



**mainroads**  
WESTERN AUSTRALIA

*We're working for  
Western Australia.*

# **Policy & Process for Downgrading RAV Access Due to Lack of Maintenance Assistance**

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

D23#275499  
March 2023

# Contents

1	PURPOSE .....	4
2	PRINCIPLES .....	4
3	POLICY .....	4
4	PROCESS .....	5
5	RELATED DOCUMENTS.....	5

# Document Control

<b>Owner</b>	Director Heavy Vehicle Services
<b>Custodian</b>	Manager Heavy Vehicle Road Network Access
<b>Document Number</b>	D23#275499
<b>Issue Date</b>	21 March 2023
<b>Review Frequency</b>	Annually

## Amendments

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

# 1 PURPOSE

This document is to ensure a reasonable and consistent process is followed when restricting access to Restricted Access Vehicles (RAVs) as a result of a company failing to honour a road maintenance agreement or refusing to enter into such an agreement in order to sustain the current level of RAV access.

# 2 PRINCIPLES

- 2.1 Under the provisions of s.132 of the *Road Traffic (Administration) Act 2008 (RT(A) Act)*, and s.18A(1) of the *Main Roads Act 1930 (MR Act)*, road managers have the ability to recover extraordinary maintenance costs incurred as a result of heavy traffic, and/or enter into an agreement with a person or company to contribute to road maintenance costs.
- 2.2 Heavy traffic includes heavy vehicle traffic, or a high volume of traffic, resulting in extraordinary expenses being incurred compared to the average expense of road maintenance costs in the area. This would include a haulage campaign causing a significant increase in the number of heavy vehicles at statutory mass limits, or an operation utilising heavy vehicles loaded to concessional mass limits.
- 2.3 Maintenance costs can be recovered from a person who has directed or caused the heavy vehicle traffic (the Traffic Generator), such as a mining company, grain receiver or a transport company.
- 2.4 The maintenance costs can be recovered up to 6 months after completion of a haulage task, via court proceeding under the *RT(A) Act*. Alternatively, the Traffic Generator can enter into an agreement with the road manager under the *MR Act* or the *RT(A) Act*, and provided they honour the agreement, will not be subject to court proceedings.
- 2.5 Where Main Roads is incurring, or likely to incur, extraordinary maintenance costs and does not have sufficient budget to sustain the current level of RAV access, e.g. concessional mass limits, the Traffic Generator will be required to provide maintenance assistance, either through financial contributions or under an agreement to carry out maintenance work on behalf of Main Roads under s.18A(3) and s.18A(4) of the *MR Act*.
- 2.6 Main Roads is responsible for providing a safe public road network and Main Roads Heavy Vehicle Services (HVS) is responsible for ensuring RAV access is safe. These responsibilities cannot be abrogated or assigned to another party.
- 2.7 If the Traffic Generator is not willing to enter into a maintenance agreement or is not honouring an existing agreement, consideration will need to be given to removing or downgrading the RAV access to prevent ongoing road damage and ensuing road safety issues.

# 3 POLICY

- 3.1 HVS will require the relevant road manager to:

- a) Demonstrate they have made adequate attempts to enter into a reasonable road maintenance agreement, which reflects the costs incurred or costs likely to be incurred as a direct result of the heavy traffic that the Traffic Generator is responsible for; or
- b) Demonstrate an existing road maintenance agreement is not being honoured and reasonable attempts have been made with the Traffic Generator to address the shortcomings.

3.2 If satisfied reasonable attempts have been made to enter into a reasonable road maintenance agreement or an existing agreement is not being honoured, resulting in ongoing road damage and road safety concerns, HVS will restrict relevant RAV access.

## 4 PROCESS

- 4.1 The road manager must provide all relevant correspondence to HVS for review.
- 4.2 HVS and the road manager will meet with the Traffic Generator to ensure they are aware of the potential consequences, i.e. removal or downgrade of RAV access due to ongoing road damage and ensuing road safety concerns.
- 4.3 Follow-up correspondence will be provided to the Traffic Generator, confirming clear actions required to maintain RAV access and a specific timeline for each of the required actions.
- 4.4 If the Traffic Generator fails to comply with the required actions, within the specified timelines, RAV access will be restricted, unless there is sufficient justification for the delays.
- 4.5 RAV access can be removed or downgraded using the following methods:
  - a) Removing a road from the RAV Networks, where the road is a "last mile" access road;
  - b) Applying specific intersection or driveway turning restrictions, preventing direct access in and out of a specific site;
  - c) Applying restrictions on a permit, such as removing specific roads, or imposing specific restrictions on a Restricted Local Access Permit (RLAP), an Accredited Mass Management Scheme (AMMS) Permit or a Performance Based Standards (PBS) Permit.

## 5 RELATED DOCUMENTS

Document Number	Document Title
D20#372069	RAV Access Approval & Review Policy