

Build something great™



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RE: Benefits of PBS Quad dog

Tony

Further to our discussion earlier about the benefits of allowing our PBS quad dogs to cart their maximum allowed pay load.

The vehicles that we intend to operate in Ballina Shire are under 19 metres in length so are able to travel on any road applicable to a general access vehicle at a maximum weight of 50.5t. Under PBS level 2a we can load the same vehicles to 56.9t

The vehicles incorporate the latest technology that makes them safer, quieter and better for the environment. The main features are listed below:

Improved Safety Features



- EBS/ABS
- Improved access with modified steps
- Traction control
- FUPS
- Euro 5 SCR /Ad blue
- Under body exhaust
- Onboard weighing
- Deadman hoist controls
- Ocu slide
- Tailgate indicator lights
- Dash cams forward/rear
- Blind spot mirrors
- GPS tracking

Boral Transport Ltd
ABN 31 000 111 571

We currently operate the traditional 3 axle dog trailers in Ballina and the difference between them and the quad dogs as far as payload are listed below

Difference between tri-axle and quad dog

Tri-axle dog trailer combinations allow up to a 33 tonne payload with no restrictions on general access
(Maximum Gross = 48.5 tonnes)



Quad dog trailer combinations allow up to a 39 tonne payload, when given PBS Level 2A GML and CML Network approval.
(Maximum gross = 57.5 tonnes)



The actual difference in length for the configuration that we are proposing is less than a metre and illustrated below

Difference between tri-axle and quad dog



N.B. Our PBS quad dogs are less than a metre longer than a tri-axle.
This is achieved by a shorter draw bar

The main benefits to the community is less truck movements to carry the same volume of product. Every 5 loads equates to 1 less truck. The case study below was based on volumes carted out of our Boral Teven quarry

Requirements for first/last mile access – Case Study 4

Teven Quarry

Over the last 12 months, Boral has delivered ~ 50,000 tonnes from Teven quarry in 1,800+ trips

Quad dog access at 57.5 tonnes would mean this same amount of freight would take 1300 trips.

A potential reduction of approximately 500 trips per year if access was granted



Boral are also on Ballina Shire truck hire panel and traditionally the council have only utilised rigid trucks with a payload of around 12 tonnes. If we could utilise our truck and trailers at 39 tonne payload would again save the council truck movements.

I would be happy supply a vehicle for inspection by councillors and answer any questions similar to what we did with Clarence Valley council.

Should you require any further information please give me a call on 0427 899 756

Regards


Rob Waghorn
Operations Manager (Tippers)

POLICY NAME: Restricted Access Vehicles (RAV)
accessing Local Roads

POLICY REF:

MEETING ADOPTED: Resolution No.

POLICY HISTORY:



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OBJECTIVE

To clarify and determine the stance for reviewing, determining, documenting and responding to Restricted Access Vehicle (RAV) applications requesting to travel on local roads.

RAV operators can apply for the following permits:

- Class 1 Permit – Vehicles such as oversize or overmass (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 Permit – B-doubles, road trains, long buses (controlled access buses), and high livestock and vehicle carriers that do not exceed prescribed mass and dimension requirements. Also includes Performance Based Standards (PBS) vehicles.

- **Class 3 Permit** – 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

Application

Operators seeking permits to operate RAVs on local roads are to submit an application through the NHVR. The NHVR is responsible for contacting Council about the application for access.

In adopting this policy, Council is establishing the local conditions to be considered in respect of NHVR regulatory framework. Specifically, this policy will provide for the efficient assessment of applications made under the framework while encouraging improved safety outcomes through the use of high standard vehicles and reducing the number of total vehicle movements on route that have been assessed as suitable for mass limit and other concessions.

Assessment

Assessment of applications will be in accordance with the NHVR Approved Guidelines for Granting Access and with this policy.

Assessment is to be based on the route's road infrastructure and the vehicles types being proposed. As a road authority, Council must decide if the level of risk is suitable to give consent having regard to the following:

- Cause damage to road infrastructure
- Impose adverse effect on the community / public amenity. This may include:
 - noise;
 - emissions;
 - traffic congestion;
 - dust.
- Pose significant risks to public safety arising from heavy vehicle use that is incompatible with road infrastructure or traffic. Some considerations should include:
 - the vehicle's ability to interact with surrounding traffic;
 - the vehicle's ability to interact with the infrastructure and road environment;
 - dimensions of the road such as its width and the length of stretches of the road;
 - location of infrastructure on or near the road pavement;
 - usual traffic conditions of the road – such as what types of vehicles use the road;
 - the use of properties near the road – for example does the road pass a property used by vulnerable road users such as children;
 - sight distances for other road users;
 - clearance zones for the road;
 - the results of road safety assessments and audits; and
 - whether the road is suitable for the safe transport of dangerous goods.

Subject to the above risks and considerations, access should be granted to vehicles that can provide improvements to efficiency and productivity compared to existing arrangements. Considerations in this context can include, but are not limited to, vehicles that:

- reduce the number of overall trips for a freight task;
- reduce emissions;
- with respect to infrastructure deterioration (i.e. pavements, bridges and other structures);
 - reduce absolute or overall deterioration;
 - reduce the rate of deterioration;
 - 'consume' the asset at a more efficient rate for the freight being transported;
- reduce traffic congestion on the network;
- reduce trip times for users on the network; and
- reduce crash risk.

Class 1 Applications

Vehicles such as oversize or overmass (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.

The Council will assess on a case-by-case basis.

Single trip permits to be issued under this class. These are for situations where the nature of the load / trip is not likely to be replicated by subsequent trips, or it can be established that a significant risk to public safety or road infrastructure would exist if allowing access for RAVs beyond a limited number of vehicles/trips or a period of time.

Requests for period permits (that are issued for up to a period of up to three years) that have been assessed as feasible will be determined by the General Manager or his/her delegate. Where required, or where advice would assist, the General Manager will refer the application to the Local Traffic Committee.

Class 2 Applications

Vehicles such as B-doubles, road trains, long buses (controlled access buses), and high livestock and vehicle carriers that do not exceed prescribed mass and dimension requirements. Also includes Performance Based Standards (PBS) vehicles.

The Council to assess on a case-by-case basis, the determination of these applications will be made by the General Manager, or his/her delegate.

Single trip permits may be issued under this class. These are for situations where the nature of the load / trip is not likely to be replicated by subsequent trips, or it can be established that a significant risk to public safety or road infrastructure would exist if allowing access for RAVs beyond a limited number of vehicles/trips or a period of time.

11.1 Heavy Transport Vehicles - PBS Level 2 Routes.DOC

Ballina Shire Council

Restricted Access Vehicles (RAV) accessing Local Roads

B-Double Routes

Requests for period permits (issued for up to a period of up to three years) will only be approved for the following pre-approved B-Double routes:

- 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.

All other applications for B-Double routes will be refused as Council does not consider the road network suitable for these vehicles other than the routes listed above which support the freight task to our industrial estates

4.6m High Vehicle Routes

Requests for period permits (issued for up to a period of up to three years) will only be approved for the following pre-approved 4.6m high vehicle routes:

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	
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	
Meaneys Lane	Pacific Highway	2km east of the Pacific Highway intersection	
Moylans Lane	River Drive	Reedy Creek Road	

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Road Name	Starting Point	Finishing Point	Conditions
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	
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	

Additional areas may be added, subject to a report to the Local Traffic Committee seeking endorsement.

Performance Based Standards (PBS) Routes

Requests for period permits (that are issued for up to a period of up to three years) that have been assessed as feasible will be determined by the General Manager or his/her delegate. Where required, or where advice would assist, the General manager will refer the application to the Local Traffic Committee.

Class 3 Applications

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.

The Council to assess on a case-by-case basis.

Single trip or Period permits to be issued under this class where assessment deemed feasible, having regard to the policy positions set out for Class 1 and 2 vehicles.

BACKGROUND

The Heavy Vehicle (Mass, Dimension and Loading) National Regulation prescribes the mass and dimension requirements for heavy vehicles.

The regulation allows for the classification of heavy vehicles into the following types:

- General Access Vehicles (GAV) that comply with mass and dimension requirements and do not require a notice / permit to operate on the road network.
- Restricted Access Vehicle (RAV) that is a Class 1, 2, or 3 vehicles which operates under a notice / permit, or a vehicle operating under a higher mass limits (HML) that can generally only access certain parts of the road network.

This policy is specifically for RAVs and the process followed when assessing, documenting and issuing permits for these vehicles to access Council's road network.

The Heavy Vehicle National Law (HVNL) provides that certain classes of RAVs, despite being registered and compliant with the HVNL and other legal requirements may only be used on a public road if the operator has been granted access through a notice/ permit (mass or dimension authority) from the National Heavy Vehicle Regulator (NHVR). Restricted access vehicles are subject to restrictions to ensure that the use of these vehicles does not endanger public safety, and to minimise or avoid any adverse impact on road infrastructure and public amenity.

RAV operators can apply for the permits listed below via NHVR. Although Council has the authority to issue permits for local roads, operators are directed to NHVR to submit applications. This provides a centralised processing hub for all NHVR and has been requested by NHVR representatives.

- Class 1 Permit – Vehicles such as oversize or overmass (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 Permit – B-doubles, road trains, long buses (controlled access buses), and high livestock and vehicle carriers that do not exceed prescribed mass and dimension requirements. Also includes Performance Based Standards (PBS) vehicles.
- Class 3 Permit – 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.

Vehicles that operate under higher mass limits (HML) or concessional mass limits (CML) are, under the HVNL, operating within prescribed mass requirements. For example, a B-double operating under HML is a Class 2 heavy vehicle unless it exceeds another prescribed mass requirement or dimension requirement.

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 may only grant a mass or dimension authority if:

- it is satisfied that the use of heavy vehicles under the authority will not pose a significant risk to public safety;
- each relevant road manager has consented to the grant; and
- any other consents required by law have been obtained or given.

The NHVR is the first point of contact for operators for all heavy vehicle enquiries and access applications. The NHVR is legally responsible for contacting road managers about application for access and legally responsible for notifying operators on the status and outcome of their application.

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 must be included in a mass or dimension authority.

The road manager is legally accountable for its decision, albeit that it is not subject to an external review process. It is required to give reasons for its decisions and must comply with restrictions outlined in the HVNL on when it can deny access.

The road manager is allowed to require travel conditions and road conditions and the NHVR must impose these conditions. The road manager may request that the NHVR impose vehicle conditions but cannot demand that these conditions be imposed.

With road manager powers, comes responsibility to ensure that such decisions are made according to the law, comply with procedural fairness principles, and with due consideration of the interests of not only the community and road users but also the restricted access vehicle operators and their customers.

DEFINITIONS

CML	Concessional Mass Limits – allow 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).
GAV	General Access Vehicles – comply with mass & dimension requirements and do not require a permit to operate on the road network
GML	General Mass Limits – apply to all heavy vehicles, it is the allowable mass for all types of heavy vehicle axle groups.
HML	Higher Mass Limits – allow 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), vehicle are fitted with certified road-friendly suspension, vehicles are on an authorised HML route.
NHVR	National Heavy Vehicle Regulator
OSOM	Oversize Overmass
PBS	Performance Based Standards
RAV	Restricted Access Vehicle – Includes Class 1, 2, 3 vehicles that operate under a permit or a HML.

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Road Manager	The road owner, such as local government. Responsible for consenting on whether restricted access vehicles are allowed on its roads and conditions that should apply.
SPV	Special Purpose Vehicle

SCOPE OF POLICY

This policy applies to:

- Council employees
- Community members
- Consultants/Contractors
- Committees of Council:
 - Local Traffic Committee

RELATED DOCUMENTATION

Related documents, policies and legislation:

- Heavy Vehicle National Law (NSW)
- Heavy Vehicle Act 2013
- Heavy Vehicle (General) National Regulation (NSW)
- Heavy Vehicle (Mass, Dimension and Loading) National Regulation (NSW)
- NHVR Approved Guidelines for Granting Access

REVIEW

The Restricted Access Vehicles Policy is to be reviewed every four years.