Transport Management Plans for oversize and/or overmass movements in NSW

Transport Roads & Maritime Services

FACT SHEET

Introduction

This information sheet provides information about oversize and/or overmass (OSOM) Transport Management Plans (TMPs) for the movement of OSOM vehicles and/or loads in NSW. It aims to assist transport operators conducting such movements by providing information on the requirements for completing a TMP.

Transport Management Plans

A Transport Management Plan (TMP) is a comprehensive document that describes how an OSOM movement will be safely carried out in NSW. The document is structured to enable you to record your plans, procedures and other operational activities that are required to safely transport an OSOM movement in NSW.

Due to the changing nature of the road environment, increasing traffic levels and demand for OSOM movements there is an increased need to closely manage the risk and journey disruptions caused by OSOM movements. To provide the necessary management of "High Risk" OSOM movements, Roads and Maritime Services (RMS) has introduced the OSOM TMP.

The TMP provides an increased planning and execution focus for "High Risk" OSOM movements to ensure that these movements are carried out in a safe, responsible manner with reduced impact on other road users and road infrastructure.

TMP Requirements

When is a TMP required?

A TMP is required prior to a permit being assessed for OSOM movements that are greater than 6.5 metres wide. From 6 January 2014 all OSOM movements that are classified as "High Risk", either due to their dimensions and/or weights and/or route, will be required to complete a TMP prior to a permit being issued for the movement. OSOM movements that involve "Critical/Sensitive" loads will also be required to complete a TMP.

Table 1: "High Risk" Criteria for OSOM Movements*

Criteria	TMP required if:
Length	> 40 metres
Height	> 5.2 metres(1)
Rear overhang	> 7.5 metres(2)
Forward projection	> 5.5 metres(3)
Width	> 6.0 metres(4)
Total combination weight	> 150 tonnes
Route	See "High Risk" Routes at http://www.rms.nsw.gov.au/heavyvehicles/osom/tmp.html

* In assessing whether a particular OSOM movement is classified as "High Risk", RMS will also consider the following but not limited to; time and date of movement, traffic volumes along the proposed route, speed zones along the proposed route, location, grade, terrain and road geometry, frequency of movements and type of load.

(1) If within 200 millimetres of overhead structure(s) along the proposed route, please supply a route survey identifying overhead structure(s) and the traffic management arrangements for travelling under these structure(s).

(2) The rear overhang criteria for "High Risk" agricultural combinations travelling in the Western Zone is > 10 metres.

(3) High risk mobile cranes are exempt from the forward projection "High Risk" criteria as they must be enrolled in the Intelligent Access Program (IAP).

[4] The width criteria for "High Risk" agricultural combinations travelling in the Western Zone is > 6.5 metres.

Table 2: Definition of "Critical/Sensitive" Load

Health Risk	Movements that have the potential to affect the immediate health and welfare of the operator, driver and public i.e. loads with radiation, chemicals, magnets, asbestos etc.
Hazardous/ Environmental	Movements that pose a substantial or potential threat to public health or the environment, whether that be in either gas, liquid or solid form and what type of material it is – corrosive, toxic, radiation.

What information is required in a TMP?

A TMP is made up of the following five criteria:

1. Vehicle and load details;
2. Route survey details of the proposed route(s);
3. Traffic management arrangements;
4. Stakeholder and community consultations; and
5. Rail Infrastructure Manager(s) (RIM) approval.

The information below provides further guidance on each of the five criteria.

1. Vehicle and load details

This section requires information about your vehicle(s) and OSOM load that will be transported.

You will need to provide a diagram and/or photograph showing the overall dimensions of the load and the vehicle/s that will be transporting the load. The diagram and/or photograph needs to show the width, length, height from the ground, both sides and front and rear perspectives.

The weight of the load and weight of the total combination must also be provided.

In your diagram and/or photograph please provide details of the individual axle spacings, ground contact axle width and the required axle group mass.

The details of the load type and the number of loads will need to be provided.

2. Route survey details of the proposed route(s)

This section requires a pictorial route survey of your proposed route. You will need to identify obstacles and 'pinch points' along your proposed route, and document the plans and procedures that will be used to safely navigate through these areas.

It is important that all access issues are documented in this section. You will also need to ensure access has been authorised under the stakeholder and community consultation criteria.

Common obstacles for OSOM loads can include roadside furniture, roundabouts and guardrail. Common 'pinch points' include narrow lane widths, entry and off ramps and bridge crossings.

In your route survey you will also need to identify and provide:

- measured dimensional restrictions at intersections, bridges, crossings, underpasses, overhead structures and road carriageway widths (*including vegetation*);
- any current roadworks along your proposed route (please note that dates and times of roadwork's along a proposed route may change between when a route survey is conducted and when the movement occurs. Please visit livetraffic.com for up to date information);
- proposed movement or relocation of roadside furniture such as signs and lights *including details of individual/organisation who will be moving or relocating the road furniture*;
- suitable "pull over" locations along the proposed route where the OSOM movement can pull over to allow any following and/or oncoming traffic to safely pass; and
- any other activity that may be affected by the passage of the OSOM movement e.g. school bus and coach services.

Google Maps and Google Street view images may be used as a tool to assist in completing a route survey; however they are not a replacement for a physical survey of the proposed route.

You will also need to identify where rest or fatigue breaks will be taken along the proposed route.

3. Traffic management arrangements

This section is about providing information on how the interaction and traffic impacts along the route of the movement will be managed.

When completing this section you will need to consider:

- how the safety of all parties involved in the movement will be managed.
- how delays and traffic impacts to other road users will be minimised.

You will need to provide details on the procedures that will be used to activate a "pull over" as well as the length of time between "pull over's" along the proposed route. Information on the method used to

allow following and/or oncoming traffic to pass must also be provided.

Details of how traffic will be managed at each of the identified 'pinch points' and obstacles must also be provided.

This includes specifying the roles and responsibilities of each party involved in the OSOM movement and how information will be passed between each party involved in the procedures. Please ensure that you also provide a diagram showing the positions of each of the personnel involved in the OSOM movement. For example:

- pilots.
- escorts/Police.
- vehicle/s involved in the movement.
- electrical escort vehicles.

It is important that each person's role and responsibility in the OSOM movement is documented in this section to avoid any confusion on the day of the movement. Contact details of each party should also be recorded to ensure smooth communication.

The indicative speed of the movement along the route must also be provided and proposed travel timings between points must be provided in order to measure an appreciation of associated traffic impacts. Information on the time of day the load is being transported must also be provided detailing the start, end and other key points along the route together with the proposed trip timeline.

In this section you will also need to document contingency and/or emergency arrangements in the event of an emergency and/or breakdown and/or incident. Changes in weather conditions may also result in new risks, it is important that procedures for dealing with these risks are provided.

4. Stakeholder and community consultations

This section is about informing other road users about your movement and also obtaining the relevant approvals from infrastructure authorities along the route of your movement.

In your TMP you must provide approvals from Local Councils where your route involves travel on a council road. You are also required to provide relevant approvals from electricity and telecommunication providers for the length of your route if the height of your movement is over 5.0 metres.

Due to the impact that OSOM movements have on the road network it is important to provide other road users with advance notification of your movement in order to minimise any potential disruption the movement may cause.

In this section you must provide details on what steps will be used to provide notification to other road users, for example the use of Variable Message Signs (VMS), radio and newspaper advertising. It may be necessary to use more than one form of advertising. These methods should be used both prior to the day and/or night of the movement and throughout the duration of the movement.

5. Rail Infrastructure Manager(s) (RIM) approval

Where an OSOM movement involves travel over a railway crossing, it is now a requirement to obtain the approval of the relevant Rail Infrastructure Manager(s) for each railway crossing on the proposed OSOM route. Please note a railway crossing is defined as where a road and railway cross at the same grade i.e. a level crossing. Contact details of the Rail Infrastructure Manager(s) can be found at:

http://www.rms.nsw.gov.au/heavyvehicles/osom/rmp.html

Submitting your TMP

After you have completed your TMP you need to send it to RMS for assessment and review. In order to do this you will need to download the TMP Coversheet OSOM at:

http://www.rms.nsw.gov.au/heavyvehicles/osom/tmp.html

This coversheet provides further information on how to complete a TMP. Please ensure that you complete the coversheet addressing all relevant criteria and sign the declaration prior to attaching it to your TMP.

You should also re-check your TMP to make sure you have provided all the relevant information and have addressed all requirements. Failure to address all the listed requirements in your TMP will result in your TMP being returned with the request for further information.

Completed TMPs can be sent via email to spu@rms.nsw.gov.au

Assessing your TMP

Once your TMP is received, RMS will conduct a review to ensure that you have met all the requirements and can demonstrate that you will safely conduct your OSOM movement. The length of time required to assess a TMP will vary depending on the complexity, dimensions and route of your movement. It is important that you allow sufficient time for this assessment in your planning.

Where further information is required in your TMP you will be contacted by RMS.

Once your TMP has been reviewed you will be asked to submit a permit application for your proposed movement. The permit, once issued, may also include additional conditions such as time of day, traffic management requirements and contact requirements in order to minimise any impact the movement may have on other road users and the road environment.

Please note that the completion of a TMP does not guarantee that an OSOM movement will be permitted. RMS reserves the right to reject or place additional conditions on your movement. For further information on TMPs please contact the Special Permits Unit.

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