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Western Australia.*



Community Information Session; Roebourne Heavy Vehicle Deviation Route (RHVDR)

Presented by Scott Buckingham, Network Manager, Pilbara Region



Acknowledgement of country

The Government of Western Australia acknowledges the traditional custodians throughout Western Australia and their continuing connection to the land, waters and community. We pay our respects to all members of the Aboriginal communities and their cultures; and to Elders both past and present.

North West Coastal Highway (NWCH), part of National Route 1, is a major arterial route that links regional population centres along the coast of Western Australia. NWCH passes through the Roebourne townsite.

- NWCH is a Road Train (Restricted Access Vehicle (RAV) network 10) route
- Traffic in Roebourne currently consists of a mix of the following;
 - General freight, in various combinations
 - Logistics transport, supporting mining and other industry
 - Over Size Over Mass (OSOM) or Pre-assembled modules,
 - Tourist traffic
 - Local traffic moving within the region or within the town areas
 - Dangerous goods
- At present, the section of NWCH in Roebourne carries between 1074 and 2176 vehicles per day
- Heavy vehicles account for between 20 and 44% of daily traffic volumes
- There has been an increase in mine development throughout the region, with several new mines targeted in the Western Pilbara. These mines have limited lifespan and will likely use a road based transport solution for carting of the ore.

- Bulk ore exported using road based logistics currently utilises facilities located in Port Hedland. If iron ore mining using road based logistics commences in the Western Pilbara, then a substantial increase of heavy vehicle traffic (RAV10, PBS4 60m most likely) will result and presently will need to pass through Roebourne
- MRWA has received concerns in relation to the current numbers of RAV's (Restricted Access Vehicles) operating through Roebourne
- Risks associated with an increase in RAV traffic may result in reduced safety, increased noise and reduced driving amenity within the townsite
- Ensuring a suitable approved RAV route to support mining operations that rely on the MRWA RAV Network for planning purposes
- The RAV Network is not selective. Once a route or road is approved for RAV10, then all RAV10 or smaller RAV vehicles can use it and do not require approval from MRWA to do so. NWCH is NOT PBS4 approved but we will come under pressure to make this occur
- MRWA proposes the Heavy Vehicle Deviation Route (HVDR) to re-direct RAV traffic from travelling through the townsite. This will facilitate mining needs and ensure Roebourne remains a quiet and safe place to travel through

Currently Approved Configuration



PBS Quad Axle



Tandem Drive Quad



PBS A Triple

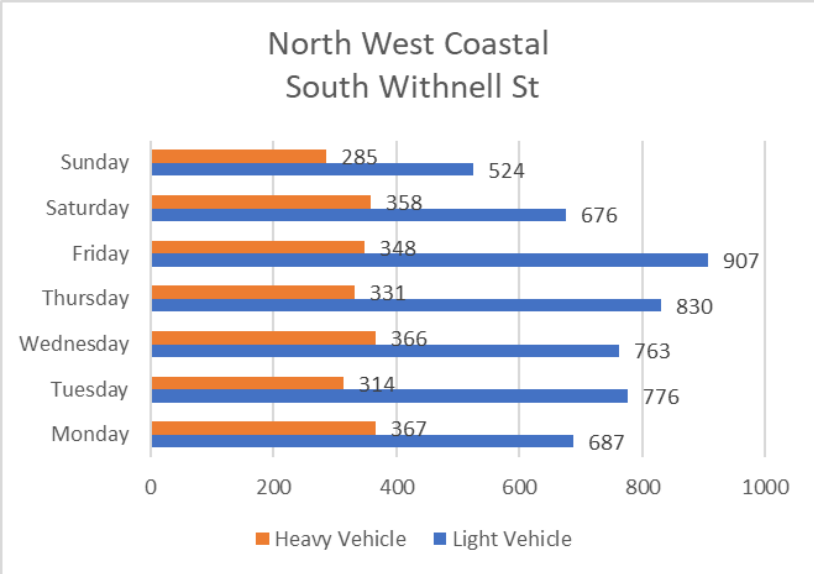
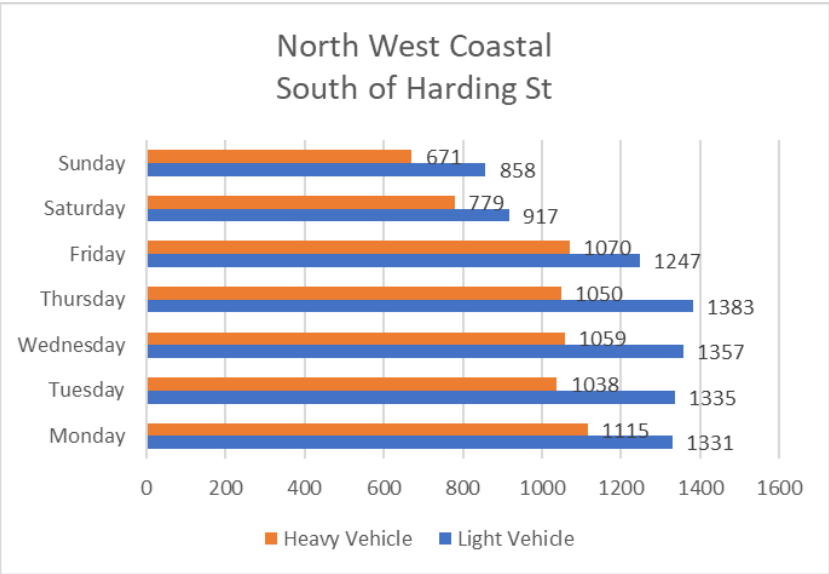
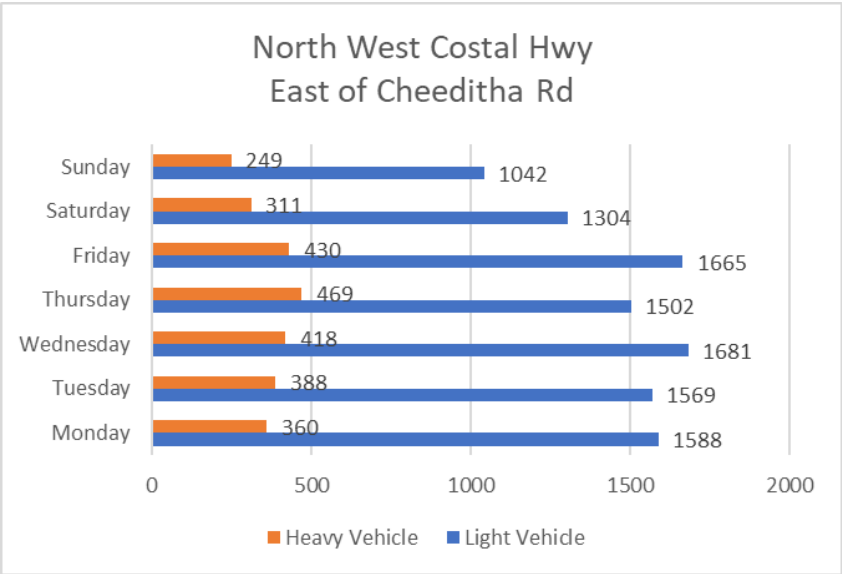


Tri Drive Quad

Mining Companies Request



PBS Quad Axle <60.0m

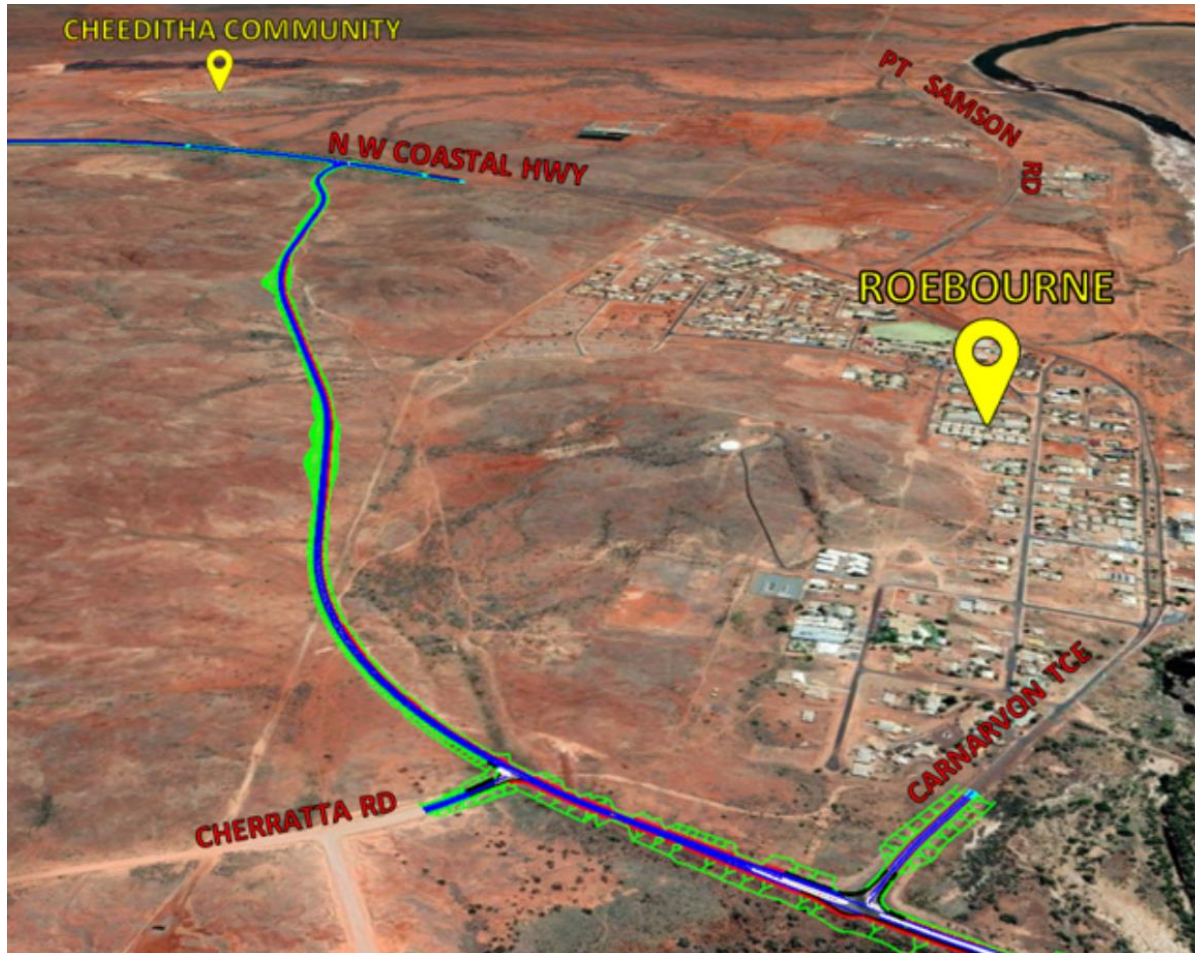


- Protect the cultural and historic values of Roebourne main street
- Increase safety for all road users
- Removes large HV travelling through the townsite
- Reduces noise and other factors that affect amenity for locals and visitors
- Supports City of Karratha's, Roebourne Streetscape plan
- Create a safe town environment for pedestrians, tourists and locals
- Improves freight efficiency for the transport industry and in turn creates economic benefits to the state
- Removes damage to infrastructure and delays to traffic due to OSOM vehicles passing through the main street
- Provides an alternative detour for vehicles when main street is closed for events e.g. ANZAC day.



Visualisation – Padbury / Roe Street Intersection

Proposed Heavy Vehicle Deviation Route – NWCH SLK 1134.6 – 1140.6

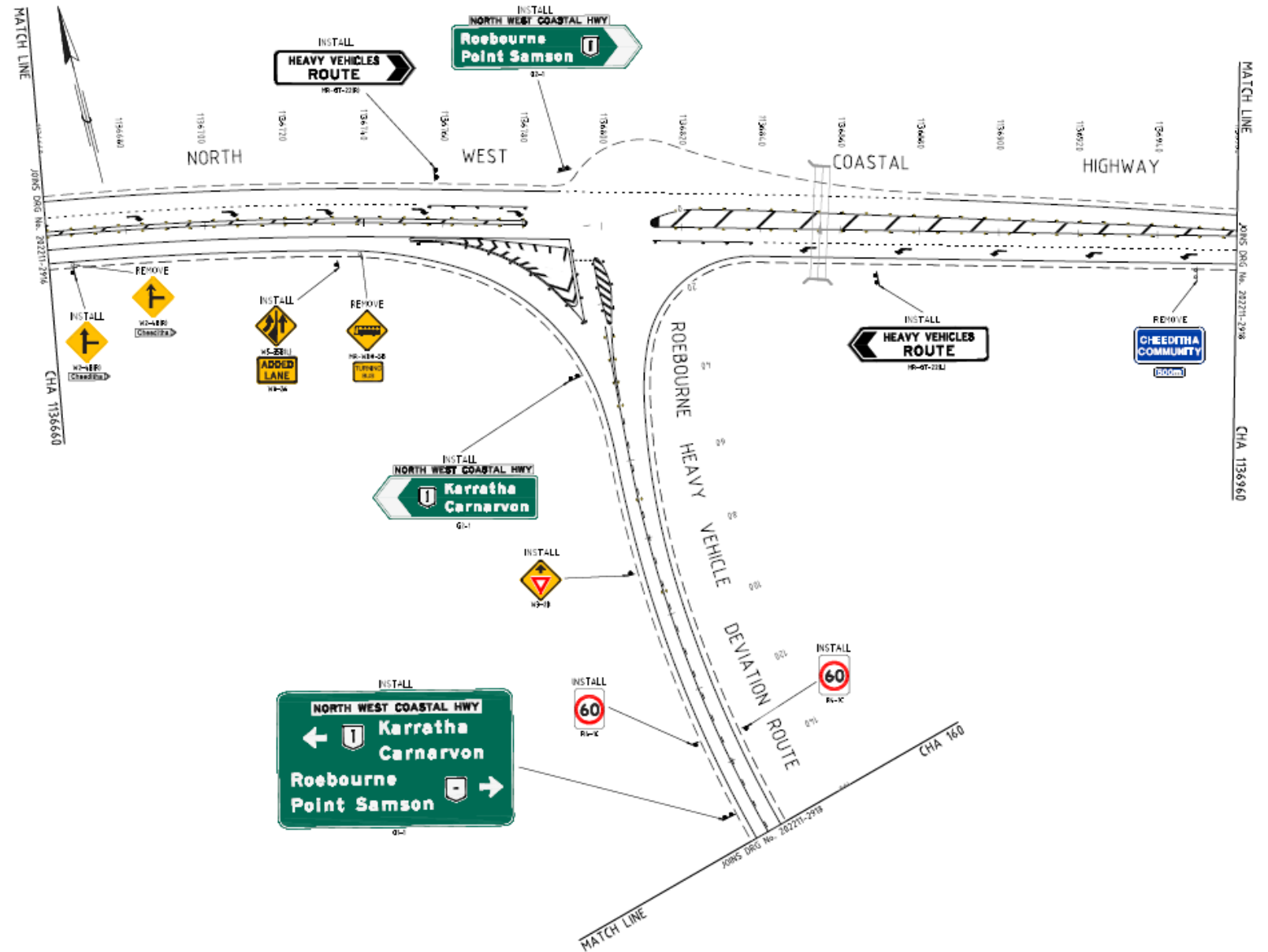


Propose to construct a Heavy Vehicle Deviation Route (HVDR) approximately 3.2km in length to the west of Roebourne.

- Minimise the land resumption requirements to ensure minimum impact on culturally sensitive areas
- Considers importance of Local and Tourist going through Roebourne
- Posted speed on the HVDR is 60 km/hr
- Formation - lane width 3.5m and 1.5m sealed shoulder each side
- Accommodate 60m PBS and OSOM vehicles with 20m x 20m envelope clearance

New Northern Intersection SLK1136.45

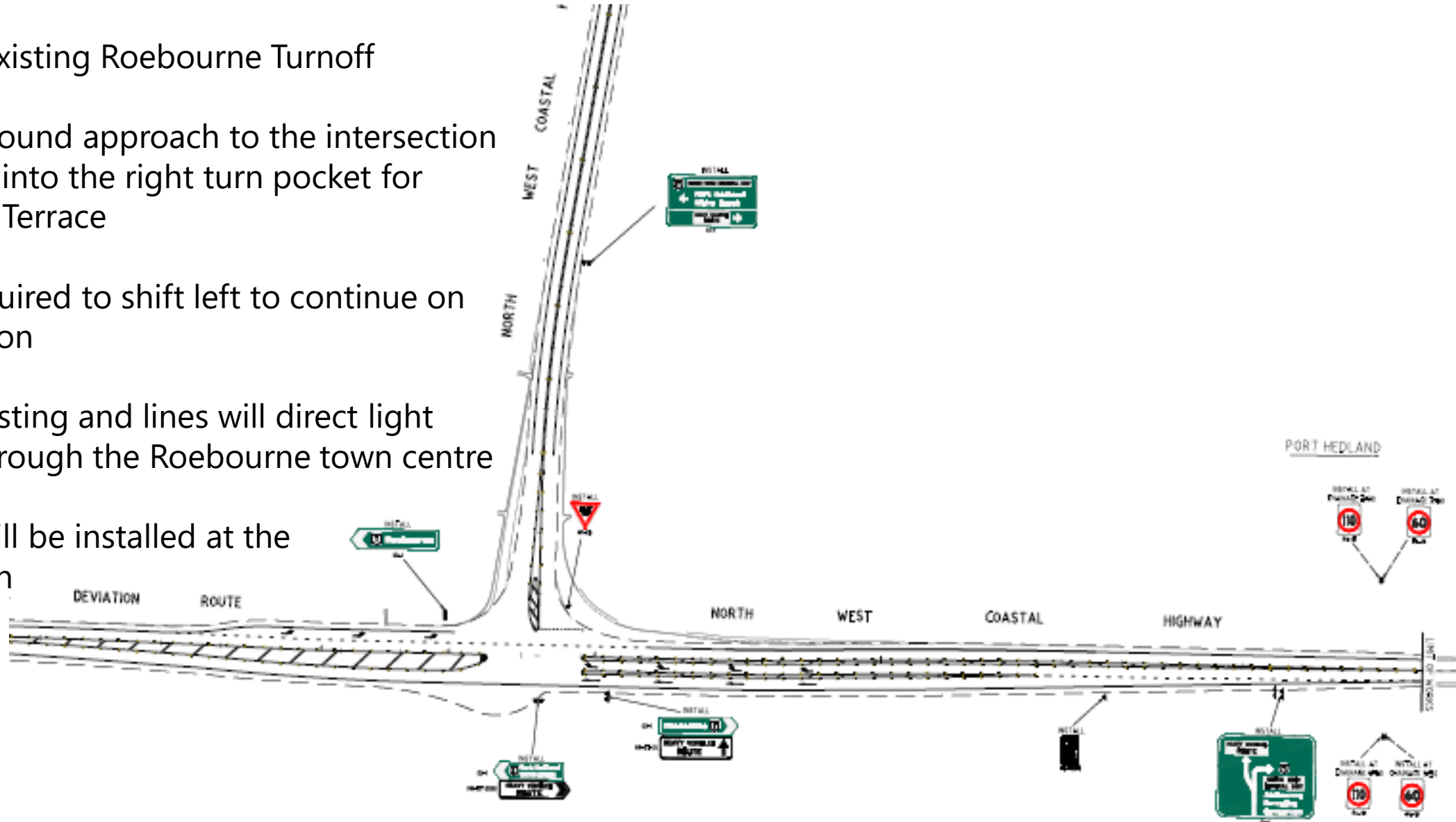
- Clearly signed Heavy Vehicle Route
- Accommodate 60m PBS and OSOM vehicles with 20m x 20m envelope clearance
- Acceleration lane for the left turning Westbound traffic (1.8km)
- Lighting will be installed at the intersection



Carnarvon Terrace Intersection at NWCH (Roebourne Turnoff)

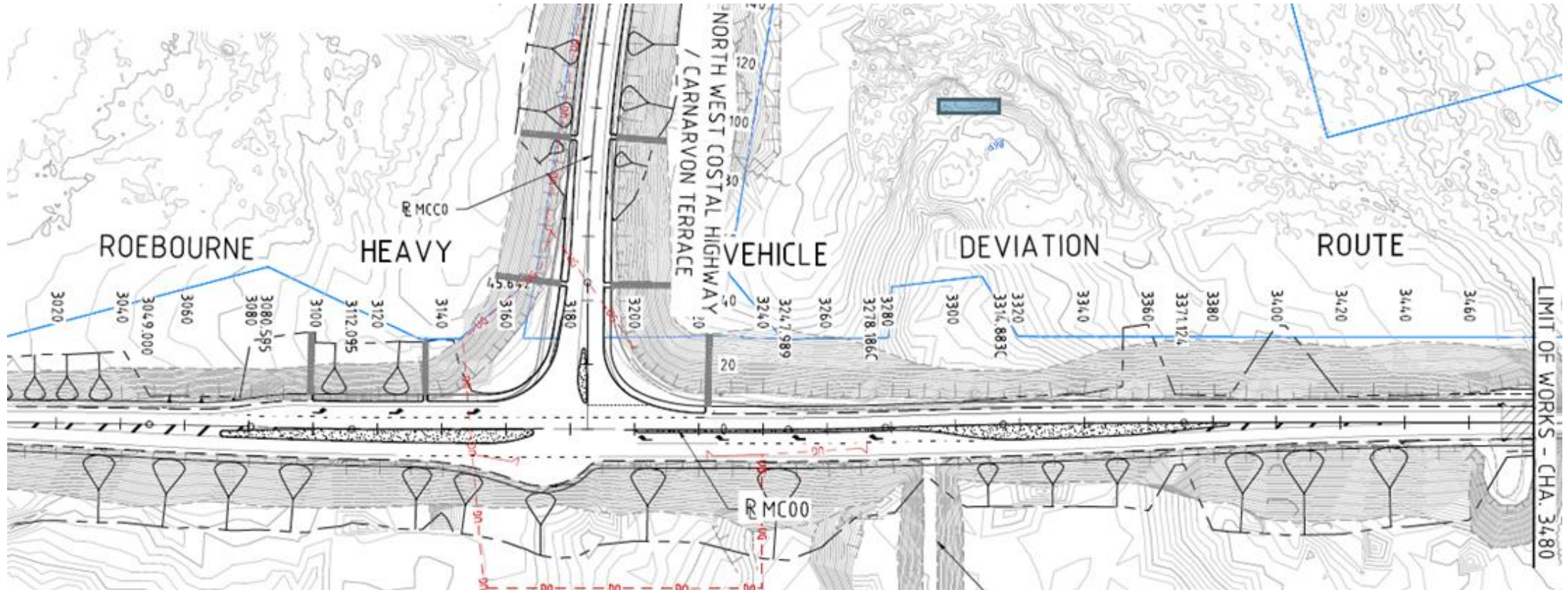
Proposed Modified Southern Intersection SLK1140.55

- Upgrade existing Roebourne Turnoff
- The Westbound approach to the intersection is directed into the right turn pocket for Carnarvon Terrace
- HV are required to shift left to continue on the deviation
- All sign posting and lines will direct light vehicles through the Roebourne town centre
- Lighting will be installed at the intersection



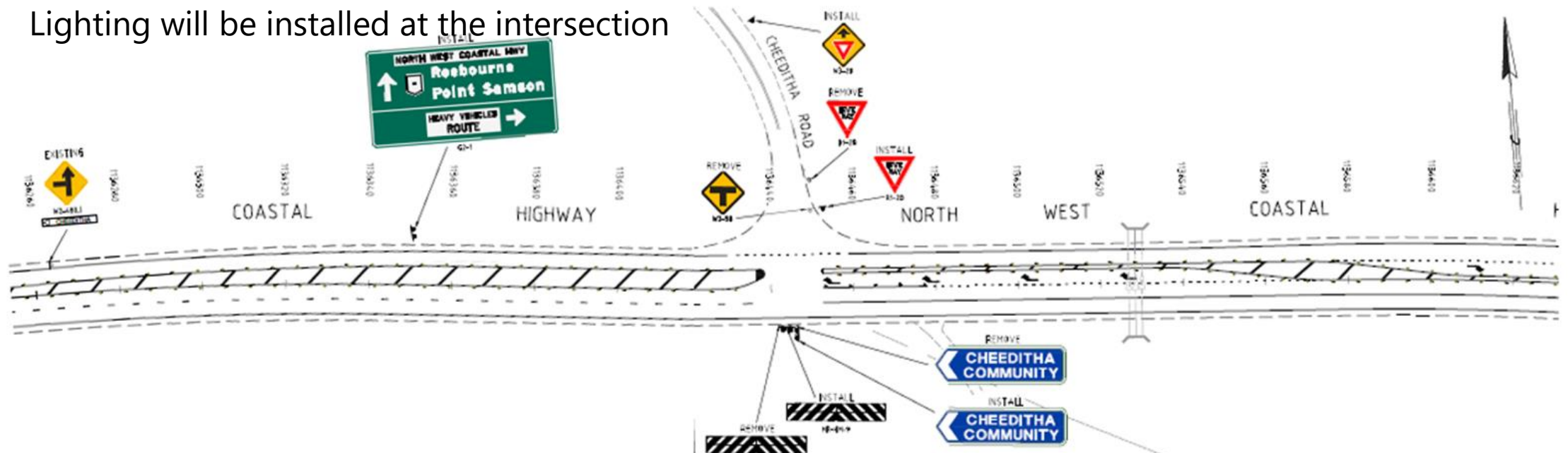
Comparison to Conventional Intersection (Not Selected)

- Standard right turn pocket intersection
- This design requires light vehicles to make a decision to turn right, may see vehicles proceed onto deviation

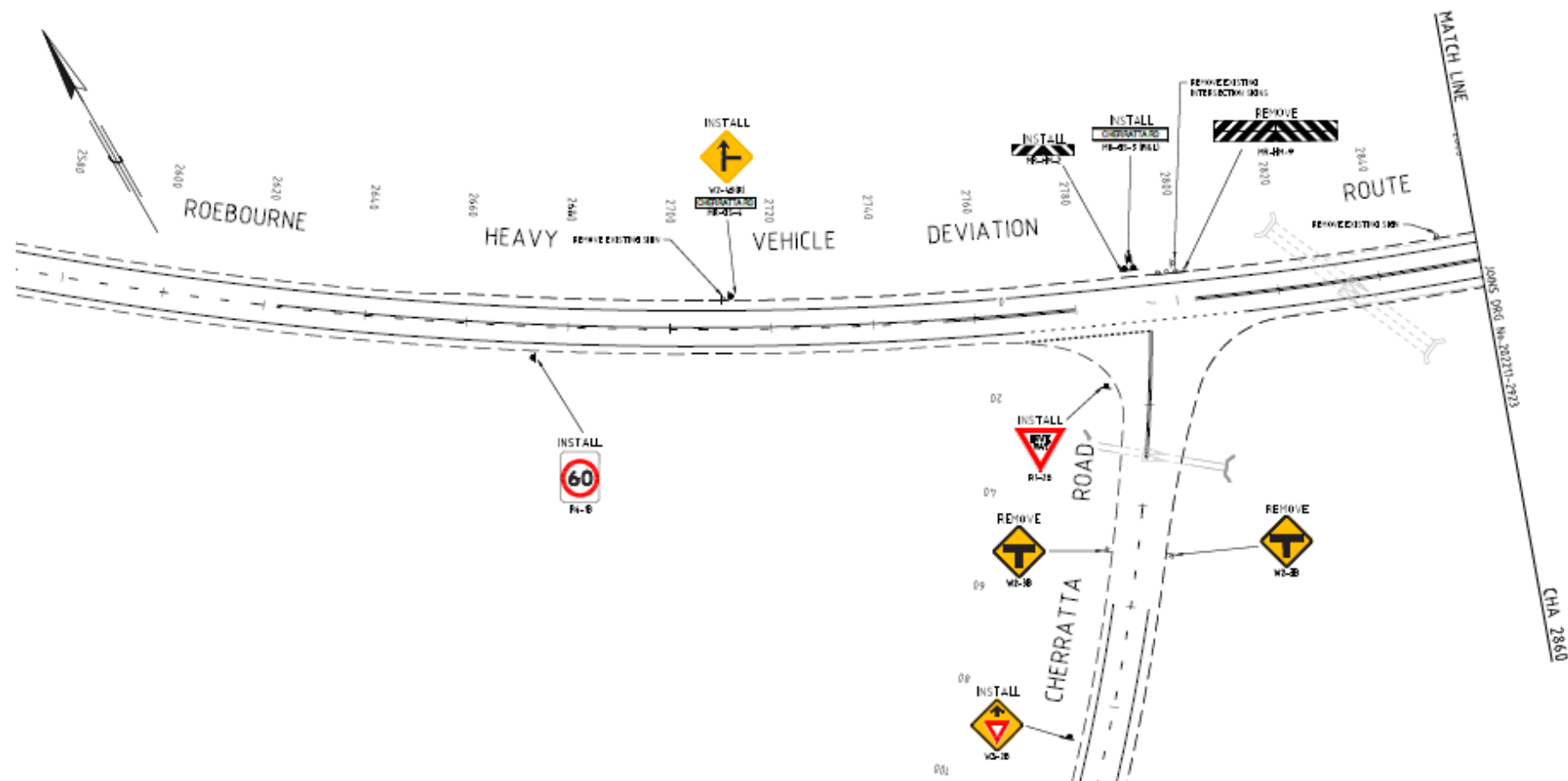


Three options were considered:

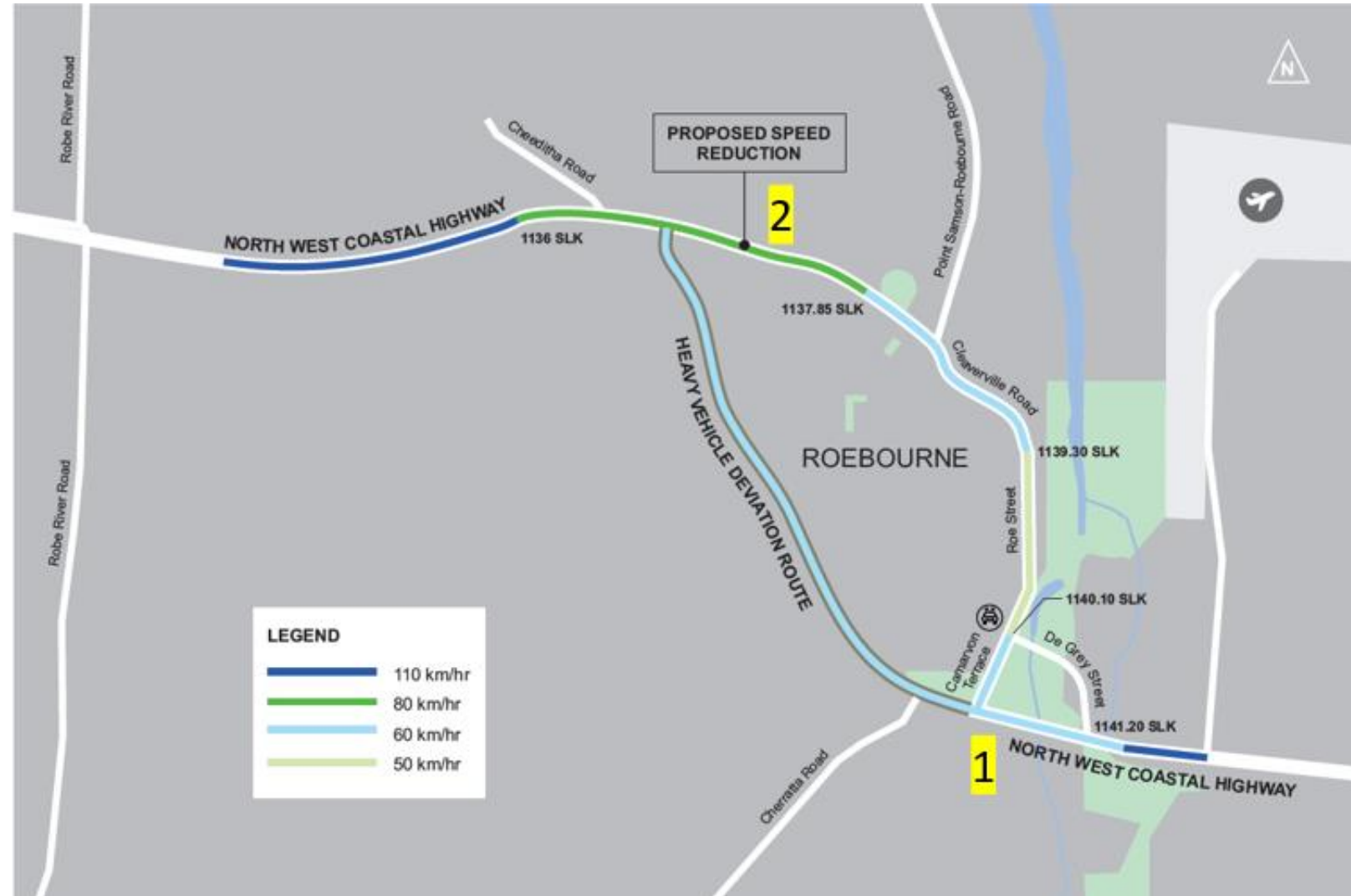
- Relocate the intersection to the East
- Relocate the intersection to tie in with Lagoon Road
- Retain the road in its existing location - Preferred Option
 - Issues need to be addressed due to land acquisition challenges and cultural sensitivity of the surrounding area
- Lighting will be installed at the intersection



- Upgrade of the existing intersection to suit the deviation route geometry



1. Extend the existing 60 kph zone at the southern extent to 300m east of the Harding River bridge
2. Encompass the northern intersection in an 80 kph zone



➤ Design

- Currently at 15% design stage

➤ Heritage Survey

- Ngarluma Corporation
- Field work - Complete
- Draft Report - Received

➤ Biological Survey

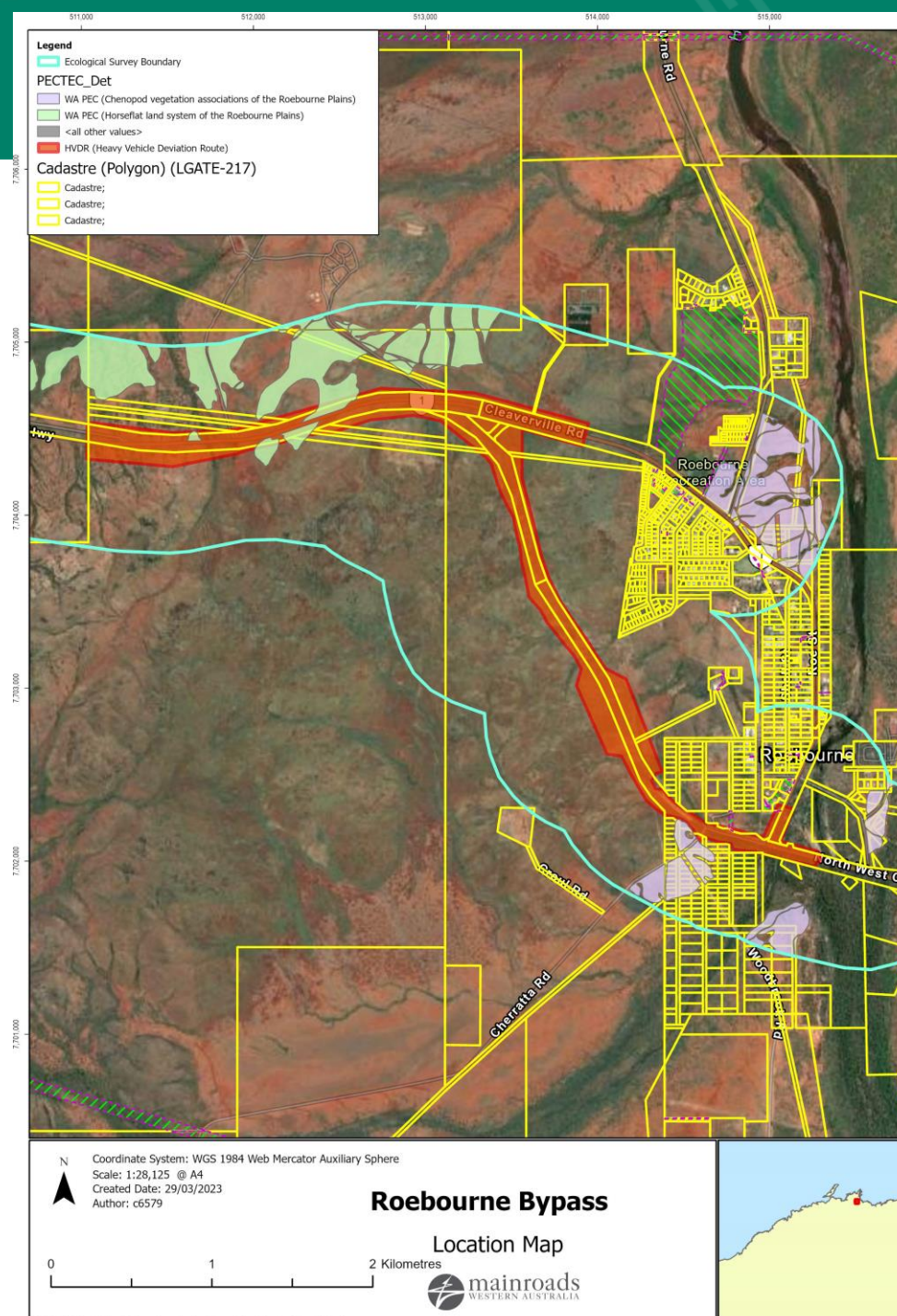
- Field Work - Complete
- Final report - Received
- Environmental approval process - Commenced

➤ Funding

- Business Case – Not yet commenced
- Funds have yet to be sourced and a formal application for funding has yet to be submitted

➤ Stakeholder Engagement

- City of Karratha - Completed
- Community - Commenced





Questions?

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You can do this today on the iPad at the registration table.



Thankyou!

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