



HEAVY HAULAGE ADVISORY COMMITTEE

MINUTES

Section 5.9(2)(a) LGA 1995

The duties of the committee shall be to:

- *Advise the Council relating to heavy haulage movement within the Shire of Plantagenet; and*
- *Make recommendations to the Council relating to the use of local roads by classes of heavy vehicles.*

Ordinary meeting of the Heavy Haulage Advisory Committee
held in the Committee Room,
Lowood Road, Mount Barker WA 6324
1.00pm, 24 August 2021

Cameron Woods
CHIEF EXECUTIVE OFFICER

Committee Members

Cr J Oldfield, Cr B Bell, Cr M O'Dea and Cr L Handasyde (Resolution No. 204/19)

TABLE OF CONTENTS

ITEM	SUBJECT	PAGE NO
1	DECLARATION OF OPENING / ANNOUNCEMENT OF VISITORS	1
2	RECORD OF ATTENDANCE / APOLOGIES / LEAVE OF ABSENCE	1
3	DISCLOSURE OF MEMBERS' INTERESTS	1
4	CONFIRMATION OF MINUTES	1
5	REPORTS OF COMMITTEE MEMBERS AND OFFICERS	1
5.1	POLICY REVIEW – ROADS – HEAVY VEHICLE ACCESS	2
5.2	POLICY REVIEW – ROAD CLOSURE (TEMPORARY) WET WEATHER	7
5.3	POLICY REVIEW – ROADS – LOG HAUL REQUIREMENTS	10
6	NEXT MEETING	14
7	CLOSURE OF MEETING	14

Chairperson: Cr L Handasyde

Membership: Quorum (2)

Cr B Bell	Council Representative
Cr J Oldfield	Council Representative
Cr M O'Dea	Council Representative
Cr L Handasyde	Council Representative

1 DECLARATION OF OPENING / ANNOUNCEMENT OF VISITORS

At 1.00pm Mr Lynch declared the meeting open.

As Cr Handsyde was an apology for the meeting Mr Lynch called for a nomination for an acting Presiding Member.

Cr Bell nominated Cr Oldfield.

As there were no other nominations Cr Oldfield was declared Presiding Member for this meeting.

2 RECORD OF ATTENDANCE / APOLOGIES / LEAVE OF ABSENCEAttendance

Cr B Bell	Council Representative
Cr J Oldfield	Council Representative
Cr M O'Dea	Council Representative

Staff

Mr C Woods	Chief Executive Officer
Mr D Lynch	Executive Manager Works and Services
Ms A Chadbourne	Senior Administration, Works and Services

Apology

Cr L Handasyde	Council Representative
----------------	------------------------

3 DISCLOSURE OF MEMBERS' INTEREST

Part 5 Division 6 Local Government Act 1995

Nil

4 CONFIRMATION OF MINUTES

Moved Cr B Bell, Seconded Cr M O'Dea;

That the minutes of the Ordinary Meeting of the Heavy Haulage Committee, held on 26 March 2019, be confirmed.

CARRIED

5. REPORTS OF COMMITTEE MEMBERS AND OFFICERS**5.1 POLICY REVIEW - ROADS - HEAVY VEHICLE ACCESS**

File Ref: N55233
Attachment: [RAV Configuration Guide](#)
Responsible Officer: David Lynch
Manager Works and Services
Author: Nicole Selesnew
Administration Officer
Proposed Meeting Date: 24 August 2021

PURPOSE

The purpose of this report is to review Council Policy I/R/17 Roads – Heavy Vehicle Access.

BACKGROUND

This policy was last reviewed by the Heavy Haulage Committee on 29 March 2019 and by the Council at its meeting held on 30 April 2019.

The policy was presented to the Council at its meeting held on 22 June 2021 where the Council resolved:

'That:

- 1. The debate be adjourned to enable a review by the Heavy Haulage Advisory Committee prior to a workshop being held with all information to be available for consideration by Councillors.*
- 2. Following the workshop, a further report be brought back to the Council at its meeting to be held on 24 August 2021.'*

STATUTORY ENVIRONMENT

Land Administration Act 1997, Section 55 (2) – 'Property in and management etc of roads'

Local Government Act 1995, Section 3.53 (2) – 'Control of certain unvested facilities'

Road Traffic (Vehicles) Act 2012

Road Traffic (Vehicles) Regulations 2014

EXTERNAL CONSULTATION

No external consultation has taken place for this report.

FINANCIAL IMPLICATIONS

There are no financial implications for this report.

BUDGET IMPLICATIONS

There are no budget implications for this report.

POLICY IMPLICATIONS

This policy is presented to the Heavy Haulage Advisory Committee as part of the Council's ongoing policy review cycle.

STRATEGIC IMPLICATIONS

The Shire of Plantagenet Strategic Community Plan 2017-2026 provides at Outcome 2.4 (Safe and reliable transport infrastructure) the following:

Strategy 2.4.1:

'Maintain and further develop Shire roads, drainage and pathways at appropriate standards and continue to seek to maximise grant funding to support this aim'.

Accordingly, the recommended outcome for this report aligns with the Strategic Community Plan.

OFFICER COMMENT

Policy I/R/17 Roads – Heavy Vehicle Access was presented to the Council for review on 22 June 2021. The Council resolved to adjourn a decision pending feedback from the Heavy Haulage Advisory Committee and additional information being provided to clarify the purpose of the policy.

Restricted Access Vehicles (RAV) are heavier vehicles that require approval from Main Roads Western Australia (MRWA) and Local Governments to access and use the road network.

MRWA is responsible for determining and administering road access for RAV in WA.

Many types of RAVs have different performance characteristics, require different amounts of road space and have different impacts on road infrastructure.

With this in mind, a number of defined RAV Road Networks have been established, outlining where vehicles can travel based on a set of specifications and permits.

A map of the RAV networks is available on the MRWA website. The site includes a 'Mapping Tool' which addresses individual roads and their RAV Network Status and a 'Road Table' which is a table format showing the relevant RAV Status for roads.

RAV access can be permitted as 'without conditions', 'with conditions' or for a specific purpose. The latter refers to time limited access under the Forestry Access Permit or similar schemes like the Harvest Mass Management Scheme.

The types of vehicles permitted in each class is shown in the table attached. Within the Shire of Plantagenet, the most common networks are RAV Network 4 with smaller numbers of RAV 5 and RAV 6. RAV 7 is generally only found on major roads such as State Highways or major roads (for example Woogenellup, Carbarup and Chillinup Roads).

Approval to use a road of a certain RAV Network number also allows lesser RAV Networks to access the same road under the same conditions, if any.

RAV 9 and 10 Networks (triples and quads) are not available in the Great Southern at this time.

Roads can also be assessed and approved for use by vehicles under the Accredited Mass Management Scheme (AMMS), often referred to as legal overloading. AMMS comes in 3 stages (1 to 3) and is referred on the Network Maps in conjunction with the RAV rating. For example, a road with a rating of 4.1 means that it is a RAV 4 Network and AMMS 1 capable, provided the operator is accredited to the WA Heavy Vehicle Accreditation (WAHVA).

Each RAV class has a different permitted AMMS rating. However, despite the rating there's also an allowance for overweight loads. For example, a rating of 4.1 allows for an extra loading of 5 tonnes, a rating of 4.2 allows an extra loading of 8 tonnes and a rating of 4.3, allows for 12 tonnes over weight. This extra loading is over the same axles effectively adding 1.1 tonne per axle or approximately 3.3 tonne per axle group.

This extra loading benefits the operator by reducing the number of trips they must make in order to carry the same freight task but can accelerate damage to road infrastructure such as drainage, chip seals and pavement structure during very wet or very dry weather conditions.

Local Governments have limited mechanisms to make operators repair damage and none to alleviate long term damage. The Council's Policy on log and chip haulage states that operators are to keep the road in good condition during the period of their haulage, but the only mechanism for compliance is the removal of their permit (if the road has such a permit on it as a condition of haulage).

'As of right roads' do not have this condition nor is there any meaningful mechanism to control the movement of RAV vehicles during grain harvest, other than potentially requesting Heavy Vehicle Services to target an Inspector on to problem roads. They have not been responsive to this approach as truck volumes have been too low for them to consider it a useful exercise.

Council Policy I/R/17 Roads – Heavy Vehicle Access has provided clear guidelines to staff and heavy vehicle transport operators when reviewing roads for haulage and is deemed sufficient, without changes required.

VOTING REQUIREMENTS

Simple Majority

OFFICER RECOMMENDATION

That it be a recommendation to the Council that Council Policy I/R/17 – Roads – Heavy Vehicle Access, as follows:

OBJECTIVE

To provide clear guidelines to the Council, its staff and heavy vehicle transport operators for Restricted Access Vehicle (RAV) Network requests and access to roads under the care, control and management of the Shire of Plantagenet.

The Council wishes to balance road safety, transport efficiency for Shire economic benefits, community amenity and preservation of the road asset.

The Policy supports 'as of right' vehicles as defined by Main Roads WA (MRWA) or approved RAV routes, except where roads are closed for safety reasons.

POLICY

1. Scope

This Policy applies to any heavy vehicle transport operator using RAV on roads managed by the Council.

2. Legislation

The Road Traffic Act 1974 and the Road Traffic (Vehicle) Regulations 2014 govern the use of heavy vehicles on roads within Western Australia and define items such as compliance notices, exemptions, permits and notices for heavy restricted access vehicles. These regulations also contain provisions for mass and loading, load restraints, vehicle modifications and vehicle maintenance.

The Land Administration Act 1997 Section 55 and Local Government Act 1995 Section 3.53(2) gives the Shire of Plantagenet management responsibility for roads within its boundaries.

3. Definitions

3.1 Restricted Access Vehicle (RAV) Network

The RAV Network is a list of roads which have been assessed and classified by MRWA according to the type and size of heavy vehicle that may access them. It is administered by the Heavy Vehicles Section (HVS) of MRWA.

3.2 Accredited Mass Management Scheme (AMMS) Network

The AMMS scheme allows for three (3) concessional mass tiers that are available to approved heavy vehicle transport operators with appropriate loading control methods. This scheme uses a network approach similar to the existing RAV Network.

Both the RAV and AMMS Networks are published in the form of road tables and a visual Mapping Tool is available on the MRWA website.

4. Request to Access Roads

- 4.1 RAV Classified Roads - If a heavy vehicle transport operator wishes to access a RAV network road, they may apply to the Chief Executive Officer (CEO) if a condition of RAV access is Shire approval.
- 4.2 Unclassified Roads - If the road is not classified on the RAV Network then the applicant will first need to apply to MRWA (HVS). Upon receipt from MRWA (HVS), the Shire of Plantagenet will assess the request in accordance with MRWA approved guidelines and if supported, a submission will be made to MRWA (HVS) for their consideration including any conditions that may apply to the use of the road.
- 4.3 AMMS Network - Heavy vehicle transport operators may apply for a road already classified on the RAV Network to be approved for an AMMS Network level by applying to MRWA (HVS). Upon receipt from MRWA (HVS) the Shire of Plantagenet will assess the request in accordance with MRWA approved guidelines. If supported, a submission will be made to MRWA (HVS) for their consideration.
- 4.4 Depending on the need for access, a RAV access request may be supported if the applicant accepts responsibility to carry out any road upgrades or vegetation pruning necessary to qualify the road for the RAV network level requested.
- 4.5 Should the road access request be declined, the Shire of Plantagenet will inform MRWA (HVS) who will advise the applicant.

5. RAV Road Reclassification

The Shire may withdraw support for an approved route at any time if:

- a) The route is deemed unsafe for RAV use.
 - b) The route is deemed unsuitable for RAV use.
 - c) The heavy vehicle transport operator has breached approval conditions.
6. The Shire of Plantagenet may close a road on a temporary basis to all heavy vehicles should deteriorating road conditions be present.'

be endorsed.

COMMITTEE DECISION

Moved Cr M O'Dea, Seconded Cr B Bell;

That the Executive Manager Works and Services be requested to:

- 1. Hold a workshop at the Council Meeting of 28 September 2021 to discuss and review Council Policy I/R/17 – Roads – Heavy Vehicle Access in particular the approval of Accredited Mass Management System (AMMS) vehicles on Shire roads.**
- 2. Present the revised policy to the Council at its meeting to be held on 26 October 2021.**

5.2 POLICY REVIEW – ROAD CLOSURE (TEMPORARY) WET WEATHER

File Ref: N55486
Attachment: Amended Policy RS/TRC/1
Responsible Officer: David Lynch
Manager Works and Services
Author: Nicole Selesnew
Administration Officer
Proposed Meeting Date: 24 August 2021

PURPOSE

The purpose of this report is to review Council Policy RS/TRC/1 – Road Closure (Temporary) - Wet Weather.

BACKGROUND

This policy was last reviewed by the Council at its meeting held on 16 July 2019.

STATUTORY ENVIRONMENT

Local Government Act 1995, Part 3, Division 3, Section 3.50 'Closing certain thoroughfares to vehicles'

Road Traffic Code 2000, Part 19, Division 2, Regulation 291 'Temporary closure of or restriction on use of roads'

EXTERNAL CONSULTATION

No external consultation has occurred in relation to this report.

FINANCIAL IMPLICATIONS

Temporary road closures are often implemented to prevent damage to road infrastructure and to minimise the cost to reinstate or repair roads.

BUDGET IMPLICATIONS

There are no budget implications for this report.

POLICY IMPLICATIONS

This policy is presented to the Heavy Haulage Advisory Committee as part of the Council's ongoing policy review cycle.

LEGAL IMPLICATIONS

The Shire has an obligation to ensure its road network is safe and appropriate for use. Temporary road closures provide the flexibility to close unsafe roads (for example flooded or flood damaged) and to minimise damage to roads.

ASSET MANAGEMENT IMPLICATIONS

There are no asset management implications as no assets are being created or acquired.

STRATEGIC IMPLICATIONS

The Shire of Plantagenet Strategic Community Plan 2017-2026 provides at Outcome 2.4 (Safe and reliable transport infrastructure) the following Strategy:

Strategy 2.4.4:

'Investigate and respond to road safety and traffic issues throughout the District'

Accordingly, the recommended outcome for this report aligns with the Strategic Community Plan.

STRATEGIC RISK IMPLICATIONS

There are no strategic risk implications in relation to this report.

REGIONAL IMPLICATIONS

There are no regional implications in relation to this report.

OFFICER COMMENT

The Shire implements temporary road closures to:

1. Address road safety issues, for example traffic redirections to avoid accidents, flooded roads and trees across roads; and
2. To minimise road damage by stopping traffic movements down a road or by limiting traffic movements to small vehicles.

Temporary road closures are communicated to the public by text message services, email where appropriate and notices published on the Shire Facebook page and website (if closures occur during office hours). Local radio is also used where appropriate.

The policy has been used a number of times over the past two years for the following reasons; to limit the mass of vehicles travelling on saturated gravel roads; close roads which were flooded; and close sections of road which were covered with trees after major storm events.

The current policy addresses road closures to heavy vehicles in wet weather and is silent in relation to closures for public safety or other reasons. In order to provide clear guidance to staff and to ensure all regular uses for the policy are covered, it is recommended that the Policy be amended to cover temporary road closures for a range of issues. The name of the Policy should also be altered to reflect the broader application.

The draft amended Policy also refers to a four week limit for a road closure. Roads can be closed for a period longer than four weeks but require additional steps in accordance with the Local Government Act, including giving local

public notice, providing written notice to impacted landowners and relevant people and providing an opportunity for affected people to lodge a submission regarding the closure.

VOTING REQUIREMENTS

Simple Majority

COMMITTEE DECISION

Moved Cr M O'Dea, Seconded Cr B Bell;

That it be a recommendation to the Council that amended Council Policy RS/TRC/1 – Road Closure - Temporary, as follows:

OBJECTIVE

To provide guidelines for the temporary closure of Shire roads for a period of up to four weeks.

POLICY

1. Scope

Section 3.50(1) of the Local Government Act 1995 provides for a local government to close any road it manages, wholly or partially, for a period not exceeding four weeks.

2. Legislation

Local Government Act 1995

Road Traffic Code 2000

3. Application of Policy

3.1 If, in the opinion of the Executive Manager Works and Services, there is a risk to public safety or risk of damage to Shire road infrastructure, the Chief Executive Officer may close roads to vehicles.

3.2 The Chief Executive Officer may exempt certain vehicles that require access, which may include:

- a) Local traffic that is proceeding to a place of garaging;**
- b) Other vehicles that require access on the road, such as school buses or emergency services vehicles;**
- c) Access relating to perishable goods or animal welfare; or**
- d) Vehicles not exceeding a Gross Vehicle Mass of 4.5 tonnes or greater.**

3.3 In the event of a temporary road closure, an information bulletin will be provided via text message and/or email. Information will also be communicated through local radio, social media and on the Shire of Plantagenet website.'

be endorsed.

5.3 POLICY REVIEW – ROADS – LOG HAUL REQUIREMENTS

File Ref: N55927
Responsible Officer: David Lynch
Manager Works and Services
Author: Nicole Selesnew
Administration Officer
Proposed Meeting Date: 24 August 2021

PURPOSE

The purpose of this report is to review Council Policy I/R/6 – Roads – Log Haul Requirements.

BACKGROUND

This policy was last reviewed by the Council at its meeting held on 14 July 2020.

This review is earlier than scheduled, however the aim is to bring all heavy haulage related policies into alignment so they can be reviewed by the Heavy Haulage Advisory Committee at one meeting, before being presented to the Council.

STATUTORY ENVIRONMENT

Road Traffic (Vehicles) Act 2012

Road traffic Code 2000

EXTERNAL CONSULTATION

No external consultation has occurred in relation to this report.

FINANCIAL IMPLICATIONS

There are no financial implications for this report.

BUDGET IMPLICATIONS

There are no budget implications for this report.

POLICY IMPLICATIONS

This policy is presented to the Heavy Haulage Advisory Committee as part of the Council's ongoing policy review cycle.

LEGAL IMPLICATIONS

There are no legal implications in relation to this report.

ASSET MANAGEMENT IMPLICATIONS

There are no asset management implications as no assets are being created or acquired.

STRATEGIC IMPLICATIONS

The Shire of Plantagenet Strategic Community Plan 2017-2026 provides at Outcome 2.4 (Safe and reliable transport infrastructure) the following Strategy:

Strategy 2.4.1:

'Maintain and further develop Shire roads, drainage and pathways at appropriate standards and continue to seek to maximise grant funding to support this aim.'

Accordingly, the recommended outcome for this report aligns with the Strategic Community Plan.

STRATEGIC RISK IMPLICATIONS

There are no strategic risk implications in relation to this report.

REGIONAL IMPLICATIONS

There are no regional implications in relation to this report.

OFFICER COMMENT

There are no proposed amendments to the Roads – Log Haul Requirements Policy. The Policy has been working effectively.

VOTING REQUIREMENTS

Simple Majority

OFFICER RECOMMENDATION

That Council Policy I/R/6 – Roads – Log Haul Requirements as follows:

OBJECTIVE

To provide clear guidelines to the Council, its staff, and plantation companies regarding log/woodchip haulage on roads within the Shire of Plantagenet.

POLICY

1. Scope

This policy applies to plantation companies who wish to use roads under the care, control and management of the Shire of Plantagenet for the purposes of transporting logs/woodchips from plantations.

2. Legislation

Road Traffic (Vehicles) Act 2012

Road Traffic Code 2000

3. Application of Policy

Plantation companies may request use of a classified road on the Restricted Access Vehicle (RAV) Network by applying to the Chief Executive Officer (CEO) for approval. If the desired route includes an unclassified road, an application must be made by the plantation company to Main Roads WA (Heavy Vehicles Section). For further information on heavy vehicle access to roads within the Shire, refer to Policy I/R/17 Roads – Heavy Vehicle Access.

Approvals will be for a duration of six months and may be extended upon request by the plantation company. The Executive Manager Works and Services must be satisfied with the proposed haulage route(s) and the following conditions are to be adhered to by the plantation company:

- a) School bus operators are to be notified of the commencement date and the anticipated duration, at least one week prior to the commencement of harvest.
- b) If no maximum speed is specified as a condition of use of the applicable road, speeds are to be limited to a maximum of:
 - 100km/hr (as per the Road Traffic Code 2000), or
 - The posted speed limit,whichever is the lesser.
- c) Suitable sign posting for traffic in accordance with Australian Standard AS1742.3-2009, with signs identifying truck movements is to be placed at the entrance and exit of the property.
- d) All vehicles must adhere to any road closure prescribed by the Council due to inclement or persistent wet weather.
- e) Cartage through townsites is to be limited to 12 hours daily between the hours of 6.00am and 6.00pm.
- f) All gravel roads covered under the letter of approval are to be graded by the relevant plantation company during haulage when requested by the Council.
- g) The Council is to be advised of any seal failures on bitumen roads within 24 hours so that repairs can be carried out.
- h) Cartage must cease on Christmas Day and New Year's Day.
- i) Post haulage inspections of roads listed in the letter of approval will be carried out by Shire of Plantagenet staff. If

required, works to reinstate roads to pre-haulage condition are to be undertaken by the plantation company.

4. Temporary crossovers to access timber plantations may be installed by plantation companies provided that approval is obtained from the Shire of Plantagenet as per Council Policy I/R/13 – Vehicle Crossovers. The following conditions would apply to the temporary crossover construction:

- a) Installation to be for a maximum of 12 months and infrastructure must be removed within 30 days of harvest completion. Road shoulders to be returned to the pre-existing state.
- b) Stone or concrete headwalls are not required, however, sandbags and rock walls may be used to protect any Council infrastructure as determined by the Executive Manager Works and Services.
- c) The position of the crossover should comply with Main Roads WA (MRWA) requirements for sightlines and gradients for approved RAV or Accredited Mass Management Scheme (AMMS) access. The Council may require a formal traffic management plan be implemented by the plantation company if compliance to sightline guidelines cannot be met, provided the position of the crossover is such that it is in the best interests of public safety to do so, ie the existing access or entry from side roads is worse than the proposed access.

Applications that have a definite commercial gain (ie being able to access a section of road with a higher RAV/AMMS category) may also be considered provided all improvements and safety requirements are met by the plantation company.

- d) Any damage to the road surface (sealed and un-sealed) caused as a result of the temporary crossover is to be made good within 30 days of harvest completion to the satisfaction of the Executive Manager Works and Services.

The Council reserves the right to revoke support if any of the above conditions are not adhered to, or road condition/user safety is in question.'

be endorsed.

COMMITTEE DECISION

Moved Cr M O'Dea, Seconded Cr B Bell;

That it be a recommendation to the Council that amended Council Policy I/R/6 Roads – Log Haul Requirements as follows:

OBJECTIVE

To provide clear guidelines to the Council, its staff, and plantation companies regarding log/woodchip haulage on roads within the Shire of Plantagenet.

POLICY

1. Scope

This policy applies to plantation companies who wish to use roads under the care, control and management of the Shire of Plantagenet for the purposes of transporting logs/woodchips from plantations.

2. Legislation

Road Traffic (Vehicles) Act 2012

Road Traffic Code 2000

3. Application of Policy

Plantation companies may request use of a classified road on the Restricted Access Vehicle (RAV) Network by applying to the Chief Executive Officer (CEO) for approval. If the desired route includes an unclassified road, an application must be made by the plantation company to Main Roads WA (Heavy Vehicles Section). For further information on heavy vehicle access to roads within the Shire, refer to Policy I/R/17 Roads – Heavy Vehicle Access.

Approvals will be for a duration of six months and may be extended upon request by the plantation company. The Executive Manager Works and Services must be satisfied with the proposed haulage route(s) and the following conditions are to be adhered to by the plantation company:

- a) School bus operators are to be notified of the commencement date and the anticipated duration, at least one week prior to the commencement of harvest.
- b) If no maximum speed is specified as a condition of use of the applicable road, speeds are to be limited to a maximum of:
 - 100km/hr (as per the Road Traffic Code 2000), or
 - The posted speed limit,whichever is the lesser.
- c) Suitable sign posting for traffic in accordance with Australian Standard AS1742.3-2009, with signs identifying

truck movements is to be placed at the entrance and exit of the property.

- d) All vehicles must adhere to any road closure prescribed by the Council due to inclement or persistent wet weather.
 - e) All gravel roads covered under the letter of approval are to be graded by the relevant plantation company during haulage when requested by the Council.
 - f) The Council is to be advised of any seal failures on bitumen roads within 24 hours so that repairs can be carried out.
 - g) Cartage must cease on Good Friday, Christmas Day and New Year's Day.
 - h) Post haulage inspections of roads listed in the letter of approval will be carried out by Shire of Plantagenet staff. If required, works to reinstate roads to pre-haulage condition are to be undertaken by the plantation company.
4. Temporary crossovers to access timber plantations may be installed by plantation companies provided that approval is obtained from the Shire of Plantagenet as per Council Policy I/R/13 – Vehicle Crossovers. The following conditions would apply to the temporary crossover construction:
- a) Installation to be for a maximum of 12 months and infrastructure must be removed within 30 days of harvest completion. Road shoulders to be returned to the pre-existing state.
 - b) Stone or concrete headwalls are not required, however, sandbags and rock walls may be used to protect any Council infrastructure as determined by the Executive Manager Works and Services.
 - c) The position of the crossover should comply with Main Roads WA (MRWA) requirements for sightlines and gradients for approved RAV or Accredited Mass Management Scheme (AMMS) access. The Council may require a formal traffic management plan be implemented by the plantation company if compliance to sightline guidelines cannot be met, provided the position of the crossover is such that it is in the best interests of public safety to do so, ie the existing access or entry from side roads is worse than the proposed access.

Applications that have a definite commercial gain (ie being able to access a section of road with a higher

RAV/AMMS category) may also be considered provided all improvements and safety requirements are met by the plantation company.

- d) Any damage to the road surface (sealed and un-sealed) caused as a result of the temporary crossover is to be made good within 30 days of harvest completion to the satisfaction of the Executive Manager Works and Services.

The Council reserves the right to revoke support if any of the above conditions are not adhered to, or road condition/user safety is in question.'

be endorsed.

6. NEXT MEETING

To be decided.

7. CLOSURE OF MEETING

1.30pm Cr Oldfield declared the meeting closed.

Presiding Member

Date

Heavy Haulage Advisory Committee Meeting

Attachment One

RAV Configuration Guide

Prime Mover, Trailer Combinations

Heavy Vehicle Services

VEHICLE DESCRIPTION AND CONFIGURATION CHART (RAV) – PRIME MOVER, TRAILER COMBINATIONS EXAMPLES				Axle Spacing Table	Length (m)	Mass (T) Maximum Permitted Mass	RAV Network		
Category 1	(A) PRIME MOVER, SEMI TRAILER TOWING A PIG TRAILER 	(B) PRIME MOVER TOWING AN OVERHEIGHT SEMI TRAILER 	(C) SHORT B-DOUBLE 	(D) TWINSTEER PRIME MOVER TOWING SEMI TRAILER 	(A) (B) (C) (D)	≤20 ≤19 ≤20 ≤19	50 42.5 50 47.5	Network 1	
Category 2	(A) PRIME MOVER, SEMI TRAILER TOWING A PIG TRAILER 	(B) PRIME MOVER TOWING SEMI TRAILER 	(C) B-DOUBLE 	(D) SHORT B TRIPLE 	(E) CAR CARRIER SEMI TRAILER 	(A) (B) (C) (D) (E)	≤27.5 ≤20 ≤27.5 ≤27.5 ≤25	65.5 47.5 67.5 87.5 42.5	Network 2
Category 3	(A) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER 	Example of Axle Groups Example of Axle Group with An Optional Axle 			(A)	B	≤27.5	84	Network 3
Category 4	(A) PRIME MOVER, SEMI TRAILER TOWING 6 AXLE DOG TRAILER 				(A)	A	≤27.5	87.5	Network 4
Category 5	(A) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER 	(B) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER AND CONVERTER DOLLY 	(C) B-DOUBLE TOWING A CONVERTER DOLLY 	(D) B-TRIPLE 	(A) (B) (C) (D)	>27.5, ≤36.5 >27.5, ≤36.5 >27.5, ≤36.5 >27.5, ≤36.5	84 84+d 67.5+d 84	Network 5	
Category 6	(A) PRIME MOVER, SEMI TRAILER TOWING 6 AXLE DOG TRAILER 	(B) B-TRIPLE 	(C) PRIME MOVER SEMI TRAILER TOWING A 6 AXLE TRAILER & CONVERTER DOLLY 		(A) (B) (C)	>27.5, ≤36.5 >27.5, ≤36.5 >27.5, ≤36.5	87.5 87.5 87.5+d	Network 6	
Category 7	(A) PRIME MOVER, TOWING SEMI TRAILER AND B DOUBLE 	(B) B-DOUBLE TOWING A DOG TRAILER 			(A) (B)	A A	>27.5, ≤36.5 >27.5, ≤36.5	107.5 107.5	Network 7
Category 9	(A) PRIME MOVER, SEMI TRAILER TOWING 2 X DOG TRAILERS 	(B) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER AND CONVERTER DOLLY 	(C) B DOUBLE TOWING A DOG TRAILER 	(D) PRIME MOVER, SEMI TRAILER TOWING A B-DOUBLE 	(A) (B) (C) (D)	B B A A	>36.5, ≤53.5 >36.5, ≤53.5 >36.5, ≤45 >36.5, ≤45	120.5 84+d 107.5 107.5	Network 9
Category 10	(A) PRIME MOVER, SEMI TRAILER TOWING 2 X DOG TRAILERS 	(B) B-DOUBLE TOWING A CONVERTER DOLLY CONNECTED TO 2 SEMI TRAILERS 	(C) PRIME MOVER, SEMI TRAILER TOWING B TRIPLE 	(D) B-DOUBLE TOWING 2 DOG TRAILERS 	(A) (B) (C) (D) (E) (F)	A A A A A A	>36.5, ≤53.5 >36.5, ≤53.5 >36.5, ≤53.5 >36.5, ≤53.5 >36.5, ≤53.5 >36.5, ≤53.5	127.5 127.5 127.5 147.5 147.5 87.5+d	Network 10
Category 10	(E) DOUBLE ROAD TRAIN TOWING B-DOUBLE TRAILERS 	(F) PRIME MOVER, SEMI TRAILER TOWING A 6 AXLE DOG TRAILER AND CONVERTER DOLLY 							

NOTES

- Operators using a category of RAV outlined in this document must operate that RAV in accordance with the OPERATING CONDITIONS and only on the network specified.
- These diagrams are a visual indication of the vehicle only.
- Operators must refer to the OPERATING CONDITIONS for the full vehicle description.
- The height of the vehicle can exceed 4.3 m but MUST NOT exceed 4.6 m when it is:
 - built to carry livestock or;
 - carrying a crate to carry livestock or;
 - carrying vehicles on more than one deck or;
 - carrying a multi modal container or;
 - carrying a large indivisible item or;
 - When operating with an appropriately licenced over height curtain side or pantechonion trailer.
- Maximum height of Pig Trailer must not exceed 3.5m.

Heavy Vehicle Services
 Tel: 138 HVO (486)
 Email: hvs@mainroads.wa.gov.au
 Website: www.mainroads.wa.gov.au

Heavy Haulage Advisory Committee Meeting

Attachment Two

Amended Council Policy RS/TRC/1

POLICY NO: ~~RS/TRC/4RO/120/31~~
NO:

FORMER POLICY

ROAD CLOSURE - (TEMPORARY) - ~~WET WEATHER~~

DIVISION	BUSINESS UNIT	RESPONSIBILITY AREA
Works and Services	Regulatory Services	Temporary Road Closures

OBJECTIVE

To provide guidelines for the temporary closure of ~~affected~~ Shire roads for a period of up to four weeks. ~~due to inclement or persistent wet weather, to vehicles with a Gross Vehicle Mass of 4.5 tonnes or greater.~~

POLICY

1. Scope

Section 3.50(1) of the Local Government Act 1995 provides for a local government to close any road it manages, wholly or partially, for a period not exceeding four weeks.

~~The Road Traffic Code 2000 defines a heavy vehicle as a vehicle with a Gross Vehicle Mass of more than 4.5 tonnes.~~

2. Legislation

Local Government Act 1995

Road Traffic Code 2000

3. Application of Policy

3.1 If, in the opinion of the Executive Manager Works and Services, there is a risk to public safety or risk of damage to Shire road infrastructure ~~due to inclement or persistent wet weather~~, the Chief Executive Officer may close roads for to vehicles. ~~with a Gross Vehicle Mass of 4.5 tonnes or greater.~~

3.2 The Chief Executive Officer may exempt certain vehicles that require access, which may include:

- a) Local traffic that is proceeding to a place of garaging;
- b) Other vehicles that require access on the road, such as school buses or emergency services vehicles; ~~and~~
- c) Access relating to perishable goods or animal welfare; or
- d) Vehicles not exceeding a Gross Vehicle Mass of 4.5 tonnes or greater.

3.3 In the event of a temporary road closure, an information bulletin ~~will~~ be provided ~~to affected parties~~ via text message and/or email.

Information will also be communicated ~~via~~through local radio, social media and on the Shire of Plantagenet website.

~~3.4 This policy does not apply during flood or emergency situations where roads may be closed to all vehicles for public safety or other reasons.~~

ADOPTED: ~~3 FEBRUARY 2015~~

LAST REVIEWED: ~~16 JULY 2019~~