

POLICY NAME: (DRAFT REVIEW)
B-DOUBLE AND 4.6m HIGH VEHICLE
ROUTE ASSESSMENT FOR REGIONAL
AND LOCAL ROADS

POLICY REF: B08

MEETING ADOPTED: 27 March 2014
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POLICY HISTORY: 280110/29; 270308/13; 270203/026



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OBJECTIVE

The intent of this policy is to provide guidelines and requirements to assess route applications for the operation of B-Double combinations ~~up to 25~~ greater than 19 metres in length or vehicles exceeding 4.3m but not exceeding 4.6m in height on designated components of the Ballina Shire Council controlled road network.

Under delegated authority from the Minister for Roads, Local Governments constituted under Section 264A(7) of the Roads Act 1993, now possess the power to specify restricted access routes over Regional and Local Road networks throughout New South Wales.

The New South Wales, Roads and Maritime Services (RMS) publication "Route Assessment Guidelines for Restricted Access Vehicles", is the parent document associated with this Policy. The procedures listed within that document (as current at time of application being made to Council) shall be adopted in assessing both B-Double and 4.6m high vehicle route applications for Regional and Local Roads within the Ballina Shire boundaries.

BACKGROUND

With increased pressures of delivering commodities to the community at reduced freight costs, B-Double combinations are ~~becoming more~~ common in the transport industry. These vehicles achieve cost reductions via an increased payload capacity in comparison to standard articulated combinations.

The main features of a B-Double combination when compared to alternative six (6) axle articulated vehicles are:

- More stringent requirements for vehicle mechanical specifications
- More stringent requirements for drivers
- More stable in evasive manoeuvres
- Lower environmental impact
- Less road wear for a given freight task
- More economical freight movement costs

With such attributing benefits associated with the utilisation of the B-Double combinations, Local Governments, along with Road Managers, are being called upon to assess the suitability of routes for restricted access vehicles. This has been done to better service the growing needs of our society, while balancing the ever increasing demands being placed on our aging road infrastructure networks.

Recent changes has seen the National Heavy Vehicle Regulator (NHVR) established as the independent regulator for all vehicles over 4.5 tonnes gross vehicle mass (GVM) and all fatigue-related heavy vehicles over 12 tonnes GVM. Council is the road manager under the National Heavy Vehicle Law (NHVL), which commenced in NSW in February 2014, and as the road manager, Local Government will work directly with the NHVR to determine which vehicles operate on their roads and the conditions under which they operate.

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Under the NHVL the role of the road manager is that it cannot grant a mass or dimension authority (ie: issue a permit), but is responsible for deciding whether to consent to the use of restricted access vehicles on its roads. Any permit must be issued by the NHVR.

DEFINITIONS

B-Double	a combination consisting of a prime mover towing two semi trailers. 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.
Road train	a combination, other than a B-Double, consisting of a motor vehicle towing at least two trailers.
Vehicle Height	for most vehicles, the allowable height limit under the <i>Road Transport (Vehicle Registration) Regulation 1998</i> is 4.3m. However, some vehicles are permitted to operate at a height not exceeding 4.6m.
RMS	NSW Roads and Maritime Services
NHVR	National Heavy Vehicle Regulator
NHVL	National Heavy Vehicle Law

SCOPE OF POLICY

This B-Double and 4.6m high Vehicle Route Assessment for Regional and Local Roads Policy applies to:

- Council employees:
 - Rangers
 - Compliance Officers
 - Traffic Engineers
 - Assessing Officers
- Councillors
- Community members
- Committees of Council:
 - Traffic Advisory Committee
 - Local Traffic Development Committee
- Engineering Consultants/Contractors
- B-Double Operators
- 4.6m high vehicle Operators
- North East Weight of Loads Group (NEWLOG)

RELATED DOCUMENTATION

Related document, policies and legislation:

- RMS - Route Assessment Guidelines for Restricted Access Vehicles
- Roads Act 1993 - Section 264A(7)
- Road Transport (Mass, Loading and Access) Regulation 1996
- Australian Standard 2890 - Car Parking and Access.
- Australian Transport Council's Australian Road Rules
- National Heavy Vehicle Law

POLICY

Application

Companies or persons seeking approval to operate a B-Double combination (greater than 19.0m in length) or a 4.6m high vehicle over a regional or local road within Ballina Shire are to make formal application to the NHVR, Council

The B-Double application form and 4.6m high vehicle application forms are contained within Appendix 2 of the RMS - "Route Assessment Guidelines for Restricted Access Vehicles".

B-Double combinations 19.0m in length or less, with a mass limit of 50.5 tonnes or less, do not require approval from Council to access regional or local roads.

Assessment Procedure

Assessment of applications will be undertaken by Ballina Shire Council under delegated authority granted within the Roads and Maritime Services, "Route Assessment Guidelines for Restricted Access Vehicles". Appendix 3 or 5 outlines the criteria to assess B-Double and 4.6m high applications.

Following assessment, a report must be submitted to the Local Traffic Committee seeking comment. If the Committee grant favourable comment, and is endorsed by the elected Council, the application must be forwarded to the RMS for the beginning of the Gazettal process with a copy of the Committees comments and Council's endorsement.

Applicable B-Double Assessment Areas

B-Double route applications lodged with Ballina Shire Council, for the following areas will only be considered for approval purposes:

- Russelton Industrial Estate, Wollongbar accessed from the Bruxner Highway.
- Southern Cross Industrial Estate (Southern Cross Drive), accessed from Tamarind Drive.
- Ballina Industrial Estate (Clark Street) accessed from Bangalow Road.

Additional areas may be added as new industrial estates are either developed or established.

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Applicable 4.6m High Vehicle Roads

In accordance with Council resolution 270308 / 13 the following pertains to 4.6m High Cane Transport Routes.

That Council approves the declaration of 4.6m high vehicle routes as shown in Attachment 1 (now expanded into the table below), with the following conditions:

- *The 4.6m high vehicle routes are for the sole purpose of Sunrise Sugar (NSW Sugar Milling Cooperative) cane transport vehicles.*
- *The 4.6m high vehicle routes will be inspected and cleared of vegetation to clearance lines by Sunshine Sugar prior to commencement of annual harvest.*
- *The gazettal notice applies for the period starting 1 January 2013.*

Below is a list of the current roads approved for transport of 4.6m high vehicles:

Road Name	Starting Point	Finishing Point	Conditions
Angels Beach Drive	Bangalow Road	The Coast Road	NSW Sugar Milling Co-operative be required to contact Council prior to harvest to arrange for any overhanging trees along the routes to be lopped at their cost. The routes listed in this table apply only to sugar cane harvesting trucks.
Back Channel Road	Carlisle Street, Wardell	5.8km south of Carlisle Street intersection	
Bagotville Road	Wardell Road	Ballina Shire Boundary	
Barnes Lane	Pimlico-Riverbank Road	Whytes Lane East	
Burns Point Ferry Road	River Street	Burns Point Ferry - Richmond River	
Byron Bay Road	Ballina Street, Lennox Head	Ballina Shire Boundary	
Carneys Lane	River Drive	Sneesbys Lane	
Carrs Lane	River Drive	2km east of River Drive intersection	
Church Lane	Empire Vale Road	1.3km north of Empire Vale Road	
The Coast Road	Angels Beach Drive, Ballina	Ballina Street, Lennox Head	
Coolgardie Road	Pacific Highway	Pimlico Road	
Cumbalum Road	Roseville Lane	250m west of the Roseville Lane intersection	
Danns Lane	River Drive	1km east of River Drive intersection	
Emigrant Point Road	Hermans Lane	2.1km east of Hermans Lane intersection	
Empire Vale Road	River Drive	3.6km east of River Drive intersection	

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Road Name	Starting Point	Finishing Point	Conditions
Floods Lane	River Drive	750m east of River Drive intersection	
Hermans Lane	Pimlico Road	Pimlico-Riverbank Road	
Keith Hall Lane	River Drive	2.6km east of River Drive intersection	
Lumleys Lane	Wardell Road - northern end of Lumleys Lane	Wardell Road - southern end of Lumleys Lane	
McAndrews Lane	Pacific Highway	250m west of the Pacific Highway intersection	
Meaney Lane	Pacific Highway	2km east of the Pacific Highway intersection	
Moylans Lane	River Drive	Reedy Creek Road	
Newrybar Swamp Road	Ross Lane	8km north of Ross Lane intersection	
North Teven Road	Teven Road	Tintenbar Road	
Owens Lane	Pacific Highway	2.6km east of the Pacific Highway intersection	
Old Bagotville Road	Bagotville Road	Back Channel Road	
Patches Beach Road	Sneesbys Lane	2km east of Sneesbys Lane intersection	
Perrys Lane	Pimlico-Riverbank Road	Hermans Lane	
Pimlico Road	Pacific Highway	Wilson Street, Wardell	
Pimlico-Riverbank Road	Pimlico Road	Perrys Lane	
Purdies Lane	River Drive	1km east of River Drive intersection	
Reedy Creek Road	Empire Vale Road	Moylans Lane	
River Drive	Pacific Highway, Wardell	Burns Point Ferry - Richmond River	
Ross Lane	Pacific Highway	Byron Bay Road	
Sneesbys Lane	River Drive	3.2km east of River Drive intersection	
South Ballina Beach Road	River Drive	1.8km east of River Drive intersection	
Stokers Lane	Teven Road	1.4km west of Teven Road intersection	

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Road Name	Starting Point	Finishing Point	Conditions
Teven Road	Bruxner Highway, Ballina	Ballina Road, Alstonville	
Thurgates Lane	Wardell Road	1.8km south of Wardell Road intersection	
Tintenbar Road	Tamarind Drive	Teven Road	
Uralba Road	Bruxner Highway	Wardell Road	
Walshs Lane	Pacific Highway	1.3km east of the Pacific Highway intersection	
Wardell Road	Daley Street, Alstonville	Pacific Highway, Wardell	
Wellers Road	Teven Road	1.6km west of Teven Road intersection	
Westbridge Lane	Bruxner Highway	1.2km north of the Bruxner Highway intersection	
Whytes Lane	Pacific Highway	Pimlico Road	
Whytes Lane East	Pimlico Road	Perrys Lane	

REVIEW

The B-Double and 4.6m high Vehicle Route Assessment for Regional and Local Roads Policy is to be reviewed:

- every two years, or
- whenever the road classification changes, or
- at the end of a Gazettal period, or
- within one year of the election of a new Council.