

MAV & DoT

Improving first & last km access

Workshop outcomes and next steps
10 March 2022

*“Working with local government to remove
or reduce first and last kilometre
impediments”*

Context

- First and last kilometre access is a **long standing issue**
- Numerous previous studies
- Varying perspectives and understandings exist so facilitating a conversation and **building a shared understanding** is a key outcome
- Also a focus on **improving existing systems** and capabilities - doing more with what we have (rather than advocating for significant increase in investment)
- Three interactive engagement forums in late 2021
 - Wednesday 20 October – Network access
 - Wednesday 10 November – Property access
 - Wednesday 24 November - Infrastructure

Key findings

Good first and last kilometre access means:

- A fit-for-purpose road network
- Any restrictions on network access are soundly evidence based, carefully targeted and regularly reviewed
- Clear and accessible advice on any network restrictions, including permit requirements, is readily available to all key stakeholders
- Trained and adequately resourced people are available to assess any permits in a timely and informed manner
- Effective communication and engagement with key stakeholders inform and clarify changes to network use and management

The outcomes sought from good first and last kilometre access are that safety is ensured and that undesirable impacts of freight, such as infrastructure damage or degraded amenity, are minimised

Key findings

Main first and last kilometre access *issues* include:

- Road network conditions, infrastructure and geometry
- Poor transport integration with land use, either as result of poor planning or changes to land use or transport over time

Key *barriers* encountered when working with stakeholders:

- Lack of knowledge about heavy vehicle regulations and requirements
- Resourcing of appropriately skilled and available people
- Understanding of key stakeholders and their roles and responsibilities

Collaborative relationships add value and support improved access

- Improved knowledge and understanding between key stakeholders enables more informed advice and decision making

***Priorities* for improving first and last kilometre access include:**

- Shared understanding and improved collaboration
- Better data, information and systems

Key recommendations

DoT and MAV are considering these findings and recommendations as part of future work programs and will likely require further engagement with key stakeholders.

Build local government capability

- Develop and deliver an “introduction to the management of heavy vehicles” course specifically for Victorian local government in conjunction with DoT, FV and National Heavy Vehicle Regulator (NHVR)
- Promote access to the NHVR suite of educational resources and people
- Identify, share and maintain a system of “key contacts” to facilitate response to questions
- Facilitate field days where prioritised by industry and local government to improve knowledge and understanding of heavy vehicle operations and requirements
- Improve consideration of freight requirements in land use planning

Key recommendations

Foster collaboration between key stakeholders, including community

- Support, promote and continue the quarterly regional NHVR engagements with local government and Regional Roads Victoria
- Consider expanding the regional NHVR engagements to metropolitan councils
- Consider local government participation in state-sponsored industry engagement activities and forums

Expand available “as of right” network access

- Continue DoT working with priority councils to expand road access through appropriate gazettal of priority roads for heavy vehicles
- Continue expansion and promotion of gazettal of state and national routes to encourage heavy vehicle access to use state and national routes
- Work with EPA to clarify appropriate noise requirements for loading and related facilities

Key recommendations

Improve access to information for route selection

- Continue to support the development of centralised mapping and route planning with appropriate governance and engagement from local government. (Acknowledging the limited resources of some rural and regional councils)

Improve availability of local government asset data to enable network access

- Support the ongoing work of Strategic Local Government Asset Assessment Project (SLGAAP)
- Increase focus on opportunities to efficiently capture and analyse local government asset data, particularly bridges and culverts, to facilitate safe and evidence-based expansion of heavy vehicle access on priority routes