

Introduction

This information sheet provides an overview of Transport Management Plans (TMPs) for the movement of oversize and/or overmass (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 complete an OSOM movement in NSW.

Due to the changing nature of the road environment, increasing traffic levels and demand for OSOM movements there is a need to closely manage the risk and journey disruptions caused by OSOM movements. To provide the necessary management of “High Risk” OSOM movements, Transport for NSW (TfNSW) requires a 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:

- “High Risk” due to their dimensions, weights and/or route; and/or
- transporting “Critical/Sensitive” loads.

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	High risk routes are available on the TfNSW website .

*In assessing whether a particular OSOM movement is classified as “High Risk”, TfNSW 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 Zone 5 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) Under the National Class 1 Agricultural Vehicle and Combination Mass and Dimension Exemption Notice, Operators are required to complete New South Wales Agriculture Vehicle Route Assessment and contact Police, for agricultural vehicles over 6.5 metres wide. TMP is required for Agricultural vehicles over 7.5 metres in width.

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.

1. Vehicle and load details

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

- the weight of the load and weight of the total combination;
- the details of the load type and the number of loads; and
- 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;
- side, front and rear perspectives; and
- details of the individual axle spacings, ground contact axle width and the required axle group mass.

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

This section requires a pictorial route survey of your proposed route.

It is important that all access issues are documented in this section and document the plans and procedures that will be used to safely navigate through these areas. You will also need to ensure access has been authorised under the stakeholder and community consultation criteria.

In your route survey you need to identify and provide:

- obstacles e.g. roadside furniture, roundabouts and guardrail;
- ‘pinch points’ e.g. narrow lane widths, entry and off ramps and bridge crossings; measured dimensional restrictions at intersections, bridges, crossings, underpasses, overhead structures and road carriageway widths (including vegetation);
- any current roadworks along your proposed route (Dates and times of roadworks 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; where rest or
- fatigue breaks will be taken along the proposed route; 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.

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; and
- how delays and traffic impacts to other road users will be minimised.

You will need to document:

- each person's role and responsibility in the OSOM movement to avoid any confusion on the day of the movement.
- contact details of each party;
- The indicative speed of the movement along the route and proposed travel timings between points to measure an appreciation of associated traffic impacts.
- the time of day the load is being transported, detailing the start, end and other key points along the route together with the proposed trip timeline.
- the procedures that will be used to activate a "pull over" as well as the length of time between "pull overs" along the proposed route;
- the method that will be used to allow following and/or oncoming traffic to pass;
- how traffic will be managed at each of the identified 'pinch points' and obstacles, specifying:
 - the roles and responsibilities of each party involved in the OSOM movement; and
 - how information will be passed between the parties involved
- contingency and/or emergency arrangements in the event of an emergency and/or breakdown and/or incident.
- the procedures for dealing with changes in weather conditions, as these may result in new risks; and
- provide a diagram showing the positions of each of the personnel involved in the OSOM movement, e.g. pilots; escorts/Police; and vehicle/s involved in the movement.

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 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, you must 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:

<https://www.nhvr.gov.au/road-access/access-management/third-party-approvals>

Submitting your TMP

Complete the TMP coversheet addressing all relevant criteria and sign the declaration prior to attaching it to your TMP. Download the TMP Coversheet at:

<https://tfnswwforms.transport.nsw.gov.au/45071763-spu-transport-mng-plan.pdf>

You should also check your TMP to ensure you have provided all the relevant information and have addressed all requirements.

Submit your OSOM access application through the National Heavy Vehicle Regulator [NHVR portal](#) and attach the TMP.

Assessing your TMP

Once your TMP is received, TfNSW 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.

The completion of a TMP does not guarantee that an OSOM movement will be permitted. TfNSW reserves the right to reject or place additional conditions on your movement.

Consent, if issued may 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.

For further information on TMPs please contact the Road Access team.

Email: spu@transport.nsw.gov.au
Phone: 1300 656 371