



The Strategic Local Government Asset Assessment Project

Webinar 6
Vehicles and
Route Assessment



Webinar Topics

SESSION	TOPIC
1	About the Strategic Local Government Asset Assessment Project
2	Basic Vehicle/ Bridge Interactions
3	Asset Assessment Framework
4	Tier 1 Assessments
5	Interpreting Engineering Reports for Access Decision Making
6	Vehicles and Route Assessment
7	Applying Conditions for Heavy Vehicle Access
8	NHVR Portal – Digital Asset Management
9	Pre-approvals for key routes

Webinar Presenters



Todd Wellard

Project Manager

Strategic Local Government Asset
Assessment Project

National Heavy Vehicle Regulator

Todd.Wellard@nhvr.gov.au



William Beaumont

Senior Access Facilitator

Operations - Processes and Transactions

National Heavy Vehicle Regulator

William.Beaumont@nhvr.gov.au



Contents

11:00 - 11:05	Welcome	Todd Wellard
11:05 - 11:25	NHVR Portal – routing functionality	Will Beaumont
11:25 – 11:55	NHVR Portal – future functionality	Todd Wellard
11:55 - 12:00	QNA	All

Session format

- QnA (end and in chat)
- Please mute microphones
- Session recorded and will be emailed with slides
- Please watch in order as designed to build on knowledge

Learning outcomes

- **NHVR Portal – routing functionality**
 - NHVR Portal and Guidelines for granting access
 - SCENARIO for suggesting an Alternate Route
- **NHVR Portal – future functionality**
 - DAM = Digital Asset Management
 - Online products in development - Rapid Assessment Tool and Way2Go

NHVR Portal – routing functionality

William Beaumont

Guiding Principles for Access Decisions



Issue notices rather than permits



Minimise the number of notices



Promote vehicles offering higher productivity



Routes are appropriate for vehicle



Consider route and network wide benefits



Use template conditions on notices and permits



Pro-active approach to managing access



Regulator



Road Authorities



Road Managers



Third Party Entities

Road managers are declared in the application laws of each state or territory and include road authorities, local governments and usually some other road owners.

The road manager is responsible for deciding whether to consent to the use of restricted access vehicles on its roads and may, when consenting, require that travel conditions and road conditions be included in a mass or dimension authority.

The HVNL gives the NHVR, road authorities and road managers a significant input into the access decision process for restricted access vehicles. With this power comes responsibility to ensure that such decisions are made according to the law, comply with procedural fairness principles, and with due consideration of the interests of not only



Guidance on Efficiency and Productivity

Subject to public safety and other relevant considerations, access should be granted to vehicles that can provide improvements to efficiency and productivity compared to existing arrangements.

Considerations in this context can include, but are not limited to, vehicles that:

Reduce emissions

Reduce the number of overall trips for a freight task

Reduce crash risk

Reduce trip times for users on the network

with respect to infrastructure deterioration (i.e. pavements, bridges and other structures)

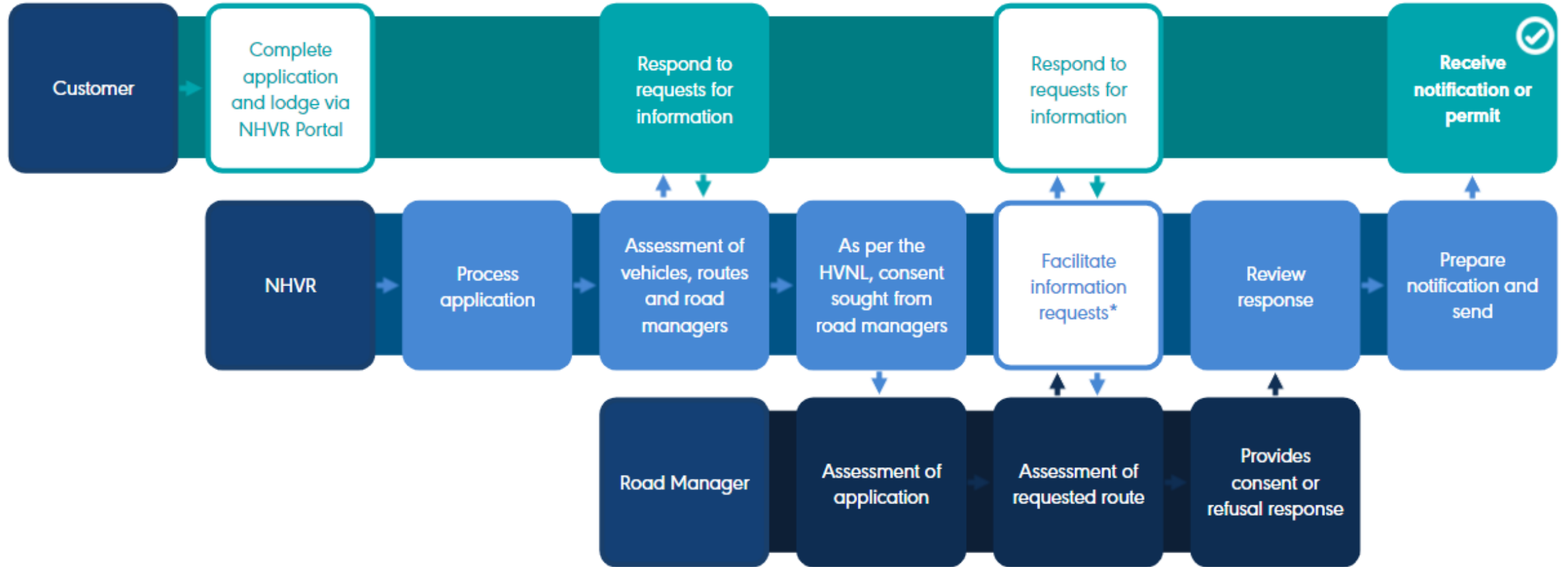
i. reduce absolute or overall deterioration

ii. reduce the rate of deterioration

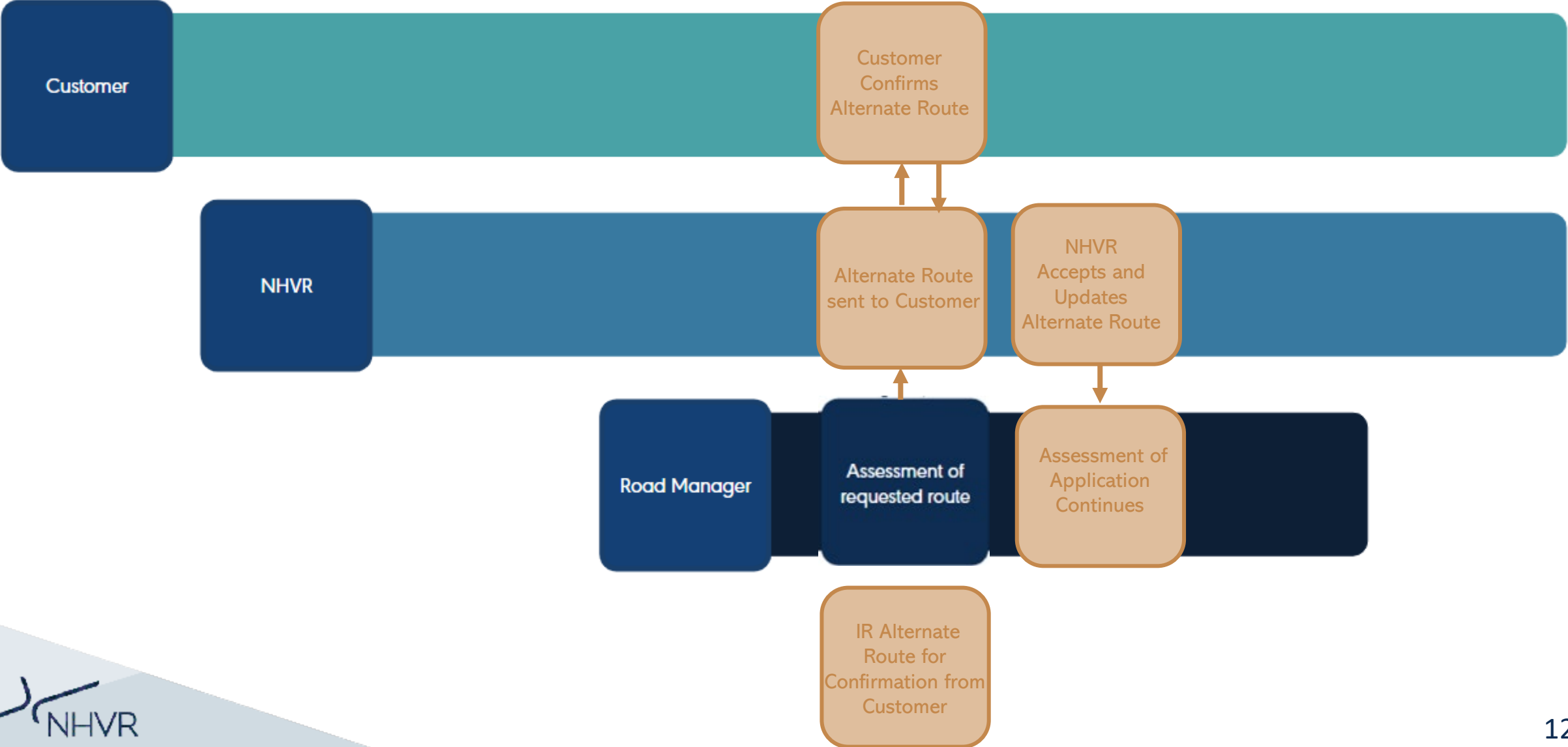
iii. 'consume' the asset at a more efficient rate for the freight being transported

Reduce traffic congestion on the network

Permit Workflow



Information Request - Alternate Route for Confirmation from Customer



Options for permit application decision-making

1. Granted without conditions
2. Granted with conditions
3. Refusal
 - with valid reasoning

SCENARIO - Alternate Route

NHVR PORTAL DEMONSTRATION



Approved Guidelines for Granting Access

eLearn available:

<https://www.nhvr.gov.au/training/guidelines-for-granting-access/> Guidelines for Granting Access

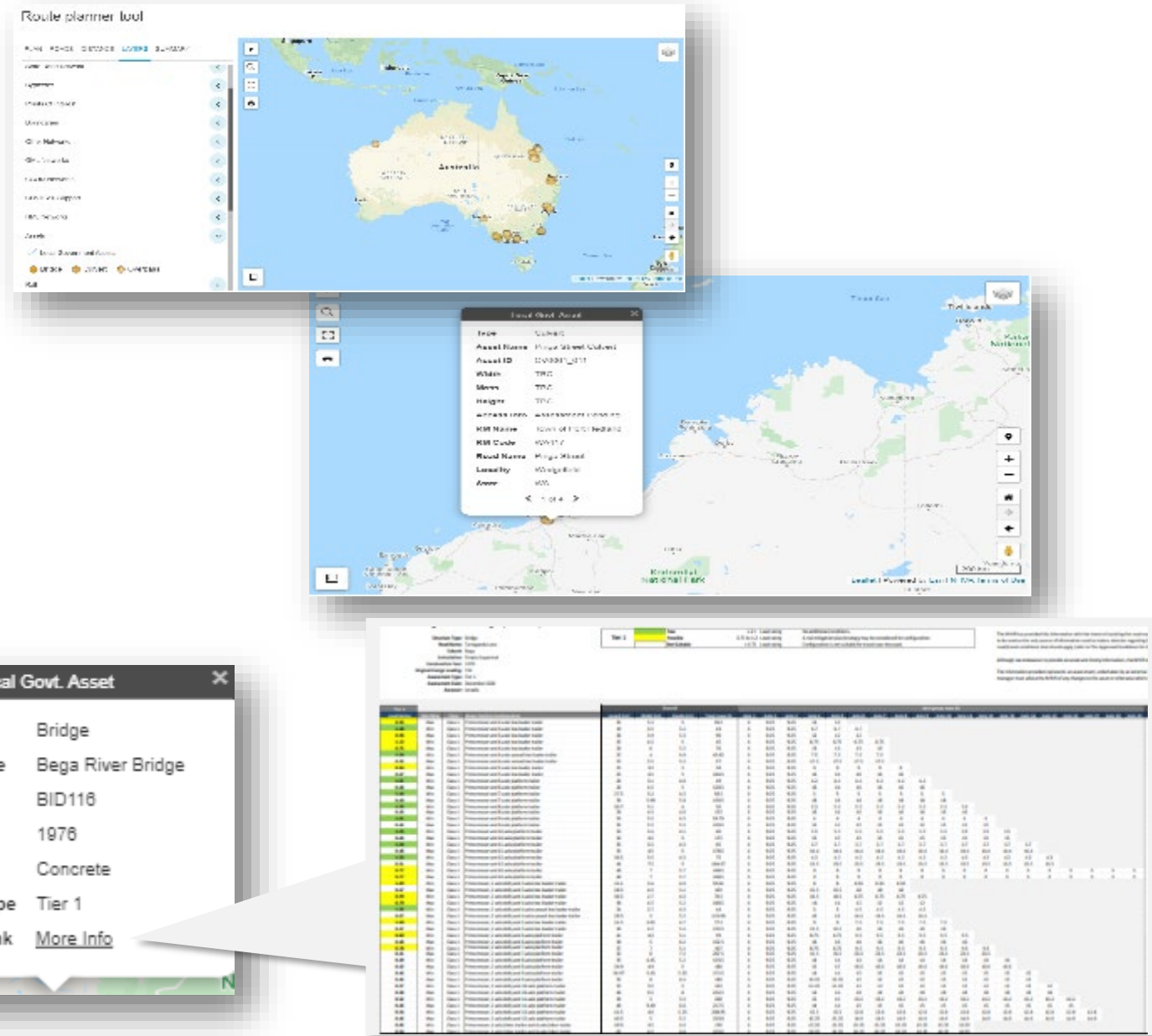
NHVR Portal – future functionality

Todd Wellard

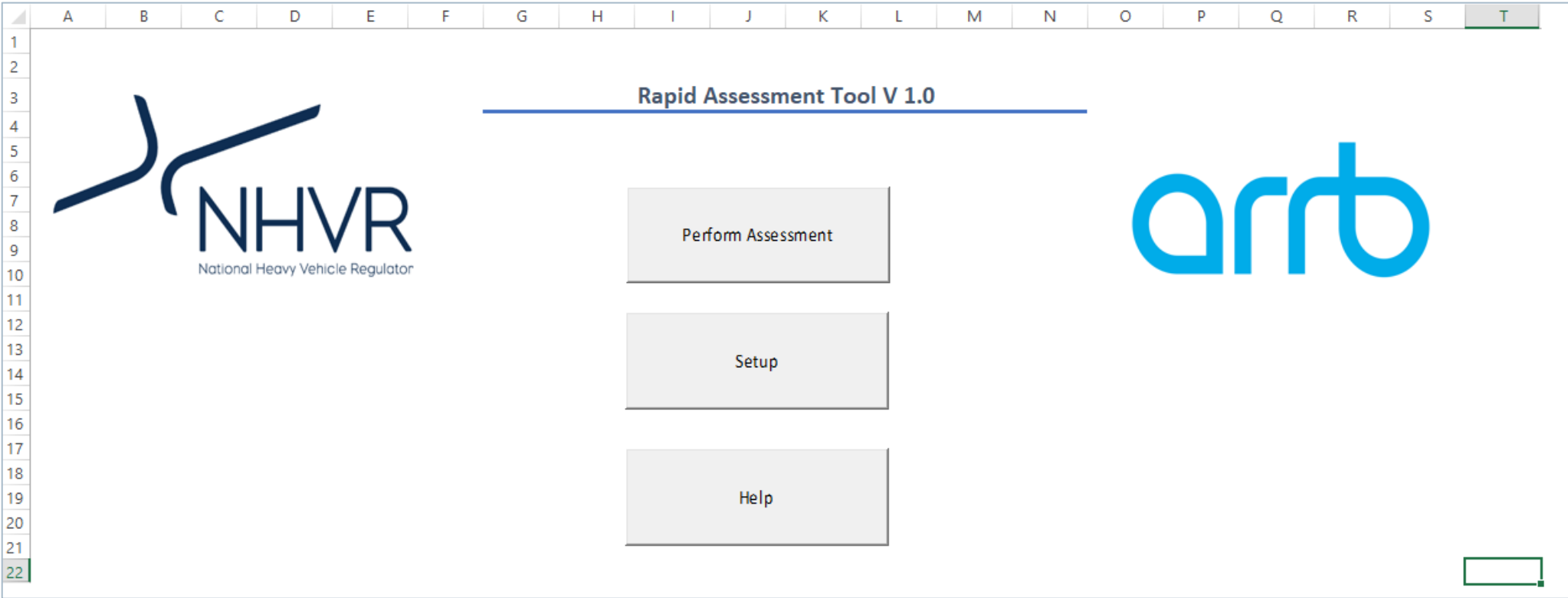
NHVR Portal – Digital Access Management

Asset layer displays basic data and provides links to available asset assessments

- Publicly accessible information (via NHVR Portal Info Hub)
- Supports operators in selecting appropriate route for vehicles
- Provides asset report for more than 100 vehicle configurations



SLGAAP Rapid Assessment Tool (sneak peak)



Entering Bridge Configuration and Reference Vehicles

Bridge Configuration

Number of spans

Support type

Trafficable

lane width (m)

Span length 1

Span length 2

Span length 3

Span length 4

Span length 5

Span length 6

Span length 7

Span length 8

Span length 9

Span length 10

m

m

m

m

m

m

m

m

m

m

<<To Assessment

Reference Load Effects

Reference Vehicles

In Lane

Straddling Lanes

Custom

Vehicle 1 Name	Percentage (%)	Include in analysis?
Axle	Distance from first axle	Loading
	Tonnes	m
1	0.0	LLF
2	0.0	DLA
3	0.0	GCW (m)
4	0.0	Lane load UDL (kN/m)
	0.0	Concentrated load M (kN)
	0.0	Concentrated load V (kN)
	0.0	Consider lane load together with Vehicle Load (e.g. SM1600)?
5	0.0	
6	0.0	
7	0.0	
8	0.0	
9	0.0	
10	0.0	
11	0.0	
12	0.0	
13	0.0	
14	0.0	

Simply supported

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Simply supported

RAT

Application Vehicle

Results

Bridge Inputs

Notes



The National Spatial Program

NHVR’s vision of “reliable & accessible geospatial intelligence that underpins our vision of a safe, efficient & productive heavy vehicle industry serving Australia’s needs:

- **Spatial Data Infrastructure:** lay foundations of tech & data for organisational spatial capabilities
- **Operations:** building applications and tools that facilitate and improve operational efficiency
- **Live:** timely and transparent access to geospatial intelligence for the NHVR and stakeholders.



One consolidated national HV map for Australia



Intelligent Routing for Transport Industry



Road Ownership by Road Managers directly.



Efficiency, safety and productivity for Heavy Vehicles



Road Managers will have the tools to update road ownership, road boundaries and create their own pre-approved and gazetted networks. Will reduce number of consents required.

LGA Road Managers



State Road Maps to be consolidated into one holistic NHVR Heavy Vehicle network map with common national process to update and maintain routes. This will in turn reduce the no. of state road consents.

LGA Road Managers



Industry able to plot intelligent routes that snap, if possible, to gazetted networks to minimise consent requests. Alternate route options e.g. quickest, most immediate routes or to use state roads where possible.

Transport Industry



Giving better routing options improves the chance of building routes that do not require consents or reduces frequency. NHVR can process permits more quickly and can reduce impost on road managers.

NHVR Access Team

SLGAAP - Stay connected

Road Manager Toolkit

01



PLAN

02



COMPARE

03

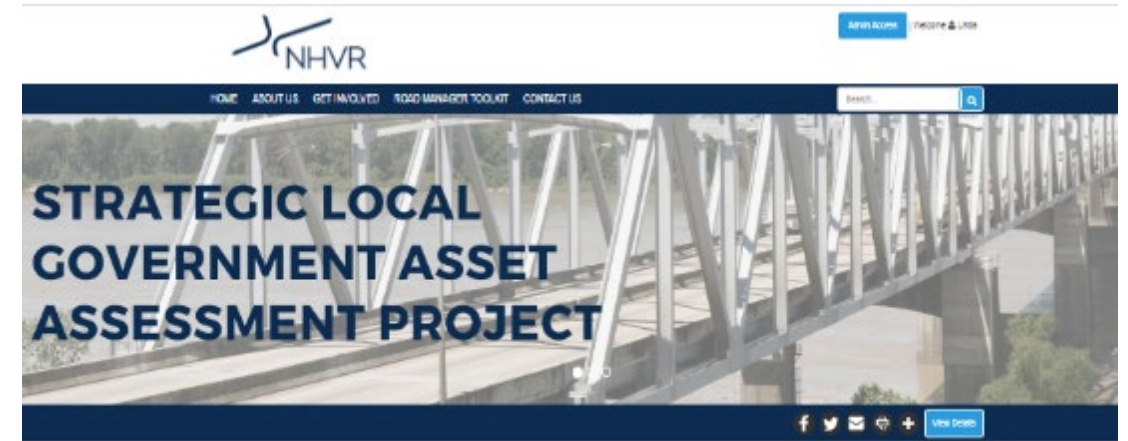


ASSESS

04



INTERPRET



What is SLGAAP?

In late 2018, the Australian Government provided the National Heavy Vehicle Regulator (NHVR) with \$7.22 million in funding to assist road managers with the assessment of important infrastructure assets, the bridges and tunnels. A better understanding of these assets on key local government heavy vehicle routes will improve heavy vehicle access across Australia.

The Strategic Local Government Asset Assessment Project (SLGAAP) was established as a national project to:

- Improve access for heavy vehicles across regional freight routes.
- Build capacity of local government to conduct risk-based assessments and optimise network use.
- Pinpoint priority routes to connect regions and provide seamless access across jurisdictions.
- Provide asset information to heavy vehicle operators for open data and transparency of access.

Strategic Local Government Asset Assessment Project



Visit the SLGAAP Website to keep updated with all of the project news and progress.
<https://nhvr.engagementhub.com.au>
E: roadassetproject@nhvr.gov.au

Questions?

**Next Webinar
Tuesday 27 July**

*Applying Conditions for
Heavy Vehicle Access*

Register for the rest of the
Webinar series here:

<https://www.eventbrite.com.au/o/national-heavy-vehicle-regulator-11836541834>