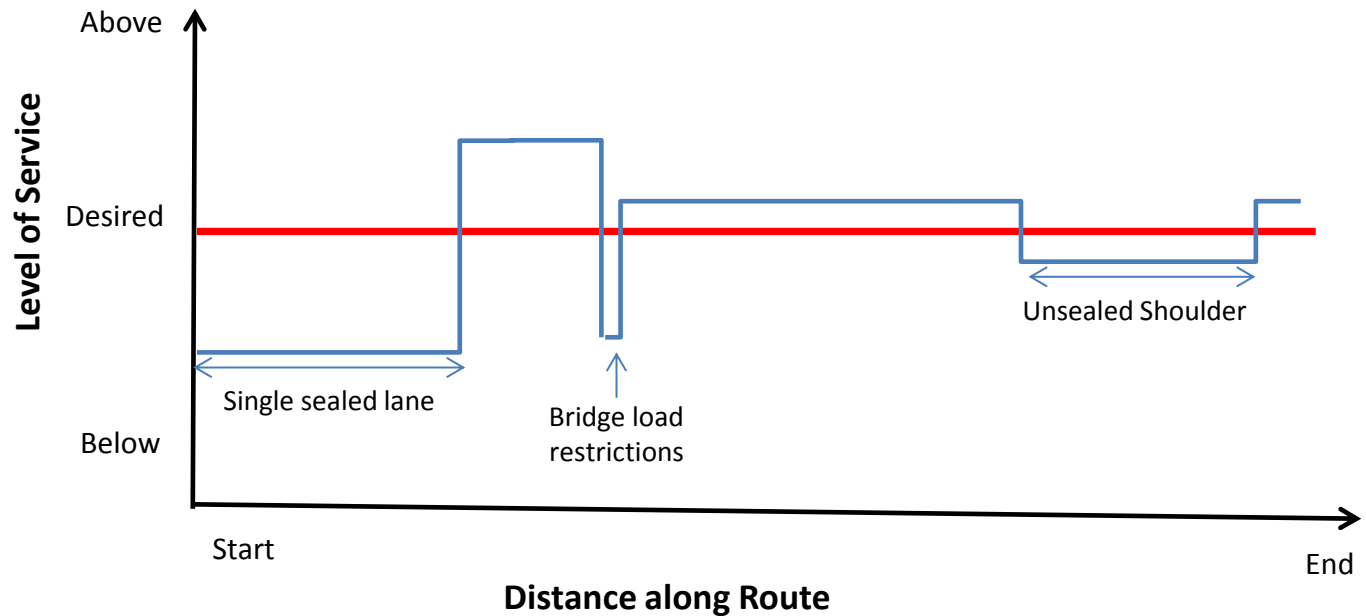
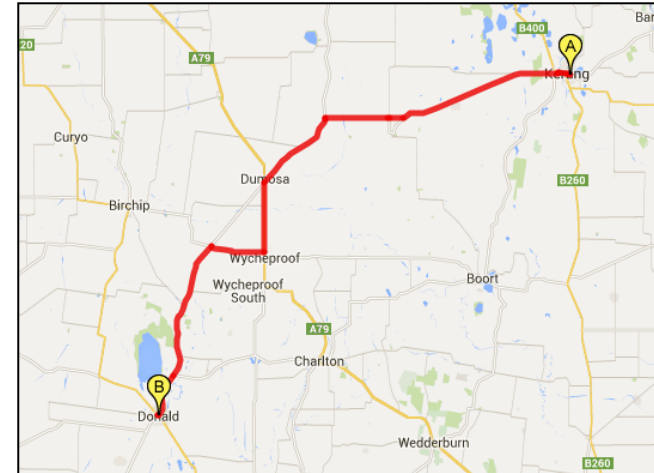
- There is a need for common standard data sets across all Councils for consistency
- How do we Capture, Store and Share information?



# Serviceability of Route

## ➤ Service based approach to investment

Level of Service	Class 1 Freight Route
Road Dimensions	2 lane x 7.6m seal 1.0m wide sealed shoulders
Maximum vehicle loading	GML – 62.5 t HML – 68 t
Rest Stops	Every 100 km
Heavy Vehicle Design Speed	Min - 80km/h
Heavy Vehicle Volumes	>= 30 hvpd



# Strategic Freight Network

## Local Strategic Roads (Example Only)

Road Condition: Good, Fair, Poor  
Point Impediments

Highway Intersection  
Sight Distance and Swept Path

GMW Bridge  
Load Limit 50t (GVM)

River Bridge  
Load Limit 40t (GVM)

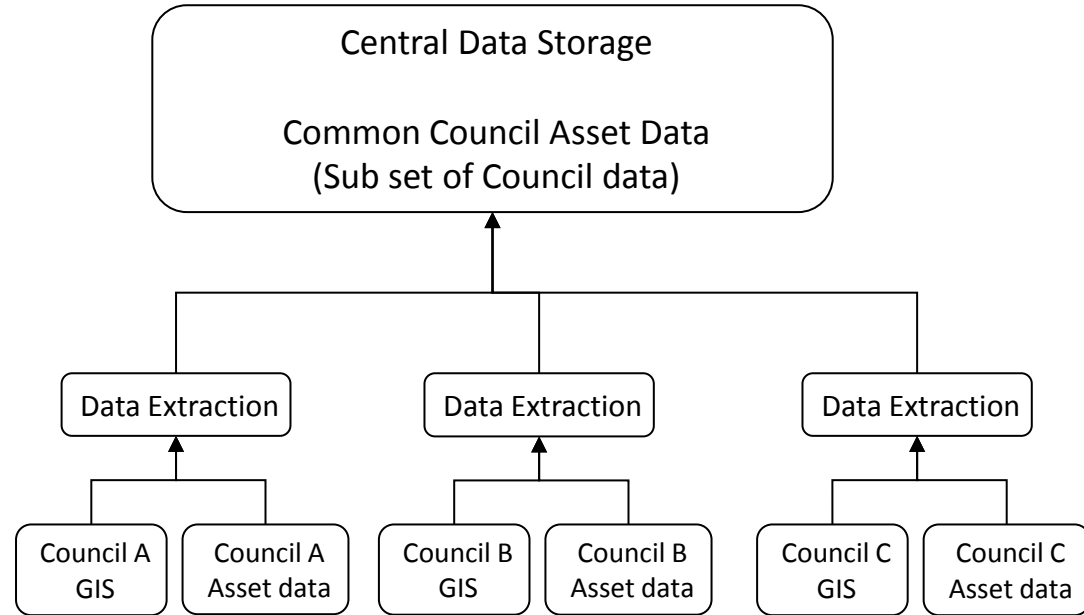
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Greater

**Note:** Diagrammatic Only – Information shown on plan does not reflect actual conditions

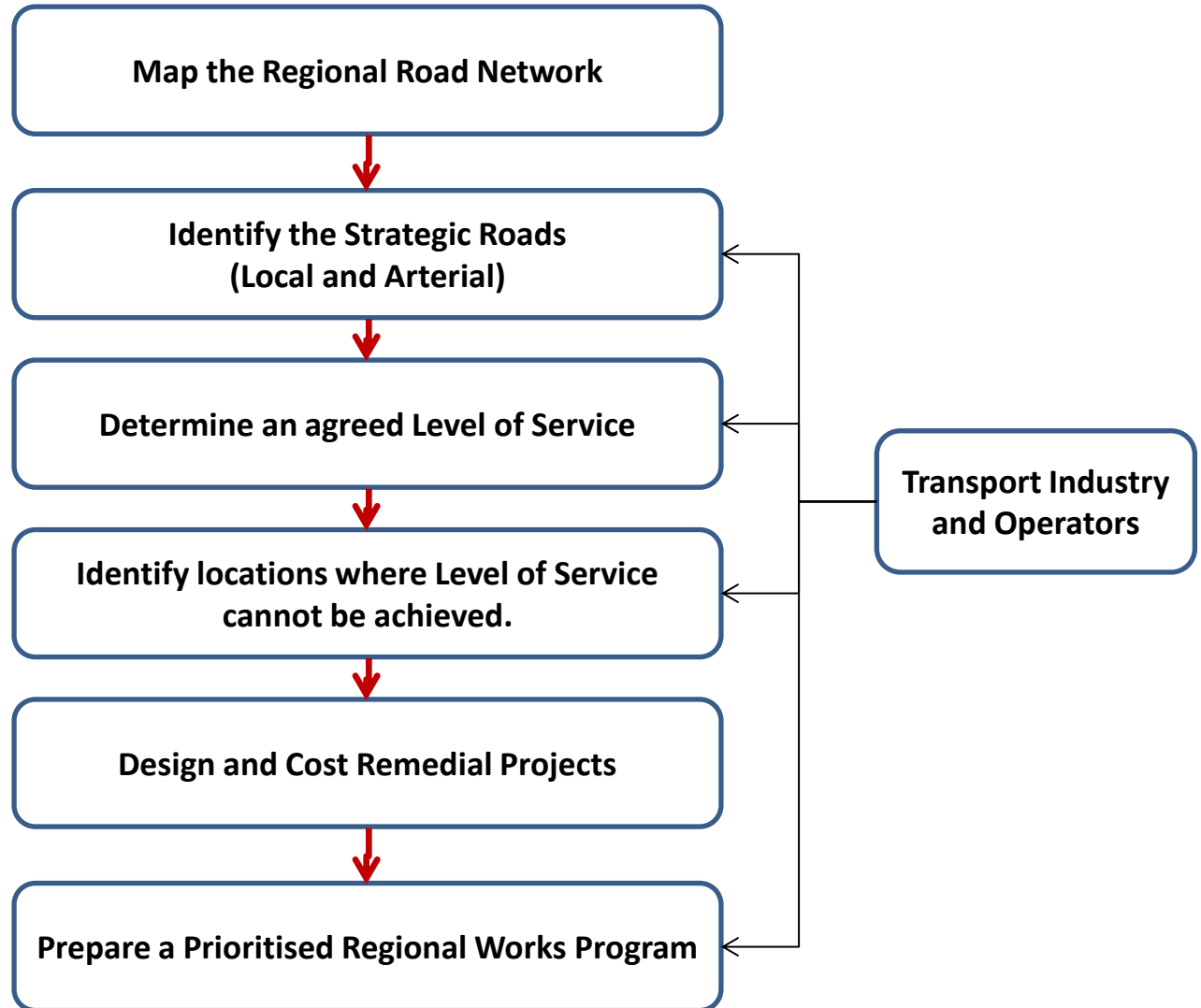


# Data Collection Framework



# Strategic Road Network Process

## State wide program



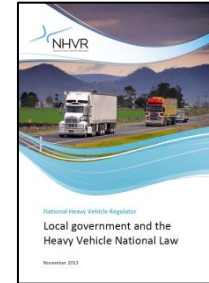
## Benefits

- Integrity and Transparency
  - All parties can see the reasons for decisions
- Identification of regional strategic road networks
  - Freight
  - Tourism
- Regional Road Asset Registers based on service rather than condition
  - Are we investing in the right road?
- Development of regional forward works programs (5 years)
- Regional heavy vehicle expenditure plans
- Common asset management standards and practices
  - Common data standards
  - Standard road condition assessment processes

## Other Initiatives

### Heavy Vehicle National Law

- Supporting Local Government to reduce turnaround time for road access requests
  - Encouraging Notices and Pre-Approvals
  - Developing Standard Conditions
  - Working with NHVR and VicRoads



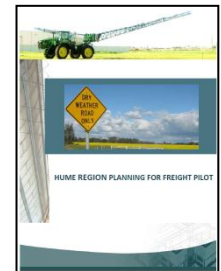
### Planning for Freight Toolbox

- Development Support and Training Sessions
  - Network Planning
  - Network Management
  - Process Management



### Regional Freight Strategy Pilot (Hume Region)

- Foundation for other regional strategies
- Local Government Planning for Freight guide



### VicRoads heavy vehicle road access mapping support

- Class 1 (OSOM) and Class 2 route access maps



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