

## Road Transport (General) Regulation 2013 Feedback Form

Please provide your comments below and return the completed form to Transport for NSW by **31 July 2021**.

You can return your form in one of two ways:

- Email the form to: [RTGR@transport.nsw.gov.au](mailto:RTGR@transport.nsw.gov.au)
- Post the form to: Mr Gavin Crouch, Remake of Road Transport (General) Regulation 2013, Transport Policy, Customer Strategy and Technology, Transport for NSW, PO Box K659, Haymarket NSW 1240.

<b>Contact Name</b>	[REDACTED]
<b>Position Title</b>	<b>Executive Director</b>
<b>Organisation / Agency</b>	<b>BusNSW</b>
<b>Phone No</b>	<b>02 8839 9500</b>
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Please be advised that all submissions will be published on the Transport for NSW website unless a clear statement is made by the person making the submission that they wish to remain confidential. Contact details of individuals making the submission will **not** be published. If you wish all or only certain sections of your submission to be treated as confidential, please indicate below.

Do you wish the whole submission to be treated as confidential?    Yes             No

If you wish only certain sections to be treated as confidential please indicate section(s) with an **X** in the first column below.

Relevant section / clause	Brief description of the issue	Proposed amendment	Contact officer
Reg 12 proposed 2021 Use of lengthy vehicles in central Sydney and on certain other roads	<p>BusNSW is seeking to understand the need for this regulation in regard to operating Controlled Access Buses (CABs) at certain times in specified parts of central Sydney i.e., if times and parts remain relevant. Bus operators need to ensure that they only use CABs on roads that are approved under the <i>National Class 3 Controlled Access Bus Exemption Notice 2019</i> (i.e., The roads included on the NSW CAB interactive network map or the roads on the PDF list of CAB Approved Routes and CAB Denied Routes), or roads approved via an NHVR permit for specified CABs on nominated routes.</p> <p>Also, the Road Rules reference a pdf CBD map which appears to be inconsistent with the NSW Government's digital mapping.</p>	<p>BusNSW recommends that TfNSW undertake a review of the need for bus operators to apply for permission to use CABs at certain times in specified parts of central Sydney by emailing TfNSW with the following information to have a permission request considered:</p> <ul style="list-style-type: none"> <li>• Operator name and address</li> <li>• Contact number</li> <li>• Vehicle type, registration number and Vehicle Identification Number (VIN)</li> <li>• Vehicle width, height and length</li> <li>• Specific roads and days/times travel is requested</li> <li>• Reason for travel</li> </ul> <p>The general process used to control access for buses that are between 12.5m and 14.5m long (outlined in the brief description of the issue) applies to central Sydney. Subject to the outcome of a review, BusNSW would like to see Reg 12 amended to remove any excessive bureaucracy associated with Road Rules 2014, rule 300-3.</p>	
Reg 17 School buses	<p>BusNSW is seeking to understand what school buses used to convey children, to or from School, and outside a transport district (i.e., Sydney metro, Newcastle and Wollongong) should <u>not</u> have <i>warning signs and lights</i> as per Reg 18 i.e., where this clause "does not apply" and an owner of bus used as per above is not required to comply with</p>	<p>Consider limiting this clause to the "School Bus" sign text height (i.e., front and rear) and colours used for lettering/background (i.e., black lettering and yellow background). Alternatively, the "School Bus" sign text height and colours used for lettering/background could be included in the Technical Specifications for Warning signs and lights for school buses (i.e., Technical Specifications 142 and 150), in which case</p>	

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	the relevant technical specification for warning signs and lights as per Reg 18.	Reg 17 may not be required.	
Reg 18 Warning signs and lights for school buses	BusNSW does not understand the relevance of Clause (2) (b) " <i>where no individual fares are being directly collected or school passes used.</i> ". Clause (1) (b) could be amended to incorporate all charters for a school (including charters for school sport transfers, swimming shuttles etc.) and not be specific to "school excursions". BusNSW is also unsure of the relevance of " <i>community service activities</i> " in this Reg.	Consider deleting clause (2) (b) and amending Clause (2) (a). Remove the word "excursion" from Clause (2) (a). Consider the relevance of " <i>community service activities</i> " and if it should be deleted.	
Clause 19 Safety Provisions for buses	Bus door safety system definition to be closer aligned to Technical Specifications for bus door safety systems - 146/155/160.	Consider amending the definition (a) as follows. <b>bus door safety system</b> means a bus door system installed on a bus <i>which is intended to prevent persons from being injured, potentially fatally, by a passenger door in a bus.</i>	
Clause 20 Door requirements for buses registered before 1 August 1997	Any references to the <i>Road Transport (General) Regulation</i> will need to be amended in the technical specifications for bus door safety systems.	Ensure references to clause 26 of the Regs in Technical Specifications are amended.	
Clause 84 Establishment of Pay Parking schemes	Possible loss of kerb space for public transport infrastructure	BusNSW recommends a review of TfNSW guidelines to ensure bus infrastructure is considered in the development of pay parking spaces or pay parking areas.	