



Heavy Vehicle Access Policy

Council Policy

Renmark Paringa Council

Responsible Officer	Director Infrastructure & Environmental Services
Relevant Legislation	Local Government Act 1999 Road Traffic Act 1961 Road Traffic Regulations 1999 Heavy Vehicle National Law (SA) 2013
Adopted	February 2022
Reviewed	
Next Review	February 2025

Purpose

This policy will provide clear direction and process to ensure consistency in assessing access to the local road network within the Renmark Paringa Council area by B-Doubles, Higher Mass Limit Vehicles, oversize and overmass vehicles.

Introduction

The use of B-doubles, Higher Mass Limit (HML), oversize and over mass vehicles on local roads within the Renmark Paringa Council area is dependent on the operator obtaining a permit issued by the National Heavy Vehicle Regulator (NHVR).

Within the process the NHVR refers the permit application to Council for assessment and consent. High Productivity Freight Vehicles (HPFVs), such as B-Doubles and HML Vehicles, are important to the efficiency of freight movement in the Renmark Paringa Council area.

The larger capacity of these vehicles reduces the number of vehicles required for a given amount of freight. Access to the local road network should be considered where it can be demonstrated by consistent assessment that these vehicles can operate safely with other traffic and where road infrastructure is suitable.



Scope

This policy applies to the assessment of all applications from companies or individuals for the use of HPFVs (e.g. B-Doubles or HML Vehicles) and oversize and over mass vehicles on the local road network within the Renmark Paringa Council area.

Definitions

National Heavy Vehicle Regulator (NHVR) is the sole agency established by the Federal Government following the passing of the Heavy Vehicle National Law for each state and territory. It is the point of contact for heavy vehicle operators for all heavy vehicle enquiries and road access applications. The NHVR considers requests for heavy vehicles access and makes the final decision after referring to Council for consent when local roads are proposed to be accessed as part of the applications.

High Productivity Freight Vehicles (HPFVs) is the umbrella term for vehicle configurations that are permitted to operate after gaining approvals through the national Performance Based Standards (PBS) scheme. These vehicles must comply with approved safety and infrastructure protection performance measures. HPFVs represent the next generation in freight transport, with the ability to shift more freight more efficiently with greater environmental and safety performance. HPFVs can range from specialist rigid trucks, through to multi-combination articulated configurations and B-Doubles. Longer B-Doubles are examples of next generation HPFVs.

Performance Based Standards (PBS) is a national management scheme to 'match' vehicles to roads. It offers the potential for heavy vehicle operators to achieve higher productivity and safety through innovative vehicle design. PBS sets minimum vehicle 'performance' standards to ensure trucks are stable on the road and can turn and stop safely. These standards focus on how well a vehicle behaves on the road rather than its overall length or mass. PBS vehicle approvals are issued by the NHVR following assessments by accredited PBS assessors and reviews by a PBS Review Panel.

A **B-double** is defined as a combination consisting of a prime mover towing two semitrailers. The prime mover and the two trailers are combined by two turntable assemblies. The double articulation is the main distinguishing feature of a B-double.

Restricted Access Vehicle (RAV) means any vehicle which requires a permit to access the road network. This includes long vehicles, Over-size Over-mass (OSOM) vehicles, cranes, agricultural machinery, PBS vehicles and special purpose vehicles such as earth moving equipment.

A **RAV Route Assessment** is required when a proposal is made to allow access for RAVs to an existing road or road network. RAV route assessments are undertaken by prequalified Route Assessors and may be initiated by a local council, private organisation (such as a transport operator) or by government.



Policy

Council will administer the movement of heavy vehicles on Council roads in accordance with the Australian Road Rules, the Heavy Vehicle National Law and all other relevant legislation.

When Council receives an application from the NHVR for heavy vehicle access to the municipal local road network by HPFVs, oversize or over mass vehicles:

- Council's Road Manager will assess the travel route of each application on its merits, based on the NHVR's Approved Guidelines for Granting Access. The route assessment for the heavy vehicle will take into consideration, but will not be limited to, the following:
 - The vehicle's ability to interact with surrounding traffic,
 - The vehicle's ability to interact with the infrastructure and road environment,
 - Dimensions of the road such as its width and length of stretches of road,
 - Location of infrastructure on or near the road pavement,
 - Usual traffic conditions of the road – such as what vehicles use the road eg. school buses,
 - The use of properties near the road – for example does the road pass a property used by vulnerable road users such as children,
 - Sight distances for other road users,
 - Clearance zones for the road,
 - The results of road safety assessments, audits and road accident history, and
 - Load capacities of bridge, major culverts and road pavements.
- Council will engage in a consultation process with relevant stakeholders where it is deemed necessary; and
- Council will respond to NHVR with either consent to the application subject to appropriate conditions being added to the permit, recommendation of an alternative route or consent not given with reasons provided.

For the more heavily trafficked strategic freight routes on the local road network Council's Road Manager will add these roads where appropriate to pre-approved NHVR lists of routes where a permit is not required for B Double and HML vehicle travel.

In relation to requests from NHVR for Council consent for use of alternative HPFV with HML greater than the current load limits, the same permit application process as described above will be applied. In addition to the assessment steps detailed above, with the alternative HPFV and increased loads Council will also take into consideration:

- the proposed configuration of axles of the vehicle,
- its individual axle loadings,
- its swept path when turning,
- its potential impact on road surfacing when turning, and



- whether or not approval has been provided by DIT to the HML increase on the arterial road network.

As part of this assessment Council will also undertake strength tests of relevant bridges and major culverts where required to confirm the capacity to cater for the increased loadings.

Should an increase in HML be warranted across the network or specific roads, approval by Council's Road Manager will be provided.

Routes which are identified as requiring assessment and /or upgrade, and as a consequence funding, will be discussed with Council during the Annual Budget development.

To ensure a robust system is in place for the effective issuing of access permits, Council will engage the services of a consulting Traffic Engineer to assess and advise on more complex cases. The costs incurred, both internally and externally, need to be recouped in an efficient and comprehensive manner to ensure the costs of completing the process are recovered.

The Heavy Vehicle National Law (South Australia) Regulations 2013 under Schedule 1 – Fees makes provision for the Road Manager (Council) to charge the reasonable cost of providing route assessments to decide whether or not to give consent to a permit.

That fee will be determined on an annual basis by Council and outlined in Council's Fees and Charges set as part of the adoption of the Annual Business Planning process.

References/Related Documents

This policy will be available for inspection at the Renmark Paringa offices listed below during ordinary business hours and available to be downloaded, free of charge, from the council's website at:

<https://www.renmarkparinga.sa.gov.au/council/council-documents/policiesandbylaws>

Document Control

Version #	Approval Date	Approved by	Amendment
1.0		Council	New Policy