



## Solution

- Develop a Heavy Vehicle Access Framework
- Concept endorsed in mid January 2004
- Draft concept framework developed Dec 2004 and distributed for internal comment
- 1<sup>st</sup> draft prepared and distributed for consultation in April 2005 to LGA's and Councils, Industry and operators
- 2<sup>nd</sup> draft distributed June 2006
- Approved by the Minister for Transport 11 July 2006



## Document content and availability

- Divided into 2 parts
- Part A – Policy and Guidelines
- Part B – Route network maps and categories
- Available on DTEI website for easy updating and access
- Document will be periodically updated to reflect ongoing changes
- Stakeholders advised of updates by email



## HVAF elements

- Strategic approach to network development
- Authorised assessors for route assessment
- Auditing and review of approved routes
- Defined funding responsibilities
- Development of commodity routes
- Improved regulatory regime



## Strategic network development

- Identify freight task
- Match route network and vehicle type to freight task
- Identify deficiencies or gaps in network
- Develop funding strategies to rectify
- Consistent with Federal Government approach for funding under AusLink



## Authorised Assessors

- Increase available resources for route assessment on a user pays basis (e.g. DTEI, Councils or private assessors)
- Ensure accurate and consistent assessment across the State
- Manage risks and liability to State and Local Government
- List of assessors available on DTEI website



## Auditing and review of approved routes

- Monitor use to ensure routes are maintained to desired standard and continue to provide intended function
- Need to review to maintain relevance to the freight task
- Manage risks and liabilities
  - Road safety
  - Infrastructure damage



## Funding responsibilities

- Key routes – 24 / 7 Auslink and State arterial roads
  - Federal Government and DTEI
- General freight routes – 24 / 7 State and Local roads
  - DTEI and Councils
- Commodity routes – seasonal or low use access
  - Local roads (some State roads)
  - User may need to contribute to cost of upgrading



## Commodity routes

- Fit for purpose networks matched to freight task related to seasonal or low frequency use
- No compromise on safety - risk assessment for infrastructure
- Specific commodity route guidelines used as distinct from national guidelines for key and general routes
- Typical conditions of access
  - Reduced speed limits and time restrictions
  - driveway and sight distance improvements



## Improved regulatory regime

- Conversion of permit to gazetted routes
- Eliminate unnecessary repetitive annual clearances and permit process – red tape reduction
- Implement a defined and transparent route assessment and approval process
- Consistent with national transport reform agenda
- Permits retained only for exceptions on technical grounds



## Key principles

- Minister for Transport/ DTEI responsible for approval of routes and ensuring RAV's only operate on safe and suitable routes
- Roads will not be approved or gazetted without the agreement of the road owner/ manager ( DTEI and Councils)



## Status of implementation

- Review of permit routes – reduction of 3000 permits by December 2007 (was July 2007)
- Linked to gazettal of commodity routes
- Established list of Authorised Assessors
- Refining process for route assessment and approvals in consultation with local government
- Developing GIS data base for managing auditing and review process

