

Traffic Management Plan | Information Guide

What is a Traffic Management Plan?

The Traffic Management Plan (TMP) is an essential requirement used to identify, document and mitigate all known risks along a route.

When is a TMP required?

Operators are required to submit a Traffic Management Plan (TMP) with **their Class 1 Oversize Heavy Vehicle application that fits into any or all of the below categories:**

- All loaded combinations exceeding 8m wide, 5.4m high and/or 45m long
- Any move requiring travel against the normal traffic direction
- Any move requiring the removal and replacement of, or changes to roadside furniture.

Please note: A TMP may be requested at the discretion of TMR, or another Road Manager, for moves outside the dimensions listed above where their assessment has identified pinch points, traffic conflicts or safety concerns.

What information is required in a TMP?

A TMP needs to include:

- Details of the route, load and travel plan
- Emergency contact information
- Highly detailed information about pinch points (examples include bridges, intersections and reduced lanes)
- Photos (or screenshots of Google Street View) of identified pinch points
- Comments detailing how travel through the pinch point will be managed
- Identification of roadworks, required protection officers, QR escorts and high wires.

To complete a TMP, Heavy Vehicle Operators are required to outline the entire proposed route, which is to be scoped using [Google Maps](#) street view from start to finish. Each street view/map image requires a description of the risk and how it will be managed and mitigated. (If needed, this process can also be supported by physically driving the route (where possible) and providing real time photographs to identify the risk.) This will ensure a comprehensive route assessment is completed capturing all known risks.

IMPORTANT: All identified risks MUST to be listed in **chronological order** (from start to finish along the proposed route).

Please note: If return trips are required, please include all relevant details within the Traffic Management Plan to outline the journey back to the origin location.

Please see [Traffic Management Plan Information Guide](#) below for the detailed requirements and examples to assist you in completing a Traffic Management Plan. Once completed, Traffic Management Plans must be uploaded to the National Heavy Vehicle Regulator (NHVR) portal.

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6. Road Works

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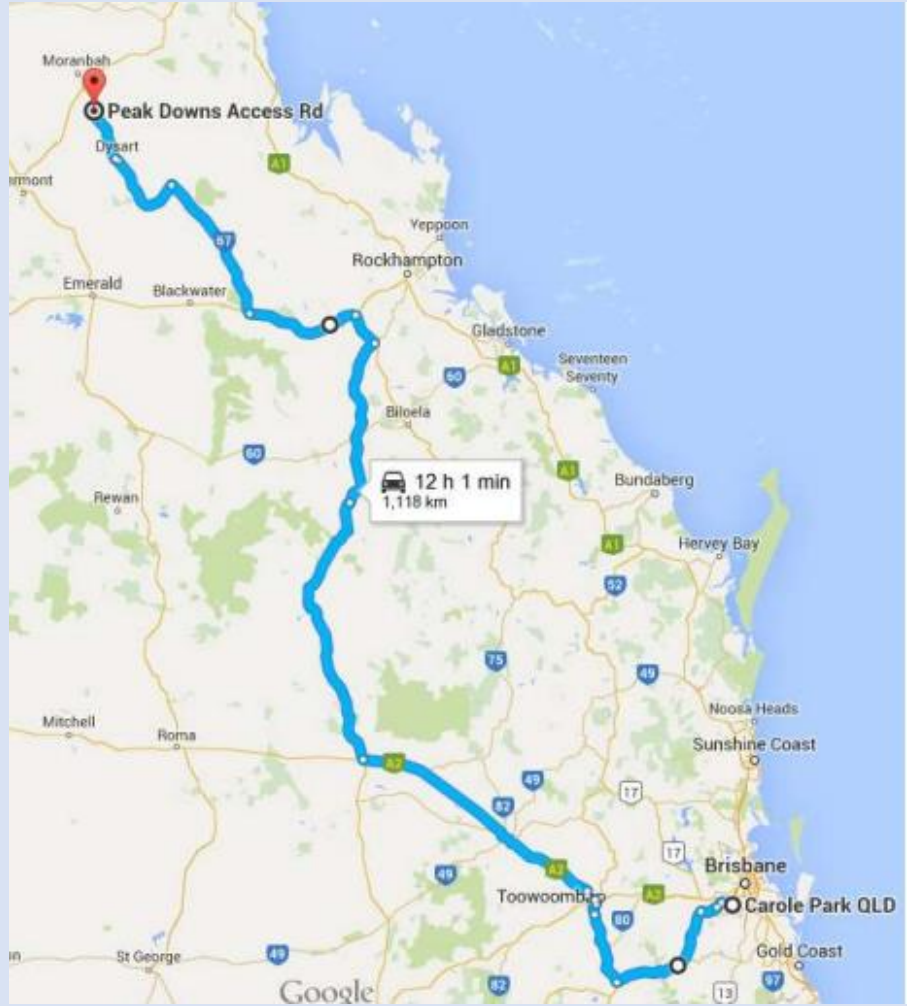
7. Any other identifiable risks**8. Safe Driving Plan****9. TMP Checklist**

Check your route before you start your journey

We are continuously monitoring, assessing and reviewing our roads, bridges and culverts across Queensland. Conditions can change quickly, particularly due to weather. Restrictions are implemented to maintain ongoing safety for all road users.

It is your responsibility to make sure you are using up-to-date information when you assess the suitability of your route.

You must check the [Conditions of Operation Database](#) and [QLD Traffic](#) before you start your journey.


Section	Traffic Management Plan Requirement	Example Traffic Management Plan Please use this example as a guide only.
1. Route Overview	1.1. Google Maps View of Route Please provide a Google Maps view of entire route from start to finish.	1.1 EXAMPLE: Google Maps View of Route 


	<p>1.2. Overview of Route</p> <p>Please provide an overview of proposed route outlining all roads to be used, from origin to destination, including any rest stops.</p>	<p>1.2. EXAMPLE: Overview of Route</p> <p>Transport Fourteen (14) Liebherr T282 Tray's Austin's Engineering Carole Park to Peak Downs Mine Route:</p> <p>Cobalt St, Boundary Rd, Logan Mwy, Staplyton Rd, Stradbroke St, Logan Mwy, Ipswich Mwy, Cunningham Hwy, New England Hwy, Drayton Connection Rd, Gwynne St, Brisbane St, Canning St, Gore Hwy, Oakey Pittsworth Rd, Warrego Hwy, Leichhardt Hwy, Capricorn Hwy, Fitzroy Developmental Rd, Peak Downs Hwy, Dysart Rd, Possum Flats</p>
	<p>1.3. Total Distance (in kms)</p>	<p>1.3. EXAMPLE: Total Distance (in kms)</p> <p>Distance: 1100kms approx.</p>
	<p>1.4. Time and Date of Departure</p> <p>Please provide proposed departure dates and times for all loads moving within this TMP.</p>	<p>1.4. EXAMPLE: Time and Date of Departure</p> <p>Load 1: 25/06/2015 12:01am Load 2: 27/06/2015 12:01am</p>
	<p>1.5. Time and Date of Arrival</p> <p>Please provide proposed arrival dates and times for all loads moving within this TMP.</p>	<p>1.5. EXAMPLE: Time and Date of Arrival</p> <p>Load 1: 26/06/2015 4:00pm Load 2: 28/06/2015 4:00pm</p>
	<p>1.6. Total Time Required for Travel</p> <p>Please provide total time required to travel route.</p>	<p>1.6. EXAMPLE: Total Time Required for Travel</p> <p>24hrs</p>
<p>2. Operator Information</p>	<p>2.1. Operator information</p> <p>Detail Operator Information:</p> <ul style="list-style-type: none"> • Operator Company Name • Contact Person • Company Phone Number • Company Email 	<p>2.1. EXAMPLE: Operator Information</p> <p>Operator Company Name: COMPANY NAME Contact Person: COMPANY CONTACT Phone: COMPANY PHONE E-mail: COMPANY EMAIL</p>
	<p>2.2. Emergency Contacts & Emergency Plan</p>	<p>2.2. EXAMPLE: Emergency Contacts & Emergency Plan</p>



	<p>Please outline detailed:</p> <ul style="list-style-type: none"> • Emergency Plan (outline key steps that will be taken in the event of an emergency) • Emergency contacts (including outside of hours of operation contact) 	<p>In the event of an emergency the operator or the pilot is to call 000 and notify the operator of which emergency service is needed (Police, Fire and/or Ambulance). Once emergency services have been contacted the Operations Manager is to be contact whom will then pass on the information to the necessary people (Upper Management and Customer)</p> <p>Police/Fire/Ambulance: Phone 000</p> <p>Transport and Main Roads: 13 19 40</p> <p>Tow Truck Operator: MOBILE NUMBER</p> <p>Company Contacts – In Case of Emergency</p> <p>Haulage Manager: CONTACT – MOBILE NUMBER</p> <p>Fleet Controller: CONTACT – MOBILE NUMBER</p> <p>Area Manager: CONTACT – MOBILE NUMBER</p> <p>Outside of Hours of Operation: CONTACT – MOBILE NUMBER</p>
	<p>2.3. Third Party Approvals</p> <p>a) Please confirm all required permits will be obtained prior to movement.</p> <p>b) Will high wires be impacted? If yes, please provide road names at location.</p> <p>Please note: These approvals must be carried and produced on request by an authorised officer.</p> <p>For reference, please see NHVR Useful contacts.</p>	<p>2.4. EXAMPLE: Third Party Approvals obtained</p> <ul style="list-style-type: none"> ✓ Queensland Rail ✓ Energex ✓ Optus ✓ Ergon ✓ Telstra
<p>3. Loaded Dimensions</p>	<p>3.1. Detailed Loaded Dimensions</p> <p>Detail Loaded Dimensions:</p> <ul style="list-style-type: none"> • Height • Width • Length 	<p>3.2. EXAMPLE: Detailed Loaded Dimensions</p> <p>Height: 5.3m</p> <p>Width: 9.7m</p> <p>Length: 35m</p>




	• Gross Weight	Gross Weight: 108t
4. Police, Pilots and Protocols	<p>4.1. Police and Pilot requirement</p> <p>a) Please outline if/how many police and/or pilots will be required.</p> <p>b) Please provide both convoy and single travel assessment and outline configurations (as relevant)</p> <p>Please see relevant guidelines: Queensland Access Conditions Guide (publications.qld.gov.au) Page 6. Safe Movement Guideline for Pilot and Escort Operations in Queensland (publications.qld.gov.au) Page 7-10.</p>	<p>4.1. EXAMPLE: Police & Pilot requirement</p> <p>This load will require Two (2) Pilots and Two (2) Police.</p>
	<p>4.2. Communication protocol</p> <p>Please outline a communication protocol for Police and Pilots to use & ensure all parties are notified of detail.</p>	<p>4.2. EXAMPLE: Communication protocol</p> <p>All communications between pilot vehicles and other heavy vehicles occur on UHF 40. Communication between parties involved in the movement will occur on UHF channel 40. All parties will be informed of this channel in the pre departure meeting held before the movement along with all procedures outlined in this document All oncoming vehicles with UHF's (FOR EXAMPLE, Trucks and so on) will be notified of the approaching wide load via UHF.</p>
	<p>4.3. Pull over protocol</p> <p>Please outline how the build-up of traffic will be managed as you move through the road network.</p>	<p>4.3. EXAMPLE: Pull over protocol</p> <ul style="list-style-type: none"> • When the number of Backed up vehicles reaches 10 the load must pull over or slow to allow the back-up vehicles to pass. Rear pilot will inform all other pilots involved of when vehicles following load reach the maximum amount, or when there has been a lag from the last pull over and other cars have been following for a short distance.

		<ul style="list-style-type: none"> • Front escort will determine safe spot to pull over to allow backed up vehicles to pass. This will be a hard stand area, or a port wide enough for the escort to direct vehicles around us. • All communication will be done though UHF channel 40. • Oncoming traffic will be notified via UHF of the oncoming oversize load by the use of lead escorts having “oversize load ahead” signs on their vehicles (as well as flashing lights) flashing lights on, and the truck having an oversize sign on the front. • The oncoming cars will also be notified by the use of hand signals by the escort drivers. Liaison between pilots and truck driver will predominately be by two-way radio (UHF ch 40) with mobile telephones as a backup option. • Pilots and Police will also communicate with other road users (particularly semi-trailers and B-Doubles) using UHF and advise them of slow moving and wide load restrictions. • Opposing road users on two-way radios will be advised to pull over in safe locations to allow the load to pass them and those travelling behind the load will be informed of delays on two-way radio pending locations where safe passing of traffic from behind the load can occur (to be determined by police, pilots and driver allowing for road, traffic & weather conditions).
	<p>4.4. Breakdown protocol</p> <ul style="list-style-type: none"> • Please outline key steps that will be taken in the event of a breakdown. • Please include relevant contacts or nominated towing services. 	<p>4.4. EXAMPLE: Breakdown protocol</p> <p>In the event of an emergency situation such as a truck breakdown, flat tyre and so on. the truck will be moved to the left to ensure minimal traffic impacts, police are to direct and manage traffic as appropriate For Minor issues such as tyres, crew on sure an effect a tyre change en-route, we will have hydraulic services available on call should the need arise to replace hydraulic or air lines in case of failure. For Major issues such as engine failure one of the following tow truck companies will be called to tow truck to a workshop to be fixed. In the interim</p>

		<p>another prime mover will be on stand-by to hook onto trailer to continue the journey.</p> <p>Tow Truck Operator: Operator Name & Mobile Number</p> <p>Tow Truck Operator: Operator Name & Mobile Number</p> <p>Note: For detailed Emergency Contact Information, refer to section 2.2. Emergency Contacts & Emergency Plan</p>
<p>5. Risk Identification Road Infrastructure</p>	<p>IMPORTANT: All identified risks MUST to be listed in chronological order (from start to finish along the proposed route) in the Traffic Management Plan. Please detail specific risk & provide supporting evidence</p> <p>5.1. Intersections (Including all intersections, T-intersections that are either controlled or not controlled by traffic lights)</p> <p>a) Identify all intersections where the load will move through that may cause an impact to the road infrastructure (traffic lights, signs, median strips and so on).</p> <p>b) For all intersections that meet the above, please use Google Maps street view image on the approach to the intersection.</p> <p>c) Where Traffic management will be required by the escorting officers for the safe travel through an intersection, either controlled or not controlled by traffic lights. Please identify positions and movements on an aerial map of intersections.</p>	<p>5.1. EXAMPLE: Intersections</p> <p>Driver's position during a manoeuvre through an intersection. Ensure there are no risks to road furniture and impacts to traffic when moving through.</p> 

		<p>Holberton Street, Newtown – Right turn onto Bridge Street, Newtown</p>  <p>Right Hand Turn - Truck to monitor clearance with median strip/signs etc. Good communication between all parties involved regarding traffic/clearance etc.</p> <p>First pilot & police officer hold up traffic while load enters onto Bridge Street. Once load has passed pilot follow after.</p> <p>Load will enter onto wrong side of traffic onto Bridge Street.</p>	
	<p>5.2. Roundabouts</p> <p>a) Please outline all roundabouts that will be moved through.</p> <p>b) Please include labelled aerial view map images and a description of movement of all parties.</p> <p>c) Please provide a street view of the roundabout pinch point and how movement will be managed.</p>	<p>5.2. EXAMPLE: Roundabouts</p> <p>Old Homebush Road, Gowrie Junction – Left Hand Turn onto Gowrie Lilyvale Road</p>  <p>Roundabout – Truck to monitor clearance with median strip/signs ect. Good communication between all parties involved regarding traffic/clearance ect</p> <p>Left Hand Turn - Truck to monitor clearance with median strip/signs etc. Good communication between all parties involved regarding traffic/clearance etc.</p> <p>First pilot & police officer hold up traffic while load enters onto Morris Road. Once load has passed pilot follow after.</p>	
	<p>5.3. Bridges</p> <p>a) Please outline any bridges that will be travelled over or under that may cause a risk to bridge infrastructure.</p>	<p>5.3. EXAMPLE: Bridges</p>	

	<p>b) Please outline if centreline travel will be required. For example, a single lane bridge that will require police to stop traffic either end to allow the load to pass safely.</p> <p>c) Please identify stopping location for escorting vehicles.</p>	<p>Toowoomba Karara Road, Leyburn – Canal Creek Bridge</p>  <p>Bridge Railings on both sides of Highway – beware of narrow shoulders – Truck to travel down centreline of road at 10km/hr or less, with exclusion of all other traffic. Oncoming traffic to be stopped with plenty of notice.</p> <p>The remote-controlled hydraulic lift trailer can also be lifted and tilted to one side to allow for more clearance.</p>
	<p>5.4. Overhead structures</p> <p>a) Please outline any overhead structures that may be impacted.</p> <p>b) Provide detailed street view map images and identify the height of the overhead structure.</p> <p>c) Is the load passing under an over-head bridge where the width or height of the load may compromise the bridge through possible bridge strike?</p> <p>d) Identify the height the load can be lowered to, to avoid bridge strikes.</p>	<p>5.4. EXAMPLE: Overhead structures</p> <p>Warrego Highway, Charlton – Overhead Bridge</p>  <p>Bridge Over Road – Beware of narrow shoulders – rear pilot to communicate with truck of amount of clearance.</p>
	<p>5.5. Pinch points</p> <p>Please identify all other pinch points.</p>	<p>5.5. EXAMPLE: Pinch Points</p>

	<p>For example:</p> <ul style="list-style-type: none"> • Sections of the road that become narrow due to signage (approach to roundabouts and intersections) • Any sign posts, concrete barriers, traffic lights and poles (that may be potential hazards for infrastructure strikes) • Barriers where there is potential for traffic congestion that line both sides of the road, 	<p>New England Highway, Willowvale – Signposts - Pinch Point</p>  <p>Right Hand Turn - Truck to monitor clearance with sign posts. Good communication between all parties involved regarding traffic/clearance ect. Use of hydraulic steerable trailer to allow truck to maneuver this corner. One sign post will be removed if necessary and reinstated in same condition as before.</p> <p>Cunningham Highway, Willowvale – Light post and barrier Pinch Point</p>  <p>Truck to monitor clearance with light post and barrier. Good communication between all parties involved regarding traffic/clearance ect. Use of hydraulic steerable trailer to allow truck to maneuver these obstacles.</p>
	<p>5.6. Railway Crossing</p> <p>Please identify all railway crossings that will be travelled through. Please provide google maps street view where available.</p> <p>Examples of what needs to be identified:</p> <ul style="list-style-type: none"> • Width limitations • If track protection officers are required • Potential height conflicts for electrified lines <p>Please note: If you will be crossing over railway lines, you may require a Queensland Rail approval.</p>	<p>5.6. EXAMPLE: Railway Crossing</p> <p>Toowoomba Karara Road, Karara – Railway Crossing</p>  <p>Prior to movement identify whether track protection is actually required. State in TMP if required. Then contact the appropriate train control centre at least 24 hrs prior to movement, advising track protection will be required at that particular crossing. Truck will stop at rail crossing and driver will contact the relevant train control centre as per the QRAIL permit. Load to be lowered to approved crossing height and will only proceed when authorised by Track Protection Officer to do so. Escort/Police will hold traffic in both directions while load negotiates crossing travelling centre of road.</p>

5.7. Tight bends and turns creating blind spots

Please identify all tight bends and turns to be moved through that require manoeuvres that may compromise the safe travel of oncoming traffic.

This may include:

- Where wrong side of road travel may be required
- Where sections of the road network may require closing to allow the movement to occur
- Where there are potential blind spots (that is, where the load may be travelling up an incline or around a blind corner that will create a blind spot to oncoming traffic).

5.7. EXAMPLE: Tight bends and turns

Peak downs Highway Range - Tight Bends



Tight bends and turns travelling up the range. One police car and escort to travel ahead up the range and stop traffic to allow for the safe passage of the load.

The other police car to follow behind to control the rear traffic.

Chardon Bridge Road -Blind Corner



The load will encounter a blind corner. At this point, the load will stop as police/escort vehicles will travel ahead to warn and stop oncoming traffic.

Once clear, the load will use both lanes to navigate the corner before continuing along Chardon Bridge Road.

5.8. Merges

Please identify all situations where the load will be merging onto another road for example, onto a highway.


5.8. EXAMPLE: Merges

Merge onto the Gateway Motorway



Load to merge onto the Gateway Motorway. Escort vehicles to monitor and manage traffic to allow for the load to merge safely.

Ensure communication is maintained to assist with merging.

	<p>5.10. Lifting of Powerlines</p> <p>a) Identify if powerlines/Telephone lines etc need lifting due to the height of the load.</p> <p>b) If so, please identify all locations requiring lifting of powerlines. Please provide supporting street view and details of required traffic control.</p> <p>Please note: You may require Electricity Clearance Documentation through a third-party approval (as in 2.3 Third Party Approvals)</p> <p>Electricity Clearance Documentation Please outline:</p> <p>a) If a high load escort will be required. If yes, please identify the road at location.</p> <p>b) If the combination will require lowering at any point to allow clearance of electrical infrastructure</p>	<p>5.9. EXAMPLE: Lifting of Powerlines</p> <p>Low electrical/phone wire -Dean Street</p>  <p>4.9 metres</p> <p>The lifting of power cable is required in Dean Street. Seek approval from energy company 24 hrs prior to move to arrange for a high wire contractor to attend and lift cable on day of move. Driver to call and have hire wire contractor to attend to lift wire to a height of 5.1 metres on day of move when actually required. Police to stop traffic at both ends of Dean Street to allow load to pass under wires safely. Once load has permission to move, Escort vehicles to monitor load ensuring its safe passage through.</p> <p>EXAMPLE: Electricity Clearance Documentation</p> <ul style="list-style-type: none"> • Load height of 5.3m • No High loads escorts will be required • Load can be lowered to 5.2m for all townships
	<p>5.10. Wrong side of road travel</p> <p>Please outline all wrong side of the road manoeuvres, requiring police to stop and manage traffic.</p>	<p>5.11. EXAMPLE: Wrong side of road travel</p>

Please provide:

1. Aerial view images of cross over manoeuvre
2. Street view image of approach to cross over
3. Street view image of return to correct side of road



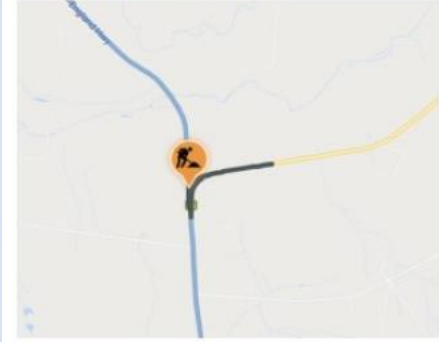
1. Aerial view of the location for the wrongside road travel manoeuvre



2. A street view of the wrongside road manoeuvre



3. A street view of the return to correct side of road manoeuvre

<p>5.12 Barge Travel</p>	<p>5.11. Barge Travel</p> <p>a) Is barge travel required throughout any part of the proposed route?</p> <p>b) Please outline details for combination and escort vehicle barge travel.</p>	<p>5.12. Barge Travel</p> <p>N/A</p>
<p>6. Road Works</p>	<p>6.1. Roadworks</p> <p>In this section, please include ALL roadworks as identified in the <u>Conditions of Operations Database</u> that will be encountered along the route.</p> <p>a) Outline all road works that have been identified along the route. Where relevant, please include confirmation that required approval has been sought to confirm approved travel through these sites (for example, for major project road works).</p> <p>b) Please include all pre-travel notification requirement conditions the combination movement will take when encountering a set of roadworks identified along the route.</p> <p>c) If no roadworks along route identified, please confirm Conditions of Operation database has been checked and that no road works were present along the proposed route.</p>	<p>6.1. EXAMPLE: Roadworks</p> <p>Glengallan/Willowvale, Cunningham Highway and New England Highway Roadworks Event ID 353162</p>  <p>Seek approval at least 24 hours prior to travelling along a road works site.</p> <p>Road works identified from the Department of Transport's Condition Database.</p> <p>Truck to reduce speed to 40km/hr and to proceed with caution. Escorts to maintain good communication with wide load driver.</p>
<p>7.Any other identifiable risks</p>	<p>7.1. Any other risks</p> <p>Please identify any other risks that have not been identified in the above section.</p>	<p>7.1. EXAMPLE: Any other risks (as relevant)</p>

	<p>Please note: TMR may request additional information for risks not identified in the TMP in order to ensure safety to drivers, road users and road infrastructure.</p> <p>Visit https://www.police.qld.gov.au/units/police-wide-load-escorts/traffic-management-plans for an example of what is required to be included and additional information for moving companies.</p>	
8. Safe Driving Plan	<p>8.1. Safe Driving Plan</p> <p>Please include a safe driving plan using the risk assessment matrix below, identifying all hazards along your proposed route, the level of risk and how you will control the identified risk.</p> <p>Please note this is an example, in the TMP Template you will be required to complete the below table under Risk and How the Risk will be Controlled columns.</p>	

SAFE DRIVING PLAN

Level	Likelihood	Expected or actual frequency experienced
1	Rare	May occur in exceptional circumstances, simple process, no previous indigence of non-compliance
2	Unlikely	Could occur at some time, less than a 25% chance of occurring, non-complex process and/or existence of checks and balances
3	Possible	Might occur at some time, 25% - 50% chance of occurring, previous audits/reports indicate non-compliance, complex process with extensive checks and balances, impacting factors outside control of organisation.
4	Likely	Will probably occur in most circumstances, 50% - 75% chance of occurring, complex process with some checks and balances, impacting factors outside control of organisation.
5	Almost Certain	Can be expected to occur in most circumstances, more than 75% chance of occurring, complex process with minimal checks and balances, impacting factors outside control of organisation
Consequence		

Likelihood	Insignificant (1)	Minor (2)	Moderate (3)	Major (4)	Extreme (5)
Rare (1)	Low	Low	Low	Low	Low
Unlikely (2)	Low	Low	Low	Medium	Medium
Possible (3)	Low	Low	Medium	Medium	Medium
Likely (4)	Low	Medium	Medium	High	High
Almost Certain (5)	Low	Medium	Medium	High	Extreme
Hazard		Risk	How risk will be controlled on your proposed route EXAMPLE BELOW		
Collision with property		Med	Pilots to communicate to drivers they have clear access, Drivers to be vigilant of obstacles and stop if unsure.		
Road works restricting movement		Med	Follow direction of road workers and pull over if unsure		
Collision with people		High	Be extra cautious when going through populated areas, ensure in poor lighting that all trucks lights are working, and flags are in place. Slow down further as required		
Fatigue		Med	Take rest breaks as required even more than BFM requirements if you need it. If you are tired stop and sleep!		
Bad weather		Low	If unsafe to drive due to poor visibility pull over in safe area and wait to safe to drive.		
Flooded roads		Med	Do not drive through flooded roads, contact supervisor and await further instructions.		
Fire – bush or truck/trailers		High	Do not drive into bush fire areas follow instructions from emergency services, truck/trailer pullover and if safe to do so extinguish fire and call 000.		
Spreading noxious weeds, soil or fauna		Med	Inspection of equipment prior to start, if anything found remove if possible, by washing down		
Fuel, oil leaks		Low	Check equipment prior to start, if load is leaking double check caps and hoses are secured, clean with rags and or spill kit material. Major spills contact emergency services and your supervisor.		

Load falling off trailer or moving on trailer	Med	Ensure that load has been restrained correctly as per Load Restraint Guide. Ensure that load restraints are checked before movement and during movement (when drive stops for break)
Tight Intersections	High	Beware that the load is almost 10m wide and 5.3m High, certain intersections will be tight and have to be taken with extreme caution and slow speed
Collision Trees, Signs & Guideposts	High	Although collision cannot be avoided in some circumstances, try to ensure that damage to tray and paint work is minimal by insuring communication with pilots and police is kept and extreme caution is taken around these objects.

Traffic Management Plan | Checklist

Route map	Have you included an entire route map?	YES <input type="checkbox"/>
Route overview	Have you included an overview of all roads in chronological order?	YES <input type="checkbox"/>
Distance, date and time	Have you included date and time of departure and arrival, total time required for travel and total distance?	YES <input type="checkbox"/>
Operator details	Are all Operator information included?	YES <input type="checkbox"/>
Emergency contact information and plan	Have you included emergency contact information?	YES <input type="checkbox"/>
Third party approvals	Have you outlined relevant third-party approvals that are required to be obtained prior to movement?	YES <input type="checkbox"/>
Detailed loaded dimensions	Are all loaded dimensions included?	YES <input type="checkbox"/>
Police and Pilots	Have you outlined how many police and/or pilots will be required?	YES <input type="checkbox"/>
Communication, pullover and breakdown protocol	Have you instructed UHF channel for communications between pilots, other heavy vehicles and QPS? Have you instructed a pullover protocol between pilots, other heavy vehicles and QPS? In the event of a breakdown or any unplanned incident occurring have you instructed a breakdown protocol between pilots?	YES <input type="checkbox"/>
Roundabouts	Have you identified all instances where the load may impact any roundabout(s)?	YES <input type="checkbox"/>
Intersections	Have you identified all intersections the load will move through and will it cause an impact to the road infrastructure?	YES <input type="checkbox"/>
Bridges	Is the load travelling over a bridge? Is the load travelling under a bridge or overhead structure? (Please include height of structure)	YES <input type="checkbox"/>

Overhead structures Pinch points	Are there any pinch points to identify? (Narrowing of intersections/bridges/ reduced lanes)	YES <input type="checkbox"/>
		YES <input type="checkbox"/>
Roadworks	Are there any existing road works to be identified within the proposed route? <i>Please check conditions of Operations Database on the TMR website.</i>	YES <input type="checkbox"/>
Wrong side of road travel	Has wrong side road travel been identified within the proposed route?	YES <input type="checkbox"/>
Rail lines/crossings	Will the load travel over rail lines/railway crossing within the proposed route?	YES <input type="checkbox"/>
Powerlines/telephone lines	Will powerlines/telephone lines/infrastructure require to be lifted due to height of load? (Please include an Electricity Clearance Documentation)	YES <input type="checkbox"/>
Electricity clearance documentation	If powerlines requiring lifting, have you identified if a high load escort is required and does the combination require lowering at any point?	YES <input type="checkbox"/>
Tight bends and turns creating blind spots	Will the load have to negotiate tight bends and turns? For example; tight bends in mountain ranges. Will the load travel up an incline or around a corner that potentially could reveal blind spots oncoming traffic?	YES <input type="checkbox"/>
Barge Travel	Have you included details for any barge travel required along the proposed route?	YES <input type="checkbox"/>
Other risks	Are there any other risks to be identified?	YES <input type="checkbox"/>
Safe Driving Plan	Have you included a safe driving plan, by completing the risk assessment matrix based on your own route risk identification, identifying all hazards? Including what control measures have been considered to mitigate and reduce identified risks?	YES <input type="checkbox"/>