



Main Roads Heavy Vehicle Services

Framework for Downgrading Local Roads on the Restricted Access Vehicle Networks.

Working with Local Governments and Main Roads Regional offices to ensure a consistent and coordinated approach in downgrading Restricted Access Vehicle Networks.

**Version:
November 2017**

Contents

Introduction	2
Relationship Between Stakeholders	2
Working with Local Government and Regions	3
Prioritisation of Network Roads.....	3
Road Hierarchy Considerations.....	4
Risk and Safety Analysis	5
Community Consultation	5
Interconnecting Network Roads	6
Alternatives to Downgrading RAV Access.....	6
Process for Downgrading RAV Access.....	7
Amendment Table	8

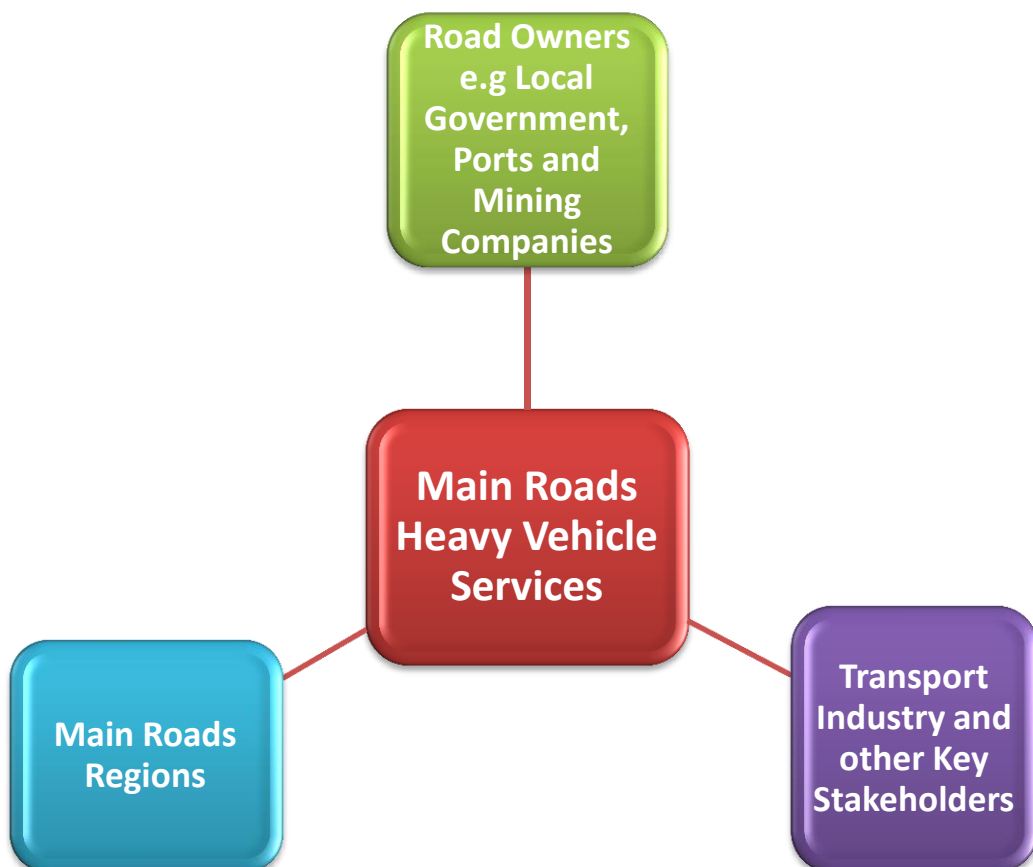
Introduction

Main Roads Heavy Vehicle Services has identified a need to develop a process to ensure downgrading Local Government roads on the Heavy Vehicle Network has been strategically evaluated to provide a consistent and efficient Heavy Vehicle Network.

It is in the interest of Local Government, Main Roads Regional Offices and Main Roads Heavy Vehicle Services to ensure that safe efficient heavy vehicle access to the road network is achieved by identifying key freight routes that work for the transport industry and will take the burden off lower priority/ less funded roads. Clear communication and consultation between Local Government and Main Roads is essential so all parties are able to provide valuable input into the decision making process.

The purpose of this document is to provide clarity on matters that need to be considered prior to downgrading a road on a particular Restricted Access Vehicle (RAV) network and ensure a consistent approach is taken when considering applications.

Relationship Between Stakeholders



Working with Local Government and Regions

Main Roads Heavy Vehicle Services will work with Local Government and Main Roads Regions to provide clarity and a process for downgrading Restricted Access Vehicle (RAV) network access. Main Roads Heavy Vehicle Services will consult with relevant stakeholders through regional visits and stakeholder information sessions to gain a valuable understanding of roads under their jurisdiction.

Role of Main Roads Heavy Vehicle Services

Heavy Vehicle Services is responsible for providing safe, efficient and sustainable heavy vehicle access to the Western Australian road network. Heavy Vehicle Services' role is to regulate, through issue of permits and notices, the movement of restricted access vehicles on the Western Australian road network in accordance with relevant legislation. It is necessary to balance Government policy objectives for road safety, transport efficiency for State economic benefits, community amenity and preservation of the road asset and transport industry demand.

Heavy Vehicle Services provides technical advice and solutions related to accessing the State's road network by Restricted Access Vehicles (RAVs). It is the responsibility of Heavy Vehicle Services to conduct a strategic analysis of identified roads to ensure downgrading roads approved on the network are warranted and will not negatively impact on transport operations.

Contact Details:

Telephone – 138 HVO (486)

Email – hvsrouteassessments@mainroads.wa.gov.au

Prioritisation of Network Roads

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

The Strategic Freight Network comprises a network of State and Local Governments roads that provide the core routes with sufficient capacity, suitable RAV rating and appropriate access to carry the expected major flows of freight throughout 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.

Inconsistencies in access or downgrades in network access on key freight routes can cause increased vehicle movements, loss of trade and increased transport costs which can flow onto the consumer. Requests to downgrade any road on a RAV Network will be assessed on a case by case basis. A road on a RAV Network is unlikely to be considered for downgrade if the road provides a strategic link to any of the following facilities:

- Ports
- Remote Communities
- Mine Sites
- Co-operative Bulk Handling (CBH) Grain Bins
- Industrial and commercial areas
- Regional distribution roads

Main Roads may consider downgrading a road provided there is a suitable and practical alternate route to reach the desired destination.

Road Hierarchy Considerations

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 downgrade a road on 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 not be considered for downgrade in RAV access without significant justification.

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 not be considered for downgrade in RAV access without significant justification and consultation. 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 government.

- **District Distributor A**
Carry 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 access to adjoining property and will generally not be considered for downgrade in RAV access without adequate justification or proposal of an alternate route.
- **District Distributor B**
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 and access conditions are generally applied to limit the RAV access to local operators. Downgrades in RAV Access on these roads will be supported provided the Local Government conducts adequate community consultation. An alternative to seeking a downgrade would be to apply conditions 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 government. 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. Downgrades in RAV Access

on these roads will be supported provided the Local Government conducts adequate community consultation. An alternative to seeking a downgrade would be to apply conditions to limit the 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. Downgrades in RAV Access on these roads will be supported provided the Local Government conducts adequate community consultation. An alternative to seeking a downgrade would be to apply conditions to limit the 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 Government. 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. Downgrades in RAV Access on these roads will be supported provided the Local Government conducts adequate community consultation. An alternative to seeking a downgrade would be to apply conditions to limit the RAV access to local operators.

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.*

Risk and Safety Analysis

If any safety issues are identified on a road, Main Roads Heavy Vehicle Services will conduct a re-assessment of the road to establish if it is necessary to remove the road from a RAV Network. A Crash Data Analysis should also be conducted as part of the assessment to identify any trends that relate to heavy vehicle incidents.

If the road is located on a key freight route, consideration must first be given to ascertain if remedial works will resolve the identified safety concerns. Consultation with Main Roads Heavy Vehicle Services should be done before any road upgrades to ensure the proposed works meet the requirements for the particular level of RAV Access.

Community Consultation

It is often necessary for Local Governments to undertake community and/or transport industry consultation as part of their request to downgrade a road. This allows stakeholders including local business, residents and other members of the community to be involved in the decision making processes who may be affected by the change in network status.

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.

Interconnecting Network Roads

RAV access that crosses local government boundaries can have its challenges when considering downgrades to a RAV Network. This is mainly due to the difference in priorities for each Local Government. Main Roads will assess each request on a case by case basis and consult with each Local Government if any interconnecting or cross boundary inconsistencies are identified.

Alternatives to Downgrading RAV Access

Road Maintenance Agreement

Road owners may consider supporting RAV access providing the road user enters into a Road Maintenance Agreement. A Road Maintenance Agreement is a contract entered into by the road user and road owner to recover costs for extra road maintenance undertaken by the road owner as a direct result from heavy vehicle movements.

Condition CA07 and CV17

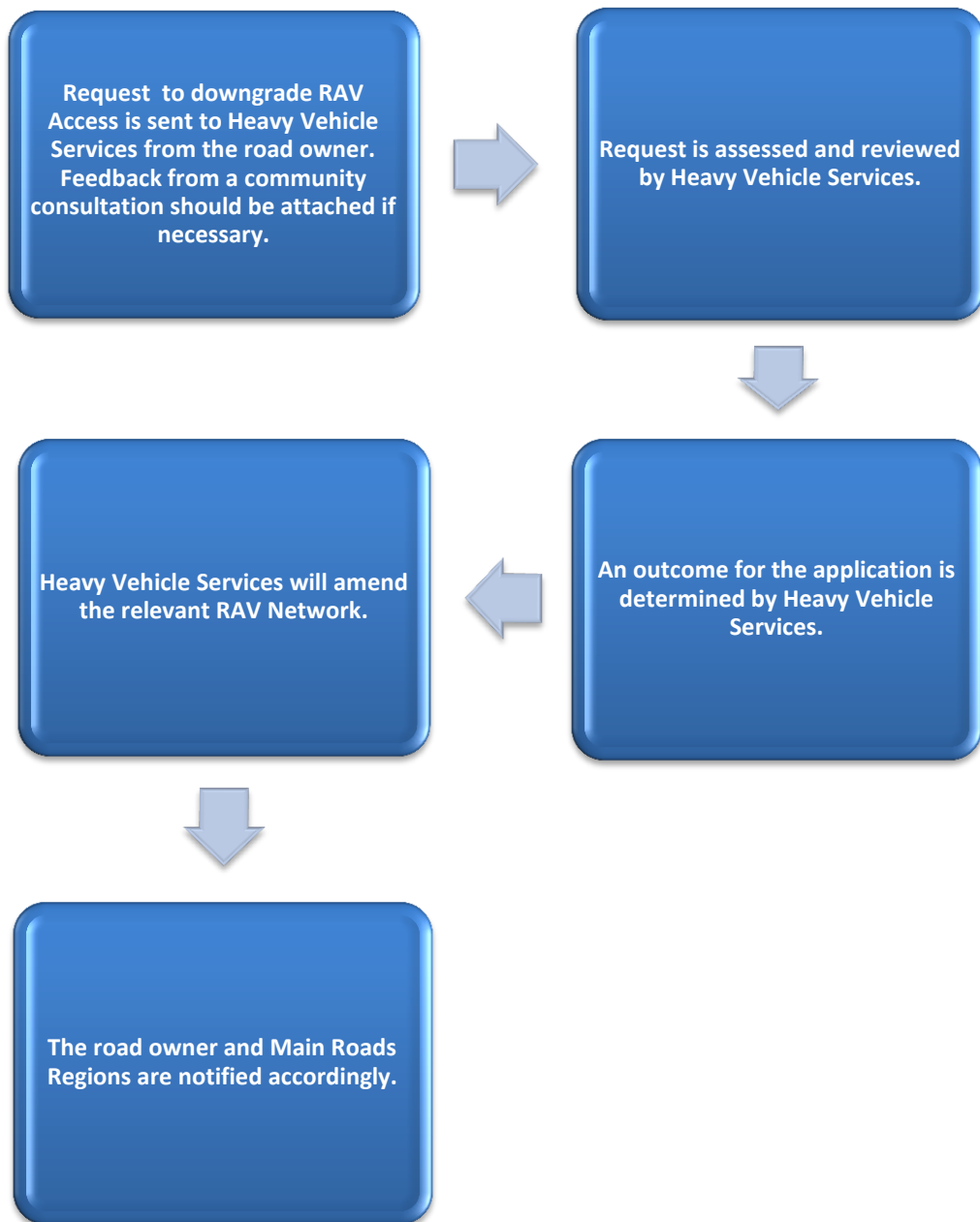
Condition CA07 (All operators must carry written support from the Road Asset Owner permitting use of the road) allows the road owner to manage vehicles on their network. If the road is intended as a “to” route for local access as opposed to a “through route” for general access, then applying condition CA07 to the network for specific roads will allow the road owner control of who operates on their road. The road owner is responsible for the administration obligations that come with applying the condition CA07.

Alternatively, condition CV17 (Not to be used as a through route. For local delivery and pick up only) can be applied to the road; or condition CA13 (No operation during school bus hours).

Similarly to downgrading roads, the road hierarchy must be considered when deciding whether or not to apply these conditions. It is unlikely Heavy Vehicle Services will support applying these conditions to Primary Distributor roads or Regional Distributor roads as they form part of the Strategic Freight Network. This also applies to where District Distributor roads, Local Distributor roads and Access roads also form part of the Strategic Freight Network. Significant justification must be provided by the road owner in all applications to have a road downgraded, as the roads all provide necessary links to the particular RAV Network.

- CA07 – All operators must carry written support from the Road Asset Owner permitting use of the road
- CV17 – Not to be used as a through route. For local delivery and pick up only
- CA13 – No operation during school bus hours.

Process for Downgrading RAV Access



Amendment Table

Amendment Date	Amended Section	Amendment Description
July 2016	Entire Document	<ul style="list-style-type: none">• Updated HVS contact details and references• Added amendment table, version control and file reference to footer.
July 2017	Road Hierarchy	Note added regarding private driveways.
November 2017	Condition CA07	Local Government Authority replaced with Road Asset Owner.