

Restricted Access Vehicle/ CA07 APPLICATION FORM

version 3: 15-Mar-21

**Request for Approval Letter to meet Main Roads WA CA07 Heavy Vehicle Condition**

All Local Government Roads in the Shire of Yalgoo that are part of the Heavy Vehicle Network hold the following CA07 Condition - All operators must carry current written approval from the road asset owner permitting use of the road.

Road Use Agreements

In the event that the Shire of Yalgoo determines your proposed freight task to be an Extraordinary Load on the local road network you will be requested to enter into a road use agreement.

Please refer to Shire Policy 13.5 Heavy Vehicle Cost Recovery which outlines cost recover powers for a Road Authority.

If a road use agreement is considered necessary by the Shire of Yalgoo all costs incurred by the Shire in processing the application including legal fees, engineering fees and any excessive staff time will be the responsibility of the applicant. You will be notified upon providing this complete form if the Shire considers your freight task as Extraordinary.

Applicant Details

Appropriate Email to be added to a road closure and condition email list	
Name of Applicant (Legal Entity/Company)	
Postal Address	
Applicant Contact Details	Name: Position: Phone: Email:
ABN	
ACN	

Details of Haulage Proposal (Please provide a map of your proposed route)

	Origin	Destination
Address:		
Company Receiving or Exporting Freight:		

	Origin to Destination	Return to Origin if applicable
Freight Type (ore, gas, equipment, unloaded)		
Number of Truck Movements	Per day/Per Month/Per Year	Per day/Per Month/Per Year
Estimate Total Tonnes of Freight Transported Per Annum		
Kilometres one way on Shire of Yalgoo Roads		

Vehicle Details

RAV Vehicle Class	
Truck & Trailer Combination Details	
GCM (tonnes)	
Payload (tonnes)	
Loading Scheme or Regulation Mass Limit (eg AMMS L3)	

Shire Roads – RAV Network Status

Include information for all roads in the Shire of Yalgoo that are the subject of this application.

RAV Network Status Shire Roads <i>Please state the current Main Roads RAV network classification of the road or indicate if the road is not on the network.</i>	Shire Road	Current RAV network status

Duration of RAV access

Estimated commencement date of haulage task:	
Estimated completion date of haulage task:	

Application by Freight Originator

If the applicant is not the operator of the haulage company, please provide details of the haulage company/ies that will operate under this approval. Attach a separate list if required.

Haulage Company (Legal Entity/Company)	
Postal Address	
Applicant Contact Details	Name: Position: Phone: Email:
ABN	
ACN	

Documents and Other Relevant Information

Documents Attached	<input type="checkbox"/> Map
Any Other Relevant Information	

DECLARATION/SIGNATURE

I,(name) of(company) hereby make application for a letter of authority for operation of Restricted Access Vehicles on RAV network roads in the Shire of Yalgoo to comply with the CA07 condition of a valid RAV permit held by me. I confirm that the details in this application are correct and the information provided will be used by the Shire of Yalgoo to determine if a Road User Agreement is appropriate for my proposed freight task.

Signed:

Date:

Restricted Access Vehicle/ CA07 DETERMINATION**YA_____**

Name & organisation of Applicant	
Name of Haulage Company	
Road/s in Shire of Yalgoo	
Date	

Letter of Authority

The Shire of Yalgoo has APPROVED this application for the term of 1 year from the date above. The operator must adhere to all conditions imposed by Main Roads WA and notify the Shire of the most appropriate email contact to receive notifications of road closures or conditions, if this changes from what is recorded in the application.

Please include the Truck and Trailer Registrations of the vehicle carrying this letter.

This approval, if signed by the Chief Executive Officer of the Shire of Yalgoo, constitutes a **letter of authority** in compliance with the CA07 requirement of a valid RAV permit.

Signed Chief Executive Officer: Date:

This letter does NOT constitute a permit. The holder must only operate a restricted access vehicle on any road in accordance with a valid permit issued by Main Roads WA.

13.4 Assessing Applications to Operate Restricted Access Vehicles (RAV) on Shire of Yalgoo Roads.

Introduction

A Restricted Access Vehicle (RAV) is a vehicle that exceeds a statutory mass or dimension limit as prescribed in the Road Traffic (Vehicles) Regulations 2014. RAVs can only operate on roads approved by Main Roads, under either an Order (Notice) or a permit. A Notice is an instrument of approval that is published in the Government Gazette and grants access for certain types of RAVs on defined networks of roads. All RAVs require a permit unless they are authorised under a Notice.

There are three types of restricted networks; the Standard RAV Network, Concessional Loading RAV Network and the Tri – drive Restricted Access Vehicle Network.

Operators may apply to add or amend a RAV route. It is Main Roads WA policy to consult with Local Governments before adding or amending a RAV route. Local Governments may request that Main Roads WA consider certain conditions for the RAV route. Once a Local Government has provided their conditional approval for a RAV route, Main Roads WA conducts a route assessment and prepares a summary report. The Main Roads Heavy Vehicle Services (HVS) considers the application before the RAV Network is updated.

Objective

The objective of this policy is to provide guidance to Local Government when assessing an application to add or amend a road on the Restricted Access Vehicle network.

History

Adopted

Former Policy 13.4 Assessment of CA07 Application (Restricted Access Vehicles on Shire Roads)

Amended / confirmed

Statutory Authority

Road Traffic (Vehicles) Regulations 2014

Road Traffic (Vehicles) Act 2012

Road Traffic (Administration) Act 2008

Road Traffic (Administration) Regulations 2014

Road Traffic Code 2000

Land Administration Act 1997 (Sec 55)

Local Government Act 1995

Main Roads Act 1930

Definitions

Restricted Access Vehicle (RAV): A Restricted Access Vehicle (RAV) is a vehicle that exceeds any of the following:

- a width of 2.5 metres;
- a height of 4.3 metres;
- a length of 19 metres for a vehicle combination;
- a length of 12.5 metres for a rigid vehicle;
- a gross mass of 42.5 tonnes;
- any other mass or dimension limit prescribed in the Road Traffic (Vehicles) Regulations 2014.

Notice: A Notice (or Order) is an approval instrument published in the Government Gazette by the Commissioner of Main Roads that grants access or provides mass or dimension modifications to RAVs.

Permit: A Permit is an approval instrument issued by the Commissioner of Main Roads to grant access or provide mass or dimension modifications to RAVs.

Accredited Mass Management Scheme (AMMS): AMMS is a Main Roads concessional loading scheme that allows vehicles to operate above statutory Mass Limits. Once a transport operator has the appropriate loading control method in place they can apply for an AMMS permit which allows them to operate at the higher mass limits. AMMS allows for three (3) concessional mass levels which provide up to an additional 3.5 tonnes per tri-axle and 1.0 tonne per tandem axle combination.

Policy Statement

The Local Government seeks to achieve a sustainable road network that balances the needs of the community and the provision of an efficient freight network to support economic growth and development. The most recent RAV network routes for the Shire can be found on the Main Roads WA Heavy Vehicles website.

Assessing a RAV Access Application

It is Main Roads' policy that support from the relevant road owner is obtained before an application for RAV access is assessed. Main Roads HVS will forward all applications to the road owner for support. If the Local Government is supportive of the application, then they must undertake a preliminary assessment before endorsing the application. The Main Roads RAV Network Access Strategy is aimed at establishing and maintaining a Strategic Road Freight Network (SRFN). The SRFN consists of roads, agreed on by Main Roads and Local Government, which carry the bulk of freight vehicles. When considering access decisions, Local Governments should be mindful of network wide considerations relating to efficiency, connectivity, sustainability, asset protection, public safety and public amenity. Where a more appropriate route is available, linking to the SRFN, it is reasonable to propose alternative routes to the applicant via the response to Main Roads WA. Approvals for RAV access outside of the SRFN should generally be limited to where access is required to a particular origin and / or destination or loading and unloading locations.

Assessing Support

The Local Government must first determine if it supports the application. The assessment to determine support must be performed by a suitably qualified and experienced Local Government officer or consultant. The assessor must record the basis for the decision and these records should accompany the application when it is referred to Council for approval.

The following criteria should be considered.

1. Is the road identified as a link on the Strategic Road Freight Network on a regional or local plan?
2. What is the designated Main Roads hierarchy?
3. Does the route provide connectivity to activity centres?
4. Does the route provide connectivity to the State road network?
5. Is the proposed RAV rating consistent with the connecting routes?
6. If the route crosses into adjacent Shires, have they been consulted?
7. Are there alternative routes that would be preferable for the RAV access?
8. Does the route impact community facilities e.g. schools, hospitals and town sites?
9. Will the proposed access impact public safety?
10. Is the proposed access likely to result in extraordinary damage to the road pavement? Consult the Local Government Heavy Vehicle Charging Policy.
11. Are there any bridges or other structures that are clearly below the standard required for the proposed access or likely to result in dangerous operating conditions?
12. Are there any known physical or topographical constraints?
13. Is the road listed in ROADS 2030?

Further to this, consideration needs to be given to the benefits of approving RAV access. While a RAV may be a larger vehicle, the routes are assessed to ensure the vehicle can operate safely amongst other traffic. Approving RAV access will potentially reduce vehicle movements for the same transport task, which in turn reduces congestion, emissions, noise, community impact and road wear.

Preliminary Assessment

If the Local Government supports the application, then a preliminary assessment must be performed by the Local Government. If the application is for a road on the Tandem Drive Network to be added to the Tri Drive or Concessional Networks then no preliminary assessment is required by the Local Government. Guidance on performing a preliminary assessment is provided by MR HVS, Framework – Adding a Local Government Road to a Redistricted Access Vehicle Network.

The Guide states that the following criteria should be considered:

- An assessment of the road width to ensure the road is suitable for the level of RAV access being requested.
- An assessment of the steepness of longitudinal grades to ensure they are within the specified limits.
- An assessment of the stacking and sight distance of any railway level crossings on the route.
- Sight distances at intersections must be checked to ensure they comply with the guideline requirements

Operating Conditions

Standard Operating Conditions

Based on the Assessment of Support and the Preliminary Assessment, the Local Government may review their support for the application or recommend a selection of operating conditions to be applied as a condition of permit. Main Roads will apply all or some of the conditions below to very low traffic volume roads when the road's width does not meet the minimum requirements as shown in their reference material below.

These and other similar operating conditions may be applied to the assessment of other roads.

1. When travelling at night, the RAV must travel at a maximum speed of 40km/h and display an amber flashing warning light on the prime mover. Where RAVs are limited to 40km/h advisory signs must be installed for safety to other vehicles who may unexpectedly catch up a vehicle at night.
2. No operation on unsealed road segment when visibly wet, without Road Owners approval.
3. Headlights must be switched on at all times.
4. Speed restrictions. (*40 km/h or 60 km/h in accordance with the Main Roads WA Low Volume Rural Road Minimum Widths of the Standard Restricted Access Vehicle (RAV) Route Assessment Guidelines).
5. Direct radio contact must be maintained with other RAVs to establish their position on or near the road (suggested UHF Ch 40).
6. Road not to be entered until driver has established by radio communication that there is no other RAV on the road travelling in the opposing direction.
7. Operation is not permitted while the school bus is operating on the road. Operators must 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/ pickups have been completed on the road.
8. The Operator must obtain written approval from the Road Owner. The approval letter must be carried in the vehicle and produced upon request. Commonly referred to as a CA07 condition.

Other Operating Conditions

The Local Government may consider the need for additional operating conditions for example:

- Road not to be used as a through route. For local delivery and pick up only. Driver must carry proof of local delivery or pick up
- Empty travel only
- Single lane operation only
- Laden ascent travel only
- Speed restrictions
- Warning signs to be installed in accordance with Australian Standards and removed when haulage completed
- One truck movement at a time
- Truck entering signs to be erected by the Local Government and removed when not in use
- Turning restrictions
- No operation during specified months or periods
- No operation on certain days e.g. Saturdays, Sundays or Public Holidays
- No movement permitted between specified times.

The Local Government must justify the need for the additional conditions, which will be approved and applied at Main Roads discretion. Only conditions applied by Main Roads are enforceable.

Restricted Local Access Period Permit

If the road is deemed unsuitable for addition to the RAV network, the assessor may consider the alternative of recommending to Main Roads that the application be considered for “Restricted Local Access”. The “Restricted Local Access” Period Permit provides access to the final destination of a particular transport task. This may include access to a farm gate, local business or pine plantation. A safety assessment is conducted by Main Roads taking into consideration the specific vehicle type and operation. The permit may be issued to a particular vehicle combination and/ or length with particular operating conditions. The assessor should consider the required operating conditions and make recommendations when referring the application back to Main Roads.

Timeframes

The Local Government will endeavour to return the assessment to Main Roads within 4 weeks of receipt. Should Main Roads not receive support from the Local Government within three (3) months, Main Roads reserves the right to undertake an assessment of the road and add to the relevant network if deemed suitable without Local Government support.

Authority

Support of an application to amend a RAV Route shall be a decision of Council unless otherwise delegated.

Reference Material

The RAV assessment process is managed and approved by Main Roads Western Australia. This policy must be applied in accordance with the relevant Main Roads guiding documentation. The latest reference material is listed below however Main Roads may review and change the process from time to time and Officers applying this policy should ensure they have familiarised themselves with the latest guidelines. The Guidelines can be viewed on the Main Roads website under Heavy Vehicles, RAV Network Access.

1. Restricted Access Vehicles: Prime Mover, Trailer Combinations: Operating Conditions
2. Framework – Adding a Local Government Road to a Restricted Access Vehicle Network
3. Guidelines for Approving RAV Access
4. Framework for Using Consultants to Assess Local Government Roads for Inclusion on a Restricted Access Vehicle Network
5. Standard Restricted Access Vehicle (RAV) Route Assessment Guidelines
6. Tri – Drive Route Assessment Guidelines
7. Concessional Loading Route Assessment Guidelines.

CA07 Applications

Applications are to be issued with a letter from the Shire of Yalgoo permitting the use of the road/s for 1 year, provided that the Shire does not consider the freight task to be extraordinary. In the case that the Shire considers the freight task to be extraordinary please refer to Policy 13.5 Heavy Vehicle Cost Recovery.

13.5 Heavy Vehicle Cost Recovery

Introduction	<p>The serviceable life of a road is dependent on the quantity and type of heavy vehicle passes. A road will typically be designed to last for a defined time period (typically between 20 to 50 years) during which time it will be subjected to a predicted quantity of heavy vehicle passes. The road is designed and constructed to fit its intended purpose. If an industry or mining operation proposes a transport task that increases the volume of heavy vehicles well above the quantity that it was designed and constructed to carry, then the life of the road will be consumed at a much higher rate than anticipated. The road will require additional maintenance and may fail prematurely leaving the local government with the cost to reconstruct the road. It is unreasonable for the community to bear this additional cost and the proponent should be charged at a fair rate to offset the cost of additional maintenance and reduction in the life of the road.</p>	
Objective	<p>The objectives of this policy are to present a methodology and framework for heavy vehicle charging for a defined task on a sealed Local Government Road. This includes the calculation of heavy vehicle charges, qualifying scenarios, funding administration and development of agreements.</p>	
History	Adopted	
	Former Policy	13.5 Road Use (RAV Haulage) Agreements Policy
	Amended / confirmed	

This Policy is intended to be using in conjunction with the WALGA User Guide – Estimating the Incremental Cost Impact on Sealed Local Roads from Additional Freight Tasks.

Definitions

Agreement: An agreement between the Local Government and a proponent defining the conditions of access including charges for a defined transport task

Proponent: The party that is requesting to use a Local Government road for a defined freight task

Equivalent Standard Axle (ESA): The number of standard axle loads which are equivalent in damaging effect on a pavement to a given vehicle or axle loading. Every vehicle combination can be expressed as a number of ESA.

Annual Design ESA (ADESA): The predicted annual ESA that was used to design a road pavement structure. If this is unknown it may be estimated based on the average annual ESA from historic traffic counts or the annual ESA that would reasonably be expected for a particular Category of road under normal circumstances.

Extraordinary Load: An Extraordinary Load is defined as a freight task that will result in a significant increase in the ADESA resulting in damage to the road pavement and reduction in the structural design

life of the road giving rise to extraordinary expenses as a result of increased routine and planned maintenance and premature failure necessitating rehabilitation or reconstruction of the road.

Routine maintenance: Unplanned activities that maintain the serviceability of the road e.g. repairing potholes, cleaning drainage structures, repairing edge breaks and sweeping pavements.

Preservation: Planned maintenance and rehabilitation that are designed to preserve or extend the serviceable design life of the road e.g. crack sealing, resealing with a bituminous sprayed seal, rehabilitation of gravel shoulders and replacing culverts and kerbs.

Statutory Power

- Road Traffic (Administration) Act 2008 Part 7, s.132 & s.136 ; Road authority may recover expenses of damage caused by heavy traffic.

In particular; s.132 (2) states: “Where it appears to the road authority that has functions in relation to the repair of road infrastructure that, having regard to the average expense of repairing road infrastructure in the vicinity, extraordinary expenses have been incurred by the road authority in repairing the road infrastructure because of damage caused by heavy traffic, the road authority may recover the amount of the expenses as may be proved to the satisfaction of the court to have been incurred by the road authority because of damage caused by heavy traffic.”

and s.132(4) states: “A person against whom expenses are or may be recoverable under this section may enter into an agreement with the road authority for payment to it in respect of heavy traffic, and on making the payment as agreed the person is not to be subject to any proceedings under this section.”

- Revised State Planning Policy 3.6 – Development Contributions for Infrastructure, developed under the authority of Planning and Development Act 2005, Section 26.
- Local Government Act 1995 Part 6 – Financial Management, Div 5 – Financing Local Government Activities, Subdivision 2 – Fees and charges, 6.16 – Imposition of fees and charges.

Application

This policy applies to any party that plans to run a defined vehicle freight task on a Local Government Road(s). The task must be deemed to be of such a volume (extraordinary load) that it is likely to cause damage resulting in “extraordinary expenses”, which is damage that is well beyond what would normally be anticipated for the category of road(s) concerned. If the Local Government considers that the defined freight task is likely to also effect roads in adjacent Shire(s) it will notify them accordingly.

Extraordinary Load

An Extraordinary Load is defined as a task that will result in a significant increase in the Annual Design ESA (ADESA) and will result in damage to the pavement and reduction in the structural design life of the

road leading to extraordinary expenses.

The ADESA shall be determined by Council based on the most appropriate method or combination of methods:

Method 1. Historical pavement design information

Method 2. Engineering assessment based on traffic counts, pavement structure and condition performance

Method 3. Nominal 50% ADESA for sprayed sealed Local Government roads as per WALGA & ARRB 2015, adapted from Table C.1

The Shire is to approach heavy vehicle users upon receiving a CA07 application or group of applications to determine if a Road Use Agreement is Appropriate.

Cost Calculation

The relevant charge shall be calculated using the User Guide – Estimating the Incremental Cost Impact on Sealed Local Roads from Additional Freight Tasks (WALGA & ARRB 2015). The Proponent shall provide the following information to the Local Government:

1. The type and axle configuration of the vehicles to be used for the task.
2. The annual freight tonnage for the task and the vehicle payload.
3. The number daily vehicle passes.
4. The duration of the task.
5. The task routing and distance.

The total annual ESA used to calculate the charge shall be the proposed annual ESA minus the applicable 50% ADESA or other appropriate percentage. Note that this method was designed for sprayed sealed roads. Asphalt roads will require a modified or different approach. Unsealed roads should be assessed so as to develop them into sealed roads or negotiation should take place for the proponent to maintain the unsealed road.

Negotiation

The following conditions may necessitate negotiation with the Proponent to adjust the calculated charge or to use an alternative methodology:

1. If the Category of road has been purposely constructed to a level that is markedly different to the ADESA, then an appropriate ADESA shall be determined using available engineering data and judgement. The road category shall also be appropriately adjusted for the determination of cost from the User Guide.

2. If the road is in a very poor or failed condition then the Local Government shall negotiate with the proponent on a strategy and cost to bring the road to a serviceable condition before calculating an annual charge.
3. If the magnitude of the freight task is of such a volume that the road is likely to experience structural failure in a short period, then the Local Government shall negotiate an appropriate strategy and charge to upgrade the structural capacity of the road in advance. This will result in an increased ADESA which will then be used to calculate the ongoing charges.
4. The rates in the User Guide are current for 2015 and the Local Government and the proponent shall agree on a suitable method to calculate escalation.
5. If the proposed ESA are excessively above the limits in the User Guide or if for any other reason this method is deemed inappropriate then the Local Government may elect to calculate the charge using an alternative method.

Funding and Service

Funds collected from the Proponent shall be placed into a dedicated fund and shall only be used for routine maintenance, preservation and structural strengthening activities on the section of road concerned. The Local Government shall keep records of all works and costs. The Local Government will contribute a portion of the cost of works out of its own funds according to what they would have reasonably allocated to the road if the proponents activities were not present. After termination or expiry of an agreement, any remaining funds shall be kept for a period of 12 months (or other agreed time period) after which the road will be inspected and the remaining funds shall be used to repair any defects so that the road is in a similar condition to when the agreement began.

Agreement

The Local Government and the proponent shall enter into an Agreement that includes the following:

- The type and axle configuration of the vehicles to be used for the task.
- The annual quantity of vehicle passes and the payload tonnage. If seasonal then this must be described
- The routing including return journeys
- The duration of the task
- The annual and unit rate charge and method of calculation
- Payment terms and conditions
- The obligations of the parties including works records, expenditure, evidence and audit requirements in relation to the determination of actual payload tonnages and notifications of changes to vehicles, payload or routing
- Conditions on expiry of the agreement
- Hours and conditions of operation
- Breaches and terms of remedy for the Local Government and Proponent
- Duties of Local Government and the Proponent

Duties of Local Government

The Local Government will take all reasonable steps to keep the road in a serviceable condition for the duration of the agreement. The Local Government will keep proper records to ensure transparency of expenditure of all collected charges

Duties of the proponent

The proponent will provide timely (to be determined by the Local Government in Agreement) notification to the Local Government if there are any changes to the type of vehicles and axle configurations, annual payload and routing.

Authority

The authority to enter into an agreement with a Proponent under this policy shall be approved by Council.