



# HEAVY VEHICLE USAGE ON COUNCIL ROADS

Policy Number	C20	Directorate	Engineering Services
Council Item No.	E.7	Department	Engineering & Assets
Council Adoption Date	24 June 2015	Primary Author	Project Engineer
Revision Date	June 2019	Secondary Author	Asset Management Coordinator Manager Engineering & Assets

## POLICY OBJECTIVE

The objectives of the Heavy Vehicle Usage 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 notification to the National Heavy Vehicle Regulator (NHVR) and VicRoads.
- A mechanism is in place to protect Council's road infrastructure assets against incurring avoidable damage.
- Heavy vehicle operators are aware of the specific conditions with regard to Council's rights to grant or refuse consent.
- That approved local roads within the Shire remain suitable for Higher Mass Limits (HML) and Performance-Based Standards (PBS) category heavy vehicles.
- Council satisfies itself that heavy vehicles do not pose a risk to public safety.

## LEGISLATIVE PROVISIONS

- Heavy Vehicle National Law Act 2012 (Qld).
- Heavy Vehicle National Law Application Act 2013 (Vic).
- Heavy Vehicle (General) National Regulation.
- Heavy Vehicle (Vehicle Standards) National Regulation.
- Heavy Vehicle National Law Application (Infringements) Regulations 2013.
- Road Management Act 2004.
- Road Management (General) Regulations 2005.
- Road Management (Works and Infrastructure) Regulations 2005.
- Road Safety Act 1986.
- Road Safety (Vehicles) Regulations 2009.
- Bus Safety Act 2009.

## DEFINITIONS

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



Class 2 heavy vehicles: are B-doubles, road trains, long buses and high livestock and vehicle carriers that do not exceed prescribed mass and dimension requirements. Also includes PBS vehicles.

Class 3 heavy vehicles: are 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 account of relevant freight strategies when processing heavy vehicle road access applications.
- Potentially bring to Council's attention the need to prioritise improvement works on elements of its networks to facilitate the efficient movement of freight to and from local industries (often referred to as "Last Mile").

## CONSENT MANAGEMENT AND OPERATION

Council authorises the Manager Engineering & Assets, the Asset Management Coordinator, the Projects Engineer and the Asset Planning Engineer to approve and issue consent on the prescribed form and forward it to the NHVR or VicRoads as appropriate (**refer to Attachment A – Consent Guidelines**).

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 higher mass limit. 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 forms approved and issued by the Council are to be recorded in the current TRIM folder for heavy vehicle consents. Similarly, permits issued by the NHVR will be saved in the relevant and current TRIM folder for heavy vehicle permits.

Consents could be valid for a period between one and three years depending on the application.



For a particular local road which is not on the pre-approved gazetted list of roads, there will be consultation between the Engineering & Assets Department, the road maintenance supervisor and where appropriate, the bridge maintenance supervisor regarding the suitability of a particular road to be used by a particular type of vehicle. Notwithstanding, the final decision will rest with an authorised officer of the Engineering & Assets Department.

### **MASS MANAGEMENT**

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

1. Road is 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 the road is geometrically suitable for that type of vehicle, there are no load limits from assessment of bridge capacities and the road is considered to have adequate pavement strength.

### **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 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**

Without this policy, Council will not have a structured mechanism to protect Council's road network. Therefore, roads not suitable for heavy vehicles could potentially be damaged and pose a threat to other road users.

### **IMPLEMENTATION STATEMENT**

The responsibility for and implementation of the Policy rests with the Engineering Services Directorate. Implementation will include:

- Publication on Council's Intranet and Website.
- Inclusion of Policy reference in communications with Heavy Vehicle users.

**ATTACHMENT A****CONSENT GUIDELINES**

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**National Heavy Vehicle Regulator**

The National Heavy Vehicle Regulator (NHVR) was established under Heavy Vehicle National Law (HVNL) Act 2012. The NHVR is a national regulator and is the first point of contact for operators for all heavy vehicle enquiries and access applications. The NHVR is legally responsible for contacting roads managers about applications for access and are legally responsible for notifying operators on the status and outcome of their applications.

It is the role of the NHVR to consider requests for access and make the final decision to grant a mass or dimension authority. The NHVR is also responsible for deciding whether vehicle conditions will be included in a mass or dimension authority. This responsibility is consistent with the statutory role of the NHVR to ensure that heavy vehicles comply with the heavy vehicle standards or are safely exempted from these standards. The NHVR is responsible for ensuring that restricted access vehicles may be used safely.

**Road Authority**

VicRoads is the Road Authority in Victoria for freeways, highways and other arterial roads and is responsible for transport regulation in general. The road authority will also be the road manager for roads for which it is the Coordinating Road Authority under the Road Management Act 2004.

Under the HVNL the Road Authority has the power to overrule the decisions of road managers in some situations through a request from the NHVR. A Road Authority can only overrule a decision of a road manager that is a public authority and is not itself the road authority. The road authority is also responsible for the major road network in each state and territory and therefore will likely be a relevant road manager for many applications for restricted access vehicle access.

**Road Manager**

Road managers are declared in the application law of the state and includes 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. Council is the road manager for the local road network.

**CONSENT GUIDELINES**

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**Intent of Guidelines**

These guidelines have been developed for the purpose of providing guidance and clarity on aspects of heavy vehicle access decision making under the Heavy Vehicle National Law (HVNL) as in force in Victoria.

The HVNL provides that certain types of vehicles (restricted access vehicles) despite being registered and compliant with HVNL and other legal requirements may only be used on a public road if the operator has been granted a mass or dimension authority from the NHVR. Restricted access vehicles are subject to restrictions to ensure that the use of these vehicles does not endanger public safety and to minimise any adverse impact on road infrastructure.

There are three types of restricted access vehicles:

**1. Class 1 heavy vehicles:**

- **Special purpose vehicles (SPV):** A special purpose vehicle is a motor vehicle or trailer other than agricultural vehicle or a tow truck built for a purpose other than carrying goods such as mobile crane, concrete pump, drill rig or fire truck.
- **Agricultural vehicles:** An agricultural vehicle is considered a class 1 restricted access heavy vehicle if it together with its load does not comply with a prescribed mass or dimension requirement.
- **Oversize/overmass (OSOM) vehicles:** An oversize or overmass vehicle is a heavy vehicle or combination which alone or together with its load exceeds prescribed mass or dimension requirements and is designed for the purpose of carrying a large indivisible item.

**2. Class 2 heavy vehicles:**

- **B-double:** A B-double is a class 2 heavy vehicle that consists of a prime mover towing two semitrailers with the first semitrailer being attached directly to the prime mover by a fifth wheel coupling and the second semitrailer being mounted on the rear of the first semitrailer by a fifth wheel coupling on the first semitrailer. A B-double must comply with prescribed mass and dimension requirements.
- **Buses:** A bus other than an articulated bus that is longer than 12.5m but less than 14.5m that complies with prescribed mass and dimension requirements is a class 2 heavy vehicle.
- **Vehicle carriers:** A vehicle carrier is a combination designed and built to carry vehicles on more than one deck that together with its load is longer than 19m or higher than 4.3m.
- **Livestock vehicles:** A livestock vehicle is a heavy vehicle or a combination that is higher than 4.3m and is built to carry cattle, sheep, pigs or horses.

**CONSENT GUIDELINES**

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- **Performance-Based Standards (PBS) vehicles:** PBS vehicles are defined as class 2 heavy vehicles. There are four levels within PBS scheme and these vehicles must meet twenty safety and infrastructure standards and are designed to offer higher levels of safety and productivity. PBS vehicles are able to operate on road networks that have been classified as suitable for their level of performance.

**3. Class 3 heavy vehicles:**

A class 3 heavy vehicle is a heavy vehicle together with its load does not comply with prescribed mass or dimension requirements and is not a class 1 heavy vehicle. A truck and dog trailer combination consisting of a rigid truck with 3 or 4 axles towing a dog trailer with 3 or 4 axles weighing more than 42.5t is an example of a class 3 vehicle. Other examples might include a B-double or road train transporting a load wider than 2.5m.

Class 3 heavy vehicles do not include PBS vehicles or heavy vehicles complying with prescribed dimension requirements but operating under Concessional Mass Limits (CML) or Higher Mass Limits (HML).

- **Higher Mass Limits (HML):** Higher mass limits allows particular heavy vehicles to access additional mass entitlements providing (1) operators of vehicles or combinations running HML on triaxle groups are accredited under the Mass Management Module of the National Heavy Vehicle Accreditation Scheme (NHVAS) with an accreditation label fitted to the hauling unit, (2) vehicles are fitted with certified road friendly suspension, (3) vehicles are on an HML route. HML provides a significant increase in the productivity of road freight transport vehicles.
- **Concessional Mass Limits (CML):** Concessional mass limits allows an operator to operate at mass limits above the national general limits provided the operator is accredited under the National Heavy Vehicle Accreditation Scheme (NHVAS). Mass limits for CML are set at 5% above the General Mass Limits (GML).
- **General Mass Limits (GML):** General mass limits apply to all heavy vehicles. The GML state the allowable mass for all types of heavy vehicle axle groups unless the vehicle is operating under an accreditation or an exemption under the Heavy Vehicle National Law (HVNL).
- **General Access Vehicle:** General access vehicle is a heavy vehicle that is permitted to use any trafficable Local Access Road as-of-right other than Local Access Roads where types of vehicles have been specifically excluded or where length restrictions or load limits are posted. This includes the following common vehicle types (1) Rigid trucks at General and Higher Mass Limits; (2) Prime mover/semi-trailer combinations at General Mass Limits, and Higher Mass Limits where fitted with single drive or tandem axle groups only and with road friendly suspension; and (3) Mini B-doubles up to 50.0 tonnes.



**CONSENT GUIDELINES**

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**Consenting to Access**

The Heavy Vehicle National Law (HVNL) provides that a road manager may decide not to give consent if satisfied that the mass or dimension authority will or is likely to:

- a) cause damage to road infrastructure or
- b) impose adverse effects on the community from noise, dust, emissions or traffic congestion or
- c) pose significant risks to public safety arising from heavy vehicle use that is incompatible with road infrastructure or traffic conditions.

However, before deciding not to give consent, the road manager must satisfy itself that it is not possible to grant access subject to road or travel conditions that will avoid or significantly mitigate these relevant risks.

It is the responsibility of the road manager to determine if the use of restricted access vehicles will cause damage to road infrastructure or have adverse impacts on the amenity of the community. The road manager is also responsible for determining whether restricted access vehicles can be used safely on its road network.

However, consistent with the statutory role of the NHVR to ensure that heavy vehicles comply with the heavy vehicle standards or are safely exempted from these standards, it is the responsibility of the NHVR, and not the road manager, to determine whether restricted access vehicles are able to operate safely, although the road manager can request that the NHVR include vehicle conditions in a mass or dimension authority.







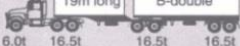
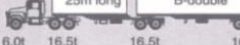


The responsibility of the road manager for providing a decision on application applies to access granted by using a NHVR prescribed consent form.

Restricted access vehicles such as Class 1, 2 and 3 currently requires consent from the Council to use local roads which is coordinated by VicRoads. Council will prepare a list of roads that will be pre-approved and gazetted for restricted access vehicles.



## CONSENT GUIDELINES

### Vehicle Type and Consents

Vehicle Type	General Mass Limits (tonnes)	Local Roads
 6.0t 9.0t	15.0	Yes *
 6.0t 16.5t	22.5	Yes *
 6.0t 9.0t 16.5t	31.5	Yes *
 6.0t 16.5t 16.5t	39.0	Yes *
 6.0t 16.5t 20.0t	42.5	Yes *
 6.0t 16.5t 16.5t 16.5t * See page 8 for details	50.0	Yes *
 6.0t 16.5t 16.5t 16.5t	55.5	By permit **
 6.0t 16.5t 16.5t 16.5t	55.5	By permit **
 6.0t 16.5t 16.5t 20.0t	59.0	By permit **
 6.0t 16.5t 20.0t 20.0t	62.5	By permit **

Vehicle Type	Higher Mass Limits (tonnes)	Local Roads
 6.0t 10.0t	16.0	Yes *
 6.0t 17.0t	23.0	Yes *
 6.0t 10.0t 17.0t	33.0	Yes *
 6.0t 17.0t 17.0t	40.0	Yes *
 6.0t 17.0t 22.5t	45.5	By permit **
 6.0t 17.0t 17.0t 17.0t	57.0	By permit **
 6.0t 17.0t 17.0t 17.0t	57.0	By permit **
 6.0t 17.0t 17.0t 22.5t	62.5	By permit **
 6.0t 17.0t 22.5t 22.5t	68.0	By permit **



**B-double**



**PBS – AB double**

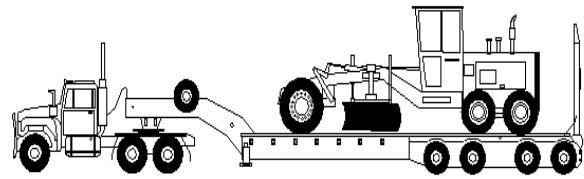


**4 & 5 Axle Crane**



**PBS - Level 1**



**CONSENT GUIDELINES****PBS - Level 2****OSOM****Table 1****Table 1 Notes:**

1. Vehicle Types shown in the unshaded areas of Table 1 are allowed to travel on all Council controlled local access roads provided there are no a heavy vehicle restrictions sign or signs displaying a length restriction or load limit that is less than the length or mass of the vehicle respectively.
2. Vehicle Types shown in the shaded areas of Table 1 are allowed to use only pre-approved and gazetted roads. A list of pre-approved roads within the South Gippsland Shire is shown in Attachment B.

However, it is Council's intention to also pre-approve and gazette the roads in Attachment B for other types of vehicles such as PBS - Level 1 and 2, AB double, OSOM, 4 and 5 axle cranes.

**LIST OF PRE-APPROVED GAZETTED ROADS FOR 25M BD AND HML VEHICLES**

No.	Road Name	Section	Locality
1	Andersons Road	-	Leongatha
2	Bena Kongwak Road	First 330m from Main Rd	Bena
3	Black Swamp Road	-	Foster/Yanakie
4	Boys Road	Up to 1km from Meeniyah Prom Rd	Fish Creek
5	Buffalo Waratah Rd	Between Buffalo Tarwin Lower Rd & Walkerville Rd	Middle Tarwin
6	Charity Lane	-	Foster
7	Cochranes Road	First 2km from Drouin Korumburra Rd	Poowong
8	Cusack Road	-	Leongatha
9	Dyrings Rd	-	Foster
10	Farmers Road	Between Loves Lane & Foster Mirboo Rd	Dumbalk North
11	Fish Creek Walkerville Rd	Between Kerrs Rd and Waratah Rd	Fish Creek
12	Fish Creek Waratah Road	First 2.61km from Waratah Rd	Waratah
13	Foley Rd	-	Yanakie
14	Fullers Road	Between Lower Franklin Rd & Old Hat Rd	Foster
15	Geary Road	-	Leongatha
16	Grip Road	Up to 1.5km from South Gippsland Hwy	Toora
17	Hillgroves Road	-	Leongatha South
18	Horn Street	Between Strz Hwy & McPherson St	Leongatha
19	Hughes Street	Between Turner St & Roughead St	Leongatha
20	Hulls Rd	-	Nerrena
21	Kerrs Road	-	Fish Creek
22	Knights Road	-	Agnes
23	Koonwarra Inverloch Road	-	Koonwarra
24	Koonwarra Pound Creek Rd	-	Pound Creek
25	Korumburra South Road	From Stock Route Rd to Clancy Rd	Korumburra
26	Leach Road	-	Agnes
27	Leggetts Road	First 75m from Fish Creek Foster Rd	Fish Creek
28	Leongatha South Outtrim Rd	-	Leongatha South
29	Loch Poowong Road	-	Loch
30	Long Street	-	Leongatha
31	Lower Franklin Rd	Between Charity Lane & Fuller Rd	Foster
32	Main Road	-	Bena
33	Mckittericks Rd	-	Stony Creek

**LIST OF PRE-APPROVED GAZETTED ROADS FOR 25M BD AND HML VEHICLES**

34	McPherson Street	-	Leongatha
35	Millar Road	-	Yanakie
36	Mossvale Park Road	From Strzelecki Hwy up to the bridge	Berrys Creek
37	Nashs Road	-	Koorooman
38	Nicholas Road	-	Leongatha South
39	Ogilvy St	Between South Gippsland Hwy & Horn St	Leongatha
40	O'Gradys Ridge Road	-	Foster North
41	Old Hat Road	First 136m from Fuller Rd	Foster
42	Old Yanakie Road	300m from Meeniyen Promontory Rd	Yanakie
43	Outtrim Leongatha Rd	-	Outtrim
44	Peaveys Road	-	Hedley
45	Racecourse Road	First 330m from Bass Highway	Leongatha
46	Reilly & Allens Rd	Up to 1.75km from Nerrena Rd	Nerrena
47	Rifle Range Road	-	Leongatha
48	Roughead St	-	Leongatha
49	Salmon Road	Between South Gippsland Hwy and Peaveys Rd	Welshpool
50	Soldiers Road	Between Bass Highway & Gwyther Siding Rd	Leongatha South
51	Soldiers Road	-	Fish Creek/Yanakie
52	Stewart & Dunlops Rd	Between Tarwin Lower Rd & Dunlops Bridge	Middle Tarwin
53	Stewarts Rd	-	Kongwak
54	Stock Route Road	-	Korumburra South
55	Stony Creek Dollar Rd	-	Stoney Creek
56	Summers Rd	-	Fish Creek
57	Timms Rd	Between Drouin Korumburra Rd & Main South Rd	Poowong North
58	Toora Jetty Road	Between Grip Rd & Beale Rd	Toora
59	Turner Street	Between South Gippsland Hwy & Hughes St	Leongatha
60	Walkerville Rd	-	Tarwin Lower
61	Watson Road	-	Leongatha
62	Whitelaws Track	-	Leongatha South
63	Wild Dog Valley Road	Between Strzelecki Hwy & Chainage 4.8km	Leongatha
64	Yarragon Leongatha Rd	Between Strzelecki Hwy & Grand Ridge Rd	Wooreen

Updated: 05 March 2015

**NOTE:** Shire roads not listed above are not suitable for heavy vehicles.