

JUNEE SHIRE COUNCIL

Junee Shire Council represents a good example of how the Intelligent Access Program (IAP) helps industry and Local Government to work together.

ABOUT JUNEE SHIRE COUNCIL

Junee is situated in between Sydney and Melbourne and serves as an important regional hub for the local community. Agriculture is the major sector and accounts for 21% of all employment, creating job opportunities in the community within Junee as well as the surrounding areas.

Junee Shire spans 2,030 km² of prime cropping country and has a population of approximately 6,000 people. Other main population centres within the Shire are Bethungra, Illabo and Old Junee.

WORKING WITH INDUSTRY

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

The Goldfields Way, which runs from West Wyalong to the Olympic Highway, 8 km north of Junee is an approved Higher Mass Limits (HML) route. It is the principal freight route in the Junee Shire with 20% of its traffic comprising heavy vehicles. It is emerging as an alternative route to the Newell Highway for Brisbane-Melbourne road freight traffic.

The Olympic Highway, which is also approved for HML vehicles, is the major freight route linking Junee with surrounding areas, including Wagga Wagga, Cootamundra and Young.

THE LOCAL ROAD NETWORK

Junee Shire has approximately 900 km of local roads, including 36 bridges. The Shire adopts a hierarchical approach in regards to maintenance, 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, Junee Shire adopts a policy supporting access for HML vehicles on local roads which does not involve travel over a bridge.



Above – Railway Square in Junee Shire

WORKING WITH TRANSPORT OPERATORS

A transport operator applied for access to GrainCorp's facilities at Junee which is located 50 metres off the Olympic Highway. The application sought access via a route that involved travel over a bridge.

Junee Shire was further advised that the transport operator had signed up with the Intelligent Access Program (IAP) supported by an IAP Service Provider.

In order to make informed decisions in response to applications to access the local road network, Junee Shire officers re-assessed the application made by the transport operator and developed a further understanding of the IAP.

Consequently the Shire suggested an alternative access along a route which avoided bridges via Queen Street. With the IAP, Junee Shire was additionally assured that the required level of compliance is at hand and suggested that the transport operator modify their application. Taking this advice the application was modified with subsequent approval.

The approach taken by Junee Council, working together with industry, has resulted in a win-win outcome for all stakeholders. The positive results for the transport operator, Junee Shire Council and the community it serves can only benefit the region's economy, creating further growth opportunities.

IAP What's In It For Me?

BRIDGE ASSESSMENT ISSUES

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

- Junee Shire adopts a policy supporting access for HML vehicles on local roads
- Junee's approach to overcome "last mile" issues, represents a win-win outcome
- IAP used as part of the negotiation
- Working closely with transport operators to develop local industry

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.