Main Roads Heavy Vehicle Services

Framework - Adding a Local Government Road to a Restricted Access Vehicle Network.

Working with road owners and Main Roads Regions to ensure a streamlined approval process for Restricted Access Vehicle (RAV) access.

Version: August 2017
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Introduction

With increasing demand for heavy vehicle access to local and State roads within Western Australia, there is a need to ensure Main Roads Heavy Vehicle Services, Main Roads Regions, local governments and other road owners work together to achieve strong partnerships and mutual benefit in relation to heavy vehicle access.

Main Roads is committed to addressing issues with a focus on continuous improvement and working collaboratively with key stakeholders. This ensures heavy vehicle access on the West Australian Restricted Access Vehicle (RAV) network is approved through consultation and communication with all relevant parties.

Main Roads Heavy Vehicle Services is responsible for providing clear direction for local governments, Main Roads Regions and other road owners in relation to heavy vehicle access.

This framework has been designed to provide clarity on the application and approval process and ensures all approvals are coordinated centrally by Main Roads Heavy Vehicle Services. All key stakeholders have the opportunity to provide input to current and future access arrangements which increases confidence in the RAV networks.

As part of the access application assessment, Main Roads Heavy Vehicle Services will coordinate and facilitate communications to ensure all stakeholders involved in the process are informed of any (planned) actions which may impact the RAV network.

Network Roads

Network roads are prioritised as either being part of the Strategic Road Freight Network or Local Freight Network, both of which play an important role in ensuring environmental and economic sustainability.

The Strategic Road Freight Network comprises a network of primary roads (State roads) and secondary roads (local government roads) that provide the core routes with sufficient capacity, suitable RAV rating and appropriate access to carry the majority of freight vehicles across Western Australia.

The Local Freight Network comprises a network of local government roads that provide critical access to and from the Strategic Freight Network to local destinations / origins.
Road Hierarchy

A hierarchy of roads has been established to designate the role of all roads, funding allocations and to encourage uniform management of roads of the same type. This hierarchy is used as part of the decision-making process to determine if it is appropriate to add a road to a RAV network.

**Primary Distributor:**
Primary Distributor roads provide for major regional and inter-regional traffic movement and carry large volumes of generally fast moving traffic. These roads are State Roads and form part of the Strategic Freight Network. They are managed by Main Roads Western Australia and will generally be considered to be vital links of the Strategic Freight Network.

**Regional Distributor:**
Regional Distributor roads, which are not primary distributor roads, link significant destinations and are designed for efficient movement of people and goods within and beyond regional areas. They are managed by local government and will generally be considered as the preferred route for RAV network access. Regional Distributor roads may form part of the Strategic RAV Network.

**District Distributors:**
District Distributor A and B roads run between built up areas (generally not through them), forming a grid which would ideally space them about 1.5 kilometres apart. They are managed by local governments.

- **District Distributor A**
  Carries traffic between industrial, commercial and residential areas and generally connect to Primary Distributor roads. These are likely to be truck routes and provide only limited RAV access to adjoining property.

- **District Distributor B**
  Performs a similar function to District Distributor A roads, but with reduced capacity due to flow restrictions caused by frequent property accesses and roadside parking in many instances. These are often older roads with a traffic demand in excess of that originally intended and access conditions are generally applied to limit the RAV access to local operators.

District Distributor roads may on occasion form part of the Strategic Freight Network, however as they mostly provide local access they will generally only form part of the local freight network.

**Local Distributor:**
Local Distributor roads are managed by local governments. Their role is similar in both built up areas and rural areas, but traffic volumes and traffic management requirements differ significantly.

- **Built Up Area**
  Roads that carry traffic within a cell and link District Distributor roads or Primary Distributor roads at the boundary, to access roads. The route of Local Distributor roads should discourage through traffic so the cell formed by the grid of higher order distributor roads only carries traffic belonging to, or serving the area. Local Distributor roads should accommodate buses, but discourage general truck movements. RAV access on these roads will be generally be supported provided the local government conducts adequate community consultation and access conditions applied to limit RAV access to local operators.
• **Rural**
  Roads that connect to other Rural Distributor roads and to Rural Access Roads. They are not Regional Distributor roads, but are designed for the efficient movement of people and goods within regional areas. RAV access on these roads will be supported provided the local government conducts adequate community consultation and access conditions applied to limit RAV access to local operators.

**Access Road:**
Access roads provide access to abutting properties with safety aspects having priority over the vehicle movement function and are managed by local governments. In urban areas, these roads are generally bicycle and pedestrian friendly. RAV access on these roads will only be supported for local access and not as through routes.

Local Distributor and Access roads provide local access and will generally only form part of the local freight network.

**NOTE:** Heavy Vehicle Services – Main Roads Western Australia (HVS), as part of any HVS route assessment for a Restricted Access Vehicle (RAV), does not assess any access driveway adjoining a RAV network road. It remains the responsibility of the property owner to ensure safe ingress and egress to the property.

**Roles and Responsibilities**

**Main Roads Heavy Vehicle Services**

Heavy Vehicle Services (HVS) is responsible for the development and maintenance of RAV permits and the application of appropriate conditions to ensure road safety and infrastructure protection, while meeting the needs of the transport industry. This includes the development and maintenance of the RAV Networks and concessional loading schemes that are available to heavy vehicle operators.

The Commissioner of Main Roads is empowered under the *Road Traffic (Vehicles) Act 2012* to approve RAV access on the public road network. The Commissioner has delegated these powers to Heavy Vehicle Services.

**Contact Details:**
Telephone – 138 HVO (486)
Email – hvsrouteassessments@mainroads.wa.gov.au

**Main Roads Regions**

The Main Roads Regions work closely with stakeholders such as local governments to maintain a safe and efficient road network, as well as playing a key role in ensuring the road network links communities, facilities, industrial developments and access to other modes of transport.

Main Roads Regions play a key role in consulting with Main Roads Heavy Vehicle Services and local governments and provide information in relation to planning, maintenance construction and operation that may impact the RAV Network. The Main Roads Regions also conduct route assessments on behalf of Heavy Vehicle Services.

For a current contact list of Main Roads Regions please visit the Main Roads website below.

https://www.mainroads.wa.gov.au/AboutMainRoads/OurRoleRegions/Pages/home.aspx
Main Roads Regional Boundaries Map:

Main Roads Western Australia
Regional Road Responsibilities and Boundaries

Legend
- Regional Office
- Satellite Office
- Perth (Stirling St)

Map Information:
The focus of this map is the visual representation of the Main Roads Regional Boundaries and Regional Offices. For more information, contact Main Roads on 138 138.

Original Map/Map Data Source: MAPINFO

File Reference: D15#132720
Local Government Responsibilities

Local governments are key partners in the shared responsibility of safe and efficient access within Western Australia and manage 88 percent of West Australian roads. As designers and operators of this extensive road network, and as influential leaders in local communities, it is fundamental that Main Roads and local governments continue to build strong partnerships to ensure the best possible outcomes for the transport industry.

It is Main Roads’ policy that support from the relevant road owner is obtained before an application for RAV access is assessed. Local Governments are encouraged to consult with Heavy Vehicle Services when developing road designs and/or planning improvements to the road network to ensure they meet the requirements for any existing, approved RAV access.

The application process requires the applicant to apply to Main Roads for a road to be approved for RAV access by submitting the “Application and Road Owner Support to Add or Amend a Road on the Restricted Access Vehicle Network”. Main Roads will then contact the relevant road owner directly to ensure there are no objections to the application, should the road meet the relevant criteria.

Note 1: If a road owner is approached directly by an applicant, a letter of support can be provided to the applicant, however it should be accompanied by a copy of the preliminary assessment outlined below if the road is not already part of the base RAV Network.

Note 2: If the road owner does not respond to a request for support from HVS within 3 months, HVS will consider the application to be supported and therefore proceed with the assessment process.

Preliminary Assessments for RAV Access on Local Roads

Where a local government receives an application requesting support for RAV access on a local road that is not part of the base RAV Network, it is important that the road owner conducts a preliminary RAV assessment of the road. This is to ensure there are no evident issues identified that would deem RAV access unsuitable. If the application is for a road on the Tandem Drive Network to be added to the Tri Drive or Concessional Networks, no preliminary assessment is required by the Local Government.

The following criteria should be considered when conducting preliminary RAV assessments.

- An assessment of the road width must be conducted to ensure the road is suitable for the level of RAV access being requested. Refer to the Standard Restricted Access Vehicle (RAV) Route Assessment Guidelines, Section 2.4 Rural Road Widths and Section 2.5 Urban and Town site Road Widths for guidance.

- An assessment of the road must be conducted to ensure there are no evident steep grades. Refer to the Standard Restricted Access Vehicle (RAV) Route Assessment Guidelines, Section 2.7.2 Maximum Grade Requirement for RAVs for maximum grade limits.

- An assessment of the road must be conducted to ensure any identified railway level crossings have sufficient stacking distance and sight distance. Refer to the Standard Restricted Access Vehicle (RAV) Route Assessment Guidelines, Section 2.10 Railway Level Crossings for guidance.
• All Sight distances at intersections need to be checked to ensure they meet guideline requirements.

The Standard Restricted Access Vehicle (RAV) Route Assessment Guidelines are available on the Main Roads website.

Once a preliminary assessment has been completed the local government concerned must confirm its support for (or rejection of) the application through the appropriate channels i.e. meeting of Council or CEO, according to Delegation of Authority arrangements.

Page 2 of the “Application and Road Owner Support to Add or Amend a Road on the Restricted Access Vehicle Network” form is then completed and returned to Heavy Vehicle Services for comprehensive assessment and communication of decision to both applicant and road owner.

In cases where the road owner is also the applicant, the road owner must complete both pages of the application form.

**Timeframes**

Heavy Vehicle Services is committed to finalising all route assessment applications within three months of receipt. However, assessments and approvals may be delayed for a variety of reasons and Heavy Vehicle Services will maintain regular contact with stakeholders to inform them of progress.

For indicative timeframes associated with the route assessment process, refer to the RAV Network application process on the following pages.
RAV Network Application Process

**Step 1**
- Applicant completes "Application and Road Owner Support to Add or Amend a road on the Restricted Access Vehicle Network" located on the Main Roads website.

**Step 2**
- Applicant to forward completed application to Main Roads Heavy Vehicle Services.

**Step 3**
- Main Roads Heavy Vehicle Services to forward the received application from the applicant to the road owner for support.

**Step 4**
- Road owner to undertake a preliminary assessment of the road requested (provided access is supported) before endorsing the application and returning to Main Roads Heavy Vehicle Services.
  - Approximate timeframe 4 weeks.

**Step 5**
- Request is assessed and reviewed by Heavy Vehicle Services.
  - Approximate timeframe 8 - 12 weeks (dependant on location of road(s) within the State).

**Step 6**
- If access is approved Heavy Vehicle Services will amend the relevant RAV Network.

**Step 7**
- The applicant, road owner and Main Roads Regions (if necessary) are notified accordingly.
Route Assessment Process for Regional Roads

**Step 1**
- The "Application and Road Owner Support to Add or Amend a road on the RAV Network" received by Heavy Vehicle Services.
- (If the application is forwarded direct to Main Roads Region, it should be forwarded to Heavy Vehicle Services first for review).

**Step 2**
- Application to be forwarded to Main Roads Region by Heavy Vehicle Services for assessment of road(s) under their jurisdiction.

**Step 3**
- Region to assess the Road and provide a recommendation with endorsement from the Regional Manager.
- Approximate timeframe 4 - 6 weeks.

**Step 4**
- Recommendation to be forwarded to Heavy Vehicle Services for review and Heavy Vehicle Services will determine the outcome for the application.
- Approximate timeframe 4 - 6 weeks.

**Step 5**
- Heavy Vehicle Services to inform the applicant, Main Roads Region and road owner of the assessment outcome.
Route Assessment Process for Metropolitan Roads

Step 1
- The "Application and Road Owner Support to Add or Amend a road on the RAV Network" received by Heavy Vehicle Services.

Step 2
- Request is assessed and reviewed by Heavy Vehicle Services.
- Approximate timeframe 8 - 12 weeks.

Step 3
- Heavy Vehicle Services to inform the applicant and road owner of the assessment outcome.
## Amendment Table

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<thead>
<tr>
<th>Amendment Date</th>
<th>Amended Section</th>
<th>Amendment Description</th>
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<tr>
<td>June 2016</td>
<td>Entire Document</td>
<td>• Updated HVS contact details and references</td>
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<td>Road Hierarchy Consideration</td>
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<td>RAV Application Process</td>
<td>• Added section to document</td>
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<td>LG Responsibilities</td>
<td>• Updated process flow chart</td>
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<tr>
<td></td>
<td></td>
<td>• Added preliminary assessment requirement and revised application process</td>
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<td>July 2017</td>
<td>Road Hierarchy</td>
<td>Note added regarding private driveways.</td>
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<tr>
<td>July 2017</td>
<td>Road Hierarchy</td>
<td>Note amended regarding private driveways.</td>
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<tr>
<td>August 2017</td>
<td>LG Responsibilities</td>
<td>Added note regarding 3 month support period.</td>
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