



Policy Name	Heavy Vehicle Access
Policy Number	TS04
Responsible Section	Design Construction and Transport
Responsible Department	City Assets
Date Last Adopted	13 June 2023
Date of Next Review	June 2026
Applicable Legislation	Local Government Act 1999 Road Traffic Act 1961 Road Traffic Regulations 1999 Heavy Vehicle National Law (SA) 2013
Related Governance Documents	National Class 2 B-Double Operators Guide, December 2022 National Class 2 B-Double Authorisation Notice 2019 - 1 Feb 2019 National Class 2 Heavy Vehicle Road Train Authorisation (Notice) 2015 (No.1) National Class 2 Heavy Vehicle Road Train Authorisation (Notice) 2015 Amendment Notice 2019 (No. 1) South Australia Class 3 (Application of Higher Mass Limits) Mass Exemption Notice 2019 (No. 1) National Class 3 Heavy Vehicle 4.6m High by Construction Semitrailer Dimension Exemption (Notice) 2014 (No. 1)
City Plan Theme	A City where people love to be A City of opportunity

PURPOSE/OBJECTIVE

To facilitate improved access routes within the Council area for operators of heavy vehicles, accredited B-Double Medium Articulated Vehicle operators and Road Train operators accessing Council roads.

SCOPE

This policy applies to all Council maintained roads within the City of Port Adelaide Enfield area and specifically applies to Trucks including Small Rigid Trucks, Medium Rigid Trucks, Articulated Vehicles (Semi-trailers), B-Double vehicles, Road Train vehicles and other Restricted Access Vehicles requiring access.

Council recognises the need to develop and promote heavy vehicle access routes to support economic activity through the Council area, while minimising potential impacts on residents.

POLICY

1. Council will administer the movement of heavy vehicles on Council roads in the City in accordance with the Australian Road Rules, the Heavy Vehicle National Law and all other relevant legislation.
2. Council recognises that there can be unwanted impacts from heavy vehicles in residential areas in the City, such as noise and loss of residential amenity, and that controls may be required to minimise these impacts. At the same time, Council acknowledges that heavy vehicles play an important role in the local, state and national economy, and appropriate access for these vehicles needs to be supported for economic development in alignment with Council's adopted Integrated Transport Strategy.
3. Where concerns regarding unwanted impacts from heavy vehicle movements on Council managed roads in predominantly residential areas are expressed to Council these will be referred to the relevant delegated staff for consideration.
 - Where considered appropriate the relevant delegated staff will commission a traffic data analysis. As part of this analysis, concerned residents may be requested to keep a written record of heavy vehicle movements in their area.
 - Where the results of this analysis indicate that the implementation of traffic controls would improve traffic management the relevant delegated staff may establish signage under Australian Road Rule 104 "No Trucks Signs".
4. The implementation of traffic controls on Council roads under the Australian Road Rules, including establishment and removal of signage, will be at the discretion of the relevant delegated staff.

Where roads have an existing load limit, if appropriate in the opinion of the relevant delegated staff, these may be:

- Retained (or reduced if appropriate) if the structural capacity of the road is deemed not to exceed the specified load limit, subject to Australian Road Rule 103 "Load Limit Signs";
- Removed or adjusted if greater loads can be accommodated along the road, subject to Australian Road Rule 103 "Load Limit Signs";
- Removed if the potential impacts on adjacent residential properties is considered to be negligible;
- Replaced by 'No Trucks' signs, in view of the potential impacts on adjacent residential properties, subject to Australian Road Rule 104 "No Trucks Signs".

5. Permits for access for Council managed roads will be granted by the National Heavy Vehicle Regulator after Council Administration has reviewed the application and given consent.
 - Council administration will endeavour to process permits for OSOM (Oversized / Over mass) vehicles within 5 working days.
 - Permits for long vehicles (B-Doubles or type 1 Road Trains or longer) within 4 weeks.
6. Council Administration may require an operator to provide a Route Assessment by an Accredited Route Assessor. It is at the discretion of the council administration as to whether an on road trial will be a suitable substitute.
7. Where an applicant has provided a Heavy Vehicle Route Assessment to Council's satisfaction and/or a satisfactory on road trial, consideration will be given to granting a permit for up to a 3-year period or gazettal.
8. Where access has been previously granted to a road for a 12-month period and no problems or complaints have arisen, Council will consider renewing the permit for a 3-year period or gazettal.
9. B-Double, A-Double and other Restricted Access vehicles seeking periodic permits for access on Council roads that fall outside employment and strategic employment zones (as specified in the Planning & Design Code Zoning) may require formal approval of Council where it is considered appropriate.
10. Restricted Access Vehicles seeking single trip access to Council roads e.g. for delivery of building materials and swimming pools in residential areas will be approved under delegation subject to an assessment of the route by Council staff, including tree impact investigations.
 - Requirements for loading and unloading will be assessed and any use of council land will require a further permit.
11. B-Double, A-Double and other Restricted Access vehicles requiring access on Council roads, that fall within employment and strategic employment zones (as specified in the Planning & Design Code Zoning) may be approved at the discretion of the delegated authority.
12. Permits for B Double or Road Train access to roads other than gazetted routes under the gazette notice "National Class 2 B-Double Authorisation Notice 2019" and "National Class 2 Heavy Vehicle Road Train Authorisation (Notice) 2015" will initially be granted on a renewable permit basis.
13. Due regard will be given to the "National B-Double Operators guide, published by the NHVR dated 2022 the, "Code of Practice for B-Triples (Road Trains)" dated June 2012 and "Information Guide for Road Trains" dated August 2011.

DEFINITIONS

B-Double means a vehicle combination consisting of a prime mover towing two semi-trailers where:

- the first semi-trailer is connected to the prime mover by a fifth wheel coupling;
- the second semi-trailer is connected to the first semi-trailer by a fifth wheel coupling.

Road Train means a vehicle combination longer than 26m, up to 36.5m made up of a prime mover towing two semi-trailers known as a Double Road Train (A-Double), or a prime mover towing three semi-trailers known as a Triple Road Train (B-Triple or AB-Triple).

A-Double means the first semi-trailer is connected to the prime mover by a fifth wheel coupling. The subsequent semi-trailer is supported by a converter dolly which is coupled to the trailer in front by a drawbar and tow coupling.

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

From the Australian Road Rules (Version 1.12.2019)

"**Truck**" means a motor vehicle with a GVM over 4.5 tonnes, except a bus, tram or tractor.

"**GVM**" (Gross Vehicle Mass) means the maximum loaded mass of the vehicle.

Rule 103 "**Load Limit Signs**:"

1. A driver must not drive past a *bridge load limit (gross mass) sign* or *gross load limit sign* if the total of the gross mass (in tonnes) of the driver's vehicle, and any vehicle connected to it, is more than the gross mass indicated by the sign.
2. A driver must not drive past a *bridge load limit (mass per axle group) sign* if the mass (in tonnes) carried by an axle group of the driver's vehicle, or any vehicle connected to it, is more than the mass indicated by the sign for the axle group.
3. In this rule: *vehicle* includes any load carried by the vehicle.

Rule 104 "**No Trucks Signs**:"

1. A driver (except the driver of a bus) must not drive past a *no trucks sign* that has information on or with it indicating a mass if the GVM of the driver's vehicle (or, if the driver is driving a combination, any vehicle in the combination) is more than that mass, unless the driver is permitted to drive the vehicle on a route passing the sign under another law of this jurisdiction.
2. A driver (except the driver of a bus) must not drive past a *no trucks sign* that has information on or with it indicating a length if the length of the driver's vehicle (or, if the driver is driving a combination, the length of the combination) is longer than that length, unless the driver is permitted to drive the vehicle on a route passing the sign under another law of this jurisdiction.
3. The driver of a truck must not drive past a *no trucks sign* that has no information on or with it indicating a mass or length, unless the driver is permitted to drive the truck on a route passing the sign under another law of this jurisdiction.
4. This rule does not apply to a driver if the destination of the driver lies beyond a *no trucks sign* and:
 - a. there is no other route by which the driver's vehicle could reach that destination; or
 - b. any other route by which the driver's vehicle could reach that destination would require the vehicle to pass another *no trucks sign*.