



Transport
Roads & Maritime
Services

NSW ROUTE ASSESSMENT GUIDE for Restricted Access Vehicles

30 October 2012

Publication number: RMS12.450

© Copyright State of NSW and the Roads and Maritime Services NSW

The Roads and Maritime Services NSW and State of NSW are pleased to allow this material to be reproduced in whole or in part, provided the meaning is unchanged and its source, publisher and authorship are acknowledged.

Disclaimer

This guide is to be read in conjunction with road transport legislation, which prevails over any inconsistencies. It is the responsibility of owners, freight vehicle operators and drivers to be aware of the laws which apply to a particular vehicle that is intended to be operated.

This document is UNCONTROLLED when downloaded or printed.

Users of this Guide can provide comment regarding the administrative or technical aspects of the Guide or be advised of future revisions to the NSW Route Assessment Guide for Restricted Access Vehicles or associated technical documents by registering their details with:

ravguide@rms.nsw.gov.au.

Published by:
Roads and Maritime Services NSW
101 Miller Street
North Sydney
Locked Bag 928
North Sydney 2060

Phone: **132 213** (switchboard)
Email: ravguide@rms.nsw.gov.au
Website: www.rms.nsw.gov.au

RMS12.450
ISBN 978-1-922041-55-5
30 October 2012

Revision Register

Edition	Revision Summary	Approved																				
3.0	<p>The <i>NSW Route Assessment Guide for Restricted Access Vehicles, Edition 3</i>, has been written to replace the Route Assessment Guidelines Edition 2 May 2002 and other interim guidelines. This version incorporates public consultation carried out in March 2012.</p> <p>The guide requires that applicants submit their applications to Roads and Maritime Services (RMS), which will coordinate the process with all bodies involved and be the point of contact with the applicant.</p> <p>The major changes from Edition 2.0 are summarised below.</p>	30-Oct-12 Peter Duncan CE RMS																				
	<table border="1"> <thead> <tr> <th data-bbox="323 683 587 734">Edition 2.0</th> <th data-bbox="587 683 1254 734">Edition 3.0</th> </tr> </thead> <tbody> <tr> <td data-bbox="323 734 587 824">B–doubles, Type 1 road trains and 4.6 m high vehicles</td> <td data-bbox="587 734 1254 824">B–doubles, Type 1 and Type 2 road trains, and now includes HML, performance based standards and modern road train combinations of B–triples and AB–triples.</td> </tr> <tr> <td data-bbox="323 824 587 891"></td> <td data-bbox="587 824 1254 891">Foreword added to provide an overview of the NSW road freight task and highlight “First Mile/Last Mile” in transport connectivity.</td> </tr> <tr> <td data-bbox="323 891 587 981">Chapters 1, 2 and 7</td> <td data-bbox="587 891 1254 981">Section 1 Introduction and Section 2 Types of Freight Vehicles as well as describing the new types of restricted access vehicles. The term “access authority” is used to describe RMS or council as the delegated authority.</td> </tr> <tr> <td data-bbox="323 981 587 1070">Chapter 3</td> <td data-bbox="587 981 1254 1070">Section 3 Management of the application. The flow diagram is applicable to both RMS and councils. The process places RMS in a coordinating role for receiving and following through restricted access vehicles and Intelligent Access Permit applications.</td> </tr> <tr> <td data-bbox="323 1070 587 1137">Chapter 4</td> <td data-bbox="587 1070 1254 1137">Section 4 Information for applicants. The applicant has a clear point of contact in RMS for route assessments. A timetable for response is included.</td> </tr> <tr> <td data-bbox="323 1137 587 1227">Chapters 5 and 6</td> <td data-bbox="587 1137 1254 1227">Section 5 Procedures. RMS as coordinator is to liaise with council if involved as an access authority, offer assistance and monitor progress of the application. The assessment process has been made the same for RMS and councils.</td> </tr> <tr> <td data-bbox="323 1227 587 1294">Chapters 4.6.3, 5.4, 6.2.2 & 6.4</td> <td data-bbox="587 1227 1254 1294">Section 6 Appeal is a new section that consolidates the procedures in one place.</td> </tr> <tr> <td data-bbox="323 1294 587 1361">Appendices 3 & 4</td> <td data-bbox="587 1294 1254 1361">Replaced by separate assessment documents.</td> </tr> <tr> <td data-bbox="323 1361 587 1429"></td> <td data-bbox="587 1361 1254 1429">Appendix E is new and is a risk management approach to further investigate aspects of a route that do not meet the investigation levels.</td> </tr> </tbody> </table>	Edition 2.0	Edition 3.0	B–doubles, Type 1 road trains and 4.6 m high vehicles	B–doubles, Type 1 and Type 2 road trains, and now includes HML, performance based standards and modern road train combinations of B–triples and AB–triples.		Foreword added to provide an overview of the NSW road freight task and highlight “First Mile/Last Mile” in transport connectivity.	Chapters 1, 2 and 7	Section 1 Introduction and Section 2 Types of Freight Vehicles as well as describing the new types of restricted access vehicles. The term “access authority” is used to describe RMS or council as the delegated authority.	Chapter 3	Section 3 Management of the application. The flow diagram is applicable to both RMS and councils. The process places RMS in a coordinating role for receiving and following through restricted access vehicles and Intelligent Access Permit applications.	Chapter 4	Section 4 Information for applicants. The applicant has a clear point of contact in RMS for route assessments. A timetable for response is included.	Chapters 5 and 6	Section 5 Procedures. RMS as coordinator is to liaise with council if involved as an access authority, offer assistance and monitor progress of the application. The assessment process has been made the same for RMS and councils.	Chapters 4.6.3, 5.4, 6.2.2 & 6.4	Section 6 Appeal is a new section that consolidates the procedures in one place.	Appendices 3 & 4	Replaced by separate assessment documents.		Appendix E is new and is a risk management approach to further investigate aspects of a route that do not meet the investigation levels.	
Edition 2.0	Edition 3.0																					
B–doubles, Type 1 road trains and 4.6 m high vehicles	B–doubles, Type 1 and Type 2 road trains, and now includes HML, performance based standards and modern road train combinations of B–triples and AB–triples.																					
	Foreword added to provide an overview of the NSW road freight task and highlight “First Mile/Last Mile” in transport connectivity.																					
Chapters 1, 2 and 7	Section 1 Introduction and Section 2 Types of Freight Vehicles as well as describing the new types of restricted access vehicles. The term “access authority” is used to describe RMS or council as the delegated authority.																					
Chapter 3	Section 3 Management of the application. The flow diagram is applicable to both RMS and councils. The process places RMS in a coordinating role for receiving and following through restricted access vehicles and Intelligent Access Permit applications.																					
Chapter 4	Section 4 Information for applicants. The applicant has a clear point of contact in RMS for route assessments. A timetable for response is included.																					
Chapters 5 and 6	Section 5 Procedures. RMS as coordinator is to liaise with council if involved as an access authority, offer assistance and monitor progress of the application. The assessment process has been made the same for RMS and councils.																					
Chapters 4.6.3, 5.4, 6.2.2 & 6.4	Section 6 Appeal is a new section that consolidates the procedures in one place.																					
Appendices 3 & 4	Replaced by separate assessment documents.																					
	Appendix E is new and is a risk management approach to further investigate aspects of a route that do not meet the investigation levels.																					

Major changes in each revision of Edition 3 will be listed in the revision register and identified in the document by a vertical line in the right margin.

[This page intentionally left blank]

Foreword

A major objective for the NSW Government is to provide a transport network that allows the efficient flow of goods to their market. Improved productivity in road freight is a high and ongoing priority that contributes to the economic performance and standard of living enjoyed by all. Restricted Access Vehicles (RAVs) have the potential to improve productivity beyond the present through the use of vehicles that can carry greater freight loads.

The road transport task is continuing to grow. NSW road freight is forecast to increase from 60.61 billion tonnes km in 2007 to 115.44 billion tonnes km in 2030. The road freight task in NSW is projected to nearly double to from 258 in 2011 to 468 million tonnes by 2031, with the road share expected to be around 59 percent in 2031.

This creates a challenge for road managers in deciding how best to manage that future freight task. Leaving access arrangements as they are means up to a doubling of existing heavy vehicle movements with a similar increase in infrastructure wear. Allowing use by RAVs offers less vehicle movements for the same freight task and a consequent reduction in infrastructure impacts.

This guide has been prepared by Roads and Maritime Services (RMS) to assist Local Government, RMS staff and consultants in assessing the suitability of routes proposed for the operation of RAVs. Road managers may wish to use this guide proactively to carry out strategic assessments of roads leading to or from key transport destinations.

The guide is designed to assist road assessors in ensuring that the major relevant factors have been considered in the route assessment process. Where quantitative limits are recommended, they are intended as a guide only and are no substitute for common sense and judgment based on local knowledge and past experience.

They do not attempt to address funding of new infrastructure or road maintenance; or strategically which roads should be included in strategic freight networks linking key freight generators with their end destinations. These matters are being addressed separately through instruments such as the Transport for NSW (TfNSW) Freight and Ports Strategy 2012 and Local Government Strategic Land Use Plans.

The aim is for a RAV assessment process that is consistent, efficient and transparent, allowing RAVs access to suitable key strategic links.

Peter Duncan
Chief Executive
Roads and Maritime Services

What the Guide aims to do

This Guide outlines consistent procedures and assessment criteria to determine the suitability of existing roads for freight vehicles by either of the Minister's delegates:

- Councils in regard to Regional and Local roads.
- Roads and Maritime Services (RMS) in regard to State and other roads.

The Guide plays an important role in supporting the freight task and the economic activity of businesses located in regional and metropolitan NSW that are consistent with land use planning.

The receipt and assessment of applications for access to routes is expected to be carried out in a timely manner with clear communication between the applicant and various government agencies involved.

The Guide is supported by separate technical assessment documents.

Users can be advised of revisions to the NSW Route Assessment Guide for Restricted Access Vehicles and associated technical documents by registering their details with:

ravguide@rms.nsw.gov.au.

Contents

Section 1 : Introduction.....	1-1
1.1 Scope of the Guide.....	1-1
1.2 Structure of the Guide.....	1-1
1.3 Legal accountability.....	1-2
1.4 Relationship with road design standards.....	1-2
1.5 Relationship with the National Heavy Vehicle Regulator.....	1-4

Section 2 : Types of freight vehicles.....	2-1
2.1 General.....	2-1
2.2 Access requirements for freight vehicles.....	2-1
2.3 B-doubles.....	2-2
2.4 4.6 metre high vehicles.....	2-2
2.5 Higher mass limits (HML).....	2-3
2.6 Passenger buses and coaches.....	2-3
2.7 Road Trains.....	2-4
2.8 Performance based standards vehicles.....	2-6
2.9 Summary of freight vehicles.....	2-7

Section 3 : Management of the application.....	3-1
3.1 Access for freight vehicles.....	3-1
3.2 Assessment overview.....	3-1
3.3 Responsibilities for applications.....	3-4

Section 4 : Information for applicants.....	4-1
4.1 Introduction.....	4-1
4.2 Check the current level of access.....	4-1
4.3 Verify the suitability of terminals.....	4-1
4.4 Submit the application.....	4-2
4.5 Timetable for completing an assessment.....	4-2
4.6 Determination.....	4-3

Section 5 : Procedures.....	5-1
5.1 Coordination of application.....	5-1
5.2 Assessment by the access authority.....	5-4
5.3 Determination.....	5-7
5.4 Processing a route approval.....	5-9

5.5	Review	5-10
5.6	Relocated road, renaming or reclassification.....	5-11
5.7	Emergency procedures.....	5-12
<hr/>		
Section 6 :	Appeal process.....	6-1
6.1	Introduction	6-1
6.2	Review	6-1
6.3	Mediation	6-1
<hr/>		
Section 7 :	Appendices.....	7-1
Appendix A	Delegations.....	7-3
A.1	Minister's delegation to Roads and Maritime Services	7-3
A.2	Minister's delegation to councils	7-4
<hr/>		
Appendix B	Contact details for RMS.....	7-5
B.1	Regional Offices	7-5
B.2	Resources on the website	7-6
B.3	Route confirmation service	7-6
B.4	Road Freight Branch.....	7-6
<hr/>		
Appendix C	Application for a Restricted Access Vehicle route	7-7
Appendix D	Consultation.....	7-9
D.1	Overview	7-9
D.2	Road infrastructure	7-10
D.3	Asset managers.....	7-11
D.4	Communities and stakeholder consultation	7-17
D.5	Local traffic committee.....	7-18
<hr/>		
Appendix E	Risk management process	7-19
E.1	Introduction	7-19
E.2	Identification.....	7-19
E.3	Analysis	7-19
E.4	Field trial	7-23
E.5	Evaluation	7-25
E.6	Risk treatment.....	7-26

Figures and Tables

Figure 1-1 Relationship between road standards, current level and investigation levels	1-3
Figure 3-1 Objectives	3-1
Figure 3-2 Route assessment procedure	3-3
Figure 7-1 NSW rail asset responsibilities.....	7-13

Table 2-1 Types of freight vehicles, access conditions and route assessment.....	2-7
Table 3-1 Assessment principles	3-2
Table 4-1 Desired timetable for route assessment.....	4-3
Table 4-2 Route approval process	4-4
Table 5-1 Minimum competency for personnel carrying out assessment	5-5
Table 5-2 Investigation level assessment documents.....	5-6
Table 5-3 Examples of conditions	5-8
Table 7-1 Consultation required	7-9
Table 7-2 Responsibilities for NSW roads.....	7-10
Table 7-3 Asset managers in NSW	7-11
Table 7-4 Telecommunications asset managers.....	7-14
Table 7-5 Electrical distribution asset managers.....	7-15
Table 7-6 Sections from the <i>Roads Act</i>	7-16
Table 7-7 List of likely stakeholders	7-17
Table 7-8 Risk Assessment Summary–Current and Future Evaluation	7-21
Table 7-9 Risk Assessment Summary–Risk Treatments and Assessment	7-22
Table 7-10 Benefit of a field trial on FRIL characteristics	7-23
Table 7-11–Risk profile based on consequence and likelihood	7-26

[This page intentionally left blank]

Glossary

Acts, regulations and notices

The following acts, regulations and notices and subsequent replacements or additions prevail over all information contained in this guide.

The *NSW Government Gazette* is the official channel for publishing regulations, government notices and amendments to notices (www.nsw.gov.au/Gazette).

Acts and regulations (<http://www.legislation.nsw.gov.au/maintop/scanact/inforce/NONE/0>):

- *Road Transport (General) Act 2005*.
- *Roads Act 1993*.
- Road Transport (General) Regulation 2005.
- *Road Transport (Safety and Traffic Management) Act 1999 Road Rules 2008*.
- Road Transport (Mass, Loading and Access) Regulation 2005.
Notices published in the NSW Gazette
www.rta.nsw.gov.au/heavyvehicles/downloads/permitnotices/permit_notices_dl1.html?hvlid=permits :
 - 4.6 Metre High Vehicle Route Notice 2013.
 - 19 Metre B–double Mass Limit Notice 2010.
 - General B–doubles Axle Spacing Exemption Notice 2010.
 - Class 2 B–double Notice 2010.
 - Class 2 Road Train Notice 2012.
 - Class 2 Modular B-triple Notice 2012.
 - Class 2 Controlled Access Bus Notice 2010.
 - Class 3 26 Metre B–double Exemption Notice 2011.
 - Class 3 Single Steer Axle Exemption Notice 2010.
 - Class 3 Concessional Mass Limits Notice 2010.
- Road Transport (Vehicle Registration) Regulation 2007.
- *Rail Safety National Law (NSW)*.
- *Local Government Act 1993*.
- *Australian Vehicles Standards Rules 1999*.
- *Work Health and Safety Act 2011*.

References

Documents relevant to this guide follow and these or their subsequent revisions are to be used to assist assessments.

Roads and Maritime Services (RMS) documents

- *NSW Route Assessment Guide – freight route investigation levels*.
- *NSW Route Assessment Guide – 4.6 metre high vehicles*.

- *Route assessment for 14.5 metres buses.*
www.rta.nsw.gov.au/doingbusinesswithus/downloads/technicalmanuals/busrouteassessment_s_i.pdf
- *Network and Corridor Planning Practice Notes*
www.rta.nsw.gov.au/doingbusinesswithus/downloads/landuse/network-planning-practice-notes.pdf
- *Network Performance Measures and Network Planning Targets (2010).*
- *A guide to the delegation to councils for the regulation of traffic including the operation of traffic committees.*
www.rta.nsw.gov.au/doingbusinesswithus/downloads/technicalmanuals/ltcguidev13_i.pdf
- *Road Safety Audit Practice (NSW Centre for Road Safety)*
www.rta.nsw.gov.au/roadsafety/downloads/guidelines_for_road_safety_audit_practices_full.pdf

Australian Standards

- *ISO 31000:2009 Risk management—Principles and guidelines.*

Austroads documents www.austroads.com.au

- *Austroads Design Vehicles and Turning Path Templates.*
- *Guidelines for Assessing Heavy Vehicle Access to Local Roads.*
- *Guide to Road Safety (e.g. Part 6: Road Safety Audit.).*

National documents

- *Performance Based Standards Scheme Network Classification Guidelines*
www.nhvr.gov.au/files/resources/0018-pbsnetwrkclassglines.pdf.
- *National Code of Practice Vehicle. Standards Bulletin VSB 11. Certification of Road-Friendly Suspension Systems. Revision 1 - July 2004.*
www.infrastructure.gov.au/roads/vehicle_regulation/bulletin/pdf/vsb_11.pdf

Definitions and abbreviations

This guide primarily refers to the Road Transport (Mass, Loading and Access) Regulation 2005 as the MLA regulation. The meanings are as in the MLA regulation.

In this guide the singular is used for convenience, but sometimes there may be more than one entity involved.

≤

Is used as an abbreviation for “less than or equal to” or “not more than” a certain value.

≥

Is used as an abbreviation for “greater than or equal to” or “at least” a certain value.

A–coupling or tow coupling

Connects the trailers using a tow coupling (drawbar and towing eye).

A–double

A road train consisting of a prime mover and semi–trailer combination connected by a converter dolly (with no more than 3 axles) to one semi–trailer by an A–coupling.

A–triple

A road train consisting of a prime mover and semi–trailer combination connected by two converter dollies (with no more than 3 axles) to two semi–trailer by an A–coupling.

AB–triple

A road train consisting of a prime mover and semi–trailer combination connected by a converter dolly (with no more than 3 axles) to two semi–trailers which are connected by a B–coupling.

Access authority

The body delegated the authority for approving access for restricted access vehicles. In the MLA regulation this body is referred to as the “Authority”.

Asset manager

The body responsible for maintaining works or structures that are situated in, on or over the road but is not a roads authority (refer to Section D.3 and Table 7-3).

B–coupling

A device used with a prime mover, semi–trailer or a converter dolly to provide horizontal articulation with roll coupling (e.g. fifth–wheel coupling, stabilised ball–race type) and designed to permit quick coupling and uncoupling.

B–double

A combination of a prime mover towing 2 semi–trailers all connected by B–couplings.

B–triple

A road train consisting of a prime mover towing three trailers all connected by B–couplings (i.e. B–double with an additional trailer similar to the leading trailer of the B–double).

Characteristic

A part of the physical road network that can be quantified. There are two general types:

- A geometric or physical layout characteristic which is normally the result of the original design of the road and does not normally change significantly with time.
- Related to an attribute of the road that may vary significantly over time due to wear, loading or physical degradation. The term “condition” is often associated with these characteristics.

Class 1 vehicle

A restricted access vehicle that is:

- (a) A special purpose vehicle, or
- (b) An agricultural machine or agricultural implement, or
- (c) a vehicle or combination, including a low loader or load platform combination, that is specially designed for the carriage of a large indivisible item or is carrying a large indivisible item,

that, together with any load, exceeds:

- (d) a mass limit in Schedule 1, or
- (e) a dimension limit in Schedule 1 or the Road Transport (Vehicle Registration) Regulation 2007.

Class 2 vehicle

A restricted access vehicle that complies with the mass and dimension limits prescribed in the Road Transport (Vehicle Registration) Regulation 2007 and, except as provided in paragraph (b) of the definition of "restricted access vehicle", Schedule 1 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 vehicles on more than one deck that, together with its load, meets one or both 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 single motor vehicle, or a combination, 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 vehicle

A restricted access vehicle other than a Class 1 vehicle or a Class 2 vehicle.

Comparable vehicle

An existing freight vehicle that legally operates on the proposed route, which can be used to gauge the suitability of the proposed vehicle. The total combination length is to be no less and the swept path similar to the proposed vehicle (aspects where the swept path is wider or vehicle height more is will need to be checked).

Concessional Mass Limits (CML)

Increased mass limits for vehicles that meet all the requirements listed in the Concessional Mass Limits Notice 2006.

Controlled Access Bus (CAB)

Defined in the Road Transport (Vehicle Registration) Regulation 2007 as a bus that is more than 12.5 metres long except a bus that is either:

- An articulated vehicle.
- An articulated bus.

Converter dolly or dolly

A short trailer designed to convert a semi–trailer into a dog trailer. It consists of one axle group or single axle, a B–coupling and a forward connection by a drawbar, which normally pivots vertically.

Dollies are designed to carry some of the load of an attached semi–trailer rather than a load itself.

Front underrun protection (FUPS)

A safety feature designed to minimise the severity of collisions with the front of the prime mover. A prime mover with FUPS is allowed an additional 1 metre in overall length under the Class 3 26 Metre B–double Exemption Notice 2011.

Vehicles that comply with FUPS requirements, cabin strength requirements, and the Australian Design Rule (ADR) 80/01 are permitted an additional 500 kg on a single steer axle and the total mass limit.

Gazette

The NSW Government Gazette (www.nsw.gov.au/Gazette).

General access

Under the national mass and loading arrangements, these are vehicles with unrestricted access to the road system. Provided these vehicles have current registration appropriate to the vehicle configuration, no specific access restrictions apply and no additional permits are required. These vehicles do not exceed the prescribed mass and dimension limits.

Length:	Truck	12.5 metres
	Bus	12.5 metres
	Truck & trailer	19.0 metres
	Articulated vehicle	19.0 metres
Note: The load space on livestock semi-trailers must not exceed 12.5 metres long.		
Height:	All Vehicles	4.3 metres
Width:	All Vehicles	2.5 metres

General Mass Limits (GML)

The existing statutory mass limits prescribed for all heavy vehicles in NSW.

High productivity freight vehicle

A multi-combination vehicle with a capacity to reduce the number of vehicles on the road for a given freight task (e.g. Super B-double, AB and B-triple vehicles).

Higher Mass Limits (HML)

Increased mass for vehicles issued with an Intelligent Access Permit to signify full enrolment in the Intelligent Access Program (IAP).

The total mass of a vehicle or vehicle combination must not exceed any of the following:

- The permitted axle and axle group masses.
- The total mass of the combination.
- The sum of the manufacturer's mass limits for the prime mover and the semi-trailers.
- The mass limit specified by the prime mover manufacturer.

Intelligent Access Program (IAP)

IAP provides restricted access and over dimension vehicles with improved access to Australia's road network. In return, their compliance with approved access conditions is monitored using satellite-based tracking technology. This provides roads authorities, stakeholders and the community with greater assurance that the right heavy vehicles are operating on the right roads and that susceptible infrastructure is protected.

The compliance program uses a certified service provider and global positioning systems in the vehicle to monitor the journey of a vehicle against approved routes.

Investigation level

The quantity/measurement for a characteristic below which the risk level requires further investigation to be conducted (refer to Figure 1-1).

Local traffic committee

The LTC and functions delegated to councils are under the Transport Administration Act 1988 and described in *A Guide to the Delegation to Councils for the Regulation of Traffic*. This Guide clarifies their role in the assessment process (refer to Appendix D.5).

MLA regulation

Road Transport (Mass, Loading and Access) Regulation 2005 or a subsequent replacement.

Modern road train

An A-double not more than 36.5 metres in length equipped with a tri-axle dolly that complies with in-service and maintenance requirements for road friendly suspension under the National Heavy Vehicle Accreditation Scheme.

Overmass loads

An indivisible load that exceeds standard mass limits and necessitates a specific permit from RMS.

Oversize loads

An indivisible load that exceeds standard dimensions and necessitates a specific permit from RMS.

Performance Based Standards (PBS)

The national standards for vehicle stability, rollover risk; the ability to turn in traffic within a safe envelope and manage tail-swing; and measures to protect roads and bridges from excessive wear and tear. These standards govern what a vehicle can do rather than what it should look like.

A vehicle that is approved under performance based scheme is a performance based standard vehicle and route assessment is subject to NTC network standards (www.nhvr.gov.au/road-access/performance-based-standards).

PBS L2+

Abbreviation for performance based standard at Level 2 or above (refer to Chapter 2.8).

Restricted access vehicle (RAV)

Defined in the MLA regulation as a single motor vehicle or a combination which alone or together with any load, exceeds one or more of the following limits:

- A mass limit prescribed in the MLA regulation
- One or more of the following dimension limits:
 - A width of 2.5 metres.
 - A height of 4.3 metres.
 - A length of 12.5 metres in the case of a single motor vehicle or 19 metres in the case of a combination.
 - Any other dimension limit prescribed in this Regulation or the Road Transport (Vehicle Registration) Regulation 2007.

RMS coordinator

RMS personnel located in each regional office, who are responsible for the regional coordination and advice regarding freight access.

The contact details for the coordinator in each region are listed in Appendix B.1.

RMS

Abbreviation for Roads and Maritime Services.

Road

A public road developed for, or has as one of its main uses, the driving or riding of motor vehicles.

Road train

A combination, other than a B–double, consisting of a motor vehicle towing at least two trailers. Where used, a converter dolly supporting a semi–trailer counts as one trailer.

Road safety audit

A road safety audit is a formal examination of proposed or existing roads and road related areas from the perspective of all road users with the intention of identifying road safety deficiencies and areas of risk that could contribute to road crashes. It does not consider crash history. It is conducted by an independent, qualified team of professionals.

(www.roadsafetyregister.com.au/home.aspx)

Road safety auditor

A road safety auditor is a person, who has successfully completed an RMS recognised road safety audit training program, and has been actively involved or trained over the past last 2 years. The different levels (1, 2 and 3) on the Register of Road Safety Auditors reflect increasing experience and competency (www.roadsafetyregister.com.au/home.aspx).

Roads authority

In this guide refers to the body that exercises some or all of the powers of a “roads authority” for managing and maintaining roads as defined in the *Roads Act* (refer to Section D.2 and Table 7-2).

Route

A specified road or sections of a specified road.

Short combination

A prime mover and one trailer where:

- The combination has 6 axles or less.
- The general mass limit for the combination is 42.5 tonnes or less.
- The maximum length of combination is 19 metres.

Special purpose vehicles

A vehicle built for a purpose other than carrying a load. Examples include graders, concrete pump trucks and mobile cranes.

Stacking distance

The road length between a stop line and rear line of conflict plus an allowance for safe clearance. A conflict includes traffic intersection, railway crossing or boom barrier.

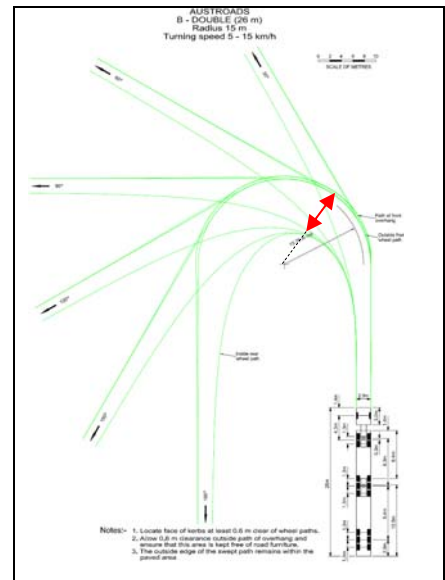
Swept path

The radius of the arc of a circle traced by the outside edge of the outermost front wheel of a vehicle on a nominated constant radius (from AS/NZ 2890.2-2002). Also known as turning path.

Low speed swept path

A measure of directional performance at low speed that is the maximum width of the swept path in a prescribed 90° low speed turn (shown on diagram).

Swept path templates in *Austrroads Design Vehicles and Turning Path Templates*.



Terminal

The start or end location of a journey where freight is loaded or delivered. It includes designated locations where vehicles are parked other than the side of the road, where combinations are built-up or broken-up (e.g. heavy vehicle parking or rest areas).

Examples include grain silos, farms/rural properties, saleyards, feedlots, abattoirs, warehouses, distribution centres, hard stand and truck parking areas.

Total mass (TM)

The total loaded mass of the load-carrying vehicle or combination.

Type 1 road train (also called to as traditional or legacy road train)

An A-double not more than 36.5 metres in length equipped with a tandem or tri-axle dolly and two modular trailers.

Type 2 road train

An A-triple not more than 53.5 metres in length equipped with a tandem or tri-axle dolly and three modular trailers.

Vehicle performance

The dynamic performance of a vehicle when travelling at low speed or normal road speed. Involves directional or longitudinal performance and is often compared with another known vehicle.

Section 1: Introduction

1.1 Scope of the Guide

This guide:

- Introduces restricted access vehicles (RAVs).
- Provides practical guidance to applicants on how to apply for access to new routes and how assessments are made for restricted access vehicles.
- Provides the procedures for RMS and council personnel to assess these applications in a timely manner.

This guide applies to assessments for the following vehicle combinations:

- Class 2 such as B–doubles ≤ 25 metres ¹, road trains ≤ 36.5 metres (includes some AB and B–triples) and controlled access buses ≤ 14.5 metres.
- Class 3 4.6 metre high vehicles.
- Higher mass limits (HML).
- Performance Based Standard (PBS) vehicles.

The guide does not apply to:

- Oversize or overmass vehicles (OSOM).
- Special purpose vehicles (SPV).

Routes that are already approved do not need to be reassessed as a result of the updating and re-issue of this guide. However, this guide can be used to re-assess an existing route where some deficiency becomes evident.

1.2 Structure of the Guide

This guide is divided into seven sections:

- 1) Introduction.
- 2) Types of freight vehicles.
- 3) Management of the application.
- 4) Information for applicants.
- 5) Assessment procedures.
- 6) Appeal process.
- 7) Appendices.

The guide requires the use of an associated document that will depend on the type of vehicle combination proposed for the route:

- *NSW Route Assessment Guide – Freight Route Investigation Levels.*
- *NSW Route Assessment Guide – 4.6 Metre High Vehicles.*

¹ Up to and including 26 metres with the Class 3 concession for FUPS.

- National Transport Commission *Performance Based Standards Scheme: Network Classification Guidelines* (www.nhvr.gov.au/files/resources/0018-pbsnetwrkclassglines.pdf).
- RMS *Route assessment for 14.5 metres buses*.
www.rta.nsw.gov.au/doingbusinesswithus/downloads/technicalmanuals/busrouteassessment_s_i.pdf

The broad approaches described in the Austroads *Guidelines for Assessing Heavy Vehicle Access to Local Roads* have been integrated into this document.

References, definitions and abbreviations used in the guide can be found in the Glossary (refer page xii).

1.3 Legal accountability

Permission to use the road network is regulated by national regulations that are implemented in each state. In NSW, the *Road Transport (General) Act 2005* deals with the operation of vehicles. Under this Act, restricted access vehicles (called RAV) operate according to the Road Transport (Mass, Loading and Access) Regulation 2005 (MLA regulation), which establishes the power for the Minister as the authority to specify areas and routes on which restricted access vehicles can travel.

The Minister as the authority has delegated:

- All powers and functions under the MLA regulation to RMS (refer to Appendix A.1).
- Certain powers and functions to any council constituted under the *Local Government Act 1993* (refer to Appendix A.2).

Therefore, the legal accountability for approving access resides either with RMS for State roads or the specific council for Regional and Local roads. In this Guide the body accountable is referred to as the “access authority”.

The Minister’s delegation to councils refers to this guide as the instrument councils must use to approve routes. If a council intends not to exercise its delegated power, the Minister may exercise the power.

In addition to this delegation, the *Work Health and Safety Act 2011* (WHS Act) is based on the principle of duty of care and covers all workplaces in NSW. Therefore, a workplace that involves vehicle access and movements is dealt with under the WHS Act.

1.4 Relationship with road design standards

An assessment of suitability of a road section for the proposed vehicle compares the current level of service for various road characteristics against the corresponding “investigation level”. These investigation levels are an important part of risk management based approach as they are generally set to achieve an acceptable risk level.

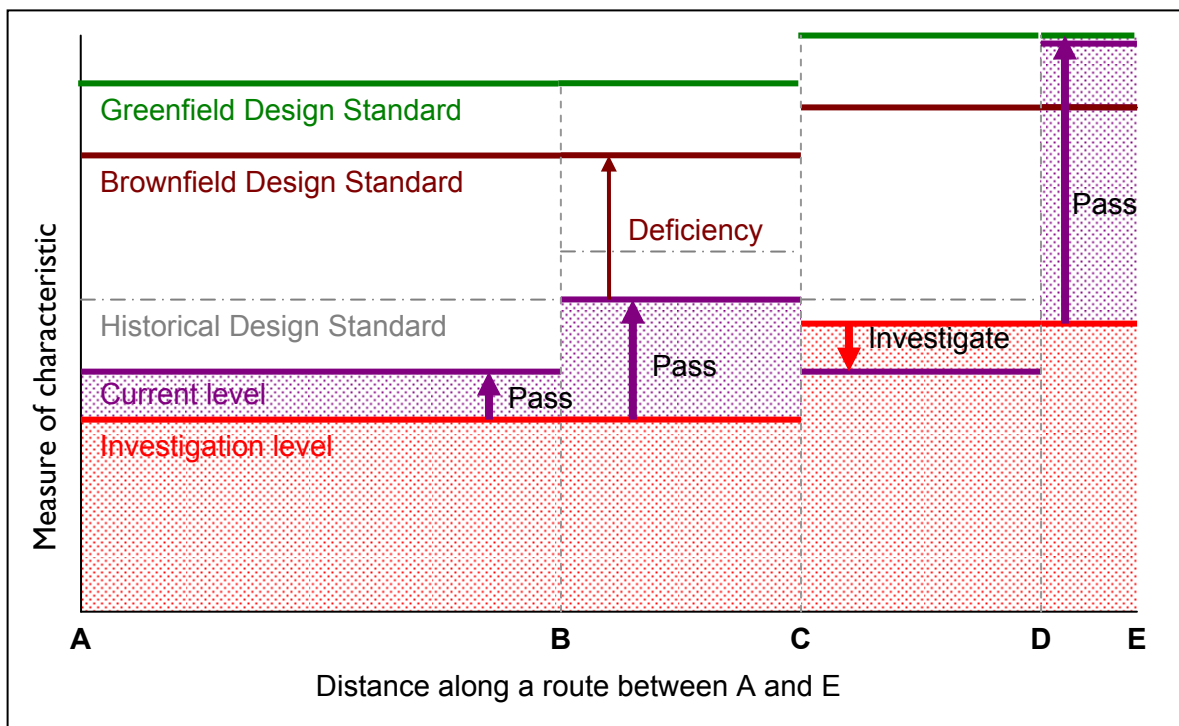
A road section with a current level that is not below the investigation level is assessed as a “pass” for that characteristic and consequently an acceptable risk level. However, a road section where the current level is less than the investigation level does not pass but will require further investigation using the risk management approach described in the *Guide*.

The RMS document *Network Performance Measures and Network Planning Targets (2010)* identifies the relationship between different design standards, the current level of service and an

investigation level. Figure 1-1 is used to describe the relationship between standards that are used for road design and assessment.

In Figure 1-1, “Greenfields Design Standard” refers to the standard used to design a new road on a new route alignment. However, existing roads may have physical constraints and the “Brownfield Design Standard” accepts these constraints and is the appropriate standard for upgrade or reconstruction of existing roads. The “Historical Design Standard” is the original standard when the road was constructed but is superseded by later, often more demanding standards.

The basis for assessing access does not use the “Brownfield Design Standard” but the “investigation level” defined in this document. While a “deficiency” is the gap between the “Brownfield Design Standard” and current level it does not prevent access. However, the management of deficiencies is required over time, both at specific locations and cumulatively across each class of road.



Source: Adapted from *Network Performance Measures and Network Planning Targets (2010) Figure3*

Figure 1-1 Relationship between road standards, current level and investigation levels

Figure 1-1 represents a road characteristic measured along route ABCDE. The road ABCDE has been constructed and reconstructed at different times to different historical design standards. As such, the standards for the characteristic are not constant along the length.

The current usage of the road has changed and consequently the design standards and investigation levels vary along the road. CDE requires a higher standard because it is now carrying more traffic.

The assessment of the route ABCDE considers each section:

- Section ABC – the current level for the characteristic is better than the investigation level and passes the assessment.
- Section CD – the current level is worse than the investigation level for the characteristic. The characteristic does not meet the criteria in this document so risk management must be applied.
- Section DE – A recently constructed new route constructed to the current Greenfield Design Standard and the current level is better than the investigation level.

In summary, sections ABC and DE pass the assessment for this characteristic. However, section CD needs to be investigated further using the risk assessment process in Appendix E.

1.5 Relationship with the National Heavy Vehicle Regulator

The National Heavy Vehicle Regulator (NHVR) intends to have a national assessment guideline to access for RAVs and is at an initial stage of development and consequently was not complete.

Therefore, this guide identifies NSW practice for route assessment until such time that a NHVR guideline to assess routes for restricted access vehicles is approved and adopted in NSW.

Developments will be updated on the NHVR website, www.nhvr.gov.au, and RMS website, www.rta.nsw.gov.au/heavyvehicles/nhvr/index.html.

Section 2: Types of freight vehicles

2.1 General

General access to roads is available for vehicles as defined in the MLA regulation, as well as 19 metre B–doubles not more than 4.3 metres high and not more than 50 tonne².

This guide applies to vehicles that do not have general access and are generally referred to as restricted access vehicles.

The type of freight vehicle is based on variations in one or more of the following characteristics:

- Trailer dimensions (length, width and height).
- Number of axles, axle spacing and number of tyres.
- Number of trailers in addition to the prime mover.
- Type and configuration of couplings (A–coupling or B–coupling).
- Mass on each axle group and total mass (TM).
- Capability of an axle group.

2.2 Access requirements for freight vehicles

This guide is used to assess routes for use by freight vehicles. In Table 2-1:

- The “RMS coordinator” indicates the person to contact in RMS for an application for different vehicle types.
- “Route assessment” is the appropriate section in this guide to access routes for the different types of vehicles.

There is a general requirement for load-sharing in Clause 65 of the Australian Vehicles Standards Rules 1999. The axles in an axle group, except a twinsteer axle group, fitted to a vehicle with a GVM over 4.5 tonnes must relate to each other through a load-sharing suspension system. This means an axle group suspension system that:

- Is built to divide the load between the tyres on the group so that no tyre carries a mass over 10% more than the mass that it would carry if the load were divided equally; and
- Has effective damping characteristics on all axles of the group”

In NSW, some vehicles are required to be enrolled in IAP and/or operate under a permit to gain access to approved routes.

The mass limits for RAVs and some other vehicles are summarised in Data Sheets available from www.rta.nsw.gov.au/heavyvehicles/downloads/mass_dl1.html.

The following sections outline the underlying principles behind route assessment for freight vehicle combinations.

The sections are in an order with the more common vehicles listed first and then the large multi-combinations and PBS vehicles afterwards. A summary table is at the end of this section in Table 2-1.

² 19 Metre B–double Mass Limit Notice 2010.

2.3 B-doubles

B-doubles require less truck movements for the same freight task, reduce crash exposure (less vehicle kilometres travelled), reduce environmental impact and vertical pavement wear per tonne of payload while improving transport productivity when compared to six axle semi-trailers.

B-doubles not exceeding 19 metres in length have better swept path performance than that of six axle semi-trailers of the same length. They are able to operate as general access vehicles but are limited to 50 tonnes TM by the *19 Metre B-double Mass Limit Notice 2010*.

A 19 metre B-double with mass over 50 up to 57 tonnes at CML is a restricted access vehicle because of the additional mass. Therefore, bridge structures on the route need to be assessed and pavement checked according to the assessment document in Table 5-2.

Routes for B-doubles that exceed 19 metres but not 25 metres in length are assessed according to the assessment document in Table 5-2. An overall length of 26 metres is available to B-doubles that comply with the *Class 3 26 Metre B-double Exemption Notice 2011* with all same route access as approved for 25 metre B-doubles.

A route that is approved for a B-double can be used by a B-double with the same or shorter overall length (e.g. a 19 metre B-double can operate on 23 metre and 25 metre approved routes; a 23 metre B-double can operate on a 25 metre approved route).

The *Class 2 B-double Notice* also enables any Class 2 B-double access use of an approved Class 2 road train route.

2.4 4.6 metre high vehicles

The allowable height limit for general access vehicles in the Road Transport (Vehicle Registration) Regulation 2007 is 4.3 metres. However, some vehicles are permitted to operate at a height that does not exceed 4.6 metres according to the *4.6 Metre High Vehicle Route Notice 2013*. Part 5 of this Notice limits the following for vehicles constructed to 4.6m carrying general freight other than vehicles, cattle, sheep, pigs, wool, hay bales, or other primary produce:

- A maximum deck height of 1.2 metres over at least 50% of its deck length.
- Have air suspension on trailers.
- Be operated at 10% less than the gross mass limit applicable to the vehicle or combination.

A short combination vehicle no more than 4.3 metres high has general access but extra height up to 4.6 metres is limited to the approved 4.6 metre high routes.

For other combinations to operate at 4.6 metres high, the route must be an approved route for the combination and in addition an approved route for 4.6 metre high vehicles.

A separate document, *NSW Route Assessment Guide – 4.6 Metre High Vehicles*, is used to assess these routes.

2.5 Higher mass limits (HML)

Higher Mass Limits (HML) is a nationally agreed scheme that permits access to approved routes for freight vehicles with a mass higher than GML/CML. Vehicles must have certain types of axle groups and include a range of vehicle combinations (i.e. Short Combination, B–double, road train, AB or B–triple).

To operate under HML, the vehicle must meet special regulatory conditions:

- Be fitted with road friendly suspension according to VSB 11.
- Be enrolled in IAP and carry a valid copy of the Intelligent Access Permit.
- Not exceed the allowable mass limit under HML and self-declare the TM at the start of a journey, and whenever there is a change in the vehicle configuration or change in the total mass.
- Not exceed the manufacturer’s total mass limit for combination or component.
- Be accredited under the Mass Module of the *National Heavy Vehicle Accreditation Scheme* and display a mass accreditation label on the driver’s door of the prime mover of the vehicle.
- Comply with in-service and maintenance requirements for road friendly suspension under the *National Heavy Vehicle Accreditation Scheme*.
- Carry the notice or permit required for the vehicle configuration.

The National Transport Commission (NTC) developed a performance standard for road friendly suspension and the Vehicle Safety Standards Branch of the Department of Infrastructure and Transport developed an administrative system for suspension manufacturers to certify suspensions to that standard ³.

The availability of specific Higher Mass Limit routes can be checked using the maps on the RMS website (details in Appendix B.2).

An operator with enquiries about IAP can contact the RMS Route Confirmation Service (details in Appendix B.3).

An assessment at HML requires the route to already have been approved or recommended for the relevant combination. If this is not the case, the first stage is to use this guide to assess the route for the relevant vehicle combination at GML. As HML involves only additional mass and no change in vehicle dimensions, the next stage is to assess the mass and axle spacing for the vehicle configuration on infrastructure.

2.6 Passenger buses and coaches

2.6.1 Buses exceeding 4.3 metres but ≤4.4 metres high

The maximum height for a double-deck bus is 4.4 metres ⁴.

The MLA requires that all vehicles greater than 4.3 metres travel on approved high vehicle routes. Therefore, the requirements in Section 2.4 need to be met for buses higher than 4.3 metres.

³ In accordance with Vehicle Standards Bulletin VSB 11.

⁴ *Road Transport (Vehicle Registration) Regulation 2007, Schedule 77(2b)*

2.6.2 Controlled access buses

The allowable length for a rigid bus or coach in NSW is 12.5 metres. However, a controlled access bus is more than 12.5 metres but not longer than 14.5 metres (defined in the Glossary) and is permitted to operate as described in the *Class 2 Controlled Access Bus Notice 2010*.

The process requires self-assessment of routes and is described in the following separate document:

- *Route assessment for 14.5 metre buses*
www.rta.nsw.gov.au/doingbusinesswithus/downloads/technicalmanuals/busrouteassessments_i.pdf.

The remainder of this guide does not apply to controlled access buses.

2.7 Road Trains

2.7.1 A-combinations

Road trains improve transport productivity as they carry as much as 2 six axle semi-trailers. Therefore, they require less truck movements, reduce kilometres travelled, reduce environmental impact and vertical pavement wear per tonne of payload when compared to the same freight task using six axle semi-trailers.

(a) A-doubles ≤ 36.5 metres

Road trains up to 36.5 metres in length require more road space than B-doubles for low speed turning movements because of their extra length. The safe stacking distance at intersections is also greater than for semi-trailers and B-doubles. As they are longer vehicles, they require longer clear stretches of road to enable other vehicles to safely overtake on the road network.

There are two different types of A-double road trains operating:

- Type 1 road train.
- Modern road train.

Access for A-doubles will need to consider that they:

- Require more overtaking opportunities than B-doubles as they are longer and are subject to a maximum speed limit.
- Require more road width than B-doubles at highway speed because of more dynamic movement of the trailers.
- Need more space when turning owing to their wider low speed swept path.

(b) A-triples exceeding 36.5 metres but not exceeding 53.5 metres

Access for A-triples will need to consider:

- They require more overtaking opportunities than A-doubles as they are longer and are subject to a maximum speed limit set by legislation.
- They require more road width than A-doubles at highway speed because of more dynamic movement of the trailers.
- They need more space when turning owing to their wider low speed swept path.
- Stacking distance at closely spaced intersections and railway crossings.

- Time to clear railway crossings owing to the slower acceleration with larger mass and longer truck.
- The higher mass requires a structural assessment of bridges.

2.7.2 B–triples not exceeding 36.5 metres

B-triple combinations are high productivity freight vehicles that have three B-couplings and carry a payload mass of just over 2 six axle semi-trailers.

These road trains reduce the number of trucks, crash exposure, environmental impact and vertical pavement wear per tonne of payload when compared to the same freight task on semi-trailers or B-doubles. They also reduce fuel use and greenhouse gas emissions for the same freight task.

Their vehicle performance at highway speed is better than A-double road trains. B–triples may be suitable for routes not approved for A-doubles as they have superior tracking to A–double road trains and require less road width at road speed.

An A–double or AB-triple road train, which is already approved for the route being assessed, is a comparable vehicle to a 36.5 metre B-triple. However, B–triples have a wider low speed swept path (e.g. turns at intersections) and the inside of the turn needs to be checked.

The B-triple with tri-axle groups reduces pavement wear for the same freight task and less trailer sway reduces edge wear compared with A–doubles with tandem dolly.

The modular B-triple does not exceed 35 m and has been approved by the NTC.

A specific load assessment for bridges is required where a B–triple is less than 30 metres because it is not covered by the standard vehicle.

2.7.3 AB–triples

AB-triple combinations are high productivity freight vehicles that have the first trailer connected to the prime mover by B-coupling followed by A-coupling and then a second B-coupling. They can carry a payload mass more than 2½ six-axle semi-trailers.

Like B–triples road trains they reduce the number of trucks, crash exposure, environmental impact and vertical pavement wear per tonne of payload when compared to the same freight task on semi-trailers. They also reduce fuel use and greenhouse gas emissions for the same freight task.

Their vehicle performance at highway speed is better than A-double road trains.

Access for AB–triples along a route needs to consider:

- Their larger total mass and closer axle spacing requires a structural assessment of bridges.
- Time to clear railway crossings owing to the slower acceleration with larger mass compared with an A-double.

AB–triples may be suitable for routes not approved for A-doubles as they have superior tracking to A–double road trains and require less road width in straight line operations.

Where tri-axle groups are used for trailers and dolly, the AB-triple reduces pavement wear for the same freight task and less trailer sway reduces edge wear compared with A–doubles.

(a) AB–triples not exceeding 36.5 metres

An A–double or B–triple road train, which is already approved for the route being assessed, is a comparable vehicle to a 36.5 metre AB–triple.

A specific load assessment for bridges is required where an AB–triple is less than 36 metres because it is not covered by the standard vehicle.

(b) AB–triples 36.5 metres ≤ 42.5 metres

There is usually no comparable vehicle for a 42.5 metre AB–triple.

The greater overall length requires a full route assessment.

2.8 Performance based standards vehicles

2.8.1 Introduction

The national Performance Based Standards (PBS) scheme governs what a vehicle can do and not what it should look like, and offers operators the potential to achieve higher productivity and safety through innovative vehicle designs. PBS focuses on how the vehicle behaves on the road through a set of minimum vehicle performance standards for safety, road wear and bridge loading (commonly referred to as SMART trucks).

Vehicles must be approved by the PBS Review Panel in order to participate in the scheme.

PBS vehicles are not restricted to normal configurations and may have significantly different characteristics. A PBS vehicle may have the same configuration as another existing vehicle and look very similar but may have different performance. For example, a PBS vehicle with an active steering system will have turning characteristics significantly different from conventional vehicles.

All PBS vehicles require a permit to operate and some PBS Level 2 or higher vehicles also may need an Intelligent Access Permit to operate. An applicant can contact the National Heavy Vehicle Regulator with enquiries (www.nhvr.gov.au/road-access/performance-based-standards/pbs-applications).

2.8.2 Assessment

The administrative arrangements for the access authority and asset manager for assessing road and bridge for PBS vehicles follow this guide.

However, the technical assessment of routes for PBS vehicles is according to the National Transport Commission *Performance Based Standards Scheme: Network Classification Guidelines*.


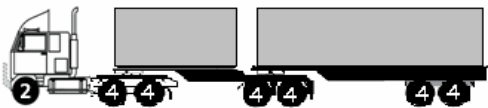
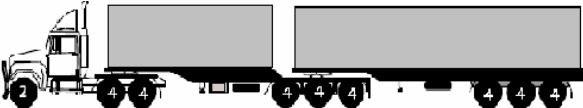
Personnel undertaking route assessments for PBS vehicles are to be familiar with the features and operations of vehicles similar to that proposed.

Upper bounds for vehicle lengths for each PBS vehicle provide a tool for classifying and mapping a national road network and a performance envelope within which to classify vehicles. PBS vehicles that exceed the upper bound length for a level may qualify at the next level or require an individual route assessment to be carried out.

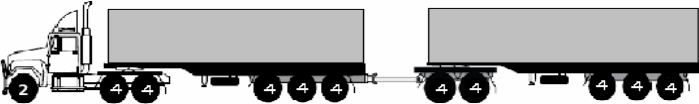


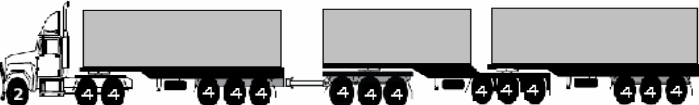
A comparable vehicle for a PBS assessment is one that is approved with the same PBS class. Routes already assessed and approved for the comparable vehicle are to be assessed as deemed-to-comply for the PBS vehicle under consideration.

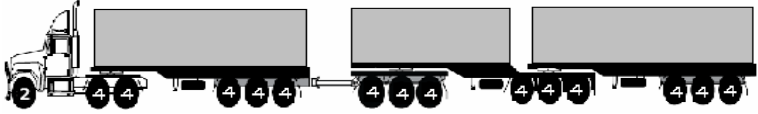
2.9 Summary of freight vehicles

Table 2-1 Types of freight vehicles, access conditions and route assessment

Vehicle types and regulatory framework	Access conditions / RMS coordinator	Route assessment
General access vehicles:		
<ul style="list-style-type: none"> Short combination ≤ 19 m and comply with mass & height 	MLA regulation	None required
<ul style="list-style-type: none"> B-doubles ≤ 19 m in length; ≤ 50 t and comply with height 		
Restricted access vehicles: B-doubles		
<ul style="list-style-type: none"> B-doubles ≤ 19 m and > 50 and ≤ 57 tonne mass B-doubles > 19 m and ≤ 25m B-doubles > 25m and ≤ 26m may operate under Class 3 26 Metre B-double Exemption Notice 2011  <p>Class 2 B-doubles Notice 2010. The list of approved routes is regularly amended through the Gazette. Maps of approved routes available through the RMS website. (Appendix B.2).</p>	<p>May operate on approved routes subject to meeting all access conditions listed in the Notice.</p> <p>RMS coordinator (Appendix B.1)</p>	<p>Route assessed and where appropriate approved by the access authority (RMS or council).</p> <p>(refer to Section 3)</p>
Restricted access vehicles: Vehicles exceeding 4.3 metres but not exceeding 4.6 metres in height		
<p>4.6 Metre High Vehicle Route Notice 2013. Part 5 of this Notice limits the following for vehicles constructed to 4.6m carrying general freight:</p> <ul style="list-style-type: none"> A maximum deck height of 1.2 metres over at least 50% of its deck length. Have air suspension on trailers. Be operated at 10% less than the gross mass limit applicable to the vehicle or combination. <p>The list of approved routes is regularly amended through the government Gazette. Maps of approved routes available through the RMS website (Appendix B.2).</p>	<p>May operate on approved routes subject to meeting all access conditions listed in the Notice and comply with low clearance signs.</p> <p>RMS coordinator (Appendix B.1)</p>	<p>Route assessed and where appropriate approved by the access authority (RMS or council).</p> <p>(refer to Section 3)</p>

Vehicle types and regulatory framework	Access conditions / RMS coordinator	Route assessment
Restricted access vehicles: Vehicles operating under Higher Mass Limit concession		
<p>MLA regulation, Schedule 1, Part 1, Clause 7 outlines the requirements for an eligible vehicle.</p> <p>Maps of approved routes available through the RMS website (Appendix B.2).</p>	<p>May operate on approved routes subject to meeting all access conditions listed in the relevant notice for the vehicle combination AND the permit.</p> <p>IAP Compliance Coordinator (Appendix B.3)</p>	<p>Route assessed and where appropriate approved by the access authority (RMS or council). (refer to Section 3)</p>
Restricted access vehicle: Passenger buses and coaches		
Buses exceeding 4.3 metres but not exceeding 4.4 metres in height:		
<p>4.6 Metre High Vehicle Route Notice 2013.</p> <p>The list of approved routes is regularly amended through the government Gazette.</p> <p>To operate, the route must be approved as a 4.6 metre high vehicle route.</p> <p>Maps of approved routes available through the RMS website (Appendix B.2).</p>	<p>May operate on approved routes subject to meeting all access conditions listed in the Notice and comply with low clearance signs.</p> <p>RMS coordinator (Appendix B.1)</p>	<p>Route assessed and where appropriate approved by the access authority (RMS or council). (refer to Section 3)</p>
Controlled access buses > 12.5 metres and ≤ 14.5 metres long		
<p>May operate on any road that is approved in accordance with the <i>Controlled Access Bus Notice 2008</i>.</p>	<p>Vehicles may operate on routes that are assessed and approved in accordance with the document "Route assessment for 14.5 metre buses".</p> <p>RMS coordinator (Appendix B.1)</p>	<p>Self assessment according to this guide referred to in Section 2.6.</p>

Vehicle types and regulatory framework	Access conditions / RMS coordinator	Route assessment
Restricted access vehicles: road trains		
A-combinations		
<ul style="list-style-type: none"> A-double road train ≤ 36.5 m (Type 1)  <p>Class 2 Road Train Notice 2012. The list of approved routes is regularly amended through the Gazette. Maps of approved routes available through the RMS website (Appendix B.2).</p>	<p>May operate on approved routes subject to meeting all access conditions listed in the Notice.</p> <p>RMS coordinator (Appendix B.1)</p>	<p>Route assessed and where appropriate approved by the access authority (RMS or council). (refer to Section 3)</p>
<ul style="list-style-type: none"> Modern A-double road train ≤ 36.5 m (tri-axle dolly) 		
<ul style="list-style-type: none"> A-triple road train > 36.5 and ≤ 53.5 m (Type 2) 		
B-triple		
<ul style="list-style-type: none"> Modular B-triple high productivity vehicle ≤ 35m  <p>Maps of approved routes available through RMS website (Appendix B.2).</p>	<p>May operate on approved routes subject to meeting all access conditions listed in the Notice.</p> <p>RMS coordinator (Appendix B.1)</p>	<p>Route assessed and where appropriate approved by the access authority (RMS or council). (refer to Section 3)</p>
<ul style="list-style-type: none"> B-triple high productivity vehicle ≤ 36.5m  <p>IAP permit required. Maps of approved routes available through RMS website (Appendix B.2).</p>	<p>Must comply with conditions specified in the Intelligent Access Permit. IAP Compliance Coordinator (Appendix B.3)</p>	<p>Route assessed and where appropriate approved by the access authority (RMS or council). (refer to Section 3)</p>
AB-triple		
<ul style="list-style-type: none"> AB-triple high productivity vehicle ≤ 36.5m  <p>IAP Permit required. Maps of approved routes available through the RMS website (Appendix B.2).</p>	<p>Must comply with conditions specified in the Intelligent Access Permit. IAP Compliance Coordinator (Appendix B.3)</p>	<p>Route assessed and where appropriate approved by the access authority (RMS or council). (refer to Section 3)</p>

Vehicle types and regulatory framework	Access conditions / RMS coordinator	Route assessment
<p align="center">Performance Based Standards vehicles (Level 2, 3 or 4)</p>		
<p>Vehicles must have Performance Based Standards review panel approval. Must comply with conditions specified in the Performance Based Standards approval. Examples are:</p>	<p>Conditions of operation will be specific to the vehicle in accordance with national guidelines.</p>	<p>Route assessed and where appropriate approved by the access authority (RMS or council).</p>
<ul style="list-style-type: none"> • 19m Semi-trailer with quad axle 	<p>IAP Compliance Coordinator (Appendix B.3)</p>	<p>Access permit issued by RMS.</p>
<ul style="list-style-type: none"> • Truck and dog trailer > 19 m 		
<ul style="list-style-type: none"> • Super B-doubles > 25 m 		<p>Guidelines referred to in Section 2.8</p>
<ul style="list-style-type: none"> • Modular AB-triple high productivity vehicle > 36.5 m and ≤ 42.5m 		
 <p>Intelligent Access Permit required.</p>		
<ul style="list-style-type: none"> • Other Performance Based Standards configurations (various levels) 		

Section 3: Management of the application

3.1 Access for freight vehicles

Assessing access for freight vehicles to provide cost-effective and timely delivery of goods requires balancing the four objectives shown in Figure 3.1.

This guide balances the risks related to the four objectives by assessing characteristics of the route and comparing them with the investigation level and where this is not met, a risk management process is applied.

A State road is the preferred road for freight transport and Regional roads provide local freight connectivity to State roads. The terminals at the origin or destination of a journey should be connected by the shortest local route to a Regional and/or State road. Where possible, the road sections that connect these terminals should be approved at the same level of access as the adjoining State road.

An access authority need not wait for an application to be submitted but should actively review access to its road network so that it continues to meet the needs of changing land use and emerging and established regional business opportunities.

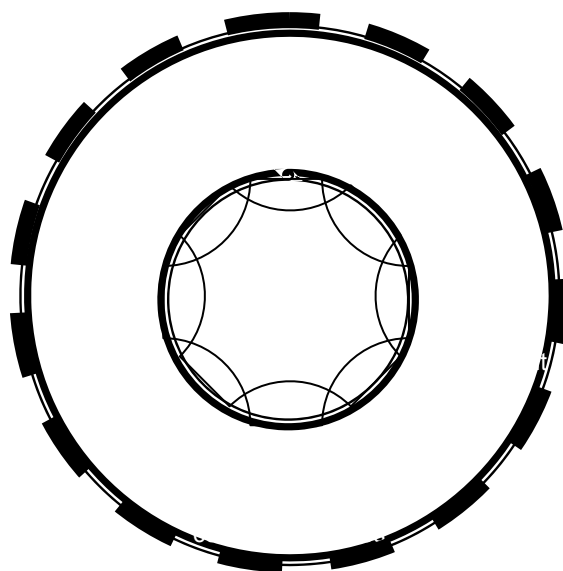


Figure 3-1 Objectives

3.2 Assessment overview

Quantified measurement and comparison, consultation, engineering experience and judgement are combined to assess and manage the risks to acceptable levels.

The challenge is to integrate the different modes of transport and create a seamless transport system able to focus on delivering safe, reliable and efficient transport services that meet customer needs within the regulatory framework.

As the Minister's delegate for approving access, the relevant access authority is responsible to:

- Facilitate access on NSW roads for freight vehicles, and
- Evaluate the potential safety and infrastructure risks arising from the use of these vehicles to ensure that these risks are managed within acceptable levels.

An assessment of routes should be guided by the principles in Table 3-1.

Table 3-1 Assessment principles

Evidence based	<ul style="list-style-type: none">• Draw on fact and not perception.
Balanced	<ul style="list-style-type: none">• Take into account relevant inputs, benefits and risks.
Consistent	<ul style="list-style-type: none">• Ensure different applicants receive the same advice on the same grounds.
Transparent	<ul style="list-style-type: none">• Reasoning is logical, defensible and documented.
Clear and unambiguous communication	<ul style="list-style-type: none">• Provide applicants an understanding of how the decision applies to them.

The type of information and the level of detail that is required will depend on the complexity and uniqueness of the vehicle and the proposed route. In cases where an application and its impacts are straightforward, minimal data collection may be required, while in more complex cases, a detailed investigation may be necessary. The aim is to assess the route within a timetable described in Section 4.5.

Figure 3-2 outlines the procedure from submitting an application, assessment by the access authority to it being approved or declined. In this figure, reference is made to the sections in this guide and the colours denote responsibility and are used to highlight the corresponding sections in this guide.

A number of processes need to be carried out in parallel. Where required, liaison with asset managers and consultation with the community and stakeholders needs to be quickly initiated to avoid delays.

All parts of the process involve managing risks. The investigation levels or network standards manage risks by defining the conditions that pass. A separate risk management is used to further assess issues that are unsatisfactory. A field trial is a useful tool that forms part of the risk management process to help resolve identified risks.

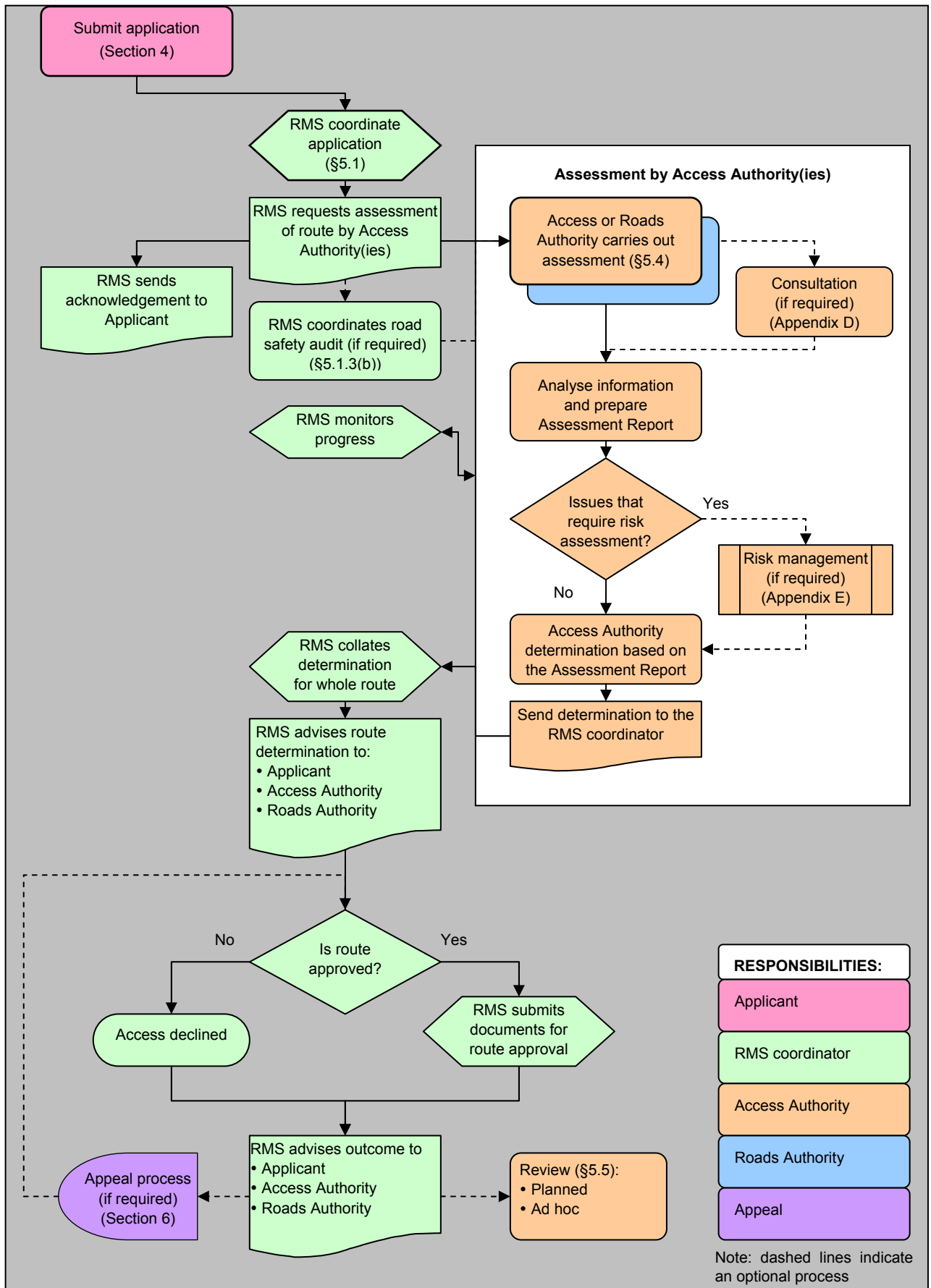


Figure 3-2 Route assessment procedure

3.3 Responsibilities for applications

RMS will receive, coordinate and monitor progress with access applications for restricted access vehicles on all public roads in NSW.

The RMS coordinator will forward the application to the appropriate access authority. The access authority is either:

- RMS for all routes or areas (principally State roads, Crown roads, State Forest roads, National Parks and Wildlife Service roads and the Unincorporated Area).
- Council for routes or areas upon which Class 2 B–doubles or road trains may travel, which involve Regional and Local roads within their local government area.

For a particular route, there is at least one access authority responsible for assessing the route.

Each access authority is to assess and determine the application for their relevant sections of roads that are all or part of a restricted access vehicle application.

The access authority must liaise with the relevant roads authority and obtain their report and recommendation before a route is determined.

The access authority involved in assessing the route is typically the roads authority for one or more road sections in a route. The role for the roads authority in the assessment is outlined in Appendix D.2.

Where a route includes works or structures maintained by a body other than the roads authority, their involvement in the assessment is also explained in Appendix D.2.

Documentation of the processes and results of the route assessment must show that the guide has been followed. The relevant route assessment summary report (cover sheet, summary check list and engineering determination) and supporting working papers are to be kept and made available upon request to the RMS coordinator, nominated Mediator or under freedom of information application.

If council directly receives an application from an applicant, the RMS coordinator should be advised of the application to provide feedback on the number of applications being received. However, an application that includes a State road must be referred to RMS as the access authority.

Section 4: Information for applicants

4.1 Introduction

An applicant for a restricted access vehicle route can include freight vehicle operators, freight forwarders, supply chain businesses, or a party that acts on behalf of any of these. A government body, such as RMS or council, can also initiate a route application.

An understanding of the requirements for an assessment will help applicants identify a suitable route that avoids obvious constraints (e.g. tight corners, low clearance structures, old bridge structures if applying for HML, etc).

There are two preliminary activities required before submitting an application.

- Check the current level of access.
- Check the suitability of terminals.

4.2 Check the current level of access

An applicant should first check whether the proposed route is not already approved for use by the type of vehicle proposed (refer to Table 2-1). The following resources are available:

- RMS website under Heavy Vehicles tab for data sheets and maps of approved routes (refer to Appendix B.2).
- For B–double and road train routes, contact the RMS coordinator in the region where the majority of the route is located (refer to Appendix B.1).
- For IAP routes, RMS offers a route confirmation service (refer to Appendix B.3).

Applicants are encouraged to discuss their needs with RMS or council prior to submitting their application, so that potential issues can be identified and addressed in the application.

4.3 Verify the suitability of terminals

The applicant must provide with the application:

- Written consent from the landlord and tenant:
 - Permitting use by the proposed vehicle at each terminal identified in the application.
 - Verifying that the access complies with an existing development consent, or is subject to a development consent.
- Documentation that verifies the suitability of the terminal for the proposed RAV to use the terminal.

The freight vehicle operator is responsible for the safe operation of a vehicle, particularly when:

- Moving from a road to a terminal (entering).
- Moving from a terminal to a road (leaving).

The access from a public road to each terminal is assessed as part of a route application. The requirements are in Section 2.4.1 of the *NSW Route Assessment Guide – Freight Route Investigation Levels*.

4.4 Submit the application

An applicant requesting access to a route is to contact the RMS coordinator responsible for the particular type of restricted access vehicle access assessment:

- Operation of freight vehicles that would require enrolment into the IAP (e.g. AB–triples, some B–triples, HML, some PBS L2+):
 - The RMS coordinator is the IAP Compliance Coordinator (refer to Appendix B.3 for contact details).
 - Download and complete the intelligent access permit route confirmation form (refer to Appendix B.2): this form is used for the application.
 - Submit the form by email to the IAP Compliance Coordinator.
- Other restricted access vehicle applications (e.g. B–doubles, A–double road trains, modular B–triples west of the Newell Highway, 4.6 metre high vehicles):
 - The RMS coordinator is located in the region where the majority of the proposed route is located (refer to Appendix B.1 for contact details).
 - Complete all the details in the application in Appendix C.
 - Submit the form to the RMS coordinator.

An applicant should include any other matter they consider important to support their application. In particular, evidence of its regional or local importance as a freight route, whether a route that provides connectivity with an approved route in an adjoining state or council. Support from specific businesses that will benefit would be advantageous.

Submit the complete application to the RMS coordinator.

The RMS coordinator will be the main contact for the applicant regarding the route assessment process. The coordinator will contact and liaise with all the relevant bodies on behalf of the applicant. However, other bodies involved in the process may contact the applicant when additional information is required.

4.5 Timetable for completing an assessment

The aim is to carry out assessments within the times listed in Table 4-1. However, the bodies involved with assessments may not have resources dedicated to this service and may lead to a delay.

Applications may be prioritised to ensure that limited resources are used to assess key routes ahead of others.

Missing or incorrect information from the applicant will “Stop-the-clock” until the information is received and may delay processing the application.

The access authority or road authority can request the RMS coordinator to “Stop-the-clock” for an agreed time where an assessment:

- Requires an engineering determination using specialist engineering skills,
- Involves a route more than 75 km long, or
- Involves issues that are to be dealt with under Appendix E risk management.

Engineering specialists are not usually found in local councils. Therefore, external consultants may be required but this imposes a large unplanned cost item that may delay assessment until funded. RMS has a limited number of engineering specialists and assessments will be prioritised with other work.

The RMS coordinator will advise the applicant when a timetable is revised.

If a determination has not been made after 15 working days greater than the time quoted in Table 4-1 or as advised by RMS, the applicant has the option to appeal on the basis that unsatisfactory progress has been made (refer to Section 6).

Table 4-1 Desired timetable for route assessment

Milestone	Responsibility	Elapsed Time (working days)	Basis
Advise access authority	RMS coordinator	10	From the date a complete application is received
Advise roads authority	Access Authority		
Send acknowledgement of application	RMS coordinator		
Assessment	Access Authority	30	
Determination	Access Authority	50	
Options: <ul style="list-style-type: none"> • Risk Management Process • Field trial ⁵ 	RMS coordinator	approx 20	Additional time

4.6 Determination

The Access Authority is accountable for making the determination on their delegated road sections.

RMS will notify the applicant of the determination once it has been notified by the access authority.

Where a route is to be approved, the route cannot legally be accessed until the process is complete (refer to Table 4-2). A route may be approved with conditions (refer to Section 5.3.3) that an operator must meet to have access to the route.

⁵ To resolve some issues, a field trial may be required by the access authority (refer to Appendix E.4).

Table 4-2 Route approval process

Vehicle	Process
B–double, A–double road trains, 4.6 m High	Notices for new routes or amendments are published in the NSW Government Gazette.
Modern road train east of the Newell	A permit received by the freight vehicle operator on routes periodically updated by RMS.
Modular B–triple west of the Newell Highway	Notices for new routes or amendments are published in the NSW Government Gazette.
AB–triple, some B–triples	Intelligent access permit and IAP Unit confirms that access on a route has been included in IAP and is available.
HML	Intelligent access permit and IAP Unit confirms that access on a route has been included in IAP and is available.
PBS	A permit received by the freight vehicle operator.

If the proposal is declined, the reasons will be provided to the applicant.

The declined access may identify treatments (i.e. corrective actions) that are mandatory to allow operation of the vehicle on the route. The completion of these treatments will be subject to availability of funding. If and when treatments are completed, the roads authority should advise the access authority so that the application can be reviewed.

The applicant can discuss a declined application with RMS or access authority and can:

- Accept that access is not available.
- Submit an amended application.
- Submit a new application for a new route according to this guide.
- Appeal according to Section 6.

Section 5: Procedures

5.1 Coordination of application

5.1.1 General

An application for a route is coordinated by RMS. The responsible RMS coordinator is either:

- The RMS coordinator for B–double, road train and 4.6 metre high vehicle routes in the region where the majority of the route is located (refer to Appendix B.1), or
- The IAP Compliance Coordinator for vehicles that require enrolment in IAP – HML vehicles, high productivity vehicles (AB and B–triples) (refer to Appendix B.3).

On receipt of an application, the RMS coordinator identifies:

- The current level of restricted access vehicle access and confirms the need or otherwise for assessment of:
 - The application for 4.6 metres is regardless of the vehicle configuration.
 - HML applications require that the route is already approved for the vehicle configuration. A route can be assessed for the vehicle configuration at GML and then HML loading.
- All roads that need assessment and the relevant access authority (refer to Appendix D.2).

The applicant is to ensure that the access within terminals meets this guide (refer to Section 4.3).

5.1.2 Initiate assessment

Guidance to help identify the access authority and road authority for different sections of the route are in Appendix D.2.

(a) Council as access authority and roads authority

When council is the access authority, it will also be the roads authority for carrying out the assessment. The RMS coordinator is to advise each relevant council of the following:

- The details of the application (i.e. the proposed vehicle and the road sections that make up the route).
- Contact details of the applicant and RMS coordinator.
- Request that the relevant road sections are assessed according to Section 5.2.
- Request involvement of any asset manager where their assets are affected by the application.
- Request that they advise the details of the personnel dealing with the assessment and the expected timetable for their determination (refer to Section 4.5).

(b) RMS as access authority

When RMS is the access authority, it also may be the roads authority⁶ or there may be another body to be contacted as roads authority.

⁶ Roads and Maritime Services may be both RMS coordinator and the *access authority* so that some of the formal correspondence is not required.

The RMS coordinator will advise each roads authority of the following:

- The details of the application (i.e. the proposed vehicle and the road sections that make up the route).
- Contact details of the applicant and RMS coordinator.
- Request that the relevant road sections are assessed according to Section 5.2.
- Request involvement of any asset manager where their assets are affected by the application.
- Request that they advise the details of the personnel dealing with the assessment and the expected timetable (refer to Section 4.5).

(c) Acknowledge application

The RMS coordinator is to reply to an applicant that advises:

- Acknowledging receipt of an application.
- Any additional information that is required for the route assessment.
- Contact details of the RMS coordinator.
- The expected time for completion of the assessment.
- The responsible access authority and road sections.
- Any asset manager and assets subject to their assessment.

5.1.3 Road safety assessment

The RMS coordinator is to assist the access authority prepare a road safety report where one is required for the route:

- Road crash investigation report.
- Road safety audit.

Neither of these is required for HML concession where the route is already approved for the same vehicle combination at GML.

A road safety report ⁷ (i.e. road safety check, road safety audit or road safety evaluation), which has been previously completed for sections of the route, should be used to help inform the assessment.

(a) Road crash investigation report

A road crash investigation is an analysis of the crash history (all crash data and not just crashes where a heavy vehicle was involved) over the previous 5 years along those road sections that comprise the route to identify:

- Crash clusters.
- Common crash characteristics and particular note of crashes involving heavy vehicles (Lorry, truck, semi-trailer, B-double, etc).
- Trends in the road crash statistics.

⁷ NSW Centre for Road Safety *Road Safety Audit Practices*.
www.rta.nsw.gov.au/roadsafety/downloads/road_safety_audit_practices.html

The investigation is carried out by personnel qualified in road safety and may involve an update of a previous investigation or be a new investigation.

As it is an historical perspective it cannot include the proposed vehicle. The report does not contain suggested actions or recommendations but should identify site road safety deficiencies and areas of risk for the current traffic using the route that have led to road crashes.

These sites and areas identified need to be carefully considered in the context of the proposed vehicle.

The RMS coordinator can assist council with their report if they do not have the necessary crash records for the specific roads.

(b) Road safety audit

A road safety audit report is generally not required as part of a route assessment in the following cases:

- The route is already approved for a comparable vehicle.
- The proposed vehicle is 4.6 metre high for an already approved route.
- Increased mass limit concession for a route already approved for the same vehicle combination at GML (i.e. 19 metre B-doubles, CML or HML).
- The proposed vehicle is not more than 36.5 metres and traffic volume < 2000 AADT.

A road safety audit report is required for all other cases not noted above. However, the need for a road safety check or audit may be changed following consultation between the RMS coordinator and access authority.

Where there are only parts of a route that are of concern, a road safety audit is only required on those parts.

The road safety audit focuses on identifying deficiencies between the current level relative to the Greenfield or Brownfield design standard (refer to Figure 1-1). However, this guide focuses on the difference between the current level and the investigation level. Therefore, the location and type of any deficiencies identified in the road safety audit are important to be assessed according to this guide.

5.1.4 Coordinate route assessment

The RMS coordinator is to periodically monitor progress, follow-up any delays and advise the applicant. RMS is to notify the following bodies of the final determination:

- Applicant.
- Access authority.
- Roads authority and asset managers involved in the assessment.
- NSW Police.

If the application is denied, the access authority will provide the reasons for the determination to the RMS coordinator. The applicant will be advised in writing of the reasons why the route has not been approved.

When advised of an appeal, RMS is to initiate the process according to Section 6.

5.1.5 Coordinate route approval

When approved, the RMS coordinator is to ensure that approvals are promptly processed according to Section 5.4 so that the route quickly becomes available for use.

5.2 Assessment by the access authority

5.2.1 General

(a) Overview

Where council is the access authority responsible for carrying out the assessment, it will also be the relevant roads authority. Otherwise, RMS is the access authority and they will consult with the relevant roads authority to assess the route.

An incomplete application will “Stop-the-clock” until outstanding information is received (refer Section 4.5). In addition, the access authority can request further information relevant to the assessment from the applicant. The request is to be by email or phone.

The access authority is to assess and submit a determination with supporting information on the relevant road sections to the RMS coordinator.

(b) Personnel

A leader responsible for the route assessment report will preferably be a professional with at least five years experience in one or more of the following areas: road design, traffic engineering, traffic/transport management or road safety engineering. The leader of an assessment of State roads will preferably also have a Level 3 Lead Auditor qualification.

With the newer restricted access vehicle configurations (e.g. AB–triple, B–triple, PBS), the leader should consult RMS if unclear about differences in the characteristics of the proposed vehicle compared with a conventional restricted access vehicle.

The person responsible for carrying out the desk-top investigation and field work must be competent in the areas required in the guide and minimum competency described in Table 5-1.

In addition, personnel undertaking the route assessment should be familiar with:

- The MLA regulation relating to the proposed vehicle.
- Traffic behaviour along the route to help anticipate where attention is needed in the assessment.
- Experience with freight vehicles similar to that in the application.

Assessment of the load capacity of a bridge on the route must be based on advice from a professional bridge engineer.

Where an external consultant is contracted to assess a route other than for bridge capacity, in addition to the basic competency outlined in Table 5-1 the consultant is to hold current Road Safety Auditor accreditation.

Where required, a risk management report (Appendix E) is to be the responsibility of a professional with at least five years experience in at least one of the following: road design, traffic engineering, traffic/transport management or road safety engineering.

Table 5-1 Minimum competency for personnel carrying out assessment

Vehicle type	State roads	Other roads
4.6 m high	Traffic Investigation or Engineering Officer	Traffic Investigation or Engineering Officer
B-double	Level 1 Road Safety Auditor	Traffic Investigation or Engineering Officer
A-double road trains	Level 1 Road Safety Auditor	Traffic Investigation or Engineering Officer
AB-triples and B-triples	Level 1 Road Safety Auditor	Traffic Investigation or Engineering Officer
PBS L1	Traffic Investigation or Engineering Officer	Traffic Investigation or Engineering Officer
PBS L2+	Level 1 Road Safety Auditor	Traffic Investigation or Engineering Officer
HML	Professional bridge engineer if bridge structures on the route.	Professional bridge engineer if bridge structures on the route.
Other	Level 1 Road Safety Auditor	Traffic Investigation or Engineering Officer

5.2.2 Strategic importance of the route

An assessment of the strategic importance of the route helps to justify remedial treatments to facilitate access, or to prioritise engineering determinations.

The relative importance of a route is to be assessed based on a national, regional or local level. Previous reports may be available on the same or a similar supply chain, or further information may be requested from the applicant.

A proposed route that facilitates access between businesses located within an approved land zone and a major transport route should be regarded as strategically important.

The proposed route may provide accessibility to a rest stop such as a refuelling location or a roadside rest area. This access can improve road safety outcomes as part of broader fatigue management activities.

5.2.3 Route assessment

The access authority is to carry out the assessment using the appropriate documentation referred to in Table 5-2 and the analysis is to be summarised in the form appropriate to the type of assessment.

The assessment is simpler where a proposed restricted access vehicle is comparable to an existing freight vehicle operating on the route. In these cases, the areas of difference between the proposed restricted access vehicle and comparable vehicles are to be focussed on.

A route where the proposed restricted access vehicle has no comparable vehicle operating on the route will require a comprehensive assessment involving a route inspection.

A desktop review will identify readily available information, such as a report on a previous application for the same route or road safety reports (refer to Section 5.1.3).

Meeting or exceeding the investigation level in the assessment aims to manage the risk categories: i.e. legal/regulatory, road safety, rail–road safety, work health and safety, amenity and environment, and property damage.

Table 5-2 Investigation level assessment documents

Restricted access vehicle	Assessment document
B–double	NSW Route Assessment Guide – Freight Route Investigation Levels. (Chapter 3.2 contains the route assessment summary check list).
Road train	
HML	
4.6 m High	NSW Route Assessment Guide – 4.6 Metre High Vehicles.
Controlled Access Buses	Refer to Section 2.6
PBS	Refer to Section 2.8

A route inspection helps create familiarity with the route and is an opportunity to observe issues and collect or verify data. A camera or video camera should be used to record any issues for inclusion in the assessment report.

Where a characteristic does not meet or exceed the investigation level, the access authority must apply a risk management approach.

5.2.4 Risk management approach

The access authority will use a risk management approach on the following:

- An issue identified in the assessment that does not meet the investigation level.
- An issue identified during consultation (Appendix D) that has not been specifically addressed in the assessment and needs to be separately considered.

The risk assessment approach is described in Appendix E.

This evaluation may show that:

- The risk is acceptable for the route,
- A particular treatment for the risk can be implemented, or
- The risk is considered unacceptable.

5.3 Determination

5.3.1 Preparation of the assessment report

The access authority will prepare an assessment report that includes:

- A copy of the application (Appendix C).
- A completed report on the assessment for the proposed roads.
- Where required, a consultation report (Appendix D).
- Details of other significant issues.
- Where required, a report and recommendation on assessment by the asset manager.
- Where required, a risk management report (refer to Section 5.2.4).

The applicant may be requested to provide additional information to complete the assessment report.

5.3.2 Determination

The determination process by the access authority needs to be transparent and take a holistic approach that involves:

- The context of the whole journey (i.e. end to end freight transport). Continuity enables greater productivity along a route, which often involves State, Regional and Local roads
- Consideration of the assessment report and non-technical considerations (e.g. freight strategies, local freight network, commodity access, overall network priorities, land use planning, investment plans and network conditions)

A decision to deny access to one short section within a journey may have significant operational implications that extend well outside the local area.

The determination will take one of the following forms:

- Approve,
- Approve with conditions (refer to Section 5.3.3), or
- Deny where the access authority is to provide clear reasons for the decision.

Based on consideration of the information, a determination is to be made:

- For RMS, the RMS coordinator is to provide a recommendation to the General Manager Road Freight, that if approved is submitted to the Chief Executive.
- For a council, a determination is normally provided to the General Manager.

The access authority is to notify the RMS coordinator of the determination and any conditions.

If the application is denied, detail the reasons for the determination. Alternative routes may be suggested by the access authority.

The access authority should monitor and evaluate the effectiveness of previous decisions to assist their future decision-making for related vehicles or routes (refer to Section 5.5).

5.3.3 Approval with conditions

Approval with conditions is preferable to denial of access and risks may be addressed by reducing exposure to them.

Conditions imposed on a route approval should be consistent with the network strategy. An access condition applied in one area may create problems in an adjacent area (e.g. time restrictions in one area may lead to a concentration of trucks further along a route at an inappropriate time).

The conditions need comply with the MLA regulation and be self-enforcing or realistically enforceable. The body responsible for enforcing conditions (e.g. Police, RMS, local weight of loads group or councils) should be willing and able to carry out enforcement at the level necessary to ensure compliance.

Table 5-3 below lists examples of access conditions. This list is not exhaustive and other access conditions appropriate to specific circumstances may be appropriate. The conditions need to comply with the regulations.

Permitting access by condition may lead to a positive outcome for industry while also maintaining safety and amenity of the community.

Table 5-3 Examples of conditions

Examples	MLA Clause 22 Conditions of a Class 2 notice
Access only permitted when part of a signposted detour No access June to October No right turn for vehicles exiting White Road onto Black Highway Limited access at Named rail underpass - Low Clearance 4.4 m Limited access at Named bridge over Named River - Low Clearance 4.5 m	(1)(a) the areas or routes to which it applies.
Speed limit 80 km/h	(1)(b) if the route includes a bridge, culvert, causeway or road-ferry—the speed at which that part of that route to be used and the absence of other traffic before such use or entry.
No access 8:00-9:00am and 3:00-4:30pm on school days No access between sunset and sunrise.	(1)(c) time of day during which the vehicle is not permitted to operate.
Speed limit 80 km/h	(1)(f) The maximum permitted speed applicable to the vehicle in the areas or on the routes to which it applies.
Operation of HML vehicles	(4) ... participate in a program involving the use of an Intelligent transport system to monitor compliance with the notice, permit or exemption.

5.4 Processing a route approval

5.4.1 General

Route approvals are to be processed quickly according to this section so that the route becomes available for use. RMS aims to regularly update the interactive maps so that changes are shown.

However, RMS may delay processing a route approval if an appeal is made against the approval according to Section 6.

5.4.2 Publishing route approvals

The access authority specifies areas and routes on which each class of restricted access vehicles may operate through a notice published in the NSW Government Gazette, which amends the appendix of approved routes.

A newly approved route will be included as an amendment to the appendix referred to in the relevant notice by inserting the new route. Note that every section of the route that has a unique road name is to be separately listed, except where the road has an overarching name (e.g. Hume Highway, Princes Highway, Burley Griffin Way, etc).

An existing approved route is changed or deleted by deleting the original entry as it appears in the NSW gazette, and then inserting the new route description, if required, in the one gazette.

The documentation for approving State roads is to be prepared by the RMS coordinator, approved by the General Manager Road Freight and then submitted for Executive approval before being emailed to the Gazette (deadline COB each Wednesday).

Where a route contains Regional and/or Local roads, each council as the access authority is to:

- Complete the amendment using the appropriate standard MS-Word template available from the RMS coordinator (Appendix B.3).
- Have the amendment signed by the council's delegate – usually the General Manager.
- Email the completed MS-Word document and a scanned copy of council's signed approval to the NSW Gazette ⁸ and Cc... the RMS coordinator.

The RMS coordinator will forward the advice to Road Freight Branch to update the map showing access.

5.4.3 Intelligent access program approvals

Approved routes that require an intelligent access permit (i.e. AB & B-triples, PBS 2+, and HML) must be submitted by the access authority to RMS Coordinator.

5.4.4 Permit

The access authority or RMS coordinator is to advise the Special Permits Unit ⁹ where an approval requires a special permit.

⁸ nswgazette@dpc.nsw.gov.au

⁹ Manager, Special Permits; Telephone: 02 6732 9164 Facsimile: 02 6732 9189

5.5 Review

5.5.1 Planned review

A review may be planned by RMS or the access authority after a period of time after a route is approved to check that the restricted access vehicle is operating satisfactorily.

From the outset, the access authority is to clearly identify the issues and risks and then periodically monitor and document the results.

5.5.2 Ad hoc review

Periodically, the access authority may review the suitability of an existing route. The review may be triggered by additional issues being identified or where the level of risk appears to be greater than originally assessed.

The access authority is to clearly document the issues and evidence that form the reason for the review.

5.5.3 Review process

A review of an existing approved route is usually initiated by RMS or the access authority and the RMS coordinator can assist.

Essentially the review is to consider relevant aspects in Section 5 and involve the following:

- Be completed before approval ceases to enable continuity of access.
- Revisit the original assessment report.
- Update the issues/risks observed during the period.
- Consult industry and operators that rely on the route approval.
- Consider feedback from stakeholders since the route was approved.
- Revise the likelihood and impact and allocate the updated risk rating.

Where a route is not performing satisfactorily, the access authority must meet with the RMS coordinator, operators and terminal businesses to discuss the issues in an effort to resolve them before denying access.

Where there are concerns over the deteriorated condition of a route (e.g. bridge condition, pavement condition), the asset manager responsible for the asset is to write to either the RMS coordinator or General Manager Road Freight Branch (refer to Appendix B.2) with their concerns.

When ongoing access is required, an alternative route is to be identified and approved where possible before repealing the existing route.

The review by the access authority may result in one of the following:

- No change to approval.
- Amend the approval by removing or adding conditions.
- Repeal the route and deny access.

5.5.4 Procedures for changing approvals

Following a review of an approved route, an access authority may retain the current approval, or decide to amend (e.g. remove or add conditions) or repeal all or part of a route approval.

The access authority is to advise the RMS coordinator where there is a change in an approval.

An amendment of a route published in the Gazette or an approved list requires both:

- Deletion of any sections of the route.
- Inserting the approved sections of the route and any associated condition.

A repeal of a route published in the Gazette or an approved list requires:

- Noting the deletion of sections of the route.

Routes that are managed using maps require necessary changes to be made by RMS and, where applicable, the IAP Compliance Coordinator.

5.6 Relocated road, renaming or reclassification

The MLA regulation requires that a permit or notice relates to areas or routes (approvals list the named road(s) according to the classification described under Section 163 of the *Roads Act 1993*).

When a road, constructed on a new alignment which replaces an existing section of road (e.g. deviation, town bypass, duplication), is opened to traffic, the new road will have the approved level of restricted access applicable to the old road by virtue of its name.

If appropriate, the access authority may assess the new road for a different level of access.

The section of road that is replaced will undergo a change in name and will cease to be covered by the approval. It would usually require a new approval to regain access. The road section may:

- Remain a State road with RMS remaining the access authority.
- Be reclassified to a Regional or Local road where council becomes the access authority.
- Cease to be a road used by the public.

Approval of routes for roads that change their name must be completed in advance of a new road being opened. Otherwise the level of access will not continue and be severed to properties that still rely on the road.

The access for restricted access vehicles to and from the new road should be reviewed to take best advantage of the access provided by the new road and possibly to improve community amenity.

Example:

Two approvals for the Newell Highway were approved as:

- Class 2 B–double Notice Road 17 Newell Highway from the NSW / VIC BORDER AT TOCUMWAL to the NSW / QLD BORDER AT GOONDIWINDI.
- Class 2 Road Train Road Notice 17 Newell Highway from the QLD BORDER AT GOONDIWINDI to 1KM N OF JUNCTION WITH OXLEY HWY (MR11) NEAR COONABARABRAN.

With the opening of the Moree Bypass, the following changes happened:

- The new section of bypass became the Newell Highway so the approval for the B–double and road train still applied. The new route included part of the Gwydir Highway.
- The old section of Newell Highway that was bypassed became Boggabilla Road and no longer had an approval.

However, concurrently:

- Carnarvon Highway was described with reference to the intersection with the Newell Highway. As the intersection was now at a new location, the approval for the B–double and road train access applied to the added road section.
- The Gwydir Highway was described with reference to the intersection with the Newell Highway. As a result of the bypass, both these intersections with the Newell changed location.

There were 2 road sections no longer classified as State road that were not covered by these changes:

- One road section north to the Carnarvon Highway - needed to be newly approved.
- One road section in the town centre was no longer required for B–double or road trains and the approval was allowed to lapse.

If approval of the old road does not take place, an applicant may apply to gain access in accordance to this guide.

5.7 Emergency procedures

Only the access authority can provide an exemption for a vehicle to travel on an unapproved route when an emergency occurs that meets the conditions in the MLA regulation (reproduced below):

75 Exemptions in emergencies

(1) In an emergency such as a fire, explosion or natural disaster, the Authority may exempt a vehicle or combination, or its driver or owner, from a requirement of this Regulation if:

(a) the vehicle or combination is being used, or is intended to be used, to protect life or property, or to restore communication or the supply of energy or water or services such as sewage disposal, and

(b) the exemption does not present an unreasonable danger to other road users.

(2) In an emergency such as a fire, explosion or natural disaster (including a drought), the Authority may exempt a single motor vehicle or a combination, or its driver or owner, from a requirement of this Regulation if the Authority is satisfied that:

(a) the exemption will not result in an unreasonable danger to other road users, and

(b) the single motor vehicle or the combination is being used, or is intended to be used, to protect life or property, or to restore communication or the supply of energy or water or services such as sewage disposal, or to provide drought relief.

(3) An exemption may be subject to conditions imposed by the Authority.

(4) The Authority must make a written record of the exemption, and any conditions of the exemption, but may cause it to be communicated orally to the owner or driver.

Source: Clause 75 Road Transport (Mass, Loading and Access) Regulation 2005

The NSW Police has powers to control and direct traffic that includes detouring traffic (e.g. around crash site, flood, fire). The State Emergency Services (SES) has similar powers but mostly are used after consultation with NSW Police Force and councils.

Some routes are approved with an access condition that they are only for access while a detour is in place.

If the vehicle is not exempt or an approved alternative route is not available, it must not deviate from approved routes for that vehicle combination. The combination must park and wait or have its trailers broken-up to allow it to operate legally on the routes available.

For example, unless exempt in the event of emergency or an alternative route is unavailable, a 25 metres B-double must only use approved Class 2 B-double routes as a detour or be broken down and hauled as two semi-trailers.

Suitable routes for different restricted access vehicles should be identified as part of an emergency response or support plan and approvals with appropriate conditions should be obtained.

The local police command and SES should be advised of any infrastructure that is unsuitable for restricted access vehicles that may be subsequently require a detour.

[This page intentionally left blank]

Section 6: Appeal process

6.1 Introduction

An appeal against the determination by the access authority may be initiated by any of the following bodies (called plaintiff):

- The applicant.
- A road transport association, business association or a chamber of commerce.
- Federal, State or Local government body.
- Member of Parliament.

The plaintiff is to submit a written appeal to the General Manager, Road Freight Branch (details in Appendix B.4). The appeal is to describe clear reasons for the appeal that may include:

- The access authority has not followed this guide.
- The manner that a route was determined by the access authority.

Include information that supports the appeal.

An appeal must be submitted within 3 months of the determination otherwise a new application will be required.

6.2 Review

The General Manager, Road Freight Branch, will advise the access authority and will initiate a review of the appeal.

The review will explore the appeal and try to resolve it within 4 weeks.

If unresolved, the General Manager, Road Freight Branch will consider whether further time is required or if separate mediation is justified and advise the parties involved.

The parties will be advised of the outcome of the review.

6.3 Mediation

Where required by the General Manager, Road Freight Branch, a mediator will be appointed to review the determination.

Mediation is a process in which the parties to the appeal, with the assistance of a mediator, identify the disputed issues, develop options, consider alternatives and endeavour to reach an agreement. The mediator has no advisory or determinative role in regard to the content of the dispute or the outcome of its resolution, but may advise on or determine the process of mediation whereby resolution is attempted.

All documentation relating to the assessment is to be provided to inform the parties.

The parties meet together in the presence of the mediator to discuss issues and possible options for resolution. The mediator facilitates negotiations and fine-tuning of an agreement and timetable.

The mediator may stop this process if agreement is not reached within a reasonable time (about 6 weeks). The mediator must provide RMS with a report including any agreement reached through mediation.

When an agreement is decided through mediation, the RMS coordinator will:

- Advise the parties of the agreement.

Ensure that the agreement is carried out according to the agreed timetable.

Section 7

APPENDICES

[This page intentionally left blank]

Appendix A Delegations

A.1 Minister's delegation to Roads and Maritime Services

9636

OFFICIAL NOTICES

14 December 2007

Roads and Traffic Authority

TRANSPORT ADMINISTRATION ACT 1988

DELEGATION

I, The Honourable Eric Roozendaal, Minister for Roads, pursuant to section 11 (7) of the Road Transport (General) Act 2005 and all other powers thereunto me enabling, hereby delegate to the Roads and Traffic Authority all my powers and functions under the Road Transport (Mass, Loading and Access) Regulation 2005.

This delegation takes effect on the date of publication in the *NSW Government Gazette* and revokes and replaces all previous delegations to the Roads and Traffic Authority concerning the exercise of powers under the Road Transport (Mass, Loading and Access) Regulation 2005.

ERIC ROOZENDAAL, M.L.C.,
Minister for Roads

NEW SOUTH WALES GOVERNMENT GAZETTE No. 182

Extract from NSW Gazette No 182, 14 December 2007, page 9636


A.2 Minister's delegation to councils

DELEGATION PURSUANT TO SECTION 11 OF THE ROAD TRANSPORT (GENERAL) ACT 2005

I, **David Borger**, Minister for Roads, being the 'Authority' as defined in the *Road Transport (Mass, Loading and Access) Regulation 2005 (Regulation)* and pursuant to section 11 of the *Road Transport (General) Act 2005* and all other enabling powers hereby:

DELEGATE to the persons identified in Schedule 1 to this Delegation, with effect on and from the earlier of the expiration of the delegation of the Minister for Roads pursuant to the Regulation dated 28 November 2007 or the date of this delegation, those of my functions as an 'Authority' under the Regulation, as provided in Schedule 2 to this Delegation.

Dated this day of March 2011


MINISTER FOR ROADS

SCHEDULE 1

- (1) A council constituted under the Local Government Act 1993.

SCHEDULE 2

Route approval

- (1) The Delegate may, by a notice published in accordance with the Regulation, approve routes or areas upon or in which a Class 1, 2 or 3 vehicle may travel.
- (2) An approval under clause 1 of this Schedule 2 may only be granted for vehicles greater than 4.3 metres high but no more than 4.6 metres high, whether by construction or together with any load.
- (3) An approval under clause 1 of this Schedule 2 may only be published as a supplement to, and subject to the conditions or requirements of, the 4.6 Metre High Vehicle Route Notice 2008 made under the Regulation.
- (4) The Delegate may also, by a notice published in accordance with the Regulation, approve routes or areas upon or in which a Class 2 vehicle being a B-Double or road train may travel.

Note: Clause (4) allows a Delegate to also approve routes for use by B-Doubles and Road Trains that are 4.3 metres or less in height. These vehicles would otherwise be excluded by the terms of clause (2)

- (5) An approval under clause (4) of this Schedule 2 may only be published as a supplement to the Class 2 B-Double Notice 2010 or the Class 2 Road Train Notice 2010, each made under the Regulation.

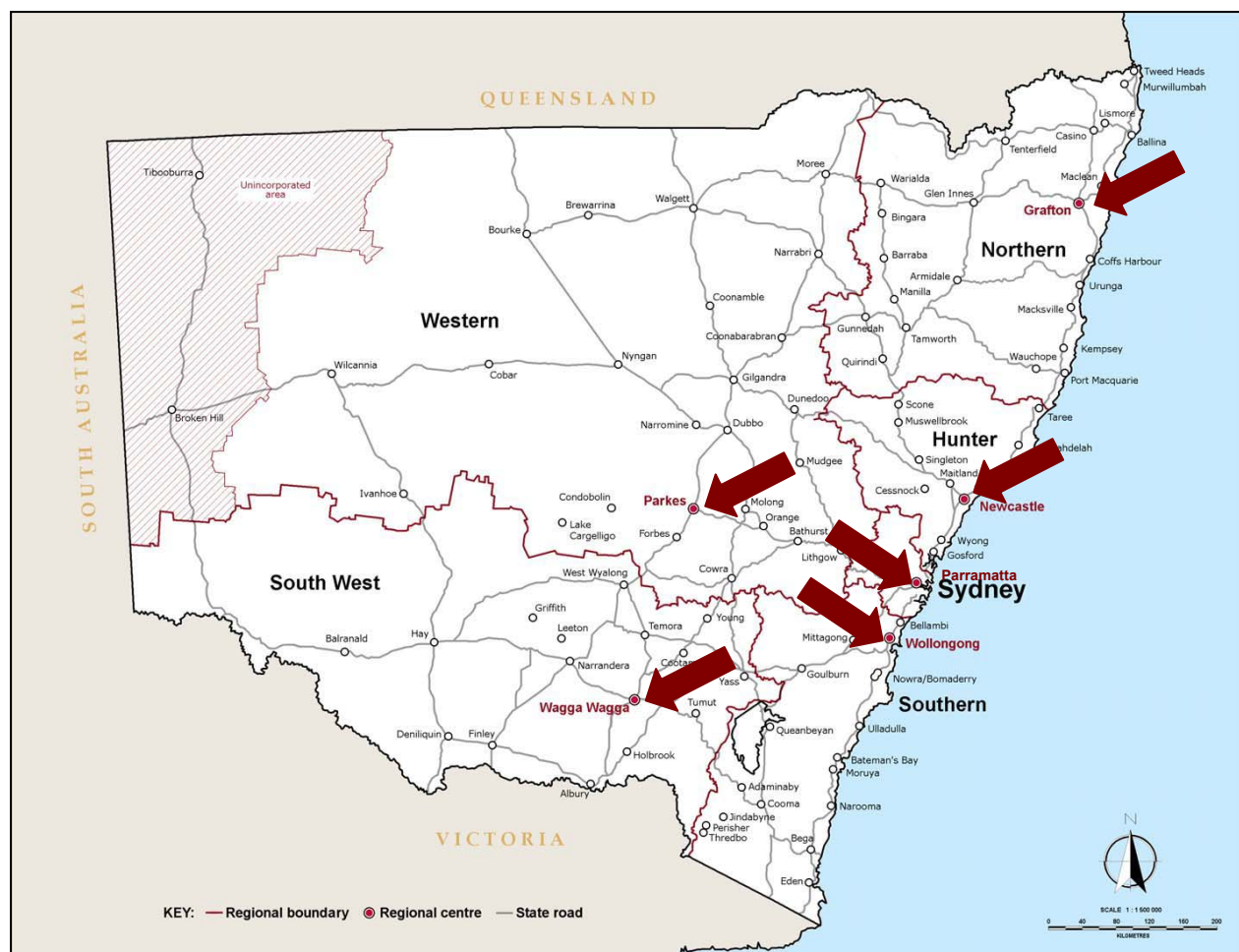
Conditions

- (6) The Delegate may only approve routes, within the local government area of the delegate, on Local or Regional roads designated in accordance with the New South Wales Road Management Arrangements 2008.
- (7) The Delegate must approve routes in accordance with the Route Assessment Guidelines for RAV (May 2002).
- (8) The Delegate must not amend or repeal an approval of an existing route made by the Roads and Traffic Authority of New South Wales.
- (9) A reference to a notice, guideline or established arrangement includes a reference to the notice, guideline or arrangement as amended or replaced from time to time.
- (10) Any approval by a Delegate may be amended or repealed by the Roads and Traffic Authority of New South Wales.

Note: Condition 7 automatically refers to this new Edition of the Guideline.

Appendix B Contact details for RMS

B.1 Regional Offices



Region	Region contact details (Roads & Maritime Services switchboard 131 782)	RMS coordinator direct
Sydney	27 Argyle Street Parramatta NSW 2150 (P.O. Box 973 Parramatta CBD NSW 2124) Phone: 131 782 Fax: (02) 8849 2766	Phone: (02) 8849 2169
Hunter	59 Darby St, Newcastle 2300 (Locked Bag 30) Phone: 131 782 Fax: (02) 4924 0344	Phone: (02) 4924 0341
Northern	31 Victoria St, Grafton 2460 (P.O. Box 576) Phone: 131 782 Fax: (02) 6640 1301	Phone: (02) 6640 1384
Southern	Level 4, 90 Crown St Wollongong, 2500 (P.O. Box 477, Wollongong 2500) Phone: 131 782 Fax: (02) 4227 3705	Phone: (02) 4221 2468
South-West	1 Simmons St, Wagga Wagga 2650 (P.O. Box 484) Phone: 131 782 Fax: (02) 6938 1183	Phone: (02) 6938 1146
Western	51-55 Currajong St, Parkes 2870 (P.O. Box 334) Phone: 131 782 Fax: (02) 6861 1414	Phone: (02) 6861 1478

B.2 Resources on the website

Further details are available on the RMS website:

RMS home page	www.rta.nsw.gov.au
• Heavy Vehicles	www.rta.nsw.gov.au/heavyvehicles/index.html
• Permit Notices	www.rta.nsw.gov.au/heavyvehicles/downloads/permitnotices/permit_notices_dl1.html?hvlid=permits
• Maps	www.rta.nsw.gov.au/heavyvehicles/maps/index.html
• IAP Route Confirmation Form (used for IAP route applications)	www.rta.nsw.gov.au/heavyvehicles/downloads/hml_routeconfirmationspreadsheet.html
• Modern road trains and triples east of the Newell Highway	www.rta.nsw.gov.au/heavyvehicles/modern_road_train.html
• Operation of oversize and overmass vehicles	www.rta.nsw.gov.au/heavyvehicles/oversizeovermass/index.html

B.3 Route confirmation service

Provides help with an application for access for higher mass vehicles, triples and Performance Based Specification Vehicles.

Roads and Maritime Services

Intelligent Access Program (IAP) Compliance Coordinator

Intelligent Access Unit

Phone: **1300 656 371** Facsimile: 1300 361 570

Email: intelligent_access_program@rta.nsw.gov.au

Intelligent Access Program www.rta.nsw.gov.au/heavyvehicles/iap/index.html

Higher mass limit maps: www.rta.nsw.gov.au/heavyvehicles/downloads/iap_map_download_hml.html

B-triples & AB-triples maps www.rta.nsw.gov.au/heavyvehicles/downloads/iap_map_download_btriples.html

Online application form: www.rta.nsw.gov.au/heavyvehicles/downloads/hml_routeconfirmationspreadsheet.html

B.4 Road Freight Branch

Provides road freight implementation across NSW.

Roads and Maritime Services

General Manager, Road Freight Branch

Locked Bag 928, NORTH SYDNEY NSW 2059

15/101 Miller Street, Phone: **8588 5405**

Appendix C Application for a Restricted Access Vehicle route

1. Applicant's details

Name:		Position:	
Company Name:			
Company Address:			
	City/Town:	State:	Post Code:
Phone:		Fax:	email:

2. Restricted Access Vehicle

Indicate restricted access vehicles to be operated on the proposed route and complete the relevant information.

Vehicle type	Overall Vehicle Length (m)	≤ 4.3 m High	4.3m to 4.6m High	Mass Limit	
Semi-trailer operating under HML					HML
B-double				GML	HML
A-double road train				GML	HML
A-triple road train				GML	HML
B-triple high productivity freight vehicle				GML	HML
AB-triple high productivity freight vehicle				GML	HML
Other vehicle					t

Note: * Tick the relevant boxes

Attach a **layout drawing** for the vehicle with length and axle spacing dimensions. Where possible, a photo of the vehicle taken from different angles will assist the assessment

3. Route details

Map of the area with the proposed route marked attached.

Description of route:

Point of departure: Business Name & Address		
Point of arrival: Business Name & Address		
Attach agreement for access to/from terminal	<input type="checkbox"/>	
Left/Right	Name of road	Name of suburb/town
Turn	into	at
then turn	into	at
then turn	into	at
then turn	into	at
then turn	into	at
then turn	into	at
then turn	into	at

4. Benefits

Provide separate attachments that:

- Explain the reason for the application and the benefits of providing access to your proposed route and why it will deliver these benefits (e.g. increased productivity, compare number of truck movements, efficiency of operations, commercial role of the business in the state and region, improved road safety or improved work health and safety).
- Should be taken into account when considering the application.

Signature

Date

Name (please print)

Position in company

 **Send application to the RMS coordinator**

Appendix D Consultation

D.1 Overview

Consultation can involve two main groups when assessing a route application:

- Asset managers that manage and maintain road assets located on the route (refer to Appendix D.3).
- Communities and stakeholders (refer to Appendix D.4).

The access authority is to initiate consultation with the relevant groups depending on the proposed type of vehicle and where the route is located.

Table 7-1 outlines the cases where consultation is required.

Table 7-1 Consultation required

	Asset managers	Communities and stakeholders
Proposed route has no comparable vehicle ¹⁰ operating and: <ul style="list-style-type: none"> • Land use adjacent to the route is zoned residential. • Passes through a commercial town centre, adjacent to school or hospital. • Involves a school bus route. 	☑	☑
Proposed route is one where there has previously been community concern over trucks (e.g. noise, crashes, road trauma).	☑	☑
During assessment of amenity and environmental issues (Section 2.6 of the <i>NSW Route Assessment Guide – Freight Route Investigation Levels</i>) where one or more investigation levels is considered unsatisfactory.	☑	☑
Proposed vehicle has a comparable vehicle operating but the required mass or dimensions could impact on their road asset (e.g. heavier or higher than current vehicles). This is further detailed in Sections 2.7 and 2.8 of the <i>Freight Investigation Levels for restricted access vehicles</i> .	☑	

Consultation with communities and stakeholders is not required when the application involves either of the following:

- A vehicle where a comparable vehicle already operates along the route.
- The route is completely within an area that has a land use zoning that is:
 - Under Local Environmental Plan of industrial, rural, railways or business but not within a commercial town centre or on a school bus route.
 - Under the State Environmental Planning Policy Major Development (Three Ports) of zoning general industrial, heavy industrial or special activities.

¹⁰ Defined in the glossary

D.2 Road infrastructure

The access authority needs to verify the limits that are imposed by the road infrastructure on road users. The responsibility for managing and maintaining the road infrastructure and verifying these limits is defined in the *Roads Act*.

For simplicity in this guide, the term “roads authority” has been broadly defined (refer to Glossary).

Therefore, the access authority must liaise with the relevant roads authority and obtain their report and recommendation before a route is determined. Table 7-2 lists the access authority and roads authority responsible for different classes of roads in NSW.

Councils are both the access authority and the roads authority on Regional and Local roads, except where RMS is the roads authority for a State work (e.g. the ex-national bridges).

RMS is both the access authority and roads authority on State roads. In addition, RMS is the access authority where a roads authority other than council is involved.

Table 7-2 Responsibilities for NSW roads

Administrative Class ⁽¹⁾	Access Authority	Roads Authority ⁽²⁾
Classified as State roads <ul style="list-style-type: none"> • Freeways • Highway • Main Road • Tourist Road 	RMS	RMS
Classified as Regional roads: <ul style="list-style-type: none"> • Main Road • Secondary Road • Tourist Road 	Council	Council
Unclassified Local roads within a local government area	Council	Council
Unclassified roads within the unincorporated area in western NSW	RMS	RMS
State Works located on Regional or Local roads	RMS	RMS
Other roads:		
• Tollways	RMS	Tollway operator
• Airport Drive		Sydney Airport Corporation
• Crown Roads ⁽³⁾		Minister for Lands
• Roads controlled by a Ports Corporation		Newcastle, Port Botany or Port Kembla Ports Corporation

Administrative Class ⁽¹⁾	Access Authority	Roads Authority ⁽²⁾
<ul style="list-style-type: none"> Public access roads in State Forests 		NSW Department of Primary Industry Forests NSW
<ul style="list-style-type: none"> Public roads in National Parks or State Recreation Areas 		National Parks & Wildlife Service except those listed under
<ul style="list-style-type: none"> Alpine Way (Main Road 677) and Kosciuszko Road (Main Road 286) 		RMS
<ul style="list-style-type: none"> Transitway 	Council	Council where declared a public road

Note (1) Refer to the Declaration Order in the Government Gazette for specific roads.

(2) Either the roads authority or the body that exercises the power of a roads authority.

(3) Further details at www.lpma.nsw.gov.au/crown_lands/roads.

D.3 Asset managers

D.3.1 General

Some works or structures on the route (e.g. railway crossings, some bridges, power and telecommunication plant) are maintained by bodies other than the roads authority. In this guide, an asset manager is the body, other than the roads authority, responsible for maintaining works or structures that are situated in, on or over the road. Table 7-3 is a list of common asset managers in NSW.

The roads authority must consult with the relevant asset manager and request information to help carrying out the assessment. Where the asset is a bridge structure that supports vehicle loading, the roads authority is usually responsible for carrying out the engineering determination. The appropriate assessment document is listed in Table 5-2.

Table 7-3 Asset managers in NSW

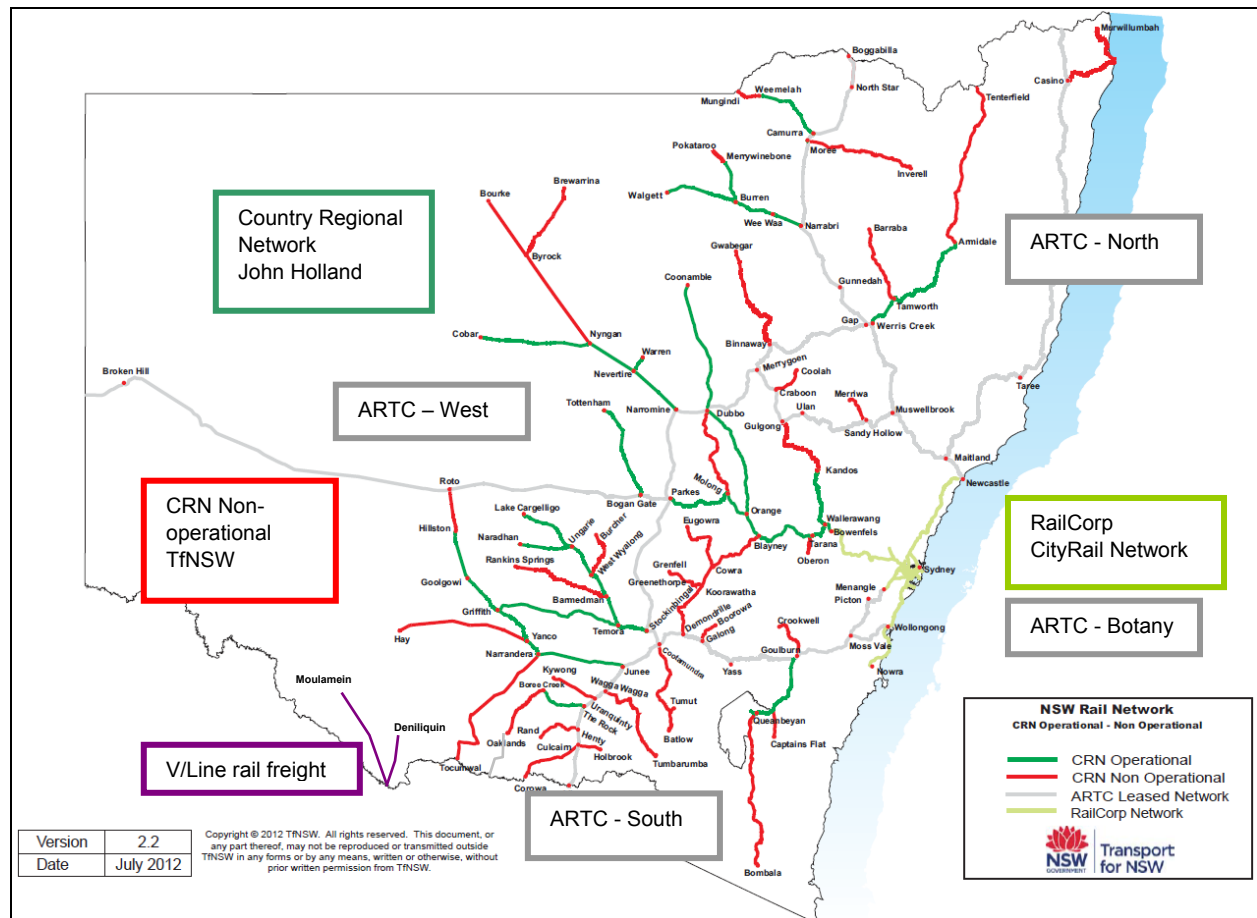
Roads authority	Work or structure	Asset manager
RMS	Bridge that carries a State road but is associated with a tollway.	<ul style="list-style-type: none"> Tollway operator (contact through RMS).
	Road over rail bridge located on State road.	<ul style="list-style-type: none"> Refer to Appendix D.3.2. RMS for some new bridges.
	Rail over road bridge located over State road <ul style="list-style-type: none"> Vertical and horizontal clearances. 	

Roads authority	Work or structure	Asset manager
Council ⁽¹⁾	Bridge that carries a council road but is associated with a tollway.	<ul style="list-style-type: none"> Tollway operator.
	Road over rail bridge located on Regional or Local roads.	<ul style="list-style-type: none"> Rail asset managers listed in Appendix D.3.2.
	Rail over road bridge located over Regional or Local roads <ul style="list-style-type: none"> Vertical and horizontal clearances 	
RMS or council ⁽¹⁾	Railway crossing at grade.	<ul style="list-style-type: none"> Rail asset managers that are party to interface agreements are listed in Appendix D.3.2.
	Water supply pipelines/irrigation structures and canals.	<ul style="list-style-type: none"> NSW Office of Water (www.water.nsw.gov.au). Sydney Water (www.sydneywater.com.au). Hunter Water Corporation (www.hunterwater.com.au). Sydney Water Catchment Authority (www.sca.nsw.gov.au). Irrigation corporations listed in Schedule 1 of the Water Management Act 2000: <ul style="list-style-type: none"> Murrumbidgee Irrigation Ltd (MI) (www.mirrigation.com.au). Coleambally Irrigation Cooperative Ltd (CICL) (www.colyirr.com.au). Jemalong Irrigation Ltd (www.jemalongirrigation.com.au). Murray Irrigation Ltd (www.murrayirrigation.com.au). Western Murray Irrigation Ltd (www.westernmurray.com.au).
	Miscellaneous structure over or under a road (vertical and horizontal clearances, load capacity): <ul style="list-style-type: none"> Overhead structure/bridge. Under road conveyor. Private footbridge. Overhead signage. 	<ul style="list-style-type: none"> Mine/quarry Company. Other corporate entities or persons.
	Overhead cables or plant over a road (vertical clearances): <ul style="list-style-type: none"> Telecommunications. Electrical. 	<ul style="list-style-type: none"> Rail asset managers Appendix D.3.2. Telecommunications Appendix D.3.3. Electricity distribution Appendix D.3.4.

Note (1) As appropriate for the road section being assessed.

D.3.2 Rail asset managers

The NSW rail network is managed by five rail asset managers (Figure 7-1). The Rail Safety National Law (NSW) refers to them as “rail infrastructure managers”.



Source: Adapted from www.transport.nsw.gov.au/content/country-rail-contracts

Figure 7-1 NSW rail asset responsibilities

Rail Asset Manager	Contact details
RailCorp Rail asset manager for the CityRail network www.railcorp.info	Eddie Blackwell External Interface Manager P –02 9847 8914 E – eddie.blackwell@railcorp.nsw.gov.au
Australian Rail Track Corporation Ltd (ARTC) PO Box 2150, Wagga Wagga, 2650 Hunter Valley, East-West and North-South sections of rail corridors that are leased in NSW www.artc.com.au/Content.aspx?p=37	Mark Campbell Assistant Infrastructure Manager P – 02 6939 5482 E – mcampbell@artc.com.au
Country Regional Network John Holland Rail Pty Ltd PO Box 2127, Lower Keppel St, Bathurst 2795 www.countryregionálnetwork.com/index.asp	Cheril Gilmore Administration Manager T – 02 4028 9488 E – cheril.gilmore@jhg.com.au

Rail Asset Manager	Contact details
Non-operational lines (3,123 km) TfNSW www.transport.nsw.gov.au/content/country-rail-contracts	Terry Brady General Manager, Country Rail Contracts T – 02 4962 6440 E – Terrence.BRADY@transport.nsw.gov.au
V/Line Pty Ltd (Victoria) Deniliquin to Echuca rail freight Moulamein, Wakool to Echuca rail freight www.vline.com.au/about/networkaccess/intro.html	Rupert Capper Manager Systems & Safeworking T – 03 8414 8643 M – 0407 300 210 E – Rupert.Capper@vline.com.au access@vline.com.au

The public railway crossings can be located on the map <https://appln.transport.nsw.gov.au/mapservices/proxy/levelCrossings/map.html>. The pop-up of the crossing identifies the network and relevant rail asset manager.

D.3.3 Telecommunications

The main Telecommunications companies in NSW and ACT with fixed overhead lines are listed in Table 7-4.

Table 7-4 Telecommunications asset managers

Distributor	Location	Contact details
Foxtel Telecommunications www.foxtel.com.au	NSW	T – 1800 047 909
Optus (SingTel Optus Pty Limited) above-ground HFC network www.optus.com.au	Sydney (Belrose, Thornleigh, Carlingford, Artarmon, Fairfield, Liverpool, Riverwood, Waverley, Randwick, Miranda)	Ron Harrison National Damages & Relocates Mgr T – 02 8087 5605 M – 0434 801 417 E – dartnsw@optus.com.au
NBN Co Ltd National Broadband Network www.nbnco.com.au	NSW	TBA T – E –
Telstra Telecommunications www.telstra.com.au	NSW	Shannon Perkins M – 0429 007 247 T – 1800 810 443

D.3.4 Electricity distribution

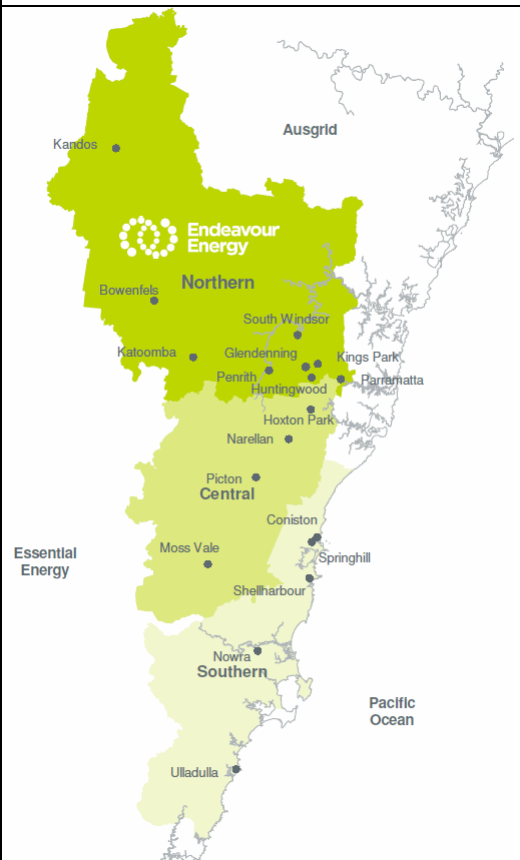
The main electricity distribution companies in NSW and ACT that distribute electricity are listed in Table 7-5. The areas in NSW managed by Ausgrid and Endeavour are also shown.

Table 7-5 Electrical distribution asset managers

Distributor	Location	Contact details
ActewAGL www.actewagl.com.au	All of the ACT	T – 13 14 93
Ausgrid Energy www.ausgrid.com.au	Sydney, Central Coast and Hunter NSW regions (refer to map below)	T – 13 15 35
Endeavour Energy www.endeavourenergy.com.au	Northern, Central, Southern NSW (refer to map below)	T – 13 10 81
Essential Energy www.essentialenergy.com.au	Country and regional NSW (refer to map below)	Glenn Sanken High Load Transport Coordinator M – 0428 620 993 T – 13 23 91
TransGrid www.transgrid.com.au/Pages/default.aspx	All of NSW (12,656 km of high voltage transmission line & underground cables)	Metropolitan: 02 9620 0777 Orange: 02 6360 8711 Newcastle: 02 4967 8678 Tamworth: 02 6765 1666 Wagga: 02 6922 0222 Yass: 02 6226 9666



Source: www.ausgrid.com.au/network_area



Source: www.endeavourenergy.com.au/wps/wcm/connect/EE/NSW/NSW+Homepage/ourNetworkNav/Our+network+area/

D.3.5 Obligations

The *Roads Act* also sets out obligations for an asset manager unless a separate agreement has been entered into between the roads authority and asset manager.

If an assessment identifies that a work or structure is not maintained to a satisfactory state of repair as provided in Section 142 of the *Roads Act*, the roads authority may direct the asset manager to repair the structure as provided for in Sections 98 and 99 of the *Roads Act* (reproduced in Table 7-6).

The ongoing maintenance of the original or an upgraded structure will remain with the asset manager.

The roads authority is to provide the access authority with a recommendation and supporting documentation to enable the route to be determined.

Table 7-6 Sections from the *Roads Act*

Section 142

A person who has a right to the control, use or benefit of a structure or work in, on or over a public road:

- Must maintain the structure or work in a satisfactory state of repair, and
- In the case of a structure (such as a grating or inspection cover) located on the surface of the road, must ensure that the structure is kept flush with the surrounding road surface and that the structure and surrounding road surface are so maintained as to facilitate the smooth passage of traffic along the road,

and the person is, by this section, empowered to do so accordingly.

...

If:

- A roads authority has granted a consent under this Division to the doing of anything, and
- That thing has been or is being done otherwise than in accordance with the consent,

the roads authority may direct the holder of the consent to take specified action to remedy any damage arising from the doing of that thing otherwise than in accordance with the consent.

Section 98

A roads authority may direct the person having control of any work or structure that is situated in, on or over a public road to alter the work or structure or the location of the work or structure.

The direction may specify:

- The manner in which or the standard to which, and
- The period (being at least 28 days) within which, the direction must be complied with.

Section 99

A roads authority may direct an irrigation corporation, a private irrigation board, a private drainage board or a private water trust (within the meaning of the *Water Management Act 2000*) to repair or maintain any water supply work or drainage work:

- That is situated in, on or over a public road, and
- That is controlled by that body.

The direction may specify:

- The manner in which or the standard to which, and
- The period (being at least 28 days) within which, the direction must be complied with.

D.4 Communities and stakeholder consultation

When required, the consultation process should start as early as possible to allow sufficient time to identify stakeholders, seek their issues and consider feedback. This must be completed within the required timetable (refer to Section 4.5).

Communities and each stakeholder group will have their own perspectives and objectives. Many will support the primary objectives of safety, environment and asset sustainability. Consultation facilitates the process of identifying and understanding a range of views, values and perspectives.

The specific groups approached and the style of consultation required will depend on the circumstances of each application. Table 7-7 lists possible groups that may need to be involved. The extent of consultation should be appropriate for the types of issues anticipated. The applicant, industry representative and business community must be included.

Where consultation is required, the access authority is to notify stakeholders where a proposed route is located in their area and outline the following:

- The proposed vehicles and route.
- Ask for comment on the suitability of the route.
- Advise a closing date for comments.

Table 7-7 List of likely stakeholders

Stakeholders groups	Description
Councils	Councillors from the affected councils. Technical personnel to provide a land-use transport planning perspective on the route, understanding of the road infrastructure and traffic management.
NSW Police Local Area Command	Representative from local area command.
NSW Traffic and Highway Patrol Command	Representative from highway patrol.
Local Member	Federal and State Local Members or their representatives.
Community groups and residents	Located adjacent to the proposed route. Useful if local issues can be consolidated and presented by a spokesperson.
Education/Health Professionals	Representatives if the route passes their institution (e.g. school, hospital).
Local Chamber of Commerce or Business cooperative	To present a commercial/business perspective.
Local businesses	Representatives from the affected businesses.
Freight vehicle operators	To present a freight operator perspective.

Stakeholders groups	Description
Rail infrastructure managers	Where the route passes over or under a rail corridor (refer Appendix D.3.2).
Road transport industry	To provide information on restricted access vehicles and trucks generally.
RMS	Provide road safety, traffic management, asset and planning perspectives.
TfNSW	Provide perspective on statewide priority.

D.5 Local traffic committee

Some councils currently invite the local traffic committee ¹¹ (LTC) to provide advice on these vehicles applications. The Regulation of Traffic Guideline ¹², which establishes the LTC, stipulates that B-double and other route approvals are not part of its delegation.

The delegation by the Minister referencing this guide is under Section 11 of the *Road Transport (General) Act 2005* for various powers and function contained in the MLA regulation.

Therefore, if council want to obtain advice from the LTC on a route assessment, the following requirements are to be followed:

- Councils are to choose a suitable meeting format that meets the timetable in Section 4.5 (e.g. electronic or face-to-face as provided in Section 5.3.1 ¹¹).
- LTC is to manage involvement and advice on an application as a separate matter as provided in Section 8 Traffic engineering advice ¹¹.
- As the advice is outside formal business, the informal advice is to be a separate report from the LTC to council to help council's assessment of the route. A report can summarise discussion and indicate the various positions of the LTC members.
- A report is not binding on council and is not subject to appeal under Section 5.4 Appeals or Section 6 Regional Traffic Committee ¹¹.

Councils need to allow for the time to obtain LTC advice within the timetable in Section 4.5.

¹¹ Note that this committee is separate from a Council Traffic Committee formed under the Local Government Act.

¹² *A Guide to the Delegation to Councils for the Regulation of Traffic.*

Appendix E Risk management process

E.1 Introduction

The following risk assessment process is based on ISO 31000:2009 Risk management—Principles and guidelines, which define risk as “*effect of uncertainty on objectives*”.

The risk management process is to be conducted by someone, who has professional experience with the characteristics or issues being considered.

The approach used in this guide is to rate the risk at the location or area in two ways:

- 1) Considering the current traffic.
- 2) Considering the future traffic.

The results for future traffic from the second analysis and the change in risk forms the basis for further consideration.

Mitigating risk does not obligate an agency to capital expenditure.

E.2 Identification

The assessment carried out using the appropriate assessment document (refer to Table 5-2), may identify issues where the investigation level is not achieved or is a concern and requires further investigation. “Investigate” is recorded in the route assessment summary check list and each of the issues is to be:

- Analysed to identify the associated risks.
- Evaluated to allocate a risk level.
- Treatments identified where the risks levels are moderate or extreme.

E.3 Analysis

For each issue consider the causes and the source of the risk and identify each separately as an event.

Table 7-8 and Table 7-9 are examples of the required documentation for the risk assessment. A spreadsheet is available to simplify recording and calculating the risk level.

Current risks

Consider each event with just the current traffic and rate the risks in two ways:

- Likelihood—is the chance of an event happening and is rated as: rare, possible, likely or almost certain.
- Consequence—is the outcome of an event and is rated as: low, minor, medium, high or very high.

The level of current risk is derived from these two ratings and the levels of risk are summarised in Table 7-11 (i.e. low, moderate and extreme).

Risk of proposed vehicle access

Similarly, repeat the rating of each event into “Likelihood” and “Consequence” but consider the future traffic with the proposed vehicle.

The future traffic is the proposed restricted access vehicles operating in addition to the current traffic less reduction in heavy vehicles that would be replaced by the proposed restricted access vehicles.

Some aspects of the future risk for the route may be difficult to predict. Depending on the investigation levels that were not acceptable, a field trial may be required to resolve the uncertainty (refer to Appendix E.4).

Derive the level of future risk from these two ratings.

Table 7-8 Risk Assessment Summary–Current and Future Evaluation

Project risks		Current Level of risk (current traffic)			Future Level of risk (current traffic + RAV – replaced heavy vehicles)				Evaluation	
		Likelihood	Con- sequence	Risk level	Likelihood	Con- sequence	Risk level	Change (↓–↑)	Acceptable	Further consideration of treatments
	Legal / regulatory ⁽¹⁾									
L1										
L2										
	Road safety ⁽¹⁾									
S1										
S2										
	Rail-Road safety ⁽¹⁾									
R1										
R2										
	Work health & safety ⁽¹⁾									
W1										
W2										
	Amenity and environment issues ⁽¹⁾									
E1										
E2										
	Infrastructure loading ⁽¹⁾									
L1										
L2										
L3										
	Property damage ⁽¹⁾									
P1										
P2										
	Other significant issues ⁽¹⁾									
Z1										
Z2										

Note: (1) Add or remove rows as required

Table 7-9 Risk Assessment Summary–Risk Treatments and Assessment

Project risks ⁽¹⁾	Risk Treatment		Level of future risk after treatment				Final Risk Assessment
	Action proposed to mitigate risk	Responsibility	Likelihood	Con- sequence	Risk level	Change (↓–↑)	
Legal / regulatory							
Road safety							
Rail-road safety							
Work health & safety							
Amenity and environment issues							
Infrastructure loading							
Property damage							
Other significant issues							

Note: (1) Only include the project risks that have been evaluated to require treatment

E.4 Field trial

E.4.1 Overview

A field trial can be used to resolve inconclusive results from the assessment by demonstrating vehicle performance on all or part of the proposed route. Their use is to be discussed with the RMS coordinator as they are costly and take time to carry out and document.

The applicant is required to provide a driver and vehicle(s) of maximum dimension allowed for the combination that is proposed in the application (e.g. if a road train route approval is requested the field trial vehicle must be 35 to 36.5m long). If unavailable, a comparable vehicle is to be provided at no cost for the field trial. The RMS coordinator is to approve whether a vehicle is suitable for the field trial and whether the vehicle is to be empty or loaded.

The ability to resolve issues from a field trial for different FRIL characteristics are summarised in Table 7-10.

Table 7-10 Benefit of a field trial on FRIL characteristics

FRIL Ref	Characteristic	Benefit ⁽¹⁾
2.2	Legal/regulatory	X
2.3	Road safety issues	
2.3.1	At terminals	✓✓✓
2.3.2	Road safety assessment	X
2.3.3	Road alignment	✓✓✓
2.3.4	Road width (cross section)	✓✓✓
2.3.5	Structure width (including bridge width)	✓✓✓
2.3.6	Intersections	✓✓✓
2.3.7	Overtaking opportunities	✓✓
2.3.8	Traffic facilities	✓✓✓
2.3.9	Traffic interaction with other users	✓✓
2.3.10	Local conditions	✓✓✓
2.4	Rail-road safety	
2.4.1	Grade separated crossings	X
2.4.2	Railway crossings	Requires close supervision by rail asset manager
2.5	Work Health and Safety	
2.5.1	Decoupling operation	✓✓
2.5.2	Driver breaks	X
2.6	Amenity and environment issues	
2.6.1	Existing approved land-use	✓✓
2.6.2	Traffic generating developments	✓

FRIL Ref	Characteristic	Benefit ⁽¹⁾
2.7	Infrastructure loading	X (avoid in a field trial)
2.7.2	Bridge structure	X
2.7.3	Pavement structure	X
2.8	Property damage (public infrastructure or property)	
2.8.1	Low clearance	✓✓✓ Requires close supervision ⁽²⁾
2.7	Other significant issues	✓✓
Guide Appendix D	Additional issues identified during consultation (where required)	Depends on issues raised

Note: (1) The more ticks ✓ the better for resolving the characteristics.

(2) An expanded foam wedge secured to make a vehicle 4.6m high over its width is an option.

The access authority (i.e. RMS or council) may decide to offer the applicant the option of a field trial, or an applicant or freight vehicle operator may request a field trial.

Preferably, use the same vehicle type for the field trial as that being proposed. However, where an identical vehicle to that proposed is unavailable, the access authority will liaise with the applicant to identify a comparable vehicle. A field trial must not use a vehicle loaded to more than GML or CML unless there is no concern for loading of infrastructure.

The RMS coordinator is to arrange a temporary permit for each vehicle involved in the field trial.

E.4.2 Consultation

The access authority is to liaise with the roads authority to decide the route to be trialled in order to include as many unresolved issues as possible. Consultation should be undertaken before and during any field trial.

Invite representatives from the following to the field trial:

- RMS coordinator.
- Roads authority
- Where the route involves other assets, the relevant:
 - Asset manager.
 - Rail asset manager (refer Appendix D.3.2).
- The community and stakeholders identified in Appendix D, who are affected by the proposal and those that have submitted comment on the proposed route.

E.4.3 Preparation

The field trial is to be designed to resolve the specific issues.

Each access authority is responsible for assessing the field trial and particularly focus on their sections of road. The behaviour of the vehicle is to be carefully observed.

The access authority should

- Check that each vehicle involved in the field trial has a permit.
- Check all personnel are wearing suitable personal safety equipment.
- Brief all personnel regarding the field trial and include work health and safety aspects, the planned route, aspects being monitored, specific requirements and timetable for comment.

Photographic or video evidence of the field trial should be taken.

E.4.4 Assessment

The field trial assessment is to consider the observed behaviour of the vehicle and written comments.

Stakeholders, including RMS and councils, may submit specific comments on any aspect of the field trial within 10 business days from the trial.

A recommendation from a roads authority on the suitability of infrastructure is to be forwarded to the relevant access authority.

The access authority is to incorporate the findings and improved understanding of the restricted access vehicles from the field trial in the risk assessment.

E.5 Evaluation

Review the level of risk ratings for both current and future traffic to ensure that they are reasonable and a consistent representation of the risks identified. If necessary, review the “Likelihood” and “Consequence”.

Carry out an incremental risk analysis. Indicate the change from the current to future level of risk in Table 7-9 (i.e. ↑ for each one step increase; – for no change; and ↓ for each one step decrease in risk).

The change in risk level indicates the degree of impact from the proposed restricted access vehicles on the route.

- A risk that does not change (–) indicates that the proposed restricted access vehicles is not the cause of the risk.
- A risk that is improved (↓) indicates that the proposed restricted access vehicles has a beneficial outcome on mitigating a current risk.
- A risk that increased (↑) indicates that the proposed restricted access vehicles has some impact on the risk.

Screen the risks based on the risk level:

- Low risk level is acceptable and will not be considered further.
- Moderate or extreme risk levels require treatments to be identified that mitigate the risk in the Appendix E.3.

Table 7-11–Risk profile based on consequence and likelihood

			1	2	3	4
			Low	Medium	High	Very High
Likelihood	4	Almost certain	moderate	moderate	extreme	extreme
	3	Likely	low	moderate	extreme	extreme
	2	Possible	low	moderate	moderate	extreme
	1	Rare	low	low	moderate	moderate

E.6 Risk treatment

E.6.1 Identify potential treatments to mitigate risks

From the risk assessment, those future risks that have Moderate or Extreme risk levels are to be considered in more detail.

Identify one or more options for each of these risks that lower the level of risk (i.e. consequence and/or likelihood). Some treatments may address more than one risk.

Risk treatments may involve a range of options¹³ (controls) directed to:

- Retaining the risk and making appropriate provisions for dealing with the consequences should they arise.
- Changing the consequences of the risk, to increase the size of the gains and reduce the size of the losses.
- Changing the likelihood of the occurrence, to enhance the probability of beneficial outcomes and reduce the probability of losses.
- Avoiding the risk by deciding not to proceed with the activity likely to create risk (where this is practicable).

More costly capital works only should be considered where they are the remaining constraint preventing approval. Inevitably, where this is the case, approval will be delayed until funding is available, for design and construction.

E.6.2 Future treated risk analysis

Each treatment applied to the future traffic is to be rated again as “Likelihood” and “Consequence”.

Derive the level of future treated risk from these two ratings.

Indicate the change in level of risk from the current to future treated risk in the table (i.e. ↑ for each one step increase; – for no change; and ↓ for each one step decrease in risk).

¹³ Delivering assurance based on *ISO 31000:2009 Risk management—Principles and guidelines*

E.6.3 Assessment of treatments

Review the treatments and the future treated risk levels:

- A Low future treated risk level is acceptable.
- A Moderate future treated risk level is acceptable if the change in risk is unchanged or improved (↓ or –).
- Extreme future treated risk level indicates an unacceptable risk. The roads authority needs to address the risk before the proposed restricted access vehicles may be acceptable:
 - An improved risk (↓) indicates the new restricted access vehicles mitigates some current risks.
 - An unchanged risk (–) indicates no impact from the new restricted access vehicles.
 - An increase in risk (↑) indicates the new restricted access vehicles increases risk.
- Critical future treated risk levels indicate that the treatment has no benefit and access by the proposed restricted access vehicles is not acceptable.

The cost of any treatment to reduce the risk level needs to be balanced against the benefits from opening the route to restricted access vehicles (i.e. economic, environment and amenity). The treatment that most cost-effectively reduces the risk level must be implemented if the route is approved.

Any residual level of risk must be documented and included as part of the determination.

[This page intentionally left blank]