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Route Assessment Guidelines for Restricted Access Vehicles

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Road Network Infrastructure Directorate
NSW Roads and Traffic Authority, Sydney, Australia

Edition 2, Revision 0
May 2002

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Revision Control

Edition No.	Revision No.	Description	Date Issued
1	0	Issued for discussion at RTA focus group meeting	DRAFT
1	1	Incorporated revisions arising from focus group meeting	DRAFT
1	2	Incorporate new area code into telephone and fax numbers.	DRAFT
1	3	Revised to reflect Minister's delegation to councils for assessment of Regional and Local roads. Issued for external consultation	DRAFT
1	4	Revised following stakeholder workshop	DRAFT
1	5	Updated RTA Contact Details in Appendix 1. Submitted to Minister	DRAFT
1	6	Released for a one year trial	February 1999
1	7	Revised following one year trial	February 2000
2	0	Add delegation for 4.6 m high vehicles plus minor amendments	May 2002

Note to Edition 2

The *Route Assessment Guidelines for Restricted Access Vehicles, Edition 2, May, 2002* replaces the *Route Assessment Guidelines for B-double and Road Trains, Edition 1, Revision 7, February 2000*.

The major change is the inclusion of a delegation for gazetting routes for vehicles that exceed 4.3m high but do not exceed 4.6m high and consequential changes to text throughout the document.

Some re-ordering has been necessary in the initial sections of the document.

In addition to the technical criteria for 4.6m high vehicles, the Notes for Route Assessors that were originally supplementary material have now been included as an Appendix.

Only minor changes have been made to the remainder of the document, particularly:

- clarifying limitation of powers of councils; and
- some change to technical requirements for lane and shoulder widths for low volume roads.

The guidelines do not deal with all restricted access vehicles. See Section 1 for the scope of the vehicles covered.

1 Scope and Purpose

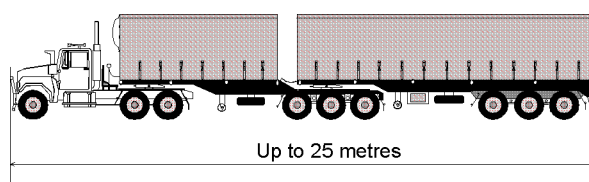
1.1 Scope

“*Restricted access vehicle*” is defined as a single motor vehicle or a combination which alone, or together with any load, exceeds one or more of the following limits:

- a) a mass limit prescribed in the *Road Transport (Mass, Loading and Access) Regulation 1996*;
- b) one or more of the following dimension limits:
 - i) a width of 2.5m;
 - ii) a height of 4.3m;
 - iii) a length of 12.5m in the case of a single motor vehicle or 19m in the case of a combination;
 - iv) any other dimension limit prescribed in the *Road Transport (Mass, Loading and Access) Regulation 1996* or the *Road Transport (Vehicle Registration) Regulation 1998*.

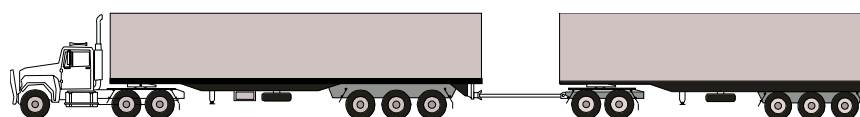
At this time, these guidelines apply *only* to B-doubles, road trains and vehicles exceeding 4.3m but not exceeding 4.6m in height. They do not apply to controlled access buses, B-triples and other types of restricted access vehicles. Over time, guidelines relating to other *restricted access vehicles* may be developed.

A B-double is defined¹ as a combination consisting of a prime mover towing two semi-trailers². 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.



B-double

A road train is defined as meaning³ a combination, other than a B-double, consisting of a motor vehicle towing at least two trailers (counting as one trailer a converter dolly supporting a semi trailer). The illustration below shows the most common road train, the double road train, but other combinations are possible, eg, rigid truck towing two trailers.



Road Train

¹ Definitions taken from *The Road Transport (Mass, Loading and Access) Regulation 1996*.

² Ibid

³ Ibid

For most vehicles, the allowable height limit under the *Road Transport (Vehicle Registration) Regulation 1998* is 4.3m. However, some vehicles are permitted to operate at a height not exceeding 4.6m.⁴

For travel on *specific routes east* of the Newell Highway, the type of vehicle permitted a 4.6m height limit is restricted to a vehicle carrying:

- vehicles on more than one deck;
- multi-deck stock crates;
- overheight containers;
- wool bales;
- hay bales or other primary produce; and
- general freight vehicles, *providing* they are built to 4.6 metres high and meet specific operating conditions.

In addition, two other vehicle types are permitted to travel at a height not exceeding 4.6m:

- a special purpose vehicle such as a mobile crane , mobile concrete pump or a mobile drilling rig; and
- a vehicle or combination, including a load platform and a low loader, designed to carry a large indivisible item such as a bulldozer or power generator

Vehicles carrying loads of any type are permitted to travel on the Newell Highway and any road west of the Newell Highway at a height not exceeding 4.6m.

1.2 Purpose

The *Route Assessment Guidelines for Restricted Access Vehicles* are designed to:

- advise road transport operators who operate B-doubles, road trains and 4.6m high vehicles how to apply for access to new routes;
- outline the procedures and assessment criteria to be used by:
 - ⇒ the RTA to assess State roads;
 - ⇒ councils to assess Regional and Local roads.
- ensure other road managers (eg State Forests, Rail Access Corporation, Federal Airports Corporation, Sydney Ports Corporation, Department of Land and Water Conservation, National Parks and Wildlife Service, tollway operators, etc) are aware of the procedures and assessment criteria.

These guidelines will only apply to new route assessments. B-double and road train routes which have been approved prior to 4 February 1999 and which continue to perform satisfactorily will not be subject to these guidelines.

2 Legal and Policy Framework

Restricted access vehicles operate according to national regulations which are implemented in NSW under the *Road Transport (Mass, Loading and Access) Regulation 1996*. This Regulation establishes the regime for the Minister for Roads to specify areas and routes on which restricted access vehicles can travel.

The Minister has delegated route approval powers to the RTA and councils. A copy of this delegation is given in Section 2.1.1. In addition, the RTA has delegated to councils the power to exempt 4.6m high vehicles from the height limit specified in the *Road Transport (Vehicle Registration) Regulation 1998*. This delegation is given in Section 2.1.2.

The *Route Assessment Guidelines for Restricted Access Vehicles* contain the procedures and assessment criteria for the Minister's delegate to select routes and areas which are suitable for restricted access vehicles operating under notice or permit.

2.1 Delegations for B-doubles, road trains and 4.6m vehicles

2.1.1 Minister's delegation to Councils

See next page.

SCHEDULE 1.

(Functions.)

PART 1

The exercise of all the functions relating to –

- (a) the issue and publication of any Class 2 notice under clauses 17, 20 and 21 (in Division 2 of Part 3) of the Regulation in relation to the specification of areas and routes in or on which are to operate any road train or B-double (being the Class 2 vehicles as described in (i) on page 1 hereof).
- (b) the amendment or repeal of any of only those notices (referred to in paragraph (a) above) made under Part 3 of the Regulation that were made and published by the same delegate.

PART 2

The exercise of all the functions relating to -

- (a) the issue and publication of any Class 1, Class 2 and Class 3 notices respectively under –
 - (i) clauses 10, 11 and 14 (in Division 1 of Part 3) of the Regulation,
 - (ii) clauses 17, 20 and 21 (in Division 2 of Part 3) of the Regulation,
 - (iii) clauses 23, 26 and 27 (in Division 3 of Part 3) of the Regulation), andin relation to the specification of areas and routes in or on which are to operate the respective Class 1, Class 2 and Class 3 vehicles as described in Schedule 2.
- b) the amendment or repeal of any of only those notices (referred to in paragraph (a) above) made under Part 3 of the Regulation that were made and published by the same delegate,

SCHEDULE 2

(Vehicles, or vehicles with a load, that exceed 4.3 metres, but do not exceed 4.6 metres, in height.)

Class 1 vehicles

- (a) any '**special purpose vehicle**' (as defined in the Dictionary of the Regulation) that exceeds 4.3 metres, but does not exceed 4.6 metres, in height; or
- (b) any vehicle or combination (including a low loader or load platform combination) that is specially designed for the carriage of a large indivisible item, or is carrying a large indivisible item, that together with any load, exceeds 4.3 metres but does not exceed 4.6 metres in height.

Class 2 vehicles

- (a) any combination, including a B-double or road train, carrying vehicles on more than one deck that together with any load, exceeds 4.3 metres but does not exceed 4.6 metres in height; or
- (b) any single motor vehicle, or a combination, including a B-double or road train, that exceeds 4.3 metres but does not exceed 4.6 metres in height and is built to carry cattle, sheep, pigs or horses.

Class 3 vehicles

- (a) any single motor vehicle, or a combination, including a B-double or road train, that, together with its load exceeds 4.3 metres but does not exceed 4.6 metres in height and is carrying wool, hay bales or other primary produce; or
- (b) any single motor vehicle carrying vehicles on more than one deck that, together with its load exceeds 4.3 metres but does not exceed 4.6 metres in height; or
- (c) any single motor vehicle, or a combination, including a B-double or road train, that is constructed to exceed 4.3 metres in height, but does not exceed 4.6 metres in height and is carrying freight, other than cattle, sheep, pigs, horses, wool, hay bales, or other primary produce; or
- (d) any single motor vehicle or combination, including a B-double or road train, carrying a freight container that together with its load exceeds 4.3 metres in height, but does not exceed 4.6 metres in height.

SCHEDULE 3 (Limitations.)

1. This Delegation will remain in force until 31 December, 2003 unless it is repealed sooner.
2. A delegate must not exercise a function unless:
 - (i) the areas or routes being the subject of any notice referred to in Schedule 1 hereto are 'Local Roads' or 'Regional Roads' (each of these terms are defined in the Roads and Traffic Authority of New South Wales ("RTA") publication "*Arrangements with Councils for Road Management*" (July 1993, Version 1, revision 1) within the local government area of the delegate;
 - (ii) the requirements and other specifications set out in Guidelines titled the "*Route Assessment Guidelines for Restricted Access Vehicles, Edition 2, 2002*", prepared by Infrastructure Maintenance Branch, Road Network Infrastructure Directorate, RTA, Sydney, Australia are duly complied with;
 - (iii) the area or route nominated by the delegate does not include any existing route or area specified in any notice referred to in Schedule 1 hereto and made by the RTA and published in the NSW Government Gazette;

- (iv) the conditions or requirements set out in clauses 3.3 and 3.4 of Part 3 ('Vehicle Access'), Part 4 ('General Requirements') and Part 5 ('Special Requirements') of the Schedule to the '**4.6 Metre High Vehicle Route Notice 1999**' published in NSW Government Gazette No. 22 of 19 February, 1999, as amended by the Notice published in NSW Government Gazette No. 32 of 3 March, 2000, are included in any notice published by the delegate; and
- (v) A notice made by a delegate (by virtue of this delegation) concerning-
 - (a) Class 1 or Class 3 vehicles as described in Schedule 2 hereto, applies to all such vehicles in the particular Class as set out in that Schedule,
 - (b) Class 2 vehicles as described in this delegation, (that is, in (i) on page 1 hereof and in Schedule 2 hereto) applies to all those vehicles except any 'controlled access bus' (as defined in the Regulation that is not more than 14.5 metres long).

2.1.2 RTA's Delegation to Councils

See next page.

2.1.3 Exercising Delegated Functions

If a Council intends not to exercise its delegated power, the Minister may exercise the power.

2.1.4 Limit of delegation

Councils do not have the power to repeal or amend approvals that were issued by the RTA, however, councils do have the power to repeal or amend their own approvals. For repeals or amendments, councils must follow the processes for original approvals outlined in Section 6.

2.2 RTA Policy on Restricted Access Vehicles

The Government's integrated transport plan, *Action for Transport 2010*, establishes a 12 point action plan that includes:

- safeguarding our environment
- improving air quality
- preventing accidents
- making freight more competitive
- improving access for rural communities
- keeping the network in good order and
- getting the best out of the transport system.

. Facilitating B-doubles, road trains and 4.6m high vehicles has the potential to support these objectives.

2.2.1 B-doubles

Facilitating B-doubles supports *Action for Transport 2010* as:

- two B-double are equivalent to three conventionally articulated vehicles, thereby reducing total lane occupation, accident exposure and environmental impact while improving transport productivity;
- B-doubles result in a reduction in the extent of pavement damage potential per tonne of road freight moved, when compared to conventionally articulated vehicles;
- the double articulation makes B-doubles more stable than conventionally articulated vehicles, contributing to improved safety performance; and
- B-doubles are subject to vehicle and operating conditions over and above those imposed on conventionally articulated vehicles, resulting in an improved safety and environmental performance.

2.2.2 Road trains

2.2.2.1 Double road trains

Facilitating double road trains to 36.5m long has the potential to support *Action for Transport 2010* as:

- use of road trains on routes and in areas which are suitable for their operation reduces total lane occupation, accident exposure and environmental impact while improving transport productivity, for example, one 36.5m road train does is equivalent to two conventional six axle articulated vehicles.
- road trains may offer some advantages in reducing road damage potential per tonne of freight moved, when compared to conventional six axle articulated vehicles;
- road trains can have logistical cost advantages over B-doubles for some freight because they allow easy rear end loading and unloading of the front trailer.

The RTA will work with the transport industry, local government and other stakeholders to facilitate road trains on routes and in areas which satisfy safety, technical and community requirements. However, road network access for road trains is likely to remain restricted, particularly on routes east of the Newell Highway, because:

- road train routes require significantly more overtaking opportunities than B-double routes due to the fact that road trains are longer than B-doubles and are not subject to minimum power requirements;
- B-doubles are more stable than road trains as the drawbar coupling assembly for road trains allows more vertical and horizontal movement of the rear trailers compared to B-doubles;
- road trains require more road space than B-doubles for low speed turning movements because of their extra length;
- road trains can require more road space than B-doubles at high speeds because of increased transverse movement in the rear trailers (trailing fidelity).

2.2.2.2 Triple road trains

Triple road trains are vehicles incorporating a prime mover and three trailers, i.e. an additional trailer to the double road train illustrated in section 1. The evidence available to the RTA indicates that in general triple road trains exceed the dimensional capacity of the road network.

The RTA will not approve new routes, as:

- most roads in country NSW are narrower than the standard that is required for triple road trains; and
- it would not normally be economically justified to upgrade routes purely to provide triple road train access because the transport savings are highly unlikely to outweigh the upgrading costs.

The RTA will work with the transport industry to investigate the possibility of newer technology vehicles such as B-Triples and A+B-Triples for improving transport efficiency without compromising safety or infrastructure wear.

2.2.3 4.6m high vehicles

Facilitating 4.6m high vehicles has the potential to support *Action for Transport 2010* as:

- because of their nature, many commodities cannot be carried on 4.3m vehicles without significant loss of productivity. Such loads include livestock, motor vehicles and baled rural products, including wool and hay;
- allowing these loads to operate up to 4.6 metres high on suitable routes maximises productivity and efficiency; and
- providing assessment criteria for these routes ensures that vehicles up to 4.6 metres high only operate on roads where vertical clearances and other road conditions are suitable.

2.3 Conditions under which Restricted Access Vehicles may Operate

B-doubles may operate on routes which are gazetted for their use in NSW if they meet the vehicle and operating conditions specified in the *General B-doubles Notice 2000*. Permits for individual vehicles are not required so long as the conditions in the notice are met and the proposed route is gazetted for B-double use. Gazetted B-double routes in NSW are listed in the notice.

These guidelines apply principally to route assessment for B-doubles exceeding 19 metres in length but not exceeding 25 metres. However, the guidelines can also be applied to route assessment for B-doubles not exceeding 19 metres in length but exceeding 50 tonnes gross mass.

Road trains may operate on routes which are gazetted for their use in NSW if they meet the vehicle and operating conditions specified in the *General Notice for the Operation of Road Trains 2000*. Permits for individual vehicles are not required provided the conditions in the notice are met and the proposed route is gazetted for road train use. Gazetted road train routes in NSW are listed in the notice.

Vehicles that exceed 4.3m high but do not exceed 4.6m high may operate on routes which are gazetted for their use in NSW if they meet the operating conditions in the *4.6 Metre High Vehicle Route Notice 1999*. The Newell Highway and all roads west of the Newell Highway are available for 4.6m high vehicles but roads east of the Newell Highway are restricted.

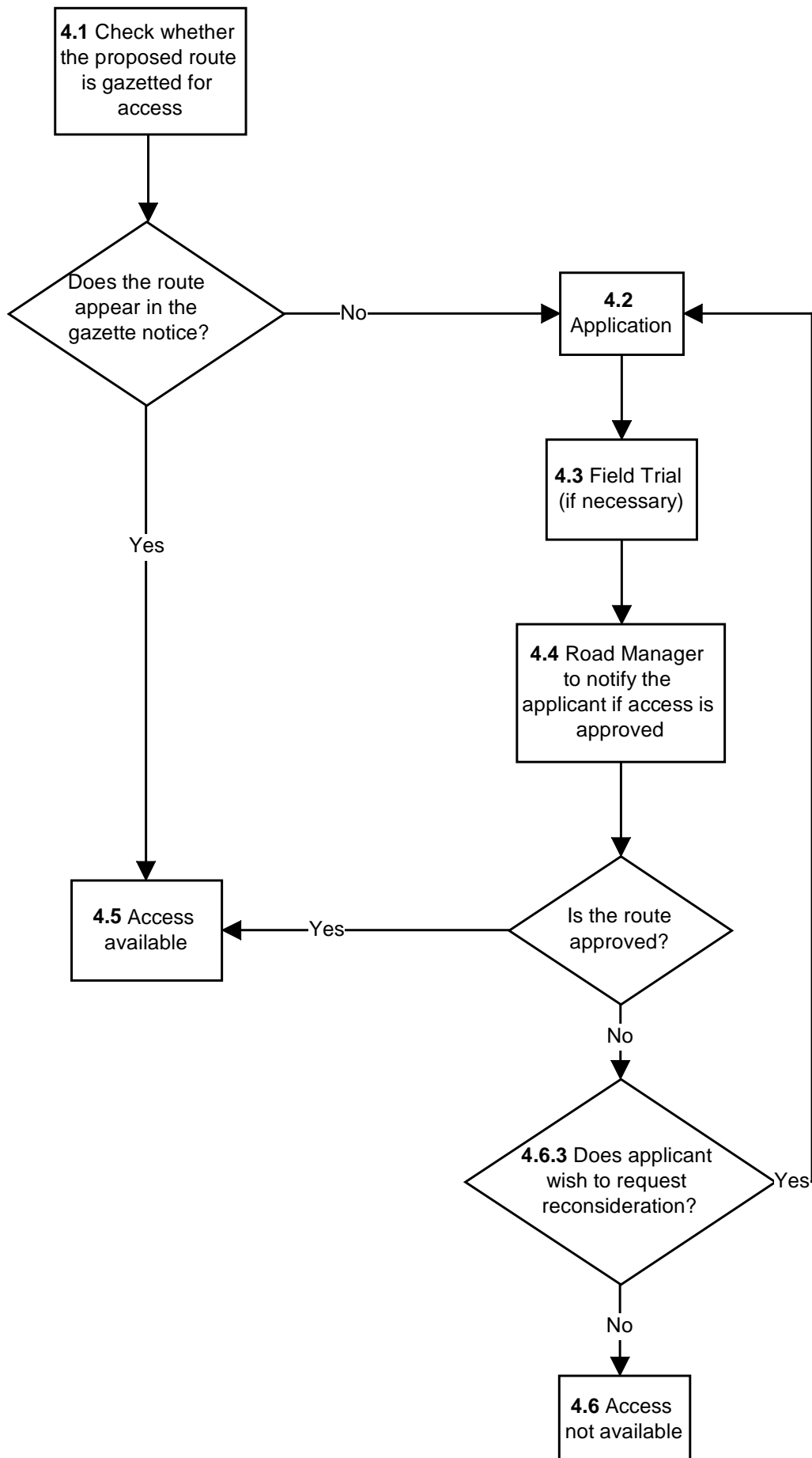
3 Procedures for Specifying Approved Routes

Procedures for assessing proposed routes for restricted access vehicles and specifying approved routes and areas are summarised in the following flowcharts:

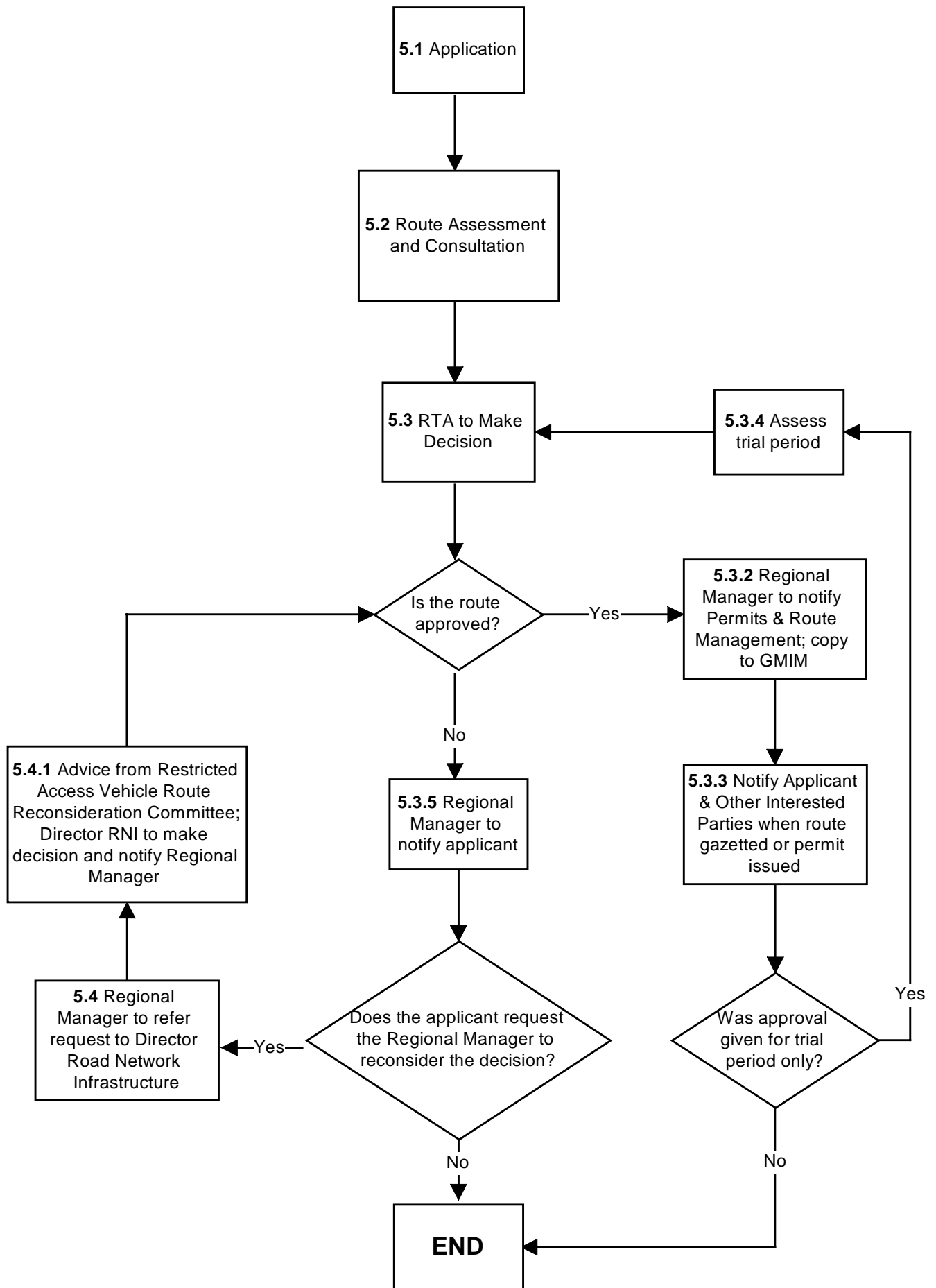
- Section 3.1 for applicants to request a route approval
- Section 3.2 for the RTA to assess State roads
- Section 3.3 for councils to assess Regional and Local roads.

Each step shown in the flowcharts is described in Sections 4 to 6. The numbers in the boxes give the Section where the particular step is described.

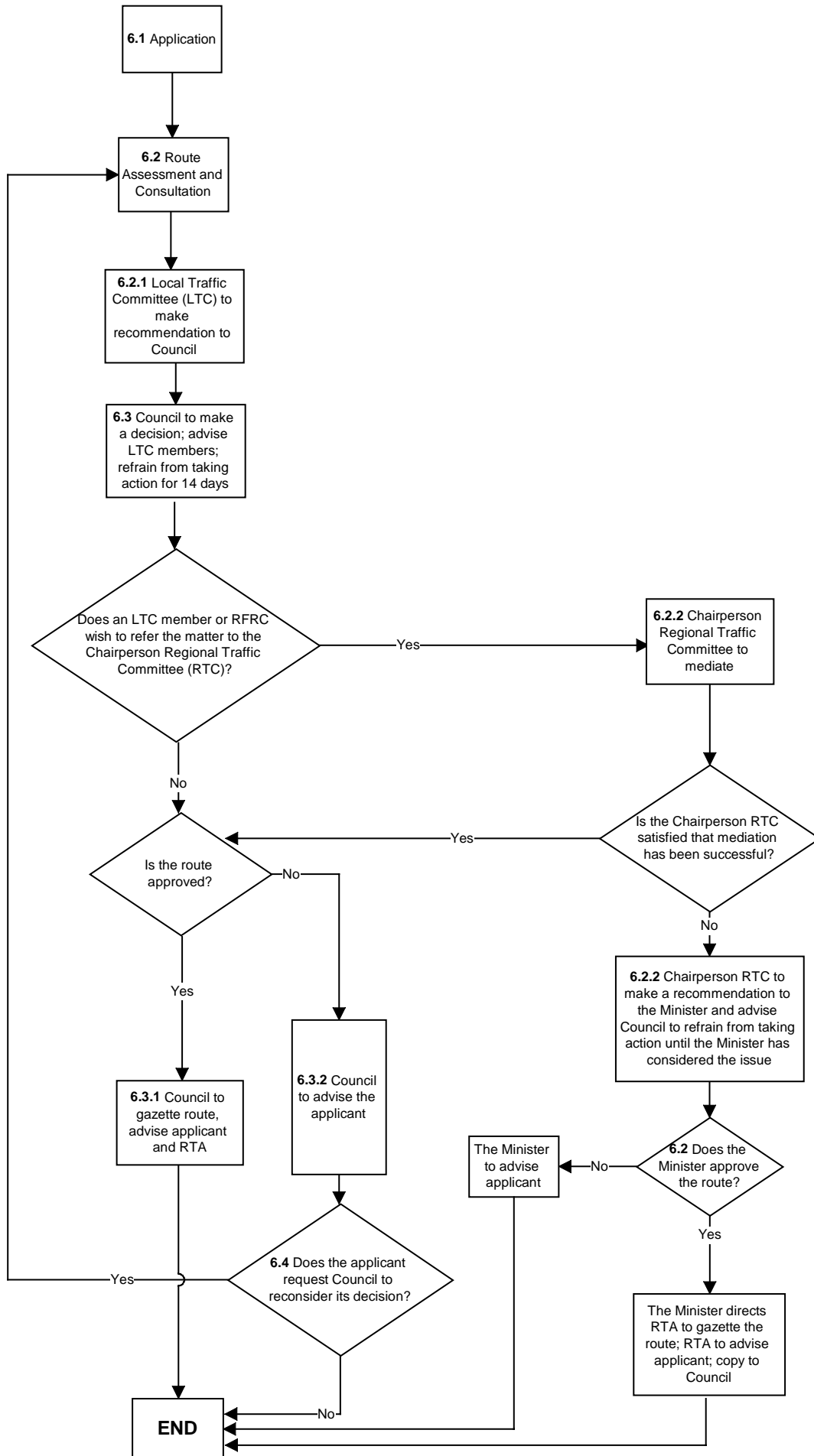
3.1 Procedures for Applicants for a New Route



3.2 Procedures for RTA to Assess State Roads



3.3 Procedures for Councils to Assess Regional and Local Roads



4 Guidelines for Applicants

4.1 Check whether the Proposed Route is Gazetted for Access

An applicant wanting to use a restricted access vehicle should first check whether the proposed route is gazetted for use by that type of vehicle. A route or area that is gazetted for road trains is automatically gazetted for B-doubles that operate according to the conditions of the notice.

In checking whether a route is available the applicant should consult the relevant notice, published in the Government gazette. The RTA publishes the notices in a document called *Permit Notices for the Operation of B-Doubles, Road Trains, 4.6m High Vehicles and Controlled Access Buses*, which is available from Motor Registries and Permits Unit. Contact details for Motor Registries and Permits Unit are listed in Appendix 1. The Notices are also available on the RTA's web site, www.rta.nsw.gov.au.

If the proposed route does not appear in the notice the applicant may contact the RTA Regional Freight Route Co-ordinator (RFRC) to receive an updated listing of gazetted routes and to confirm that a formal application is required. Contact details for RFRCs are listed in Appendix 1.

4.2 Application

An applicant seeking access to a route or area which is not gazetted should send one application to each Road Manager responsible for the proposed route. The applicant may be required to send separate applications to RTA and councils. However, the applicant is not required to apply directly to other Road Managers such as Rail Access Corporation, Department of Land and Water Conservation, Federal Airports Corporation, Sydney Ports, National Parks and Wildlife Service and private sector tollway operators. The RTA and councils will consult with these Road Managers where appropriate.

The applicant is to identify which Road Manager (ie, RTA and/or councils) an application is to be sent. The RTA is the Road Manager for State roads (including National Highways), as well as roads in the unincorporated area (ie, no local Council) in far western NSW. Councils are Road Managers for Regional and Local roads. Road Managers are detailed below:

Road Class	Road Manager
1. State roads, including National Highways	1. RTA
2. Regional roads and Local roads	2. Local Council*
3. Road over rail bridges on most State, Regional and Local roads	3. Rail Access Corporation
4. Irrigation structures under roads	4. Department of Land and Water Conservation or other organisations.
5. Various other roads and bridges	5. Other bodies such as State Forests, Federal Airports Corporation, Sydney Ports, National Parks and Wildlife Service or private sector tollway operators.
6. Roads in the Unincorporated Area in far western NSW	6. RTA

* RTA maintains a small number of bridges on Regional and Local roads

If a RTA or Council route includes structures that are managed by bodies such as Rail Access Corporation and Department of Land and Water Conservation, RTA or Council will consult with those bodies as part of the route assessment.

If the applicant wishes to access public streets which are managed by other bodies such as Federal Airports Corporation, Sydney Ports, National Parks and Wildlife Service and private sector tollway operators, the application is to be sent to the RFRC who will co-ordinate the assessment.

The map attached as Appendix 1 identifies State roads in country NSW and the RTA's administrative boundaries. The map may assist in identifying those Road Managers to which an application should be sent. The applicant may contact the RFRC for advice on those Road Managers to which an application should be sent. The map in Appendix 1 may also assist in identifying the appropriate RFRC to contact.

If a proposed State route crosses an RTA Administrative Boundary the application may be addressed to either RFRC. If a proposed Council route crosses a Council boundary an application is to be sent to each Council through which the route passes.

A completed application form is to be included with each application. Appendix 2 contains an application form. The application form requires the applicant to provide details of the entire proposed route - either a detailed map or road names, turns at intersections and addresses of terminals.

Applicants are to ensure that terminals are adequate for restricted access vehicle operations before accessing a route. Manoeuvres into and out of a terminal are to be in a forward direction. Swept path diagrams may assist in comparing vehicle turning space requirements with terminal design. Swept path diagrams appear in Austroads *Design Vehicles and Turning Path Templates*. Sample swept path templates are attached at Appendix 6. Guidelines for the design of parking and manoeuvring areas are set out in the RTA *Guide to Traffic Generating Developments* (TGD) and the associated Australian Standard AS 2890.

Applicants may identify in their application any other matter which they consider should be taken into account when assessing the route, eg, assessment criteria applied by other States. It should be noted that although the *Road Transport (Mass, Loading and Access) Regulation 1996* is nationally consistent, there is currently no binding mechanism to ensure nationally consistent criteria for assessing routes.

4.3 Field Trial

The RTA, Council or other relevant Road Manager may require a field trial of one or more vehicles as part of the route assessment. Alternatively, the applicant may request a field trial to assist evaluation. The applicant is to provide one or more vehicles, fully laden if requested, and a driver for the field trial. Vehicles used for a field trial are to comply with the conditions of the relevant notice or permit. The RFRC will arrange a temporary permit for each vehicle involved in the field trial.

The RTA, council or other Road Manager may invite relevant RTA and council staff, Police Officers, Local Councillors, transport industry representatives and interested groups to attend the field trial.

4.4 Road Manager to notify the Applicant if Access is Approved

The RTA and/or council will notify the applicant whether the route is approved. If the route is approved but not yet gazetted, the RTA and/or council may verbally advise the applicant. However, approved routes cannot be legally accessed until the route is gazetted or a vehicle specific permit issued. The applicant may request the RFRC to issue a permit so that the route can be accessed while it is being gazetted.

4.5 Access Available

When the RFRC or council notifies the applicant that the route has been gazetted, or a specific permit has been issued, an operator may access the new route using vehicles that meet the notice or permit conditions.

If a Regional or Local road that crosses two or more council areas is approved by one council but not another, the operator may only access that part of the route which is approved. This may mean that it is impractical to use the route. To avoid this situation, councils are required to consult with each other when assessing routes that cross council boundaries.

4.6 Access Not Available

If the route is not approved, the applicant will be advised by the Road Manager (ie, RTA or council). Reasons for the decision will be given. The applicant may then pursue any of the following courses of action:

4.6.1 Accept Decision

The applicant may accept that the route is unsuitable and that access is not available.

4.6.2 Make a New Application

The applicant may submit a new application (refer Section 4.2) for a different route.

4.6.3 Request Reconsideration

The applicant may request RTA and/or council to reconsider its initial decision, provided reasons for the reconsideration are stated.

For State roads, a written request is to be sent to the RTA's Director Road Network Infrastructure (RNI). Contact details are in Appendix 1. In undertaking the reconsideration, the Director RNI will consider advice from the RTA Restricted Access Vehicle Route Reconsideration Committee (RAVRRC) and may also consult with the Minister. Membership and operation of the RAVRRC is described in Section 5.4.

For council roads, a written request is to be sent to the council. In undertaking the reconsideration, council again considers advice from the Local Traffic Committee (LTC), and LTC members have the right to refer the matter to the Chairperson Regional Traffic Committees (RTC).

The applicant will be advised when the matter is referred to the Chairperson RTC.

The applicant may produce evidence to support a review of local community views in the light of broader State and regional development interests. The applicant may be required to present and explain the supporting evidence to the RTA, RAVRRC, council, LTC or the Chairperson RTC.

4.7 Reapplication

If council does not follow the procedures in the Guidelines, the Minister may consider approving the route. In these circumstances the applicant may address an application to the Minister.

5 Guidelines for RTA

The Minister for Roads has delegated to RTA the power to specify restricted access vehicle areas and routes which are State roads (including National Highways). The RTA specifies approved routes and areas by publishing notices in the Government Gazette. The RTA also co-ordinates the assessment of roads which are managed by other bodies identified in Section 4.2 (ie, Federal Airports Corporation, Sydney Ports, National Parks and Wildlife Service and private sector tollway operators).

The management procedures for RTA to assess routes are explained below.

5.1 Application

5.1.1 Letter of Acknowledgement

On receipt of an application for a restricted access vehicle route that is a State road, or a road managed by another body identified in Section 4.2, a letter of acknowledgement is to be sent to the applicant within 10 working days. The letter is to specify:

- whether other Road Managers need to be consulted as part of the route assessment;
- and
- that the applicant will be advised of the suitability of the route within 40 working days of the date of the letter of acknowledgement;
- or
- any additional information that is required for the route assessment;
- or
- details of special circumstances which make it unlikely that the route will be assessed within 40 working days.

Councils may refer applications for State roads and/or RTA maintained bridges on council roads to the Regional Freight Route Co-ordinator (RFRC). The RFRC is to send a letter of acknowledgement to the applicant within 10 working days of receiving the referral. The RTA is to assess the route and respond directly to the applicant.

5.1.2 Roads Maintained by Other Road Managers

If the RFRC receives an application for a council road, the application is to be referred to the relevant council(s) for their reply direct to the applicant. A copy of the referral is to be sent to the applicant.

For roads which are managed by other bodies such as State Forests, Federal Airports Corporation, Sydney Ports, National Parks and Wildlife Service and private sector tollway operators, the RFRC is to request the Road Manager to undertake a route assessment. A letter is to be sent to the Road Manager at the same time as the letter of acknowledgement is sent to the applicant. The letter is to specify:

- road and bridge assets for which a recommendation is required;
- a timeframe within which a recommendation is required, so that the RTA can respond to the applicant within 40 working days of the date of the letter;
- if a recommendation is not received within the nominated timeframe the RTA may assume the Road Manager has no objections to the route being approved, and
- further negotiation may take place directly between the applicant and the Road Manager.

Similarly, if the route includes structures which are not managed by RTA (such as road over rail bridges), the relevant Road Manager is to be consulted in relation to the structural capacity of the route.

The RFRC may assist councils and other Road Managers in carrying out the route assessment.

RTA maintained bridges on Regional and Local roads are to be assessed by the RTA, within council's specified timeframe.

5.2 Route Assessment and Consultation

The route is to be assessed and relevant consultation undertaken within 40 working days of the date of the letter of acknowledgement, unless there are special circumstances such as the length of the route or the extent of consultation required. However, in no circumstances is the assessment to take longer than 60 working days.

The RFRC is to co-ordinate the preparation of an impact statement as part of the route assessment. The impact statement is to address safety, technical, economic, and environmental issues, along with any community concerns. The checklist of assessment criteria in Appendices 3, 4 and 5 should form the basis of the impact statement:

- Appendix 3 contains criteria for assessing B-double routes. Proposed B-double routes are to be assessed on the basis of 25m B-doubles unless the application relates specifically to B-doubles not exceeding 19 metres but exceeding 50 tonnes, when the only criteria that needs to be considered relates to bridges.
- Appendix 4 contains criteria for assessing road train routes. Proposed road train routes are to be assessed on the basis of type 1 (double) road trains.
- Appendix 5 contains criteria for assessing 4.6 metre high vehicle routes. Proposed 4.6 metre high vehicle routes are to be assessed on the basis of similar vehicles that can already legally use the route (eg conventional articulated vehicles or restricted access vehicles approved for the route).

The impact statement may include other significant local issues not listed in Appendices 3, 4 and 5. In order to help identify significant local issues, the RFRC is to consult with relevant sections of the community. For example, the RFRC may consult with the councils through which the route passes. Should council wish to hold public consultation sessions, the RFRC may provide assistance.

The RFRC may request the applicant to provide information which is necessary to complete the impact statement. If additional information is required from the applicant, the time taken for the applicant to provide this information is not counted as part of the 40 working day assessment period.

If the proposed route crosses an RTA Administrative Boundary, the RFRC is to liaise with the other relevant Regional Freight Route Co-ordinators in arranging the route assessment.

5.2.1 Field Trials

If the initial assessment produces inconclusive results, the applicant may request or the RFRC may arrange a field trial of the route. Field trials may also address community concerns by demonstrating vehicle performance. Should the RFRC wish to undertake a field trial, the applicant is to be advised and offered the option.

If a field trial proceeds, the RFRC is to arrange a temporary permit for each vehicle involved in the field trial. Council is to be advised of the trial so that they may trial their section of the route at the same time if desired.

Relevant RTA and council staff, Police Officers, Local Councillors, road transport industry representatives and interested groups may be invited to attend the field trial. Attendees are to be invited to submit written comments on the field trial to the RFRC.

Councils or other Road Managers may also request a field trial of their infrastructure. In these instances the RFRC is to arrange a temporary permit for each vehicle involved in the trial.

The time taken to arrange and carry out the field trial is not included in the original assessment period of 40 working days.

5.2.2 Assess Field Trial

The RFRC is responsible for assessing that part of the field trial that takes place on State roads and/or bridges. The assessment is to consider the observed behaviour of the vehicle and any written comments received from attendees. The time taken to assess the field trial is included in the original assessment period of 40 working days.

Assessment of a field trial of infrastructure that is maintained by other Road Managers is the responsibility of that Road Manager. Comments received about the suitability of roads and bridges which are maintained by another Road Manager (eg council roads) are to be forwarded to the relevant Road Manager. RTA attendees may submit comments on a field trial involving infrastructure that is maintained by other Road Managers.

5.3 RTA to Make Decision

5.3.1 RFRC Recommendation to the Regional Manager

The RFRC is to make a recommendation to the Regional Manager on the suitability of the route. The recommendation should include details of the technical assessment, community consultation, recommendations from relevant Road Managers and field trial if one was held. The completed checklist from the route assessment is to be attached in support of the recommendation.

If a council or other Road Manager has not responded within the RTA's nominated timeframe, the RFRC may assume there is no objection, and recommend route approval, provided the route is suitable according to the assessment criteria in Appendices 3, 4 and 5.

If the results of a field trial are inconclusive the RFRC may recommend a longer trial period to the Regional Manager. Normally, the field trial needs to be conclusive to justify approval.

5.3.2 Notify Permits and Route Management if Access is Approved

The Regional Manager is to notify Permits and Route Management if a new route is to be gazetted. The Regional Manager may also arrange for a permit to be issued to the operator so that the road can be accessed before it is gazetted.

Permits and Route Management will arrange gazettal of new routes and can issue permits if required. Gazettal of a new route should not take longer than two weeks.

The RFRC may verbally advise the applicant of the status of the route assessment if necessary in order to meet the 40 working day assessment period.

5.3.3 Notify Applicant and Other Interested Parties when Route Gazetted

Permits and Route Management is to advise the RFRC when a new route is gazetted. Permits and Route Management may provide a copy of that section of the Government Gazette which identifies the new route. The RFRC is to inform the applicant and other interested local parties such as councils, Police Service, RTA Inspectors Vehicle Regulation, etc, when a new route is gazetted.

The RFRC will also be advised by council when a Regional or Local road is approved for gazettal. The RFRC is not required to notify the applicant, however other interested parties such as Inspectors Vehicle Regulation and the Police Service should be notified.

5.3.4 Assess Trial Period

If the route is approved as a limited duration trial period, the RFRC is to initiate assessment of the trial period 40 working days prior to the end of the trial period. The performance of the route during the trial period is to be assessed according to the assessment criteria in Appendices 3, 4 and 5. The assessment is to include consultation with other Road Managers as appropriate (refer Section 5.2). The RFRC is to make a recommendation to the Regional Manager as to the suitability of the route (refer Section 5.3.1).

5.3.5 Notify the Applicant if Access is Not Approved

If the route is unsuitable for access the Regional Manager is to notify the applicant in writing. The applicant is to be advised of the reasons why the route is unsuitable. The Regional Manager may suggest alternative routes.

5.4 Reconsideration

An unsuccessful applicant, or a council, may request the Regional Manager to reconsider the suitability of access for a State road provided reasons are given for the reconsideration. The Regional Manager is to refer reconsideration requests to the Director RNI.

In undertaking the reconsideration, the Director RNI will consider advice from the RTA Restricted Access Vehicles Route Reconsideration Committee (RAVRRC).

5.4.1 Restricted Access Vehicles Route Reconsideration Committee

The RAVRRC is made up of:

- the General Manager Infrastructure Maintenance (GMIM) or representative (convenor);
- a representative from a peak transport industry body;
- a representative of the NSW Local Government and Shires Association.

On receipt of a reconsideration request, the GMIM will assess if the reasons for reconsideration are sufficient. If the route has been assessed as unsuitable, reconsideration has previously confirmed that it is unsuitable and circumstances on the route have not changed, the GMIM need not reconsider for 12 months. If the reasons for reconsideration are valid, the GMIM will circulate the request to members of the RAVRRC requesting their comment.

The GMIM may request the Regional Manager to convene a Regional Reference Group meeting to provide advice on local issues to the RAVRRC. A Regional Reference Group is to be made up of RTA Regional Manager or representative (convenor) and representatives from the freight industry and councils affected by the reconsideration. Regional Reference Groups could use existing Regional liaison forums such as Regional Council Consultative Committees, Road Freight Groups, or Regional Development Committees. The Regional

Reference Group's advice to the GMIM is to identify the views of the various members of the group.

When the reconsideration has been undertaken, the Director Road Network Infrastructure will notify the Regional Manager whether the route is to be approved. The Regional Manager is to follow the procedures in Section 5.3 for approving or not approving the route.

5.5 Procedures for Varying Existing Approvals

Many State roads were approved by the RTA prior to the Minister's delegation to councils coming into effect. RTA will endeavour to maintain these routes in a condition that would enable them to continue to be used by restricted access vehicles.

Councils may request the RTA Regional Manager to vary an existing approval on these routes.

For routes that are maintained by other road managers but were approved by RTA, the RTA Regional Manager may vary the existing approval on request from the appropriate road manager.

6 Guidelines for Councils

The Minister for Roads has delegated to councils the power to specify restricted access vehicle routes and areas which are Regional and Local roads. This delegation is reproduced in Section 2. Councils are to specify approved areas and routes by advising RTA to publish notices in the Government Gazette.

The management procedures for councils to assess routes are explained below.

6.1 Application

6.1.1 Letter of Acknowledgement

On receipt of an application for a restricted access vehicle route that is Regional or Local road, a letter of acknowledgement should be sent to the applicant within 10 working days. The letter should specify:

- whether other Road Managers will be consulted as part of the route assessment;
- and
- that the applicant will be advised of the suitability of the route within 40 working days of the date of the letter of acknowledgement;
- or
- any additional information that is required for the route assessment;
- or
- details of special circumstances which make it unlikely that the route will be assessed within 40 working days. Note that lack of a suitable meeting of the LTC is not a valid reason for extension of consideration beyond 40 working days.

The RTA may refer applications for Regional and Local roads to councils. Council should send a letter of acknowledgement to the applicant within 10 working days of receiving the referral. Councils are to assess the route and respond directly to the applicant.

6.1.2 Roads Maintained by Other Road Managers

If council receives an application for a State road, or a road maintained by another Road Manager identified in Section 4.2, the application is to be referred to the RTA's Regional Freight Route Co-ordinator (RFRC). Contact details are in Appendix 1. A copy of the referral to the RFRC is to be sent to the applicant.

If the route includes structures which are not managed by council (such as RTA maintained bridges and road over rail bridges) the relevant Road Manager should be consulted in relation to the structural capacity of the route. A letter should be sent to the Road Manager at the same time as the letter of acknowledgement is sent to the applicant. The letter should specify:

- road and bridge assets for which a recommendation is required;
- a timeframe within which a recommendation is required, so that the council can respond to the applicant within 40 working days of the date of the letter;
- if a recommendation is not received within the nominated timeframe the council may assume the Road Manager has no objections to the route being approved, and
- further negotiation may take place directly between the applicant and the Road Manager.

Councils may be requested to provide advice when the RTA is assessing State roads. Council's advice to the RTA should identify significant local issues, and seek to balance the safety, technical, economic, and environmental issues with any community concerns.

Councils may undertake public consultation to help formulate their advice. Councils may request the RFRC to assist with public consultation.

If Council's advice is not provided within the RTA's specified timeframe, the RTA may assume Council has no objections to the route being approved.

6.2 Route Assessment and Consultation

The route is to be assessed and relevant consultation undertaken within 40 working days of the letter of acknowledgement, unless there are special circumstances such as the length of the route or the extent of required consultation.

Council is to notify the applicant in advance if the assessment is likely to take longer than 40 working days.

If Council fails to respond to the applicant within 40 working days, or within 60 working days if valid reasons exist for the additional 20 working days, the Minister may assume that Council does not wish to exercise its delegated power and that there are no community concerns. In these circumstances, the Minister may exercise the power as outlined in Clause 2.2.1 of these Guidelines.

Council is to prepare an impact statement as part of the route assessment. The impact statement should address safety, technical, economic, and environmental issues, along with any community concerns. The checklist of assessment criteria in Appendices 3 and 4 is to be completed and form the basis of the impact statement:

- Appendix 3 contains criteria for assessing B-double routes. Proposed B-double routes are to be assessed on the basis of 25m B-doubles unless the application relates specifically to B-doubles not exceeding 19 metres but exceeding 50 tonnes, when the only criteria that needs to be considered relates to bridges.
- Appendix 4 contains criteria for assessing road train routes. Proposed road train routes are to be assessed on the basis of type 1 (double) road trains.
- Appendix 5 contains criteria for assessing 4.6 metre high vehicle routes. Proposed 4.6 metre high vehicle routes are to be assessed on the basis of similar vehicles that can already legally use the route (eg conventional articulated vehicles or restricted access vehicles approved for the route).

The impact statement may include other significant local issues not listed in Appendices 3 and 4. Councils may undertake community consultation to help identify issues for the impact statement. For example, councils may consult with ratepayers or other stakeholders. Councils may request the RFRC to assist with community consultation.

Council may request the applicant to provide information which is necessary to complete the impact statement. If additional information is required from the applicant, the time taken for the applicant to provide this information is not counted as part of the 40 working day assessment period.

Council may request the RFRC to assist with the assessment of routes and preparation of the impact statement.

If the proposed route crosses a council boundary, the other councils through which the route passes are to be consulted. Councils should seek to avoid the problem of one council approving the route and another council not approving its part of the same route. Councils

may use existing regional liaison forums such as Regional Council Consultative Committees, Road Freight Groups, or Regional Development Committees.

6.2.1 Local Traffic Committee

Council is to refer the impact statement to its Local Traffic Committee (LTC) for advice. The LTC is an advisory committee only, having no decision making powers. The LTC may call for comment from interested parties such as the applicant, the Transport Workers Union, etc. The LTC may call for a field trial if one has not already been held.

The Police or RTA representative on the LTC or the RTA Regional Freight Route Co-ordinator may refer a disagreement to the Chairperson Regional Traffic Committee (RTC), if council advises that it intends:

1. to accept LTC advice that is not unanimous
2. not to accept LTC advice.

The operation of LTCs is explained in detail in the *RTA Traffic Engineering Manual*.

6.2.2 Chairperson Regional Traffic Committee

The Chairperson Regional Traffic Committee (RTC) is to mediate between the disagreeing parties, and to provide a recommendation to council. The Chairperson RTC may call for:

1. a meeting of the Regional Traffic Committee
2. comment from interested parties such as the LTC representative(s), the applicant, Transport Workers Union, etc
3. a field trial if one has not already been held.

If the Chairperson RTC decides mediation has not succeeded, he may make a recommendation to the Minister for Roads. The Chairperson RTC is to send council a copy of his recommendation to the Minister. Council is to refrain from taking any action until the Minister has fully considered the issue.

The operation of the RTC is explained in detail in the *RTA Traffic Engineering Manual*.

6.2.3 Field Trials

If the initial assessment produces inconclusive results, the applicant may request or the council may arrange a field trial of the route. Field trials may also address community concerns by demonstrating vehicle performance. Should the council wish to undertake a field trial, the applicant is to be advised and offered the option.

The council is to arrange any field trial in consultation with the RFRC. The RFRC will arrange a temporary permit for each vehicle involved in the field trial. The RFRC may wish to trial the RTA's section of the route at the same time.

Relevant council and RTA staff, Police Officers, Local Councillors, engineering staff, road transport industry representatives and interested groups may be invited to attend the field trial. Attendees are to be invited to submit written comments on the field trial to the council.

If a field trial is required, the time taken to arrange and carry out the trial is not included in the original assessment period of 40 working days.

6.2.4 Assess Field Trial

Councils are responsible for assessing that part of the field trial that takes place on their infrastructure. The trial should be assessed according to the observed behaviour of the vehicle and any written comments received from attendees. The time taken to assess the field trial is included in the original assessment period of 40 working days.

Assessment of infrastructure that is maintained by other Road Managers is the responsibility of the Road Manager. Comments received about the suitability of roads and bridges which are maintained by another Road Manager (eg State Assets) are to be forwarded to the relevant Road Manager. Council attendees may submit comments on a field trial involving infrastructure that is maintained by other Road Managers.

6.3 Council to Make Decision

In deciding on the suitability of a route, councils should take the views of the local community and industry into consideration, and must seek to balance the safety, technical, economic, and environmental issues with any community concerns. Councils must also take into consideration the strategic freight planning priorities for the local area, such as identified freight routes, and REPAIR program priorities

In cases where the LTC advice is unanimous, council may go ahead and

1. advise RTA to gazette the route; or
2. reject the application.

If LTC advice is not unanimous, or council wishes not to accept unanimous advice, then council is to notify the Commissioner of Police and the RTA of its decision. Council is to refrain from taking any action for 14 days so that the Police Service and RTA have the opportunity to refer the matter to the Chairperson Regional Traffic Committee.

If the results of a field trial are inconclusive the council may opt for a longer trial period. Council may request the RTA's RFRC to issue permits to facilitate the trial period.

6.3.1 Council to request RTA to Gazette if Access Approved

- If the route is approved, council directs the RTA to publish a notice in the Government Gazette. Council is to prepare a signed notice for publication in the Government Gazette. Appendix 7 contains sample notices for use by councils.

Council may include conditions in the notice, eg, speed limits for bridges, restrictions on travelling at certain times of the day, etc. When the route is gazetted, RTA will notify the applicant and council in writing.

Council may request the RFRC or Permits and Route Management to issue permits so that the route can be accessed before it is gazetted. Council may verbally advise the applicant of the status of the route assessment if necessary in order to meet the 40 working day assessment period.

6.3.2 Council to Notify the Applicant if Access is Not Approved

If access is not approved, council is to notify the applicant in writing, including reasons for the rejection. A copy of this notification should be sent to the RFRC.

6.4 Reconsideration

6.4.1 State Roads

Council may request the RTA's Regional Manager to reconsider the initial decision, provided reasons for the reconsideration are stated. Councils may be required to present supporting evidence to the RAVRRC (refer Section 5.4.1).

Councils may also be requested by the RTA Regional Manager to participate in Regional Reference Group meetings (refer Section 5.4.1). Councils should participate in Regional Reference Group meetings to help identify significant local issues.

6.4.2 Regional and Local Roads

The applicant may request council to reconsider its initial decision provided reasons for the reconsideration are stated. If the route has been assessed as unsuitable, reconsideration has previously confirmed that it is unsuitable and circumstances on the route have not changed, the council need not reconsider for 12 months. If the council agrees to reconsider, council should follow the process outlined in Sections 6.2 and 6.3.

6.5 Procedures for Varying Existing Approvals

A number of Regional and local roads were approved by the RTA prior to the Minister's delegation to councils coming into effect. Councils do not have the power to repeal or vary approvals that were issued by the RTA. However, a council may request the RTA Regional Manager to repeal or amend the existing approval following a re-evaluation of the route and submission of a case justifying why change is necessary.

Councils have the power to repeal or vary their own approvals but they must follow the processes outlined in Section 6 of these Guidelines for amendments or repeals as well as original approvals.

7 Related Documents

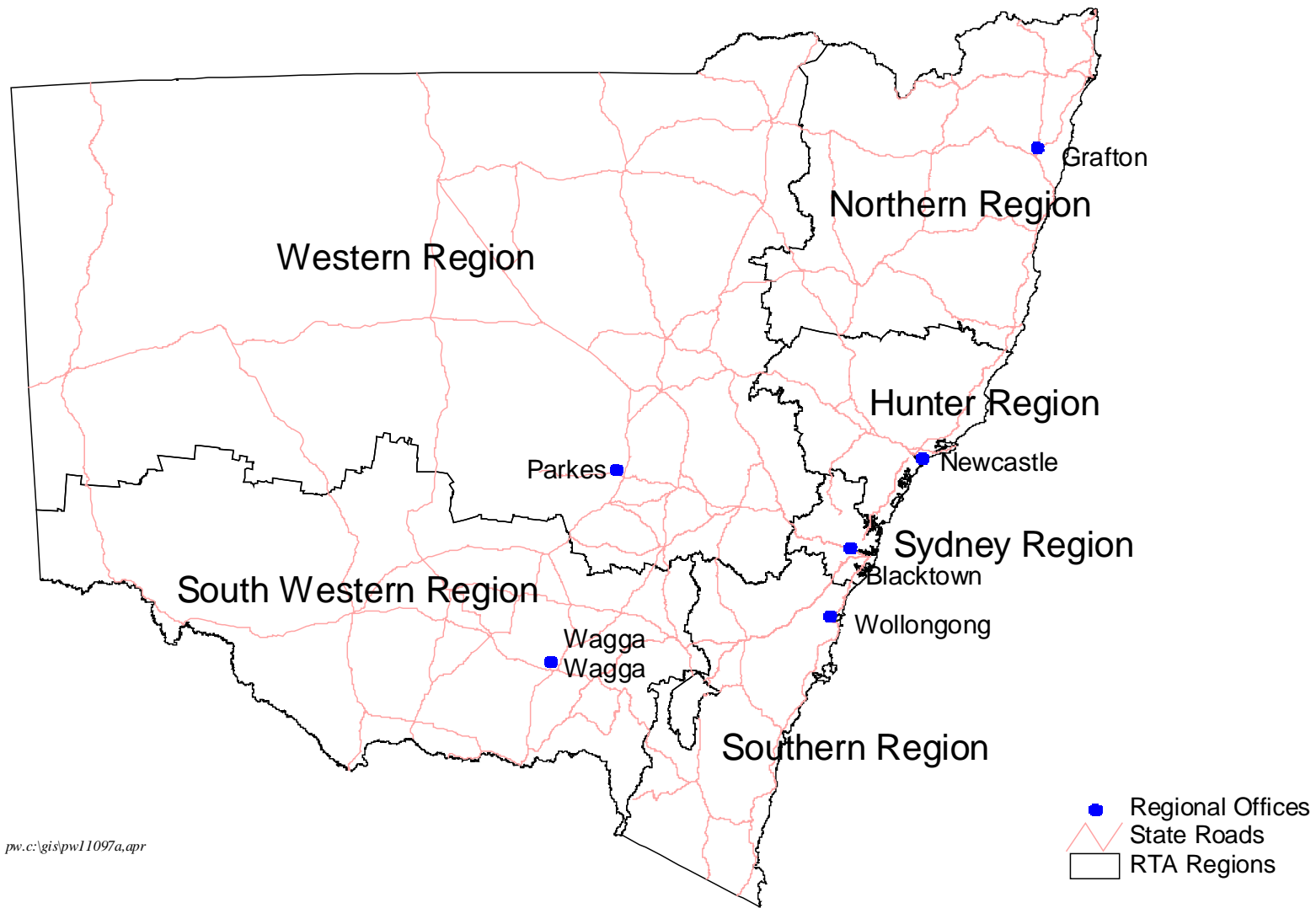
- Australian Standard AS 2890
- Austroads (1995) *Design Vehicles and Turning Path Templates*, AP-34/95, Sydney
- RTA *Road Design Guide*
- RTA *Guide to Traffic Generating Developments*
- RTA *Traffic Engineering Manual, draft*
- RTA *Permit Notices for the Operation of B-doubles, Road Trains, 4.6m High Vehicles and Controlled Access Buses*
- RTA *Road Train and B-double Routes in NSW and ACT, April 1999*
- RTA *B-double Routes in Sydney, Newcastle and Wollongong, April 1999*

Appendix 1

Map Showing State Roads

RTA Administrative Boundaries and Regional Offices

RTA Contact Details



A1.1 Regional Offices

REGION	ADDRESS (street, postal and DX)	SUBURB
HUNTER	59 DARBY STREET LOCKED BAG 30 (DX 7813)	NEWCASTLE 2300
NORTHERN	31 VICTORIA STREET PO BOX 576 (DX 7610)	GRAFTON 2460
SOUTH WESTERN	1 SIMMONS STREET PO BOX 484 (DX 5407)	WAGGA WAGGA 2650
SOUTHERN	71-77 KEMBLA STREET WOLLONGONG NSW 2500 PO BOX 477 (DX 5178)	WOLLONGONG EAST 2520
SYDNEY	85 FLUSHCOMBE ROAD PO BOX 558 (DX 8120)	BLACKTOWN 2148
WESTERN	51-55 CURRAJONG STREET PO BOX 334 (DX 2056)	PARKES 2870

A1.2 Motor Registries

The nearest Motor Registry is found by telephoning the RTA customer service number on 132213 and following the voice prompts.

A1.3 Regional Freight Route Co-ordinators

A1.3.1 Sydney Region

Peter Shoemark

Sydney Regional Office

85 Flushcombe Road

(PO Box 558)

Blacktown NSW 2148

Telephone: (02) 9830 5520

Facsimile: (02) 9831 0111

email: peter_shoemark@rta.nsw.gov.au

A1.3.2 Western Region

Stuart Peden

Western Regional Office

51-55 Currajong Street

(PO Box 334)

Parkes NSW 2870

Telephone: (02) 6861 1478

Facsimile: (02) 6861 1414

email: stuart_peden@rta.nsw.gov.au

A1.3.3 Hunter Region

Colin Nunn

Hunter Regional Office

59 Darby Street

(Locked Bag 30)

Newcastle NSW 2300

Telephone: (02) 4924 0331

Facsimile: (02) 4924 0342

email: colin_nunn@rta.nsw.gov.au

A1.3.4 Northern Region

Bob Wood

Tamworth District Office

155 – 157 Marius St

(P.O. Box 530)

Tamworth NSW 2340

Telephone: (02) 6768 1401

Facsimile: (02) 6768 1499

email: bob_wood@rta.nsw.gov.au

A1.3.5 Southern Region

Bryce Jeffress

Southern Regional Office

71-77 Kembla St

Wollongong NSW 2500

(PO Box 477)

(Wollongong East NSW 2520)

Telephone: (02) 4221 2468

Facsimile: (02) 4272 3705

email: bryce_jeffress@rta.nsw.gov.au

A1.3.6 South Western Region

Paul Hastie

South Western Regional Office

1 Simmons St

(P.O. Box 484)

Wagga Wagga NSW 2650

Telephone: (02) 6938 1111

Facsimile: (02) 6938 1183

email: paul_hastie@rta.nsw.gov.au

A1.4 Permits Unit

Ground Floor

260 Elizabeth Street

Surry Hills NSW 2010

PO Box K198

Haymarket NSW 1238

Telephone: (02) 9218 6221

Facsimile: (02) 9218 6564

1-800 677 583 (if calling from outside Sydney Metropolitan Area)

A1.4.1 Permits and Route Management

Keith Walsham

Leader Permits and Route Management

Driver and Vehicle Central Operations

Level 7, Centennial Plaza

260 Elizabeth Street

Surry Hills NSW 2010

(PO Box K198)

(Haymarket NSW 1238)

Telephone: (02) 9218 6584

Facsimile: (02) 9218 6538

A1.5 Director, Road Network Infrastructure

Mike Hannon

Road Network Infrastructure Directorate

Level 6, Centennial Plaza

260 Elizabeth Street

Surry Hills NSW 2010

(PO Box K198)

(Haymarket NSW 1238)

Telephone: (02) 9218 3553

Facsimile: (02) 9218 6404

A1.6 RTA web site

Further details of routes and the complete permit notices are available on the RTA web site.

The internet address is www.rta.nsw.gov.au, and then click on "*Registration*" and then "*Heavy Vehicle Information*". Click on "*Permit Notices*" and select the relevant Notice.

Appendix 2

Application Form

**(note that applicants need not be the transport company
who would operate the vehicle)**

4. Benefits of B-Double / Road Train Access / 4.6 metre High Vehicle

Please provide a brief explanation of the benefits of providing access to your proposed route and *why* it will bring these benefits eg increased productivity/efficiency, improved road safety.

5. Any other matters which should be taken into account

NOTE

B-Doubles, Road Trains and 4.6m high vehicles travelling under notice are to meet the vehicle and operating conditions in the Permit Notices for B-Doubles, Road Trains, 4.6m high vehicles and Controlled Access Buses



Send your application to a RTA Regional Freight Route Coordinator

Appendix 3

Assessment Criteria for Proposed B-Double Routes

A3.1 General Requirements for Route Assessment

A3.1.1 B-doubles exceeding 19 metres

The route assessment is to focus on operating parameters which differentiate B-doubles from normal articulated vehicles.

RTA and council staff undertaking B-double route assessments are to be personally familiar with B-double operations and regulations. The assessing officer should have travelled on a B-double and be familiar with their technical capabilities.

It should be noted that these Assessment Criteria are for guidance only and are not rigid rules. In addition, short sections of lower standard of a total route which is otherwise satisfactory would not necessarily preclude acceptance of the route as a whole.

A3.1.2 B-doubles not exceeding 19 metres

B-doubles not exceeding 19 metres in length have geometric performance that is significantly better than that of normal articulated vehicles. Therefore, the only assessment criteria that needs to be taken into account when assessing B-doubles exceeding 50 tonnes is the structural capacity in Section A3.5.

A3.2 Environment and Community Amenity

A3.2.1 Noise

The noise emanating from B-doubles is similar to the noise from the standard 6 axle articulated vehicles that would be replaced by B-doubles. Therefore, use of B-doubles instead of normally articulated trucks decreases total noise exposure as less trucks are required for a given freight task.

In assessing routes which pass through noise sensitive areas, the views of the local community are to be considered.

A3.2.2 Community Amenity

Local community concerns should be taken into account and balanced against the economic, road safety, traffic management and other technical issues.

A3.3 Dimensional Capacity

A3.3.1 Lane and Shoulder Widths

Desirable standards for lane and shoulder widths for B-double routes are :

Description	AADT	Min Lane Width (m)	Min Shoulder Width (m)
low volume see note 1	< 100	5.5 m formation on straight alignment for curves, refer A3.3.2	
low volume see note 1	100 - 500	7.0 m formation on straight alignment for curves, refer A3.3.2	
other	500 - 2000	3.0	1.0
	2000 - 6000	3.0	1.2
	> 6000	3.25	1.2

Note 1: Local and regional roads carrying low volumes of traffic are to be assessed based on traffic, gradient, lane width, sight distances and other relevant factors.

Lane width is the “trafficable width” divided by number of lanes. Shoulder width includes both sealed and unsealed portions of the shoulder. Widths are derived from measurements using the RTA ROCOND 90 Road Condition Manual.

In urban areas, the minimum desirable shoulder widths may not apply.

Corners which would be travelled at slow speed are to be checked to ensure that they adequately accommodate the B-Double swept path (refer A3.3.2).

A3.3.2 Vehicle Swept Path Requirements

The geometry of curves on low speed and/or low volume roads, intersections, roundabouts, and other traffic management devices should be checked to ensure they adequately accommodate a B-double travelling at low speed. Swept path diagrams for a B-double appear in Austroads *Design Vehicles and Turning Path Templates*.

A field trial will assist in assessing swept path requirements.

A3.3.3 Railway Level Crossings and Adjacent Intersections

At crossings controlled by signals, the signal warning time is to allow for clearance of the longer vehicle.

At crossings with passive control (signs only) sight envelopes are to be adequate for B doubles.

There is to be sufficient road length either side of a level crossing to allow the B-double to clear the crossing before having to stop at an intersection, and to clear an intersection before having to stop at the level crossing. Similarly, there is to be sufficient road length between adjacent intersections to allow the B-double to clear the first intersection before stopping at the second.

A3.3.4 Terminals

The applicant is responsible for ensuring the suitability of terminals. Road Managers should ensure that the geometry of the terminal is sufficient to allow entry and exit in a forward direction. Swept path diagrams and/or a field trial may assist the applicant to identify the suitability of the terminal.

A3.4 Road Safety and Traffic Management

Steep grades which are speed limited for normal articulated vehicles are generally not a constraint for B-double access, as B-doubles are required to meet minimum braking requirements.

A3.4.1 Overtaking Opportunities - Rural Areas

Overtaking opportunities are to be sufficient so that the percentage of vehicles following another vehicle meets the requirements for that route. The TRARR model can be used to identify the percentage of vehicles following. Particular attention would need to be given to roads with significant proportions of grade exceeding 5%.

It should be noted that sight distance is a major consideration when establishing centreline markings. However, if the route has a significant proportion of double lines, overtaking of B-doubles is no worse than for other vehicles.

A3.4.2 Sight Distances

Horizontal and vertical sight distances at intersections which meet the Safe Intersection Sight Distance standards specified in the RTA *Road Design Guide* are satisfactory. Sight distances which do not meet these standards can still be considered.

A3.4.3 Traffic Signals

The minimum green time should be sufficient to allow B-doubles to safely clear an intersection from a stop-start position.

A3.5 Structural Capacity

A3.5.1 Long Span Bridges

Because of their increased gross mass, the forces imposed by B-doubles on certain bridge types can be greater than for other conventional legally loaded vehicles, and these bridges may need to be checked to ensure they have adequate capacity. The bridges which should be checked are:

- bridges built to older designs which have simple spans greater than 30m or which have spans between 10m and 14 m which are structurally continuous; or
- light truss bridges, or
- bridges in poor condition.

B-DOUBLE ROUTE ASSESSMENT

Route:

Origin Address: _____ _____ _____ _____ _____ _____

Destination Address: _____ _____ _____ _____ _____

A completed application form showing route details is attached.

This is to certify that the assessment criteria checklist has been ticked and comments provided as appropriate.

My assessment of the inspected route against the Guidelines is that the route is

suitable overall _____

not suitable overall _____

Regional Freight Route Co-ordinator Responsible for the Route Assessment:

Name: _____

Signature: _____

Date: _____

CLAUSE NO	ASSESSMENT CRITERIA	Y E S	N O	COMMENTS
A3.1	Assessor is personally familiar with B-Double operations and regulations	<input type="checkbox"/>	<input type="checkbox"/>	
A3.2 A3.2.1	ENVIRONMENT AND COMMUNITY AMENITY Noise Considered views of local community in noise sensitive areas.	<input type="checkbox"/>	<input type="checkbox"/>	
A3.2.2	Community Amenity Considered local community concerns	<input type="checkbox"/>	<input type="checkbox"/>	
A3.3 A3.3.1	DIMENSIONAL CAPACITY Lane and Shoulder Widths Lane and shoulder widths meet desirable standards.	<input type="checkbox"/>	<input type="checkbox"/>	
A3.3.2	Vehicle Swept Path Requirements Geometry of corners, roundabouts, intersections, and other traffic management devices adequately accommodates B-Double swept path.	<input type="checkbox"/>	<input type="checkbox"/>	
A3.3.3	Railway Level Crossings and Adjacent Intersections Signal warning time allows clearance of B-Doubles, or, if passive control, sight distances adequate for B-Doubles.	<input type="checkbox"/>	<input type="checkbox"/>	
A3.3.4	Terminals Applicant to ensure suitability of terminal. Entry and exit in the forward direction.	<input type="checkbox"/>	<input type="checkbox"/>	

Appendix 4

Assessment criteria for Proposed Road Train Routes

A4.1 General Requirements for Route Assessment

RTA and council staff undertaking road train route assessments are to be personally familiar with road train operations and regulations. The assessing officer should have travelled on a road train and be familiar with their technical capabilities.

It should be noted that these Assessment Criteria are for guidance only and are not rigid rules. In addition, short sections of lower standard of a total route which is otherwise satisfactory would not preclude acceptance of the route as a whole.

Routes east of the Newell Highway are generally unsuitable for road trains due to traffic interaction and overtaking issues.

A4.2 Environment and Community Amenity

A4.2.1 Noise

The noise emanating from road trains is similar to the noise from the B-doubles or articulated vehicles they would replace. Therefore, use of road trains instead of B-doubles and normally articulated trucks decreases total noise exposure as less trucks are required for a given freight task.

In assessing routes which pass through noise sensitive areas, the views of the local community are to be considered.

A4.2.2 Community Amenity

Local community concerns should be taken into account and balanced against the economic, road safety, traffic management and other technical issues.

A4.3 Dimensional Capacity

A4.3.1 Lane and Shoulder Widths

Desirable standards for lane and shoulder widths for road train routes are :

Description	AADT	Min Lane Width (m)	Min Shoulder Width (m)
low volume see note 1	< 100	5.5 m formation on straight alignment for curves, refer A3.3.2	
low volume see note 1	100 - 500	7.0 m formation on straight alignment for curves, refer A3.3.2	
other	500 - 2000	3.0	1.0
	2000 - 6000	3.25	1.2
	> 6000	3.5	1.2

Note 1: Local and regional roads carrying low volumes of traffic are to be assessed based on traffic, gradient, lane width, sight distances and other relevant factors.

Lane width is the “trafficable width” divided by number of lanes. Shoulder width includes both sealed and unsealed portions of the shoulder. Widths are derived from measurements using the RTA ROCOND 90 Road Condition Manual.

In urban areas, the minimum desirable shoulder widths may not apply.

Corners which would be travelled at slow speed are to be checked to ensure that they adequately accommodate the road train swept path (refer A4.3.2).

A4.3.2 Vehicle Swept Path Requirements

The geometry of curves on low speed and/or low volume roads, roundabouts, intersections and other traffic management devices are to be checked to ensure they adequately accommodate a road train travelling at low speed. Swept path diagrams for road trains appear in *Austrroads Design Vehicles and Turning Path Templates*.

A field trial will assist in assessing swept path requirements.

A4.3.3 Bridge Width

The following are desirable standards for bridge widths on road train routes:

- Bridge width at least 7.4m measured kerb to kerb on two-way bridges .
- The ratio of approach width to bridge width on two-way bridges should be less than or equal to 1.25, unless the bridge is signposted for one way traffic only. Approach width is defined as the “surfaced width” using the RTA ROCOND 90 Road Condition Manual.

A4.3.4 Railway Level Crossings and Adjacent Intersections

At crossings controlled by signals, the signal warning time is to allow for clearance of the longer vehicle.

At crossings with passive control (signs only) sight envelopes are to be adequate for road trains.

There is to be sufficient road length either side of a level crossing to allow the road train to clear the crossing before having to stop at an intersection, and to clear an intersection before having to stop at the level crossing. Similarly, there is to be sufficient road length between adjacent intersections to allow the road train to clear the first intersection before stopping at the second.

A4.3.5 Terminals

The applicant is responsible for ensuring the suitability of terminals. Road Managers should ensure that the geometry of the terminal is sufficient to allow entry and exit in a forward direction. Swept path diagrams and/or a field trial may assist the applicant to identify the suitability of the terminal.

A4.4 Road Safety

A4.4.1 Overtaking Opportunities - Rural Areas

Overtaking opportunities are to be sufficient so that the percentage of vehicles following another vehicle meets the requirements for that route. Consideration is to be given to the effect of differential speed limits for road trains on the efficiency of other light and heavy

vehicle traffic using the route. The TRARR model can be used to identify the percentage of vehicles following. Particular attention would need to be given to roads with significant proportions of grade exceeding 5%.

It should be noted that sight distance is a major consideration when establishing centreline markings.

The length of overtaking opportunities is to be sufficient to allow other traffic enough time to pass a 36.5m road train. The desirable sight distances for overtaking opportunities are:

Speed Limit (km/h)	Sight Distance (m)
70	950
80	1,100
90	1,200
100	1,400
110	1,550

A4.4.2 Traffic Interaction

The interaction of traffic using the route is to be considered. The road safety risks associated with drivers who are inexperienced in encountering road trains (eg tourist and journey-to-work travellers) are to be assessed.

A4.4.3 Sight Distances

Horizontal and vertical sight distances at intersections which meet the Safe Intersection Sight Distance standards specified in the RTA *Road Design Guide* are satisfactory. Sight distances which do not meet these standards can still be considered.

4.5 Structural Capacity

A4.5.1 Long Span Bridges

Because of their increased gross mass, the forces imposed by road trains on certain bridge types can be greater than for other conventional legally loaded vehicles. Bridges which may need to be checked are:

- bridges built to older designs which have simple spans greater than 30m or spans between 12m and 20m if structurally continuous; and
- light truss bridges; and
- bridges in poor condition.

ROAD TRAIN ROUTE ASSESSMENT

Route:

Origin Address:	_____

Destination Address:	_____

A completed application form showing route details is attached.

This is to certify that the assessment criteria checklist has been ticked and comments provided as appropriate.

My assessment of the inspected route against the Guidelines is that the route is

suitable overall ___

not suitable overall ___

Regional Freight Route Co-ordinator Responsible for the Route Assessment:

Name: _____

Signature: _____

Date: _____

CLAUSE NO	ASSESSMENT CRITERIA	Y E S	N O	COMMENTS
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A4.1	Assessor is personally familiar with road train operations and regulations.	<input type="checkbox"/>	<input type="checkbox"/>	
A4.2 A4.2.1	ENVIRONMENT AND COMMUNITY AMENITY Noise Considered views of local community in noise sensitive areas.	<input type="checkbox"/>	<input type="checkbox"/>	
A4.2.2	Community Amenity Considered local community concerns	<input type="checkbox"/>	<input type="checkbox"/>	

CLAUSE NO	ASSESSMENT CRITERIA	Y E S	N O	COMMENTS
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A4.3 A4.3.1	<p>DIMENSIONAL CAPACITY</p> <p>Lane and Shoulder Widths</p> <p>Lane and shoulder widths meet desirable standards.</p>	<input type="checkbox"/>	<input type="checkbox"/>	
A4.3.2	<p>Vehicle Swept Path Requirements</p> <p>Geometry of corners, roundabouts, intersections, and other traffic management devices adequately accommodates road train swept path.</p>	<input type="checkbox"/>	<input type="checkbox"/>	
A4.3.3	<p>Bridge Width</p> <p>Desirable requirements for bridge width are met.</p>	<input type="checkbox"/>	<input type="checkbox"/>	
	<p>Desirable requirements for the ratio of approach width to bridge width are met.</p>	<input type="checkbox"/>	<input type="checkbox"/>	
A4.3.4	<p>Railway Level Crossings and Adjacent Intersections</p> <p>Signal warning time allows clearance of road trains, or, if passive control, sight distances adequate for road trains.</p>	<input type="checkbox"/>	<input type="checkbox"/>	
	<p>Road train can clear the crossing/intersection before having to stop at an adjacent intersection.</p>	<input type="checkbox"/>	<input type="checkbox"/>	
A4.3.5	<p>Terminals</p> <p>Applicant to ensure suitability of terminal. Entry and exit in the forward direction.</p>	<input type="checkbox"/>	<input type="checkbox"/>	

Appendix 5

Assessment Criteria for proposed 4.6 Metre High Vehicle Routes

A5.1 General Requirements for Route Assessment

The route assessment is to focus on the operating parameters that differentiate 4.6 metre high vehicles from 4.3 metre high vehicles.

RTA and council staff undertaking route assessment for 4.6 metre high vehicles are to be personally familiar with 4.6 metre high vehicle operations and regulations.

The comments and findings related to the assessment of the route are applicable to the date of assessment only. Any subsequent works that impact on the route are to be re-assessed and appropriate action undertaken, e.g. modify route, revoke approval.

It should be noted that these Assessment Criteria are for guidance only and are not rigid rules.

A5.2 Environment and Community Amenity

The views of the Local Community on issues (e.g. visual damage - lopping trees etc) can be ascertained via the local Traffic Committee, which may wish to seek public comment or, if considered vital, a letter drop throughout the affected community.

Local Community concerns should be taken into account and balanced against the economic, road safety, traffic management and other technical issues.

A5.3 Dimensional Capacity

A5.3.1 Clearance

The assessment should determine whether there is adequate vertical lane clearance to allow 4.6 metre high vehicles to travel along the route without interference from overhead obstructions. The vehicle must also be able to travel the route complying with the traffic regulations, i.e. remain within its designated lane.

The assessment criteria are to be addressed by:

- checking that there is sufficient vertical clearance to all bridge structures and signs using tools such as local databases e.g. BIS, WAE Plans or visual inspection.
- seeking clarification from the relevant Utility Authorities that all overhead wires provide the required minimum clearance, e.g. Local Power Authority, Telstra and Optus and Rail Authority.
- undertaking a visual inspection, especially in areas where trees or other overhang is likely to cause interference.
- giving due consideration to short vertical curves (sags) under bridges to ensure that the whole vehicle can pass under the structure.

The legal minimum vertical clearance for cables over roads is:

Power Lines (low voltage, less than 650 Volts)	5.3 m
Telstra Cables	4.9 m
Optus Cables	4.6 m

It is recommended that there should be a minimum vertical clearance of 200 mm from obstacles such as cables, trees, signs and bridges and 600 mm from low voltage power lines to the highest point on the vehicle.

A5.3.2 Vehicle stability

It is reasonable to expect that 4.6 metre high vehicles will comply with the loading requirements as set out in the *Permits Notices for the Operation of B-Doubles, Road Trains, 4.6 m High Vehicles and Controlled Access Buses, RTA April 1999*. As such, these vehicles should display similar handling and stability characteristics to 4.3 metre high vehicles. Accordingly, with respect to road widths, horizontal and vertical alignment, any route accessible to 4.3 metre high vehicles should be suitable for 4.6 metre high vehicles.

If there are any concerns with isolated curves or grades, then a field trial should be undertaken prior to deeming the route suitable. An example is curves where “tipping truck” curve warning signs are erected.

A5.4 Railway Level Crossings

The standard vertical clearance to the power lines at electrified railway level crossings is 5.8 metres. The power lines carry a direct current voltage of 1500 volts. This voltage requires a clearance in all directions of 1.5 metres. As such, the available vertical height at a standard electrified railway level crossing is 4.3 metres, thus disallowing 4.6 metre high vehicle passage.

In some cases, the power cables have not been installed in accordance with the standard. Therefore, it will be necessary to contact the local Rail Authority to arrange a site visit to check the vertical clearance at electrified level crossings.

Non electrified level crossing do not have vertical clearance restrictions.

A5.5 Terminals

The access to terminals must be free of vertical obstructions for 4.6 metre high vehicles to enter and exit.

4 6 METRE HIGH VEHICLES ROUTE ASSESSMENT

Route:

Origin

Address:

Destination

Address:

A completed application form showing route details is attached.

This is to certify that the assessment criteria checklist has been ticked and comments provided as appropriate.

My assessment of the inspected route against the Guidelines is that the route is

suitable overall _____

not suitable overall _____

Regional Freight Route Co-ordinator Responsible for the Route Assessment:

Name:

Signature:

Date:

—

Appendix 6

Swept Path Diagrams