



mainroads
WESTERN AUSTRALIA

*We're working for
Western Australia.*

Policy & Process for Approving Temporary Special Assistance Access

Printed copies are uncontrolled unless marked otherwise.
Refer to the Main Roads website for the current version.

D23#164048
February 2023

Contents

1	PURPOSE	4
2	POLICY	4
3	PROCESS	4
4	ROUTE ASSESSMENTS	4

Document Control

Owner	Director Heavy Vehicle Services
Custodian	Manager Heavy Vehicle Road Network Access
Document Number	D23#164048
Issue Date	15 February 2023
Review Frequency	Annually

Amendments

Revision Number	Revision Date	Description of Key Changes	Section / Page No.
1	15/02/2023	Full review and reformat of original version (D06#91010).	All

1 PURPOSE

From time to time there are cases of exceptional circumstances that occur, such as severe drought, flooding, bushfires, or train derailments. In these cases, there is often a need to provide temporary special assistance access, allowing larger and/or heavier vehicles to operate on roads that they would not normally be approved to operate on, to enable timely relief to those adversely impacted.

2 POLICY

In cases of exceptional circumstances, Main Roads Heavy Vehicle Services (HVS) may approve temporary special assistance access, provided the proposed access:

- 1) is safe;
- 2) does not result in unacceptable road or bridge impacts; and
- 3) provides direct benefits to those impacted by the exceptional circumstances.

3 PROCESS

- 3.1 HVS will consult with other Government agencies to verify the extent of the exceptional circumstances.
- 3.2 HVS will consult with the relevant Road Manager(s) for comment on any safety or road infrastructure concerns with the proposed temporary special assistance access.
- 3.3 Temporary special assistance access will be assessed based on the needs of those adversely impacted by the exceptional circumstances and will not be based on commercial advantage.
- 3.4 HVS will apply appropriate conditions to the temporary special assistance access to mitigate safety and infrastructure risks, such as curfews, pilot requirements, speed restrictions etc.

4 ROUTE ASSESSMENTS

- 4.1 Wherever possible, existing Restricted Access Vehicle (RAV) networks approved for similar vehicle types will be utilised, with appropriate conditions applied to account for known differences in vehicle performance characteristics.
- 4.2 If existing RAV networks are not suitable, a desktop swept path assessment and road width measurements will be completed.
- 4.3 Road Manager consultation will be required if HVS is unsure of the road suitability.