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# **RAV Access Approval & Review Policy**

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D20#372069  
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## Document Control

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## Amendments

<b>Revision Number</b>	<b>Revision Date</b>	<b>Description of Key Changes</b>	<b>Section / Page No.</b>

## References and related Documents

Source	Description
<b>Main Roads</b>	Standard Restricted Access Vehicle (RAV) Route Assessment Guidelines
<b>Main Roads</b>	Tri-Drive Route Assessment Guidelines
<b>Main Roads</b>	Guidelines for Approving RAV Access
<b>Main Roads</b>	Road Managers' Guideline for Reviewing RAV Access
<b>WALGA</b>	Heavy Vehicle Cost Recovery Policy Guideline for Sealed Roads
<b>WALGA</b>	User Guides for Estimating the Incremental Cost Impact on Sealed and Unsealed Roads

## DEFINITIONS

Term	Definition
<b>Main Roads Website</b>	<a href="http://www.mainroads.wa.gov.au">www.mainroads.wa.gov.au</a>
<b>Statutory Mass and Dimension Limit</b>	The mass and dimension limits prescribed in Part 8 of the <i>Road Traffic (Vehicles) Regulations 2014</i> .
<b>WALGA</b>	Western Australian Local Government Association

## 1 PURPOSE & SCOPE

A Restricted Access Vehicle (RAV) is a vehicle that requires approval from the Commissioner of Main Roads to operate on any road that is open to, or used by, the public in Western Australia.

RAVs are categorised in three classes, as follows:

**Class 1 RAV** is a vehicle that exceeds a statutory mass and/or dimension limit and –

- (a) Is a special purpose vehicle; or
- (b) Is an agricultural machine or agricultural implement; or
- (c) Is carrying, or designed to carry, a large indivisible item; and
- (d) Is not a road train; or
- (e) Is not a B-double; or
- (f) Is not carrying a freight container designed for multi-modal transport.

**Class 2 RAV** is a vehicle that complies with all statutory mass and dimension limits and is –

- (a) A B-double; or
- (b) A road train; or
- (c) A controlled access bus not more than 14.5 metres long; or
- (d) A combination carrying vehicle on more than one deck that, together with its load, meets one or more of the following criteria –
  - i. Its height exceeds 4.3 metres, but does not exceed 4.6 metres;
  - ii. Its length exceeds 19 metres;or
- (e) A vehicle that exceeds 4.3 metres, but does not exceed 4.6 metres, in height and is built to carry cattle, sheep, pigs or horses.

**Class 3 RAV** is a vehicle that exceeds a statutory mass and/or dimension limit and is not a Class 1 RAV.

RAVs play an important role in providing transport efficiency and thereby helping to maintain an efficient and competitive economy in Western Australia.

Main Roads Heavy Vehicle Services (HVS) is responsible for administering road access for RAVs in Western Australia. This policy outlines the principles HVS follows when assessing, approving and reviewing a road for **Class 2 and 3 RAV** access and outlines the roles and responsibilities of key stakeholders involved in the process.

This policy does not apply to **Class 1 RAV** access.

## 2 STATUTORY AUTHORITY

The *Road Traffic (Vehicles) Act 2012* provides authority for the Commissioner of Main Roads to approve road access to RAVs. This authority is delegated to Main Roads Heavy Vehicle Services (HVS).

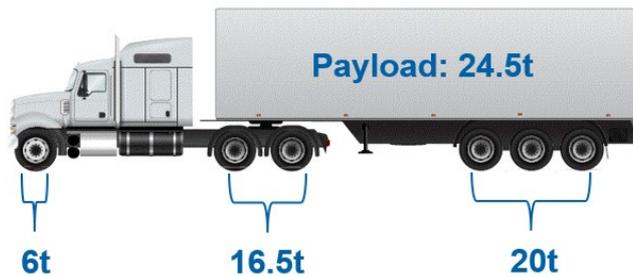
The *Road Traffic (Vehicles) Act 2012* does not provide authority for Local Governments, or other road managers, to approve or decline RAV access and there is no legal requirement for HVS to consult with any other party during the decision-making process.

### 3 BENEFITS OF RAV ACCESS

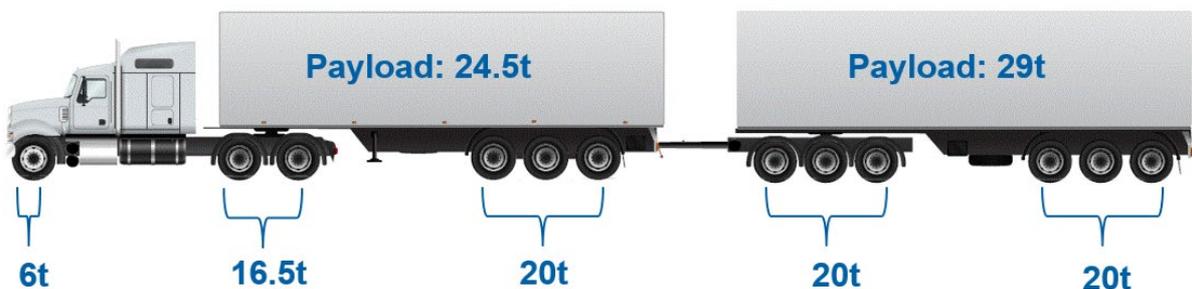
#### 3.1 Statutory Mass Limits

Where a road is assessed as being safe for RAV access, approving RAV access at statutory mass limits is beneficial to the transport industry, local communities, other road users and road managers. A RAV not only provides productivity benefits for the transport operator, it reduces the number of trips required for a specific transport task, which consequently reduces transport costs, carbon emissions, traffic congestion, crash risk exposure, heavy vehicle noise and road wear.

For example, a single trailer “as-of-right” vehicle combination, as shown below, can transport approximately 24.5 tonnes of product per trip.



However, a double road train (i.e. RAV), as shown below, can transport approximately 53.5 tonnes of product per trip.



In this example, the RAV can carry 118% more payload than the “as-of-right” vehicle combination, meaning the RAV will reduce the number of trips required to complete a particular transport task by more than half, compared to if an “as-of-right” vehicle combination was used for the transport task. Furthermore, the combined axle masses of two “as-of-right” vehicle combinations is 85 tonnes, while the combined axle masses of one double road train is 82.5 tonnes. This means the road train can move the same amount of product in less than half the number of trips, with less axle loading on the road. Using the road train also reduces the number of steer axles, which are arguably the worst axle for road damage.

It is also important to note that HVS cannot apply access conditions, such as speed restrictions and school bus curfews, to “as-of-right” heavy vehicles.

#### 3.2 Concessional Mass Limits

Concessional mass limits cause accelerated road wear when compared to the same vehicle combination at statutory mass limits being used for a given transport task. In addition, in some cases, roads may not be designed for concessional mass limits.

However, where large volumes of product are being moved, concessional mass limits provide significant productivity benefits, reduce the number of trips required for a specific transport task and consequently reduce transport costs, carbon emissions, traffic congestion, crash risk exposure, and heavy vehicle noise.

## 4 UNDERSTANDING THE TRANSPORT TASK

It is important to understand that the level of RAV access that is approved, does not determine the transport task. In most cases, the transport task already exists before an application is made for new or increased RAV access. Approving or increasing RAV access will simply make the transport task more efficient and provide the benefits mentioned in the previous sections.

For example, a fuel refinery will produce enough fuel to meet customer demand. Fuel tankers will transport the fuel to the areas where there is customer demand. The production and customer demand will not increase simply because the fuel is being transported on more-efficient vehicles. Allowing the more-efficient vehicle will simply mean the fuel can be delivered in less trips.

Approving RAV access will not create a new freight task or increase an existing freight task. However, declining RAV access will likely result in an existing freight task continuing with a higher number of “as-of-right” heavy vehicle (or smaller RAV) movements.

## 5 ALTERNATIVE MODES OF TRANSPORT

In considering an application for RAV access, Main Roads will consider whether the proposed RAV access is contestable with alternative modes of transport, particularly rail. RAV access should complement alternative modes of transport, as opposed to replacing the alternative modes of transport and increasing road transport.

Main Roads will ensure an effective working relationship is maintained with the Department of Transport and will consult where there is a potential rail contestability concern.

However, as mentioned in Section 4, the transport task often already exists, or a contract is already in place for road transport, before an application is made for new or increased RAV access. As such, if other modes of transport need to be considered, they should be considered prior to a Development Application, Extractive Industry Licence Application or similar being approved.

## 6 ENSURING EQUITABLE RAV ACCESS

Whether the proposed RAV access is at statutory mass limits or concessional mass limits, it is essential for Government agencies, at all levels, to provide fair and equitable RAV access. This means if RAV access is approved for one transport operator, it should be approved for all other transport operators under the same conditions.

HVS will ensure equity in approving RAV access and setting access conditions.

## 7 RAV ACCESS AND 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 the level of RAV access and what access conditions, if any, are appropriate.

### 7.1 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 provide key links in the freight network. They are managed by Main Roads Western Australia and will generally set the standard for the RAV Network classification in the area.

Primary Distributor roads should have minimal access conditions that unnecessarily restrict the operation of RAVs on approved routes.

## **7.2 Regional Distributor**

Regional Distributor roads link significant destinations and are designed for efficient movement of people and freight within and beyond regional areas. They are managed by local government and will generally be considered as the preferred route for RAV Network access when Primary Distributor roads are not available.

Similar to Primary Distributor roads, Regional Distributor roads should have minimal access conditions that unnecessarily restrict the operation of RAVs on approved routes.

## **7.3 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.

### **7.3.1 District Distributor A**

District Distributor A roads carry traffic between industrial, commercial and residential areas and generally connect to Primary Distributor roads. These are likely to form part of key freight routes and provide only limited RAV access to adjoining properties. Consideration should be given to the potential heavy vehicle traffic when designing, constructing and maintaining these roads, particularly roads linking industrial areas. Access conditions should be kept to a minimum for roads servicing industrial areas to ensure the operation of these areas is not unnecessarily inhibited.

### **7.3.2 District Distributor B**

District Distributor B roads perform 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. As such, access conditions may be applied to limit the RAV access to local operations.

## **7.4 Local Distributor**

### **7.4.1 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 through movements.

It is acceptable for RAV access on these roads to be subject to access conditions limiting the RAV access to local operations.

### **7.4.2 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.

It is acceptable for RAV access on these roads to be subject to access conditions limiting the RAV access to local operations.

## 7.5 Access Road

Access roads provide access to abutting properties with safety aspects having priority over the vehicle movement function. In urban areas, these roads are generally bicycle and pedestrian friendly.

It is acceptable for RAV access on these roads to be subject to access conditions limiting the RAV access to local operations.

## 8 ROLES & RESPONSIBILITIES

### 8.1 HVS

HVS is responsible for developing, administering and approving RAV access with appropriate conditions, taking into account matters including safety, structural and vehicular suitability and the orderly and efficient use of roads, 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 transport 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 HVS. As such, HVS is responsible for coordinating the necessary route assessments and approving RAV access where appropriate, for all roads open to and used by the public in Western Australia.

During this process, HVS may consult with Main Roads' Structures Engineering Branch and Materials Engineering Branch to understand the impact proposed access may have on the road infrastructure, prior to making a final decision on an access application.

HVS will also consult with the relevant road manager(s) when assessing RAV access to seek their comments. HVS will consider the feedback received and apply appropriate access conditions suggested by the road managers, provided they are in accordance with Section 11.

Contact Details:

Telephone – 138 486

Email – [hvsrouteassessments@mainroads.wa.gov.au](mailto:hvsrouteassessments@mainroads.wa.gov.au)

### 8.2 Main Roads Regions

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 liaising with HVS and local governments and provide information in relation to planning, maintenance and network operational issues that may affect the RAV Network. Main Roads Regions conduct onsite route assessments on State and local government roads on behalf of HVS.

Main Roads Regions are the road manager for the State roads within their region and provide advice and recommendations in relation to RAV access on State roads.

Road managers are expected to maintain the roads in accordance with the level of the RAV access that has been approved. However, it is important for Main Roads Regions to notify HVS if they become aware of changes to any roads within the region, including State roads and local government roads, that will adversely impact the safe movement of RAVs, such as an increase in traffic volumes on roads previously classified as low volume roads, a change to the road usage /

environment (e.g. the area has change from industrial zoning to residential zoning), or the road alignment has changed.

Refer to [Appendix 1](#) for the Main Roads Regional Boundaries.

### 8.3 Local Governments (and other Road Managers)

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 managers 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 all key stakeholders.

It is a HVS practice to obtain comment from the relevant road manager, prior to assessing an application for RAV access. In addition to providing comment to HVS, where the application is for new RAV access, the relevant road manager should also carry out a preliminary assessment of the road to identify any significant deficiencies that may render the road unsuitable for RAV access, which helps to ensure onsite assessments are not conducted unnecessarily.

To avoid delays with the application, it is important for the road manager to provide a response to HVS within the allocated time. HVS requests a response within four (4) weeks, which provides sufficient time for local government officers to present the request at an upcoming Council meeting, if necessary. If the road manager requires additional time, it is important they communicate with HVS, otherwise the application may be progressed without the road managers comments being considered.

Local governments are encouraged to consult with HVS when developing road designs and/or planning improvements to the road network to ensure they meet the requirements for any existing or future RAV access.

Road managers are expected to maintain the roads in accordance with the level of the RAV access that has been approved. However, it is important for local governments to notify HVS if there have been changes to any of their roads that will adversely impact the safe movement of RAVs, such as an increase in traffic volumes on roads previously classified as low volume roads, a change to the road usage / environment (e.g. the area has change from industrial zoning to residential zoning), or the road alignment has changed.

## 9 RAV ROUTE ASSESSMENT PROCESS AND TIMEFRAMES

In assessing applications for RAV access, HVS will ensure that the road is suitable for RAV access in accordance with the relevant *Route Assessment Guidelines* and decisions are made in accordance with the *Guidelines for Approving RAV Access*.

Main Roads will only approve road access for RAV operations after considering the impacts on:

- (a) Public safety, including the safety of other road users and the safety of the local communities; and
- (b) Road Infrastructure, particularly the impact to structures and road pavement; and
- (c) Public amenity, ensuring that the access will not result in significant adverse effects on the community; and
- (d) If more suitable alternative routes or alternative modes of transport are available.

HVS is committed to finalising all route assessment applications within three (3) months of receipt. However, assessments and approvals may be delayed for a variety of reasons and HVS will maintain regular contact with applicants to inform them of the progress.

An overview of the route assessment process and indicative timeframes is shown in the *RAV Network Application Process Overview* in [Appendix 2](#).

**NOTE:** When conducting a route assessment for a Restricted Access Vehicle (RAV), HVS 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.

## 10 ROAD MANAGER CONSULTATION

### 10.1 Consultation during the Initial Application

The application process requires the applicant to apply to HVS 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” form. HVS will then determine what level of consultation is required with the road manager in relation to the requested RAV access, in accordance with sub-clauses 10.1.1 and 10.1.2.

The road manager needs to note the four (4) week timeframe. If this timeframe is not achievable for any reasons, they should make immediate contact with HVS to negotiate a new timeframe. This assists HVS with keeping the applicant informed of the progress of their application.

#### 10.1.1 RAV Access – Statutory Mass Limits

Due to the benefits of RAV access at statutory mass limits, as explained in Sections 3 and 4, HVS will liaise with the relevant road manager to seek their comment to ensure there are no obvious issues that would deem RAV access unsuitable or unsafe, such as:

- (a) If the road design or road width is not suitable for the level of RAV access being requested;
- (b) If steep grades are evident that may cause safety concerns;
- (c) If any railway level crossings have insufficient stacking distance and /or sight distance;
- (d) If the sight distances at intersections are insufficient; or
- (e) Public amenity concerns.

If there are no obvious issues, HVS will arrange for the necessary onsite assessments to be conducted.

#### 10.1.2 RAV Access – Concessional Mass Limits

Due to the adverse impact concessional mass limits can have on certain roads, compared to equivalent transportation under statutory mass limits, HVS will liaise with the relevant road manager to obtain support prior to approving a road for RAV access with concessional mass limits.

It is acknowledged that road managers are not always aware of the construction of the road and its current state. Where possible, road managers should make use of available pavement data (pavement strength and condition data, visual defect inspection, pavement depth, maintenance history, future work programs and traffic) to assess the capacity of the road for the nominated concessional mass RAV vehicles, in the interests of the ongoing safe and orderly operation of the road.

If the current state of the road is uncertain, it may be appropriate for the road manager to request road pavement testing be undertaken, at the cost of the applicant, to determine if the pavement strength is suitable for concessional mass limits. This is a reasonable alternative to declining the application and will be of future benefit to the road manager.

## 11 ACCESS CONDITIONS

### 11.1 Applying Access Conditions in General

In addition to the conditions recommended in the *Guidelines for Approving RAV Access*, which are primarily to mitigate any safety concerns identified during the onsite assessment, road managers may request other RAV access conditions be applied that they believe are necessary for the ongoing safe and orderly operation of the road.

When road managers recommend access conditions, HVS will assess the appropriateness of the conditions, taking the following into consideration:

- (a) If there is an existing 'standard' condition that will achieve a similar outcome, the standard condition should be used;
- (b) If the condition introduces inequity or a commercial advantage, the condition will not be supported;
- (c) The condition must not be counteractive, e.g. limiting the RAV access in a manner that increases the number of overall heavy vehicle movements or clusters the RAV movements, having an adverse effect on road safety and/or public amenity.
- (d) The condition must be enforceable;
- (e) The condition must be appropriate for the hierarchy of the particular road (as per Section 7); and
- (f) The condition must be relevant to RAV access, i.e. within the extent of the legislative power under the *Road Traffic (Vehicles) Act 2012*.

If deemed appropriate, HVS will apply the access condition to the specific road on the relevant RAV Network.

A list of standard RAV access road conditions is available in [Appendix 3](#).

### 11.2 Applying Access Conditions for RAV Access – Statutory Mass Limits

RAV access at statutory mass limits will be assessed by HVS to ensure the access is safe. If the RAV access is assessed as being safe, HVS will generally approve the RAV access without any access conditions, unless conditions are required to mitigate any potential risks or the road manager requests appropriate conditions be applied, in accordance with sub-section 11.1.

### 11.3 Applying Access Conditions for RAV Access – Concessional Mass Limits

Concessional mass limits have the potential to cause extraordinary road wear, compared to equivalent transportation under statutory mass limits, particularly where the road has not been designed for this type of loading. As such, it is considered appropriate to apply access conditions that will enable the road manager to monitor the RAV access on their road(s) and/or provide a mechanism for the road manager to enter into road maintenance discussions with relevant parties.

Alternatively, it may be appropriate for road managers to request access conditions be applied that restrict the concessional mass limit access to local operations only, such as applying a condition limiting concessional mass limit access to specific commodity types or for local delivery and pick-up only.

### 11.4 Using Access Conditions to Control Access

The *Road Traffic (Vehicles) Act 2012* does not provide authority for local governments or other road managers to approve or decline RAV access. If a road manager uses a RAV access condition to approve and decline RAV access for a transport operator, HVS may remove the condition from the road.

## 12 ROAD MAINTENANCE & IMPROVEMENT AGREEMENTS

### 12.1 Road Maintenance Contribution Access Conditions

RAV access cannot be subject to an access condition that applies a road user charge or road maintenance contribution. If a road manager considers it necessary, they will need to negotiate road maintenance contributions and/or road improvement contributions directly with the relevant parties.

### 12.2 Road Maintenance Agreement Authority

Section 132 of the *Road Traffic (Administration) Act 2008* provides for road managers to recover extraordinary expenses resulting from heavy traffic. These expenses can be recovered in two ways, as follows:

- (a) If the damage has already occurred and the road manager has already incurred the extraordinary expenses, the road manager may recover the expense through the court; or
- (b) If RAV access will result in extraordinary expenses being incurred by the road manager, the relevant parties may enter into a road maintenance agreement.

### 12.3 Road Maintenance Agreement Requirements

A road manager must only enter into a road maintenance agreement if they are likely to incur extraordinary expenses. When determining the amount of expenses that are recoverable, the average expense of maintaining the roads in the area must be taken into account. It should only be the expenses that exceed the average expenses of maintaining the roads in the area that are recovered.

The road manager must only recover the portion of the extraordinary expenses from a transport operator that are attributed to that transport operator's vehicles.

The extraordinary expenses incurred, or likely to be incurred, must be able to be demonstrated to the satisfaction of the court, regardless of whether the expenses are recovered via the court or a road maintenance agreement.

The WALGA has developed guidelines that can be used to determine recoverable expenses. Road managers may develop their own models, provided the expense calculation method can be demonstrated to the satisfaction of the court.

### 12.4 Road Improvement Agreement

Where a road has been assessed as not meeting the relevant requirements (such as structural and vehicular suitability) for the requested level of RAV access and appropriate access conditions cannot be applied to mitigate the concerns, the application will be declined.

When an application for RAV access has been declined, HVS will advise the applicant and the road manager of the details of where the road was deemed deficient for the requested level of RAV access. Road improvements will need to be undertaken before for the requested level of RAV access can be reconsidered in the future.

Often, the road manager will not have sufficient budget to fund the necessary road improvements, or the road improvements are not in the interest of the road manager, e.g. the road improvements are of minimal benefit to the local community. In circumstances such as these, the road manager may decide to approach the applicant to negotiate upfront financial contributions, or "in kind" works, for the required road improvements.

## 13 ALTERNATIVE TO RAV NETWORK ACCESS

If the road is deemed unsuitable for addition to a RAV Network following an assessment, HVS may consider the application for a Restricted Local Access Permit (RLAP). Assessments for an RLAP will be based on the specific vehicle combination(s) being used by the applicant.

HVS will only consider an RLAP for “last mile” access for a specific operation, with suitable conditions to mitigate risks. HVS will not consider an RLAP if the access is likely to be requested by a large number of transport operators. If access is likely to be requested by a large number of transport operators, the road will need to be upgraded to meet the RAV Network standards.

The RLAP is not intended to replace RAV Network access and will not be considered as a general alternative for approving RAV access. However, the road manager may request that the application be assessed for an RLAP rather than for RAV Network access where:

- (a) the proposed access is for a one-off short-term transport task, with a low number of RAVs; or
- (b) there is other justification that does not create inequity, a commercial advantage or an unnecessary administrative burden on HVS or the applicant.

As per Section 6, for equity reasons, if an RLAP is approved for one transport operator, it will be approved for other transport operators under the same conditions.

## 14 RAV ACCESS REVIEW PROCESS

### 14.1 Circumstances for Reviewing RAV Access

HVS will review RAV access under the following circumstances:

- (a) A safety concern is raised;
- (b) The road manager advises the road cannot sustain RAV access with concessional mass limits and funding options have been exhausted;
- (c) Road usage and/or the road environment has changed considerably since RAV access was approved; or
- (d) Other circumstances with sufficient justification.

### 14.2 Safety Concerns

It is not practical for HVS to continually review RAV access on every road within the State. As such, there is a need for road managers to monitor the roads under their management and report any safety concerns to HVS. If any safety concerns are identified on a road, HVS will conduct a re-assessment of the road to establish if it is necessary to downgrade the level of RAV access or if appropriate access conditions can be applied to mitigate any identified risks. If the road is assessed as being unsuitable for the current level of RAV access, consideration will need to be given to the impact of removing the RAV access.

If the road is located on a key freight route, consideration must be given to whether it is feasible to conduct urgent remedial works in order to provide continued RAV access. Traffic management or an alternative route may need to be implemented as an interim measure.

If it is not feasible to undertake remedial works in the near future and the safety concerns cannot be mitigated, RAV access should be downgraded accordingly.

### 14.3 RAV Access Sustainability

The road manager may apply to have RAV access with concessional mass limits downgraded on the basis the road is unable to safely sustain the current or proposed level of RAV access.

Depending on the road classification and current usage, the road manager may be required to confirm that there is no practical or reasonable likelihood that additional maintenance to deal with this damage can be provided by the road manager and they have exhausted alternative maintenance funding sources.

### 14.4 Road Usage / Environment Change

The road manager may apply to have the RAV access downgraded where the road usage or road environment has changed considerably since RAV access was approved on the particular road.

For example, the road manager provides advice of one of the following:

- (a) Traffic volumes have increased significantly, so the road can no longer be classified as a low volume road;
- (b) The road has since become a residential road and there is a suitable alternative route / bypass; or
- (c) The road has been modified to an extent that it no longer safely accommodates RAVs.

HVS will conduct a re-assessment of the road(s) to establish if it is necessary to downgrade the level of RAV access or if there are other suitable options, such as road upgrades or applying access conditions to mitigate concerns relating to safety, vehicular suitability or the orderly operation of the road.

### 14.5 Other Circumstances

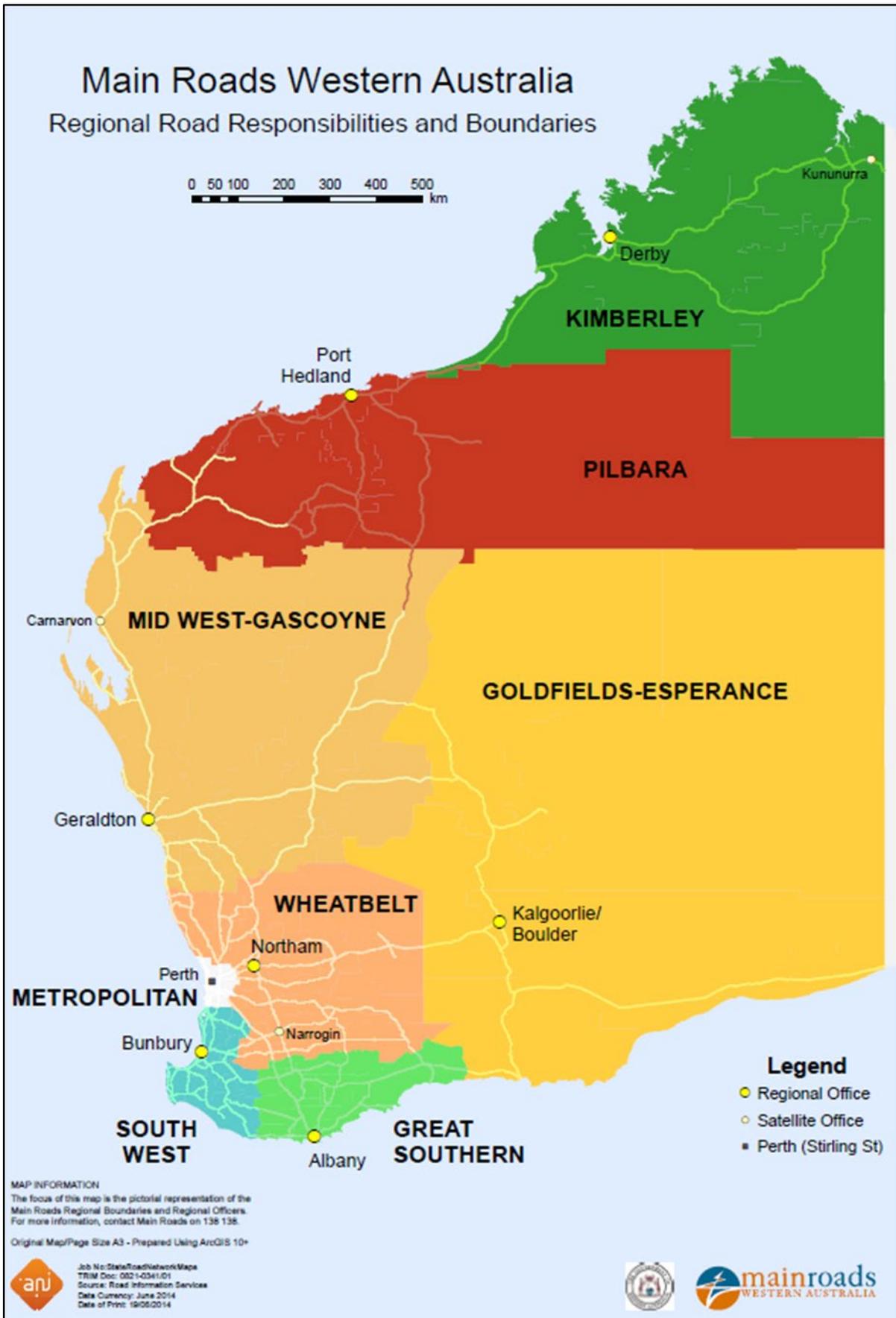
The road manager may apply to have the RAV access downgraded under other circumstances, provided the road manager undertakes community and transport industry consultation. This allows stakeholders including local business, residents and other members of the community, who may be affected by the change, to be involved in the decision-making processes.

Consultation will not be necessary where it can be demonstrated the road is no longer used by heavy vehicles or there is a suitable alternative route.

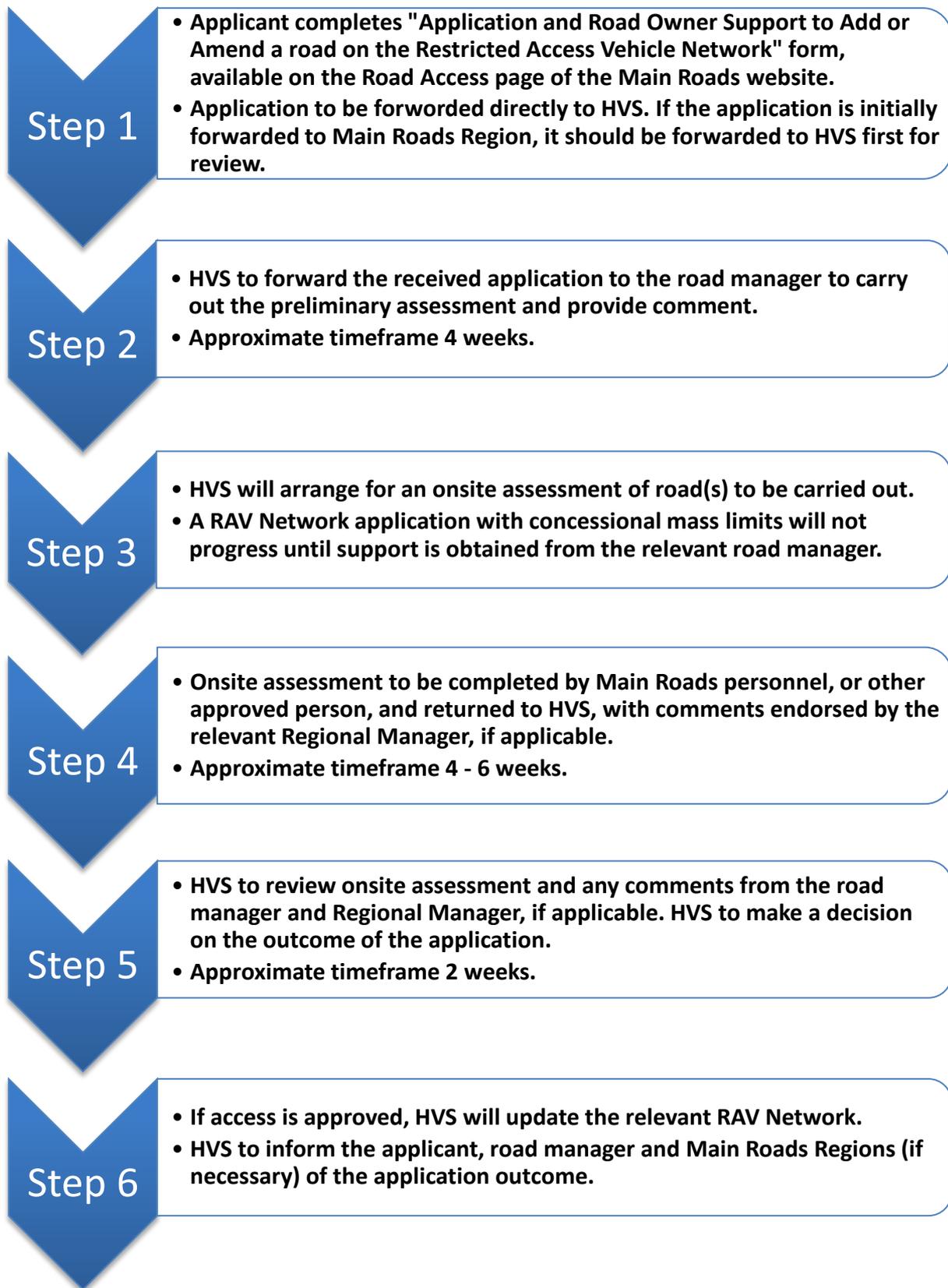
## 15 APPENDICES

Appendix	Title
<b>Appendix 1</b>	Main Roads Regional Boundaries
<b>Appendix 2</b>	RAV Network Application Process Overview
<b>Appendix 3</b>	Standard RAV Access Road Conditions

**APPENDIX 1: Main Roads Regional Boundaries**



## APPENDIX 2: RAV Network Application Process Overview



### APPENDIX 3: Standard RAV Access Road Conditions

Code	Access Condition
<b>40</b>	Maximum speed 40 km/h.
<b>50</b>	Maximum speed 50 km/h.
<b>60</b>	Maximum speed 60 km/h.
<b>70</b>	Maximum speed 70 km/h.
<b>80</b>	Maximum speed 80 km/h.
<b>90</b>	Maximum speed 90 km/h.
<b>CA07</b>	All operators must carry written support from the road manager acknowledging the operator's use of the road.
<b>CA08</b>	Operation during daylight hours only.
<b>CA09</b>	Headlights must be switched on at all times.
<b>CA11</b>	Direct radio contact must be maintained with other restricted access vehicles to establish their position on or near the road (suggested UHF channel 40).
<b>CA12</b>	For single lane road, the road must not to be entered until driver has established via radio contact that there is no other RAV on the road travelling in the oncoming direction.
<b>CA13</b>	Operation is not permitted while the school bus is operating on the particular road. Operators must contact the relevant schools directly and obtain school bus timetables; or where direct contact can be made with the school bus driver, operation is permitted once the school bus driver confirms all school drop-offs/pick-ups have been completed on the road.
<b>CA38</b>	Access approved to transport agricultural products and inputs only (including grain, hay, livestock and fuel).
<b>CV7</b>	No operation on unsealed road segment when visibly wet, without road owner's approval
<b>CV17</b>	Not to be used as a through route. For local delivery, pick-up and garaging within an area only accessible via this road. Driver must carry documentation as proof of local delivery, pickup or garaging address.