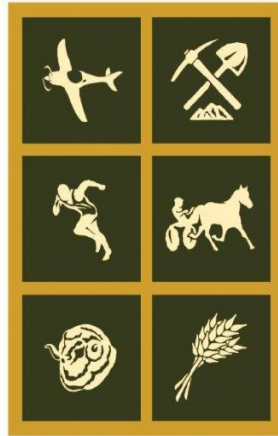


TEMORA SHIRE COUNCIL



TEMORA

The Friendly Shire

Restricted Access Vehicle Policy

ACTIVE

Review Details

ABOUT THIS RELEASE

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1. Purpose

Temora Shire Council endeavors to support the needs of local and regional industry, with this Council recognises the necessity for access and operation of Restricted Access Vehicles (RAV) within the Temora Local Government Area (LGA).

This Policy provides guidance to Council staff and transport operators relating to RAV access within the Temora LGA.

2. Scope

This Policy applies to all RAV operation on Temora Shire Council managed road network.

This Restricted Access Vehicle Policy supplements the Temora Shire Councils Asset Management Policy, Asset Management Strategy and Roads Asset Management Plan.

3. Objectives

The objectives of this Policy are;

- Support local and regional industry by allowing controlled access of RAV's, enabling;
 - i. Efficient, practical movement of freight.
 - ii. Improved access to local industrial areas and local business.
 - iii. Improved linkage of state, regional and local networks.
 - iv. A nationally competitive local industry
- Provide guidance to transport operators wishing to operate RAV's within the Temora LGA.
- Define RAV access routes within the Temora LGA.
- Make clear the limits of access for RAV combinations within the Temora LGA.
- Provide equity and transparency in the way Council manages RAV access requests.

4. Roles and Responsibilities

4.1 Policy Roles and Responsibilities

4.1.1 Elected Council

- To act as stewards for community infrastructure assets.
- To set corporate Asset Management Policy and vision, with linkage to the Community Strategic Plan.
- To ensure appropriate resources and funding for Asset Management activities are made available.

4.1.2 Executive Management

- To oversee the Community expectation for the movement of freight across the LGA and the alignment of those expectations with the Community Strategic Plan.

4.1.3 Engineering Section

- Review and update the Restricted Access Vehicle Policy to ensure it maintains its currency and integrates with other related policy and procedure.
- Assess applications for RAV access against this policy, procedure and guidelines.
- Maintain records of restricted access routes and approvals.
- Provide linkage between the community, key stakeholders and Council on the management of RAV routes.
- Encourage continuous improvement, innovation and cost effective methods to improve RAV route assessment practices.

4.2 Road Access Roles and Responsibilities

Roles and responsibilities for the management of road network access is well articulated in the NHVR Approved Guidelines for Granting Access. These roles and responsibilities are summarised below.

4.2.1 Regulator

The National Heavy Vehicle Regulator (NHVR) administers one set of laws for heavy vehicles under the Heavy Vehicle National Law (HVNL). The NHVR is responsible for:

- heavy vehicle access permit applications, including final decision on granting access,
- assigning vehicle conditions to access permits,
- National Heavy Vehicle Accreditation Scheme management and accreditations,
- Performance-Based Standards Scheme vehicle design and access approvals,
- heavy vehicle standards modifications and exemption permits,
- a national driver work diary and risk classification system for advanced fatigue management,
- one set of national notices,
- one set of national fees for NHVR services, and
- one set of national penalties.

4.2.2 Road Authority

The NSW road authority is the Roads and Maritime Services (RMS). 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. The Road

Authority is also the Road Manager for the State road network and therefore manages network access on this network.

4.2.3 Road Manager

The Road Manager for the Temora LGA is the Temora Shire Council. The Road Manager is responsible for determining whether to consent to the use of RAV's on its roads and may, when consenting, require that travel conditions and road conditions be included in a mass or dimension authority.

5. Review

The policy should be reviewed in conjunction with Councils Road Asset Management Plan.

6. Heavy Vehicle Terminology

- NHVL – National Heavy Vehicle Law. NHVL and regulations commenced in the ACT, NSW, QLD, SA, TAS and VIC on 10 February 2014. The NT and WA have not commenced the HVNL at this time. The aim of the NHVL is to have consistent regulation of the heavy vehicle industry.
- RAV - Restricted Access Vehicle. Any single or combination heavy vehicle Class 1, 2 or 3, which alone or together with its load exceeds the general access mass or dimension limits as defined in the Heavy Vehicle National Regulation. In short terms, any Class 1, 2 or 3 heavy vehicle that operates under a notice or permit.
- GAV - General Access Vehicle. General Access Vehicles comply with mass and dimension requirements and do not require a notice or permit to operate on the road network. These vehicles have general access to the road network unless the road is sign-posted otherwise.
- GVM – Gross Vehicle Mass. GVM is nominated in the vehicle registration details and this is the maximum weight at which the vehicle may be operated on roads in NSW.
- GCM – Gross Combination Mass. GCM is the total weight a truck can carry and tow. This is the maximum weight of a loaded articulated vehicle or combination vehicle such as a prime mover with semi-trailer and / or trailers.
- GML – General Mass Limits. GML states the allowable mass for all types of heavy vehicle axle groups under normal conditions. All vehicles operate under GML unless the vehicle is operating under an accreditation or an exemption.
- CML – Concessional Mass Limits. CML allows an operator to operate at mass limits above the GML provided the operator is accredited under the NHVAS.
- HML – Higher Mass Limits. Operators must be accredited under the NHVAS and participate in the IAP.
- OSOM - Any vehicle that exceeds the dimension or mass limits that are stipulated in the Heavy Vehicle (Mass, Dimension and Loading) National Regulation (NSW) are considered to Oversize Overmass Vehicles.

- **PBS - Performance-Based Standards.** PBS vehicles are designed to perform their tasks as productively, safely and sustainably as possible, and to operate on networks that are appropriate for their level of performance. The basic principle of PBS is matching the right vehicles to the right tasks. PBS vehicles are tested against 16 stringent safety standards and 4 infrastructure standards to ensure they fit the existing road network and are safe.
- **IAP - Intelligent Access Program.** IAP provides restricted access and over dimension/mass vehicles with improved access to NSW's road network. In return, their compliance with approved access conditions is monitored using satellite-based tracking technology. This provides stakeholders with greater assurance that the right heavy vehicles are operating on the right roads.
- **RFS - Road Friendly Suspension.** RFS is a certified suspension systems designed to reduce the impact of laden axles on road pavements and most bridge structures.
- **NHVAS - National Heavy Vehicle Accreditation Scheme.** NHVAS is a formal process for recognising and qualifying operators who have robust safety and other management systems in place. There are 4 accreditation modules that operators can obtain that provide a range of operator concessions and benefits.
- **GHMS - Grain Harvest Management Scheme.** The GHMS promotes the safe and productive movement of grain. Under the scheme, eligible heavy vehicles may exceed regulated total mass limits by up to 5% when delivering certain grains to participating grain receivers in participating Council areas.
- **NSWLLS – NSW Livestock Loading Scheme.** The scheme provides increased mass limits for livestock loads on NSWLLS approved network. Operators are required to meet stringent criteria to qualify for the scheme. The scheme includes measures to minimise road pavement wear, protect vulnerable bridges and reduce the incidence of livestock vehicle rollovers.
- **CoR - Chain of Responsibility.** CoR is legislation that recognises accountability and responsibility of all parties in the transport supply chain. Under CoR, parties who have control or influence over the transport task are deemed responsible for complying with and for breaches of these laws. All parties must take all reasonable steps to prevent breaches of mass, dimension, loading, speed and fatigue laws.

Further information regarding Heavy Vehicle terminology can be found at the National Heavy Vehicle Regulator Website, available at the following link; [NHVR](#).

7. Policy

7.1 Restricted Access Vehicle Classes

All Restricted Access Vehicles are categorised within three classes:

7.1.1 Class 1 Oversize and Overmass Vehicles

Class 1 OSOM Vehicles Include;

- **Special Purpose Vehicles (SPV).** A special purpose vehicle is a motor vehicle or trailer, other than an agricultural vehicle or a tow truck, built for a purpose other than carrying goods (concrete pumps, mobile crane, drill rig, etc.). Special purpose vehicles are considered a Class 1 vehicle, when they do not comply with a prescribed “general access” mass or dimension requirements applying to it.
- **Agricultural Vehicles, Implements and Trailers.** An agricultural vehicle is considered a Class 1 vehicle if it, together with its load, does not comply with a prescribed mass or dimension requirement. Examples of an agricultural vehicle include harvesters, tractors, augers, comb trailers, etc.
- **Load Carrying Vehicles.** An OSOM Load Carrying Vehicle is a heavy vehicle or combination which alone, or together with its load, exceeds prescribed mass or dimension requirements, and designed for the purpose of carrying, a large indivisible item. Examples include a prime mover and extendable trailer or a prime mover and low loader combination.

7.1.2 Class 2 Heavy Vehicles

Freight-carrying Vehicles. General freight carrying vehicles that are longer than 19m requiring specific networks that are capable of handling these larger vehicles.

Class 2 Heavy Vehicles include;

- B-doubles and road trains,
- Double decker buses and buses longer than 12.5m,
- Livestock vehicles higher than 4.3m,
- Vehicle carrying combination that is longer than 19m or higher than 4.3m.
- Performance-Based Standards Vehicles

7.1.3 Class 3 Heavy Vehicles

A heavy vehicle which, together with its load, does not comply with prescribed mass or dimension requirements and is not a Class 1 heavy vehicle.

Class 3 Heavy Vehicles include;

- 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 GVM.
- A B-double or road train transporting a load wider than 2.5m

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

7.2 Restricted Access Vehicle Planning

Council will adopt a planned and controlled approach to granting road network access to RAV's. The granting of access will be based on sound assessment of commercial need, compatibility with Council planning principles, public safety and infrastructure impact considerations.

7.2.1 Permit Application

Where an RAV permit application is required for access, operators should be directed to apply for access through the NHVR. Council can directly issue Class 1 and Class 3 permits to transport operators within the Temora LGA, however, the NHVR permit process is preferred. Council will consider direct issue of Class 1 and Class 3 permits in exceptional circumstances.

7.2.2 Route Assessment

Council will undertake where possible and practical, route assessment consistent with the following guidance material;

- [NSW ROUTE ASSESSMENT GUIDE for Restricted Access Vehicles](#)
- [NSW ROUTE ASSESSMENT GUIDE – freight route investigation levels](#)

Council will utilise where possible and practical, the ARRB Restricted Access Vehicle Route Assessment Tool ([RAV RAT](#)) for the purposes of conducting and recording route assessment.

Route assessment generally involves consultation with various interconnection asset managers, below is a table of asset classes and associated asset managers.

Asset Class	Asset Manager	Contact	Road Manager
State Roads	RMS	02 6938 1146	RMS
Regional Roads	Council	02 6980 1100	Council
Local Roads	Council	02 6980 1100	Council
Bridge/Drainage Structures (Local & Regional)	Council	02 6980 1100	Council
Bridge/Drainage Structures (State)	RMS	02 6938 1146	RMS
Railway Crossings	John Holland	02 4028 9488	RMS & Council
Water	Goldenfields Water County Council	02 6977 3200	RMS & Council
Electrical	Essential Energy	13 23 91 0428 620 993	RMS & Council
Gas	APA Group	02 5933 0855	RMS & Council
Telecommunications	Telstra	1800 810 443	RMS & Council

7.2.3 Financial Consideration

The cost of RAV route assessment is catered for within Councils engineering operations budget.

Route assessment that requires specific assessment of pavement or bridge infrastructure will incur an assessment cost. In the case where assessment of structures or pavement is required the applicant will be given the option of either funding the assessment immediately, or waiting until the assessment is carried out as part of Councils works program.

Where infrastructure is of an insufficient standard to meet applicant's requirements, the applicant will be given the option to fund upgrade works if the works are not already on Council's works program in the timeframe required by the applicant.

The cost of infrastructure assessment and/or upgrade to meet specific route assessment or access requirements of applicant's may therefore be met in one of three ways:

- As part of Council's pre-planned infrastructure maintenance or upgrade budget.
- Through contributions by an applicant to upgrade infrastructure to the appropriate level.
- Through a combination of the above.

7.2.4 Restricted Access Route Record Keeping

Council will maintain records of all approved restricted access routes.

The records will specify;

- The road name.
- The start and end points of the approved part of the road.
- Any special condition/s that applies to the route in respect of RAV's.
- The expiry date of the approval (where applicable).
- All information that was included in the request to the NHVR for gazettal of the route.

7.3 Restricted Access

RAV's are designed for specific purposes and should be limited to roads where their use is appropriate.

The following clauses outline current RAV access within the Temora LGA.

7.3.1 B-Double Access

B-Double access on Temora Shire Council managed roads is permitted, subject to the following conditions;

1. Rural Areas – Approved area with travel conditions.

Travel conditions;

- Unlimited access with exception of listed roads or road sections.

2. Urban – Approved roads only.

B-double access maps are published on the RMS website and available at the following link; [RMS RAV MAPs](#).

B-double combinations must comply with the requirements contained in the National Class 2 Heavy Vehicle B-double Authorisation (Notice) and the adjoining NSW Schedule. Available at the following link; [B-Double Authorisation Notice 2014](#).

7.3.2 4.6m High Vehicle Access

4.6m High Vehicle access on Temora Shire Council managed roads is permitted, subject to the following conditions;

1. Rural – Approved area with travel conditions.

Travel conditions –

- Unlimited access with exception of listed roads or road sections.

2. Urban – Approved roads only.

4.6m high access maps are published on the RMS website, available at the following link; [RMS RAV MAPs](#).

4.6m high vehicle combinations must comply with the requirements contained in the applicable National and State notices. Available at the following link; [4.6m National Notices](#).

Note: Operators must assess the route of travel to ensure no physical obstructions prevent the operation of 4.6m high vehicles. Council will not be held liable for damage caused by vehicles or obstructions.

7.3.3 Road Train Access

Road Train access on Temora Shire Council managed roads is permitted, subject to the following conditions;

1. Rural and urban areas – Restricted access via permit.

Conditions –

- Restricted to the following Road Train combinations;
 - A-Double/Type 1 (Tri-axle dolly)
 - Modular B-Triple
 - B-Triple
- Access is subject to Road Train combinations operating under the Modern Road Train and Triples East of the Newell

Highway Scheme. Scheme information is available at the following link; [Road Train Conditions](#).

- Pavements, bridges and drainage structures shall be assessed as capable of carrying the additional mass.
- Road geometry including intersections shall be assessed for access suitability (travel conditions may be considered in substandard areas with low associated risk).
- Access roads shall be specified (no area access will be considered).
- Period permits available for a maximum of 12 months.

Road Trains must comply with the National Class 2 heavy vehicle road train authorisation notice 2015, available at the following link; [National Road Train Authorisation 2015](#).

A map of approved urban roads within the Temora LGA considered for Road Train permit access is available in Appendix A – Urban Road Train Permit Access Maps.

Additional Road Train access maps are available at the following link; [RMS RAV MAPs](#)

7.3.4 Higher Mass Limit (HML) Access

Higher Mass Limit access on Temora Shire Council managed roads is permitted, subject to the following conditions;

1. Rural and urban areas – Restricted access via permit.

Permit conditions –

- Access roads shall be specified (no blanket access).
- Pavements, bridges and load bearing drainage structures shall be assessed as capable of carrying the additional mass.

Heavy vehicles operating at HML must comply with the NSW Higher Mass Limits Declaration 2015, available at the following link; [NSW HML Declaration 2015](#).

Note: Urban HML permit access is restricted to the approved Urban B-Double routes. These routes are available at the following link; [RMS RAV MAPs](#).

7.3.5 Class 1 Load Carrying Vehicle Access

Class 1 Load Carrying Vehicle access on Temora Shire Council managed roads is permitted, subject to the following conditions;

1. Rural and urban areas – Access via permit.

Permit conditions –

- Urban access shall be specified (no blanket access).
- Pavements, bridges and load bearing drainage structures shall be assessed as capable of carrying the additional mass.
- Permits above 5.0m are accompanied with an essential energy high load permit.
- Road geometry including intersections shall be assessed as suitable for combination length and width.

Class 1 Load Carrying Vehicles must comply with National Class 1 Load Carrying Vehicle Notices, available at the following link; [National Class 1 Load Carrying Vehicle Notices](#)

Class 1 Load Carrying Vehicle Maps are published on the RMS website, available at the following link; [RMS Class 1 Load Carrying Vehicle](#).

7.3.6 Class 1 Special Purpose Vehicle Access

Class 1 Special Purpose Vehicle access on Temora Shire Council managed roads is permitted, subject to the following conditions;

1. Rural and urban areas – Level 1 and Level 3 approved roads. Level 2 and Level 4 access via permit.

Permit conditions –

- Access routes shall be specified (no blanket access).
- Pavements, bridges and load bearing drainage structures shall be assessed as capable of carrying the additional mass.
- Permits above 5.0m are accompanied with an essential energy high load permit.
- Road geometry including intersections shall be assessed for access suitability (travel conditions may be considered in substandard areas with low associated risk).

Class 1 Special Purpose Vehicle Maps are published on the RMS website, available at the following link; [RMS Class 1 SPV](#)

7.3.7 Class 1 Agricultural Vehicle Access

Class 1 Agricultural Vehicle access on Temora Shire Council managed roads is permitted, subject to the following conditions;

1. Rural and urban areas – Access as per NSW Class 1 Agricultural Vehicle Notices, available at the following link; [Class 1 Agricultural Vehicle Notices](#).

TSC managed road access outside the limits of state notice, shall be access via permit.

Permit conditions –

- Access routes shall be specified (no blanket access).
- Pavements, bridges and load bearing drainage structures shall be assessed as capable of carrying the additional mass.
- Permits above 5.0m are accompanied with an essential energy high load permit.
- Road geometry including intersections shall be assessed for access suitability (travel conditions may be considered in substandard areas with low associated risk).

7.3.8 Restricted Access Buses

Restricted Access Bus access is expected to be rare and will be considered on an individual case by case permit basis.

7.3.9 Performance Based Standards Vehicle Access

Performance Based Standards vehicle access on Temora Shire Council managed roads is permitted, subject to the following conditions;

1. PBS Level 1 –

Rural and Urban areas – Area Access

2. PBS Level 2a –

Rural Areas – Approved area with travel conditions.

Travel conditions;

- Unlimited access with exception of listed roads or road sections.

Urban – Approved roads only

3. PBS Level 2B & 3A –

Rural and Urban areas – Access Via Permit

Permit conditions –

- Maximum allowable combination length of ≤ 36.5 metres.
- Pavements, bridges and load bearing drainage structures shall be assessed as capable of carrying the additional mass.
- Road geometry including intersections shall be assessed for access suitability (travel conditions may be considered in substandard areas with low associated risk).

Urban and rural PBS heavy vehicle access maps, including exception routes are published on the RMS website, available at the following link; [PBS HV MAPs](#).

7.3.10 NSW Livestock Loading Scheme Access

NSWLLS access on Temora Shire Council managed roads is permitted, subject to the following conditions;

1. Rural – Approved roads only
2. Urban – Approved roads only.

Urban and rural NSWLLS access maps, including exception routes are published on the RMS website, available at the following link; [Livestock Loading Scheme Maps](#).

Livestock Loading Scheme combinations must comply with the New South Wales Ministerial Declaration (Livestock Loading Scheme) Order 2012 (the Order). Available at the following link; [Livestock Loading Scheme Order 2012](#).

Note: Operators must assess the route of travel to ensure no physical obstructions prevent the operation of Livestock Loading Scheme vehicles. Council will not be held liable for damage caused by vehicles or obstructions.

7.3.11 Grain Harvest Management Scheme

GHMS access on Temora Shire Council managed roads is permitted, subject to the following conditions;

1. Scheme operation restricted to between the dates of 1st October – 1st March annually, approved until 1st March 2021.

Heavy vehicle combinations participating in the GHMS must comply with the New South Wales Class 3 Grain Harvest Management Scheme Mass Exemption Notice 2016 (No. 1). Available at the following link; [GHMS Notice 2016](#).

GHMS access maps, including exception routes are published on the RMS website, available at the following link; [GHMS MAPs](#).

Appendix A – Road Train Urban Permit Access Map



Road Name	Start	Finish	Road Manager
Trungley Hall Road	Kitchener Road	Teal Street	TSC
Kitchener Road	Airport Street	Trungley Hall Road	TSC
Crowley Street	Kitchener Road	Lucas Street	TSC
Lucas Street	Airport Road	Twynam Street	TSC
Twynam Street	Lucas Street	Polaris Street	TSC
Polaris Street	Burley Griffin Way	Twynam Street	TSC
Vesper Street	Polaris Street	Back Mimosa Road	TSC/RMS
Back Mimosa Road	Vesper Street	Goldfields Way	TSC
Victoria Street	Vesper Street	Milvale Road	RMS
Ashelford Street	Vesper Street	Old Cootamundra Road	TSC
Old Cootamundra Road	Ashelford Street	GrainCorp	TSC
Tewksbury Road	Burley Griffin Way	Industrial Avenue	TSC
Industrial Avenue	Tewksbury Road	End	TSC
Milvale Road	Burley Griffin Way	Narraburra Street	TSC
Airport Street	Kitchener Road	Saleyards	TSC