

COUNCIL POLICY

Council Policy Title:	Heavy Vehicle Access
Council Policy ref. no:	13.8
Responsible Department:	Infrastructure and Services
Date of adoption/review:	23 October 2013

1. PURPOSE

This policy will provide a clear direction and process to ensure consistency in assessing access to the local road network by B-Doubles and Higher Mass Limit Vehicles.

2. INTRODUCTION

The use of B-Doubles or Higher Mass Limit Vehicles on local roads within the Colac Otway Shire is dependent on the operator gaining Council's approval and a permit being issued by VicRoads.

High Productivity Freight Vehicles (HPFVs), such as B-Doubles and Higher Mass Limit Vehicles, are important to the efficiency of the freight task in the Colac Otway Shire. 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.

3. SCOPE OF THE POLICY

This policy applies to the assessment of all future applications from companies or individuals for the use of HPFVs (e.g. B-Doubles or Higher Mass Limit Vehicles) on the local road network in the Colac Otway Shire.

4. DEFINITIONS

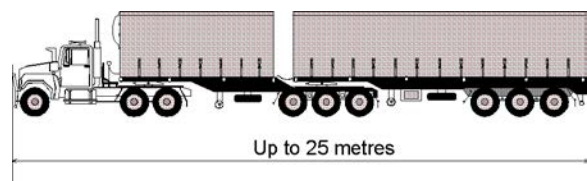
High Productivity Freight Vehicles is the umbrella term for vehicle configurations that are permitted to operate after gaining approvals through the national Performance Based Standards (PBS). These vehicles must comply with approved safety and infrastructure protection performance measures.

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.

PBS is a new national management method 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.

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.



From 1 July 1999 mass limit increases were implemented in Victoria. Higher Mass Limits allows for increases to general axle mass limits provided the vehicle is fitted with road friendly suspensions. These include some air and steel suspension types.

5. POLICY

That, as a matter of policy, where an application for access to the municipal public road network by HPFVs is received:

- The General Manager, Infrastructure and Services assesses each application on its merits, based on the 'Guidelines for Assessing B-Doubles and Higher Mass Limit Vehicles on Local Roads';
- That Council engages in a consultation process with relevant stakeholders where it is deemed necessary; and
- That any approval that is granted be endorsed subject to appropriate conditions.

6. RELATED LEGISLATION

Road Safety (Vehicles) Regulation 1999
Road Safety Act 1986

7. RELATED POLICIES/PROCEDURES/GUIDELINES

'Guidelines for Assessing B-Doubles and Higher Mass Limit Vehicles on Local Roads'

8. POLICY IMPLEMENTATION

This policy takes effect immediately upon approval by Council. The General Manager Infrastructure & Services is responsible for implementing this policy by making the Policy and Procedure accessible to all staff.

All relevant officers are responsible for using this policy when assessing applications for the operation of HPFVs on local roads within the Colac Otway Shire.

ADOPTED/AMENDMENT OF POLICY

Policy Review Date	Reason for Amendment
14 December 2005	Adopted by Council
24 May 2006	Review
28 April 2010	Review
23 October 2013	Review