

Public Notices



Restricted Access Vehicles Network Review Public Comment

The Shire of Broome is seeking public comment from transport and trucking companies operating in the Broome area and the general public, to proposed changes to the Restricted Access Vehicles (RAVs) Network in Broome.

Gubinge Road is now the Network 10 link through to the heavy industrial area and the Port of Broome. The old route via the Old Broome Road, Hamersley St, Frederick St and Port Drive has been removed from Network 10.

The new Network level for these roads must now be determined by Council. Council also has an opportunity to reduce the Network 10 level for some other streets in the town. The purpose of this reduction is to remove the excessively long vehicles from town streets, to better protect road infrastructure and kerbing, to cause less adverse impact to other road users and to reduce public risk generally on our streets.

The following changes are proposed:

Location	Existing Network Level	Proposed Network Level
The LIA off Clementson St	Network 10	Network 4
The HIA on Port Drive including Archer St, McDaniel Rd and De Castilla St	Network 10	Remains unchanged at Network 10
Coghlan St and McPherson St	Network 10	Network 4
Blue Haze	Network 10	Network 4
The old route via Broome Road, Hamersley St, Frederick St and part of Port Drive	Network 10	Network 4

Public submissions in relation to the above should be received no later than 4.30pm on Friday 11 April 2008. For further information contact Neville Lavey on 9191 3456.

KR Donohoe
Chief Executive Officer
PO Box 44
Broome WA 6725

REGISTER OF PUBLIC COMMENT - RAV NETWORK CHANGES

15/04/2008

No	Company	Proponent and Position	Affected Property	Issues	Proposal	Recommendation
1	BROOMECRETE	Peter S Connolly (Managing Director)	10 Haynes St	Company est. 1981 and 27 years supply of concrete making materials by triple road trains has been accident free. Approx 420 triple roadtrain movements per year. If reduced to 2 trailers will double the movements. If reduced to one trailer will triple the movements. This may increase the risk of accidents, but certainly will add to the cost of concrete. There is currently no breakdown point available on the main road train route. Propose a different route and the maintaining the use of triple road trains to Broomecrete, BGC and Keshi Storage. Prepared to accept this access on permit with permit cancelled on relocation or closure of business. Proposed alternative route is via Port Drive and Blackman St	Adopt lower Network Level and issue Permit to all carriers concerned to operate triple roadtrains enable existing service to Broomecrete to continue. Utilise Port Drive and part of Blackman St and Haynes St as alternative access to Broomecrete, BGC and Keshi Storage. Prepared to accept triple roadtrain access on permit with permit cancelled on relocation or closure of business.	1. Adopt Network 4 generally for LIA but issue permits to carriers to existing Broomecrete, BGC and Keshi Storage for triple road trains via Blackman St and Haynes St only. 3. Modify splitter island at Port Dr and Blackman St intersection.
2	GUNGALLA MACKAY PTY LTD	Doug Morgan (A Director Heavy Vehicle Operations) & Gatle Martin (Office Manager)	10 Haynes St	For 16 years have delivered sand, gravel and quarry materials for MRWA, Broomecrete and BGC Contracting without accident. Access has historically been via Clementson St, Hunter St, Haynes St and Blackman St. There is no road train assembly area available forcing drivers to breakdown on the side of the road and increasing risk to all. Short Vehicle combinations (up to 27.5m) are over represented in rollover accidents. A reduction to the Network level would mean an increase in heavy vehicle movements in the area increasing public risk. Increase turn around times will increase the cost of materials thus forcing up the cost of concrete. Reduced Network Level will increase the No. of movements thus increasing public risk. Currently park roadtrains in BGC yard which is a secure storage area. We would want to maintain the current level of service to Broomecrete and this could be done via Blackman St.	Adopt lower Network Level and issue Permit to all carriers concerned to operate triple roadtrains enable existing service to Broomecrete to continue. Utilise Port Drive and part of Blackman St and Haynes St as alternative access to Broomecrete, BGC and Keshi Storage. Prepared to accept access on permit with permit cancelled on relocation or closure of business. Shorten the traffic island at Blackman St. / Port Dr by 3 m.	1. Adopt Network 4 generally for LIA but issue permits to carriers to existing Broomecrete, BGC and Keshi Storage for triple road trains via Blackman St and Haynes St only. 3. Modify splitter island at Port Dr and Blackman St intersection.
3	WEST KIMBERLEY FUELS	David Power (General Manager)	Broome International Airport	BP has operated triple and quad roadtrains for 15 years with impeccable safety record. BP is trucking jetfuel from Port to BIA via Port Dr, Coghlan St and MacPherson St. BP would have difficulty in keeping up with demand in Network 4 vehicles. Annual demand increase 14%. Asking for more efficient combination than Network 4. Any reduction in trucking movements must be beneficial to community safety. Suggest Network 6 or failing this permit to operate Network 6 vehicles.	Make Port Drive, Frederick St, Coghlan St and MacPherson St Network 6 Level (36.5m double road trains). Alternatively adopt Network 4 and issue Permit to WKF to operate double roadtrains on route.	1. Adopt Network 4 for Port Dr, Frederick St, Coghlan St and MacPherson St but issue Network 6 permits to WKF only.
4	BP FUELS	Simon Fracaro (Regional Operations Manager)	Broome International Airport	BP have supplied Jet Fuel from Port Hedland by road for many years. Have invested in Broome to enable Jet Fuel distribution from Broome. BP believes there is more risk associated in delivering smaller loads due to more trips. Reducing the number of deliveries will reduce the risk. Keeping up with demand is a challenge at times especially with unexpected RAAF demands. Double road trains will assist in in maintaining supply reliability and will reduce costs to BPs customers.	Make Port Drive, Frederick St, Coghlan St and MacPherson St Network 6 Level (36.5m double road trains). Alternatively adopt Network 4 and issue Permit to WKF to operate double roadtrains on route.	1. Adopt Network 4 for Port Dr, Frederick St, Coghlan St and MacPherson St but issue Network 6 permits to WKF only.

RAV LEVEL 10 
RAV LEVEL 4 

BLUE HAZE
RAV LEVEL 4

GUBINGE ROAD
RAV LEVEL 10

FREDERICK STREET

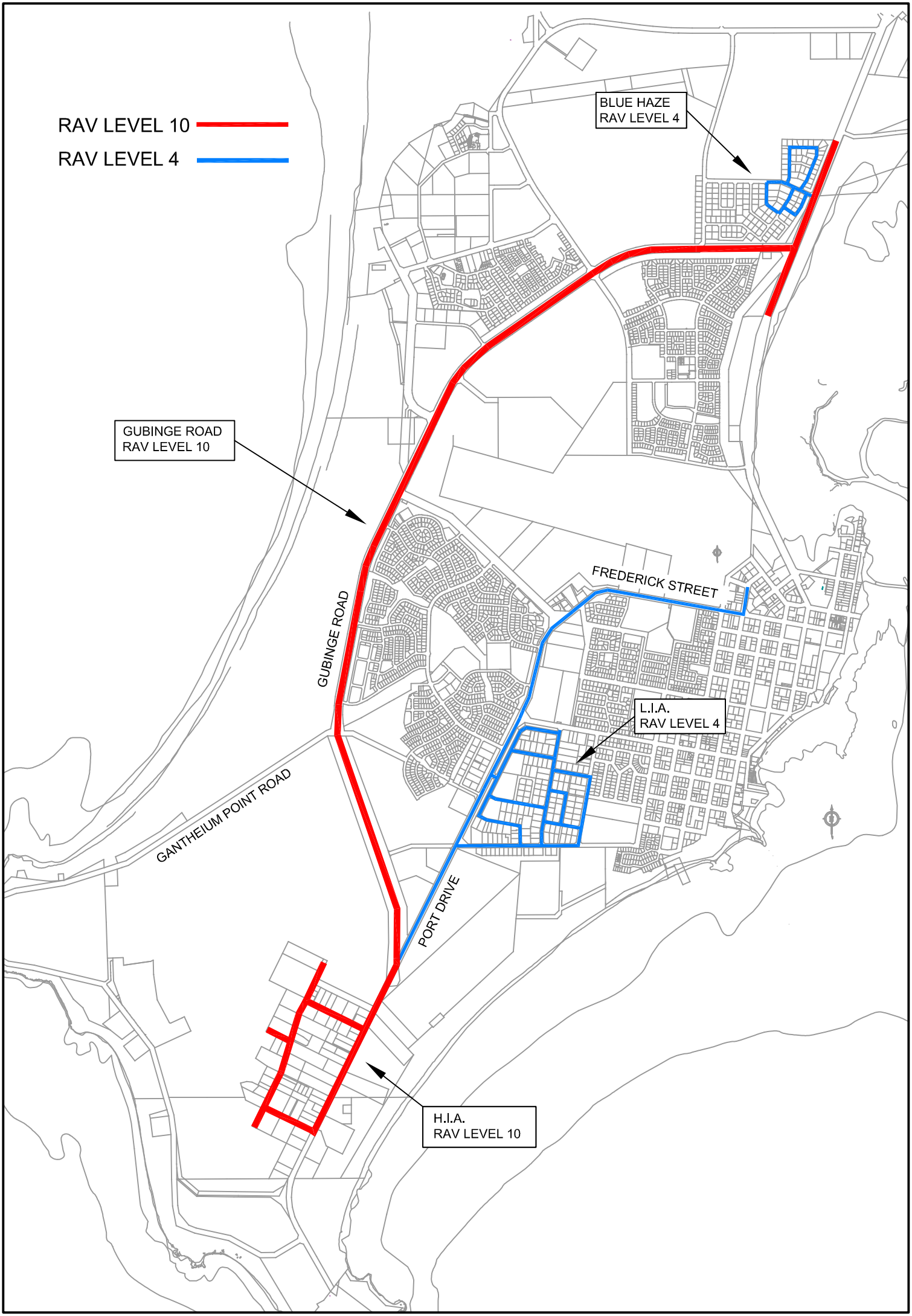
L.I.A.
RAV LEVEL 4

GANTHEIUM POINT ROAD

GUBINGE ROAD

PORT DRIVE

H.I.A.
RAV LEVEL 10



Tabled at Ocm 8/5/08
9-5-2



ENR01 + FRE-1/4T 16S3
DES

Neville Lavey
Director of Engineering Services
Shire of Broome
PO Box 44
Broome WA 6725

(to)
NO: 1080414-33914
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RESPON

Dear Neville,

Restricted Access Vehicles Network Review

I am writing with respect to the proposed changes to the Restricted Access Vehicles Network Review.

Broome International Airport has just recently started receiving Jet A1 fuel from the Port Facility, the first dispatch was on the 19th March 2008.

BIA's annual growth, with an increase in the number of flights obviously has a follow on effect with the Jet A1 and Avgas fuel upload to the airlines. That said it will be increasingly difficult for West Kimberley Fuels to keep up the supply of aviation fuel on a day to day basis, without the use of larger capacity vehicles, which we would see as Network 6

Below are some figures for the quietest month for Broome,

Feb 2008 Jet A1	1,002,779L
Feb 2008 Avgas	63,814L
February total	1,066,201L
Average day	36,765L

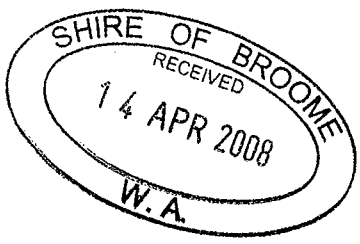
February 2008 alone was up 196,500L for Jet A1 for the month compared to February 2007.

Below are some figures from the busiest month for Broome.

June 2008 Jet A1	1,760,937L
June 2008 Avgas	119,898L
June Total	1,880,835L
Average day	62,694L

Busiest day for the year was in the first week of July 2008 with 83,964L, with many other days very close to this figure.

The majority of scheduled services are planned well in advance and BIA similarly plans its operations accordingly. Two major operators who operate itinerant



services, but provide minimal notice, are the RAAF and heavy transport helicopter companies, who are increasing services. At short notice BIA are required to provide significant quantities of fuel in short periods. As an example, a recent RAAF C130 Hercules took 36,000L of Jet A1 in one refuel.

The heavy helicopter companies, whether manning or de-manning rigs can do ten flights or more per day. In these instances the quantity uplifted is between 15 – 20 thousand litres. This is not including fuel pods, which are filled at the airport and are then sent to offshore rigs by ship. These factors can affect our storage capacity dramatically.

With the expected growth for 2008 it would be inefficient to use the smaller tanker configuration ("B Double" 27.5M), trailers equaling 7 fuel compartments and capacity of 58,250L. This would put more trucks on the road during Broome's peak season.

We request that that Network 6 be permitted for Port Drive, Frederick St, Coghlan St and MacPherson St, whereby West Kimberley Fuels can transport trailers with the higher capacity of 10 compartments ("Double Road Train" 36.5M) equaling 79,500L.

The geometry of the internal access roads to and within the recently constructed new airport fuel facility was designed for both single trailer and "B Double" but can also accommodate the double trailer road train.

BIA supports the policy of minimising the number of heavy vehicles on the road from the Port to the airport and return, but also seeks approval to operate Network 6 vehicles thereby reducing the number of trucks mixing with other road users.

The higher capacity trailer combination will reduce the frequency of heavy vehicles from the Broome Port to the Airport, which we feel would be beneficial to the safety of all road users and the community.

Regards



Stuart Hasler
Operations Manager
Broome International Airport