



# HEAVY VEHICLE USAGE ON COUNCIL ROADS POLICY

Policy Number	C20	Department	Infrastructure Planning	[INF]
Adoption Date	26 June 2019	Primary Author	Asset Planning Engineer	
Revision Date	2022/23	Secondary Author	Civil Assets Coordinator	
Revision Cycle	4 years	Reference	D3800219	

## POLICY OBJECTIVE

The objectives of the Heavy Vehicle Usage on Council Roads Policy are to ensure:

- Consistent response to applications from heavy vehicle operators to use Council control local roads.
- Council officers have the ability to assess consent applications and issue consent notifications to the National Heavy Vehicle Regulator (NHVR) and VicRoads.
- Heavy vehicle operators are aware of the specific conditions with regards to Council's rights to grant or refuse consent.
- Approved local roads within the Shire remain suitable for Higher Mass Limits (HML) and Performance-Based Standards (PBS) category heavy vehicles and are listed within Council's and the NHVRs Geographic Information System (GIS).
- Council is satisfied that heavy vehicles do not pose a risk to public safety.

## LEGISLATIVE PROVISIONS

Bus Safety Act 2009  
Heavy Vehicle National Law Application Act 2013 (Vic)  
Heavy Vehicle National Law Application (Infringements) Regulations 2013 (Vic)  
Heavy Vehicle (General) National Regulation  
Heavy Vehicle (Vehicle Standards) National Regulation  
Road Management Act 2004  
Road Management (General) Regulations 2016  
Road Management (Works and Infrastructure) Regulations 2015  
Road Safety Act 1986  
Road Safety (Traffic Management) Regulations 2009  
Road Safety (Vehicles) Regulations 2009

## DEFINITIONS

**Class 1 heavy vehicles:** Over size or over mass (OSOM) vehicles, agricultural vehicles and trailers, and vehicles with the ability to carry a large indivisible item (eg. low loaders) that exceed prescribed mass or dimension requirements. Also includes special purpose vehicles (SPV) such as mobile cranes.

**Class 2 heavy vehicles:** B-doubles, road trains, long buses, and high livestock and vehicle carriers that do not exceed prescribed mass and



dimension requirements. Also includes performance based (PBS) vehicles.

**Class 3 heavy vehicles:** Loaded vehicles that exceed prescribed mass or dimension requirements and are not Class 1 heavy vehicles, such as larger truck and dog trailer combinations and B doubles or road trains that exceed prescribed mass or dimension requirements.

## **POLICY STATEMENT**

This policy operates under the legislative provisions outlined above and recognises that Council has the appropriate consent management and operational mechanisms to enact this policy. This policy will:

- Strengthen compliance with relevant heavy vehicle legislation and procedural mechanisms.
- Provide transparency in the management of heavy vehicles throughout the Shire.
- Ensure that Council takes into account relevant freight strategies when processing heavy vehicle road access applications / requirements.
- Potentially bring to Council's attention the need to prioritise improvement works on elements of its road network to facilitate the efficient movement of freight to and from local industries.
- Work with NHVR and local industries to improve heavy vehicle access and keep local economy productive and strong.

## **POLICY SCOPE**

### **Consent Management and Operation**

Council authorises the Manager Infrastructure Planning, the Coordinator Civil Assets, the Asset Planning Engineer, and others as required, to assess and issue consent via the NHVR Portal, as appropriate.

Council will generally allow the use of the gazetted pre-approved local road network to be used by various types of heavy vehicles operating under HML. Pre-approval would not be granted for roads where there is a road safety or road asset integrity issue restricting safe passage of these vehicles.

All consent applications, assessments, and responses to the NHVR to be stored and made available, as necessary, to appropriate delegated officers, via the NHVR Portal.

The pre-approved gazetted list of local roads to be maintained and managed within Council's GIS, as well as the NHVR GIS, and to be consistent with existing nationally listed and abutting councils' pre-approved roads.



## Mass Management

Council will conditionally allow the use of local roads for heavy vehicles where the following apply:

1. Roads that are pre-approved and gazetted for all heavy vehicles.
2. Roads that are not currently pre-approved or gazetted, be allowed to be used by heavy vehicles on a case by case basis provided:
  - 2.1. the road alignment and width is geometrically suitable for that type of vehicle;
  - 2.2. there are no load limits from assessment of bridge capacities; and
  - 2.3. the road is considered to have adequate pavement strength.
3. Roads used as school bus routes may have morning and afternoon use restrictions.

## Over Size Over Mass (OSOM) Vehicles

Council will approve the use of local roads for OSOM vehicles under the following conditions:

1. Lead and following escort vehicles are to be provided and operated as per the NHVR requirements.
2. The mass of the load and vehicle will not exceed the safe load capacity of any structure over which it may pass.
3. The intended route must be geometrically suitable for OSOM vehicles.

## RISK ASSESSMENT

This policy ensures Council has a structured mechanism to protect Council's road network. Roads not suitable for heavy vehicles could potentially be damaged and pose a threat to other road users.

## IMPLEMENTATION | REVIEW

The responsibility for and implementation of the policy rests with the Infrastructure Directorate. Implementation will include:

- Publication on Council's website and intranet.
- Inclusion of policy reference in communications with heavy vehicle users.

In accordance with Council's policy review process, this policy will be reviewed and adopted on a 4 year cycle.