



Office of the Chief Executive  
60 Denmark Street  
Kew Victoria 3101

Telephone (03) 9854 2029  
Fax (03) 9853 0512

vicroads.vic.gov.au

Please Quote: VRPC003988  
(File No: PC013417)

Ms Nicole Saunders  
Coroners Registrar  
Coroners Court of Victoria  
Level 11, 222 Exhibition Street  
MELBOURNE VIC 3000



Dear Ms Saunders

### INQUEST INTO THE DEATH OF ROBYN RODD

Thank you for your letter dated 8 February 2012, enclosing the Coroner's findings and recommendations arising from the Inquest into the death of Robyn Rodd.

We provide below VicRoads' response to the Coroner's recommendations and comments:

**Recommendation: 'That heavy vehicles in excess of 19 metres (class 1 vehicles) be mandated to use a pilot vehicle whilst using the Great Alpine Road between Harrietville and Dinner Plain. VicRoads should also consider such mandatory requirements for vehicles travelling on roads experiencing similar terrain such as the Bogong High Plains Road and Mt Buller Road.'**

VicRoads has in place a policy that addresses this recommendation with respect to the Great Alpine Road between Harrietville and Dinner Plain.

Heavy articulated vehicles exceeding 12.5 metres long and up to 19 metres in length,<sup>1</sup> generally consist of a single combination with a prime mover towing a semi-trailer.<sup>2</sup> These combinations are entitled to access any road on the network, aside from mass limited roads and bridges.

Pilot cars are required on Victorian roads for combinations in excess of 3.5 metres in width and 25.0 metres in length.<sup>3</sup> However, VicRoads mandates the use of pilot cars for Class 1<sup>4</sup> vehicles in the Otway area and mountainous areas including the Great Alpine Road, Bogong High Plains Road and Mount Buller Road as detailed in VicRoads' Information Bulletin – *Oversize Load Carrying Vehicles* (refer Attach. 1).

<sup>1</sup> This excludes Class 1 Special Purpose Vehicles (as per Chapter 5 and Schedule 7 of the *Road Safety (Vehicles) Regulations 2009* (RSVR 2009) such as the combination that was involved in the incident.

<sup>2</sup> As per Chapter 4 of the RSVR 2009.

<sup>3</sup> There are some exceptions to this, but this is the general requirement.

<sup>4</sup> Noting that in this case the relevant operator did not obtain a permit.

**Comment at paragraph 56: 'Further research linking driver behaviour and cyclist safety through appropriately targeted signage is to be encouraged.'**

VicRoads has made some enquiries regarding the existence of research which links the use of signs and cyclist safety. At present, VicRoads is unaware of any such research being undertaken within Australia, but enquiries are being made regarding certain research and campaigns undertaken in the United Kingdom, which have addressed this issue in detail. VicRoads will consider any material found and assess whether or not it can be used to increase cyclist safety on Victorian roads.

**Comment at paragraph 57: 'Signage that alerts road users to the dangers and risks associated with the use of alpine roads is also to be encouraged. Identifying through signage the incidence of serious injury and death on a road is but one example that may be useful in bringing about the requisite behaviour change.'**

One of the key safety concerns for cyclists on alpine roads is the downhill sections of the road where they can achieve relatively high speeds.

VicRoads is wary about balancing the benefits certain safety and advisory signs can provide on these roads with the risk of distracting drivers, motorcyclists and cyclists with too many signs, particularly when they need to concentrate on navigating these difficult roads.

In the 2010-2011 financial year, VicRoads spent \$315,000 on improving road safety on the Great Alpine Road (Harrietville – Hotham Heights – Omeo). This money went towards:

- the installation of 250 metres of rubrail on existing guardrail;
- the installation of six motorcycle risk advisory signs;
- the replacement of steel guardfence delineator supports with plastic supports;
- the sealing of 15 bellmouths and pull off areas to prevent gravel being tracked onto the roadway;
- the installation of speed advisory and warning signs on 25 of the tight bends;
- the installation of 150 chevron alignment markers;
- the regulation around 400 square metres of curves; and
- the removal of vegetation on certain batters.

VicRoads also installed cyclist warning signs on the Great Alpine Road, Bright-Tawonga Gap Road, Kiewa Valley Highway and Running Creek/Happy Valley Road during the 2010-2011 financial year. These signs consist of two cyclist symbols together with a supplementary 'Share the Road' plate (refer Attachment 2) to warn motorists that they are required to share these roads with cyclists.

VicRoads will continue to consider additional measures to improve road safety in alpine areas.

**Comment at paragraph 59: 'The Great Alpine Road between Bright and Harrietville is the only road that provides access to Mt Hotham and consideration ought to be given, subject to a detailed cost/benefit analysis to creating a shoulder on this stretch of road.'**

VicRoads undertakes a cost/benefit analysis when assessing all proposals for road safety improvements. These analyses take into account factors such as the number of casualty crashes that have occurred in the last five years along a particular section of road, the estimated reduction in crashes and the cost of the works.

The section of the Great Alpine Road between Harrietville and Mount Hotham passes through hilly to mountainous terrain. In many locations, the road formation would need to be widened to provide sealed shoulders, which would involve extensive earthworks and drainage works, and the removal of a large number of trees and other native vegetation.

Accordingly, the cost of the shoulder sealing and associated works would be very high and would have a relatively low cost/benefit ratio. At this time, VicRoads considers that safety improvement works at other locations have a higher priority than sealing the shoulders along the Great Alpine Road between Harrietville and Mount Hotham.

**Comment at paragraph 60: 'The fact that the use of mirrors on roads such as the Great Alpine Road do not fit within VicRoads guidelines should not be a bar to considering whether they may be a useful safety tool in certain areas of the road.'**

VicRoads has considered this issue in the past, and its policy remains that it is not in favour of mirrors on tight bends such as those encountered on alpine roads, as they can be a distraction for drivers (and cyclists), who should be concentrating on navigating the corner itself. VicRoads notes that mirrors have been used with effect on blind-entry points on bends where vehicles enter the bend from a stationary position (such as out of a driveway).

**Comment at paragraph 62: 'Subject to a detailed cost/benefit analysis any organised cycling event on this road or other similar alpine roads, which involves cyclists descending at speed, be closed to motor vehicle traffic for the duration of the event.'**

It is current VicRoads' policy not to close the Great Alpine Road to motor vehicle traffic for cycling events, as this section of the Great Alpine Road is a primary arterial road link between East Gippsland and North East Victoria and there is no other viable alternative route. However, VicRoads does permit the closure of the Bright-Tawonga Road and the Bogong High Plains Road, for example, for cycling events in North East Victoria.

It should be noted that section 99A of the *Road Safety Act 1986* (Road Safety Act) establishes various safety criteria for non-road activities. This section states that any person conducting non-road activities within the meaning of section 99B of the Road Safety Act must ensure that the non-road activity is conducted in a manner that is safe for road users and persons engaged in carrying out the non-road activities. Section 99A(3) states that a person contravenes section 99A if they fail to:

- (a) have in operation a traffic management plan;
- (b) give appropriate warnings to road users;
- (c) engage appropriately trained and qualified persons to manage the non-road activities or direct traffic; and
- (d) give appropriate directions to the persons engaged in non-road activities.

The responsible VicRoads' officer in respect of this matter, is Mr Graham Freestone, Regional Director, North Eastern Victoria. Mr Freestone can be contacted by email: [graham.freestone@roads.vic.gov.au](mailto:graham.freestone@roads.vic.gov.au) or Tel: (03) 5761 1888, should you wish to further discuss this matter.

Yours sincerely



**GARY LIDDLE**  
**CHIEF EXECUTIVE**

10/5/2012

Attach.

# Oversize Load Carrying Vehicles

INFORMATION BULLETIN



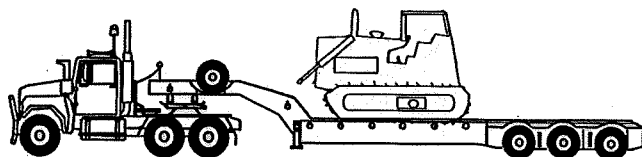
This information bulletin summarises the operating conditions for oversize and overmass vehicles up to 49.5 tonnes carrying large indivisible items and unladen vehicles that are specially designed to transport these items.

The operating conditions enable these large vehicles to move around Victoria in an efficient manner, without the need to obtain a VicRoads' permit. The construction, earthmoving, mining, logging and primary production industries particularly benefit from this initiative.

The specified warning devices, operating conditions and travel time restrictions provide safe conditions for the movement of these larger trucks.

#### Important: Carrying Documents

A copy of this Information Bulletin (or the relevant Victoria Government Gazette Notice) must be carried in the driving compartment of a vehicle operating under the arrangements described in this bulletin. It must be produced if requested by a VicRoads Authorised Officer or a Police Officer.



#### What Vehicles are Covered?

This information bulletin applies to the following Class 1 load carrying vehicles:

- (a) a vehicle that, in carrying a large indivisible item, exceeds one or more of the general mass and dimension limits in Part 4 of the *Road Safety (Vehicles) Regulations 1999*; or
- (b) an unladen low loader, step deck, drop deck or house float that is specially designed to carry a large indivisible item.

This information bulletin does not apply to:

- (a) a vehicle carrying a loaded or empty container; or
- (b) Class 2 vehicles, such as B-doubles and road trains; or
- (c) Class 3 vehicles, such as oversize hay carrying vehicles.

#### Containers are not Oversize Loads

The *Road Safety (Vehicle) Regulations 1999* specifically exclude the transport of containers as an oversize or overmass load.

Contact VicRoads' Statewide Permit Group in relation to the arrangements for the transport of an indivisible item in an open top container or flat rack.

#### Dimension Limits

If a load can be safely loaded in more than one way, it must be loaded in a way that minimises the width of the vehicle and its load.

The following dimension limits must not be exceeded:

**Table 1 - Dimension Limits for Class 1 Load Carrying Vehicles**

Type of Vehicle or Combination	Dimension	Limit
Any vehicle or combination	Width	3.5 m
	Height	4.6 m
Rigid vehicle	Length	12.5 m
Prime mover and semi-trailer, extendable semi-trailer or low loader/dolly combination	Length	25.0 m
	Rear overhang (the distance from the centre of the rear axle group to the rear of the vehicle (or load)) without regard to any steerable axles in the group unless all axles in the group are steerable	Lesser of 5.5 m or 25% of the overall length of the laden combination

**Note:** Any flags, lights or mirrors are disregarded when measuring the width of a vehicle.

Unladen vehicles must be reduced to the smallest practicable dimensions. This includes retracting extendible trailers, closing in widened trailers and disassembling trailer extension supports.

## Axle Mass Limits

Axle mass limits for low loaders are shown in Table 2.

**Table 2 - Axle Mass Limits for Class 1 Low Loaders**

Single Axle or Axle Group	No. of Tyres per axle	Mass Limit (tonnes)
Steer axle	2	6.0 *
Tandem axle group on a prime mover	4	18.5
Tandem axle group on a trailer with 1.2 m axle spacing	4	18.5
Tandem axle group on a trailer with 1.2 m axle spacing	8	21.0
Tri-axle group with 1.2 m axle spacings	4 or more	25.0
Oversize tri-axle group with 1.8 m axle spacings	4 or more	27.0
Quad axle group with 1.2 m axle spacings or 1.2, 2.4, 1.2 m axle spacings	4 or more	27.0

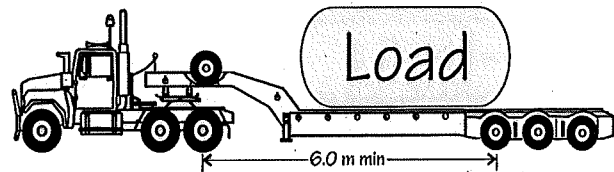
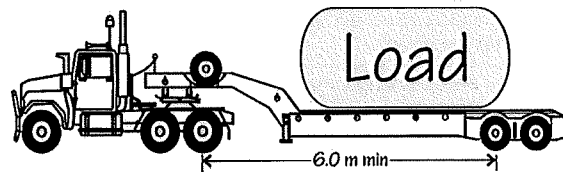
### Notes:

- \* Trucks are able to operate up to 6.5 tonnes on the steer axle provided the trucks have all of the following:
  - 1) An engine complying with the emission control requirements of ADR 80/01 (Euro 4 engine) or later version of ADR 80;
  - 2) A front underrun protection device that complies with UN ECE Regulation No. 93;
  - 3) A cabin that complies with UN ECE Regulation No. 29;
  - 4) Appropriately rated tyres, axle, and suspension, to allow 6.5 tonnes on the steer axle, and
  - 5) A Gross Vehicle Mass (GVM) of 15 tonnes or more.
- The axle manufacturer's mass rating and the tyre manufacturer's mass ratings must not be exceeded.

## Gross Mass Limits

The vehicle gross mass limit of low loaders is the lesser of:

- (a) the vehicle manufacturer's Gross Combination Mass;
- (b) the sum of the tyre manufacturer's mass ratings for all the tyres in the combination;
- (c) the sum of the axle manufacturer's mass ratings for all the axles in the combination;
- (d) the sum of the axle mass limits from Table 2 for all axles/axle groups in the combination; and
- (e) 49.5 tonnes minus 1.0 tonne for every 0.3 of a metre by which the distance between the centreline of the rearmost axle of the prime mover and the centreline of the foremost axle of the trailer's rear axle group is less than 6.0 metres (see accompanying diagrams).



## What Additional Safety Precautions must I take?

### Daytime Travel

When travelling during daytime, oversize vehicles must have the warning devices shown in Table 3.

**Table 3 - Warning Devices for Daytime Travel**

Warning Device	More than 2.5 m wide and no greater than 3.0 m wide	More than 3.0 m wide	More than 19.0 m and not more than 22.0 m long	More than 22.0 m and not more than 25.0 m long
Low Beam Headlights on	Yes	Yes	Yes	Yes
Warning Light operating	No	Yes	No	No
Oversize Sign	Yes (front & rear)	Yes (front & rear)	No	Yes (rear only)
Flags	Yes	Yes	No	No

### Night-time Travel

When travelling at night, in addition to the requirement in Table 3, the following warning devices are required:

- (a) one or more warning lights, as specified, must be displayed on all vehicles more than 2.5 metres wide or more than 22.0 metres long;
- (b) side marker lights showing yellow to the front and red to the rear and positioned no more than 2.0 metres apart, must be

displayed along the length of the trailer and any load. Where the load projects from the vehicle, the lights must be along the load;

- (c) front clearance lights, and rear clearance lights must be attached to any load projecting out from the vehicle; and
- (d) a pilot vehicle to accompany the oversize vehicle where it is more than 3.1 metres wide.

### Travel Time Restrictions

Oversize vehicles **are not allowed to travel on the routes** and during the times in Table 4.

**Table 4 - Travel Times Restrictions**

Location/Days	Up to 3.1 m wide and/or		More than 3.1 m and not more than 3.5 m wide and/or more than 22.0 m and not more than 25.0 m long
	Up to 19.0 m long	More than 19.0 m and not more than 22.0 m long	
Port of Melbourne Roads	No travel restrictions	No travel restrictions	No travel restrictions
Hume, Princes and Western Freeways	No travel restrictions	No travel restrictions	No travel restrictions
Rural Areas	No travel restrictions	No travel restrictions	Sunset – Sunrise
Melbourne and Geelong Urban Area Monday - Friday (not public holidays)	No travel restrictions	No travel restrictions	6.00 am – 9.00 am 4.00 pm – 6.30 pm Sunset – 11.00 pm
Saturday, Sunday and public holidays	No travel restrictions	No travel restrictions	Sunset – 11.00 pm

In the above table:

- (a) **“Port of Melbourne Roads”** means those roads south of Footscray Road servicing Swanson Dock and Appleton Dock; Dock Link Road and Dockside Road, Williamstown Road west of Todd Road.
- (b) **“Melbourne and Geelong Urban Area”** and the **“Rural Area”** are as shown in the enclosed maps.
- (c) **“Hume Freeway”** means the Hume Freeway between Thomastown and NSW border, and includes the Hume Highway at Kalkallo.
- (d) **“Princes Freeway”** means the Princes Highway and Freeway between Officer and Traralgon and also between Laverton North and Corio.
- (e) **“Western Freeway”** means the Western Highway and Freeway between Deer Park and Ballarat.



## Travel Time Exemptions for Unladen Low Loaders and House Floats

To allow unladen low loaders and house floats to travel to and from job sites, travel time restrictions do not apply to trailers up to 25 metres long and 2.5 metres wide with 4 tyres per axle or 2.7 metres wide with 8 tyres per axle.

## Where can I Drive?

Travel is permitted on all roads, including the "orange" special routes (shown on the enclosed maps), except for:

- (a) roads in the "pink" Otway Area and Mountainous Area where the vehicle must not exceed 2.5 metres wide and/or 19.0 metres long;
- (b) roads in the "green" Gippsland Ranges Area and Colac-Surf Coast Area where the vehicle must not exceed 3.0 metres wide and/or 22.0 metres long;
- (c) on "red" restricted routes that are unsuitable for oversize vehicles;
- (d) over mass limited bridges listed in Table 5;
- (e) on a road, bridge or structure if it would exceed any sign posted mass or dimension limit;
- (f) beneath a bridge or overhead structure which carries the words LOW CLEARANCE or CLEARANCE if the height of the vehicle is equal to or greater than the clearance shown on the sign; or
- (g) beneath any other overhead structures, bridges, cables, wires or trees unless there is at least 200 mm clearance to the highest point of the vehicle.

## Crossing Bridges

Where it is reasonable, overmass low loaders must avoid being on a bridge at the same time as a B-double, another overmass low loader or a mobile crane.

### Travel over the West Gate Bridge

If a low loader exceeds the General Mass Limits in Part 4 of the *Road Safety (Vehicles) Regulations 1999* and is to cross the West Gate Bridge:

- (a) the vehicle must travel in one of the two right hand lanes nearest the centre median; and
- (b) if it cannot maintain a speed of at least 65 km/h travelling over the bridge -
  - (i) two rotating yellow warning lights must be affixed to the rear of the vehicle; or
  - (ii) a pilot vehicle must travel at the rear of the permit vehicle within a distance of 50 metres.

## Prohibited Bridges

Overmass low loaders, exceeding the general mass limits in Part 4 of the *Road Safety (Vehicles) Regulations 1999*, must not cross the bridges listed in Table 5 on page 13 of this bulletin.

## Travel in City of Melbourne

The registered operator must obtain permission from the City of Melbourne before the vehicle travels in the area of the City of Melbourne bounded by and including Spring Street, Victoria Street, Peel Street, Dudley Street, Spencer Street and Flinders Street.

## Travel on Tollways

Upon receipt of a permit, as soon as practical, contact CityLink on Tel: (03) 9674 2001 or Fax: (03) 9674 2060 to advise if of the intended movement and obtain a reference number. Secondly, at least 30 minutes before travelling on CityLink (the Southern Link, Western Link or Batman Avenue) telephone CityLink on (03) 9674 2001 to confirm the intended travel and to obtain advice on traffic conditions, any road works and lane closures.

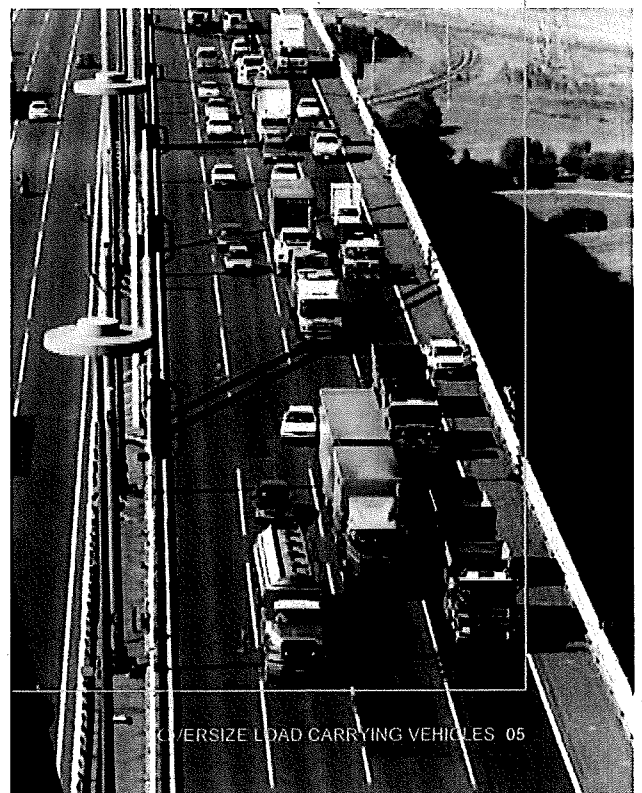
Similarly, once Eastlink is operational, contact will need to be made with it for traffic advice.

## Crossing Rail and Tram Tracks

The registered operator must obtain permission from the Traffic Services Unit of the Department of Infrastructure (Tel: 1800 660 432) if the vehicle exceeds -

- (a) 3.0 metres wide and is to cross a railway track, and/or
- (b) 3.0 metres wide or 4.3 metres high and is to cross a tramway track.

*Low loaders exceeding General Mass Limits have specific requirements when crossing the West Gate Bridge*





## VICTORIA - LEGEND

⑫ PROHIBITED BRIDGES

— RESTRICTED ROUTE

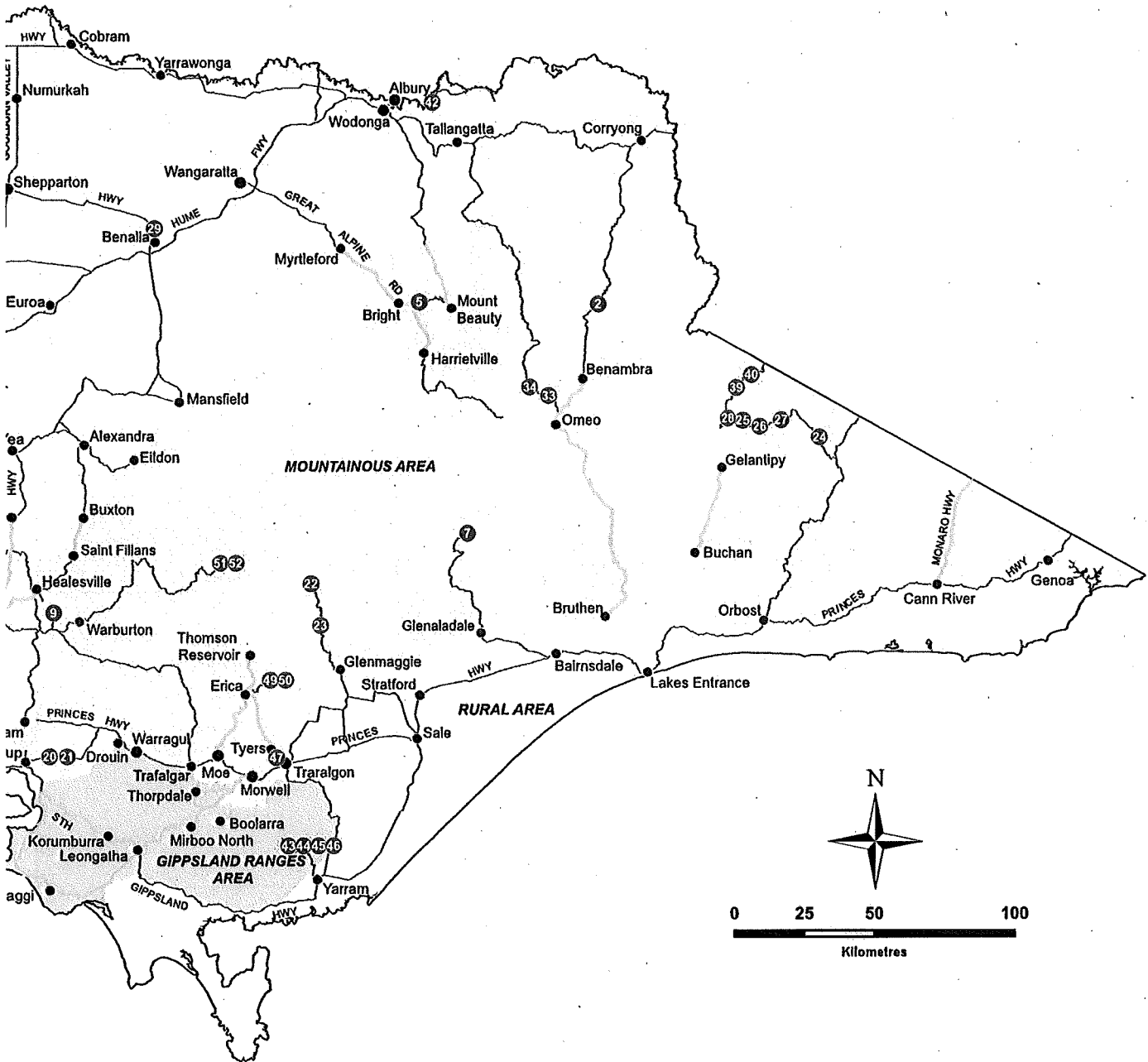
— SPECIAL ROUTE

RURAL AREA

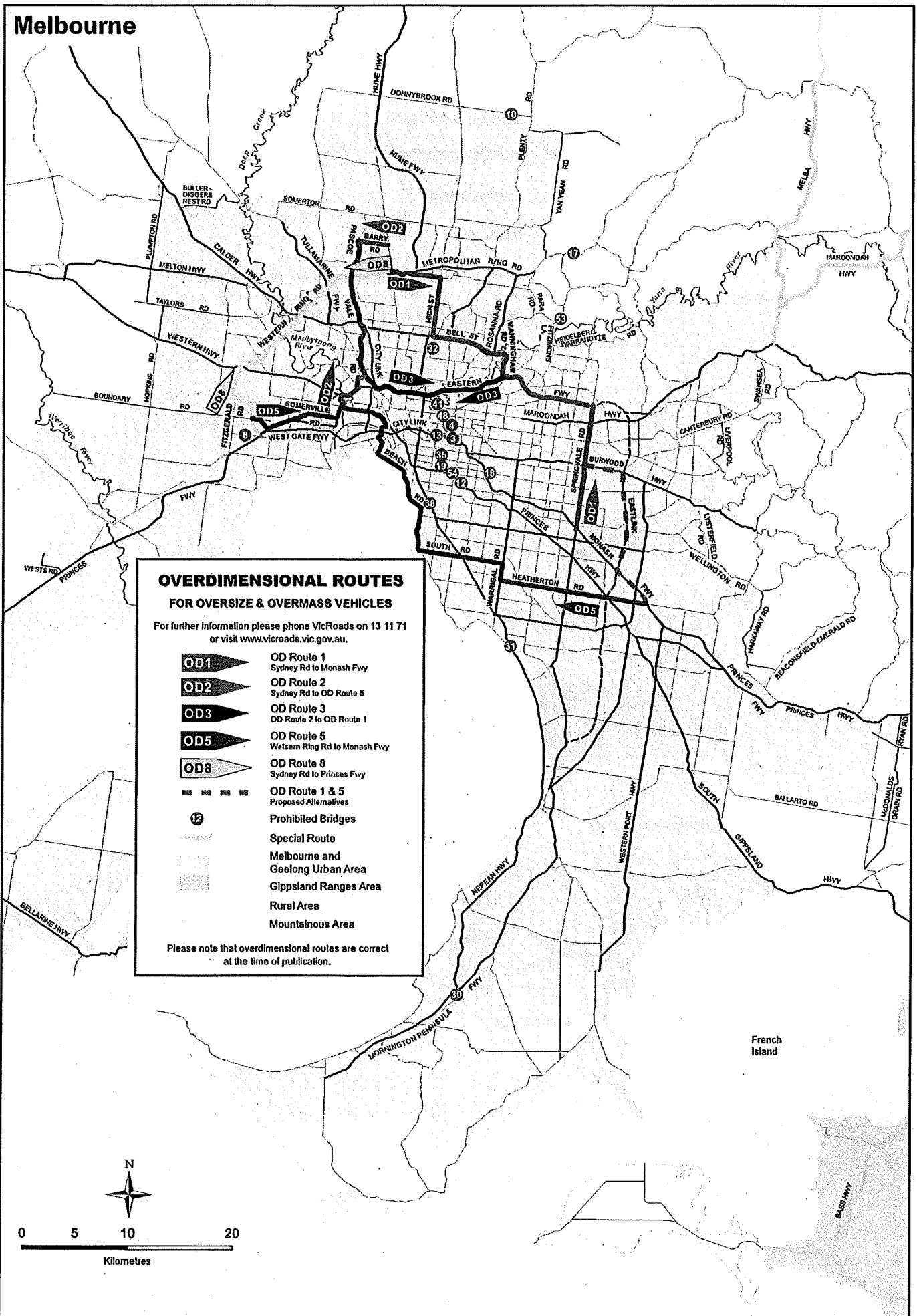
GIPPSLAND RANGES AND COLAC-SURF COAST AREAS

MELBOURNE AND GEELONG URBAN AREA

OTWAY AND MOUNTAINOUS AREAS








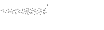



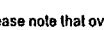


# Melbourne

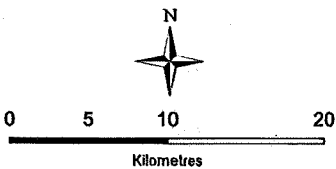


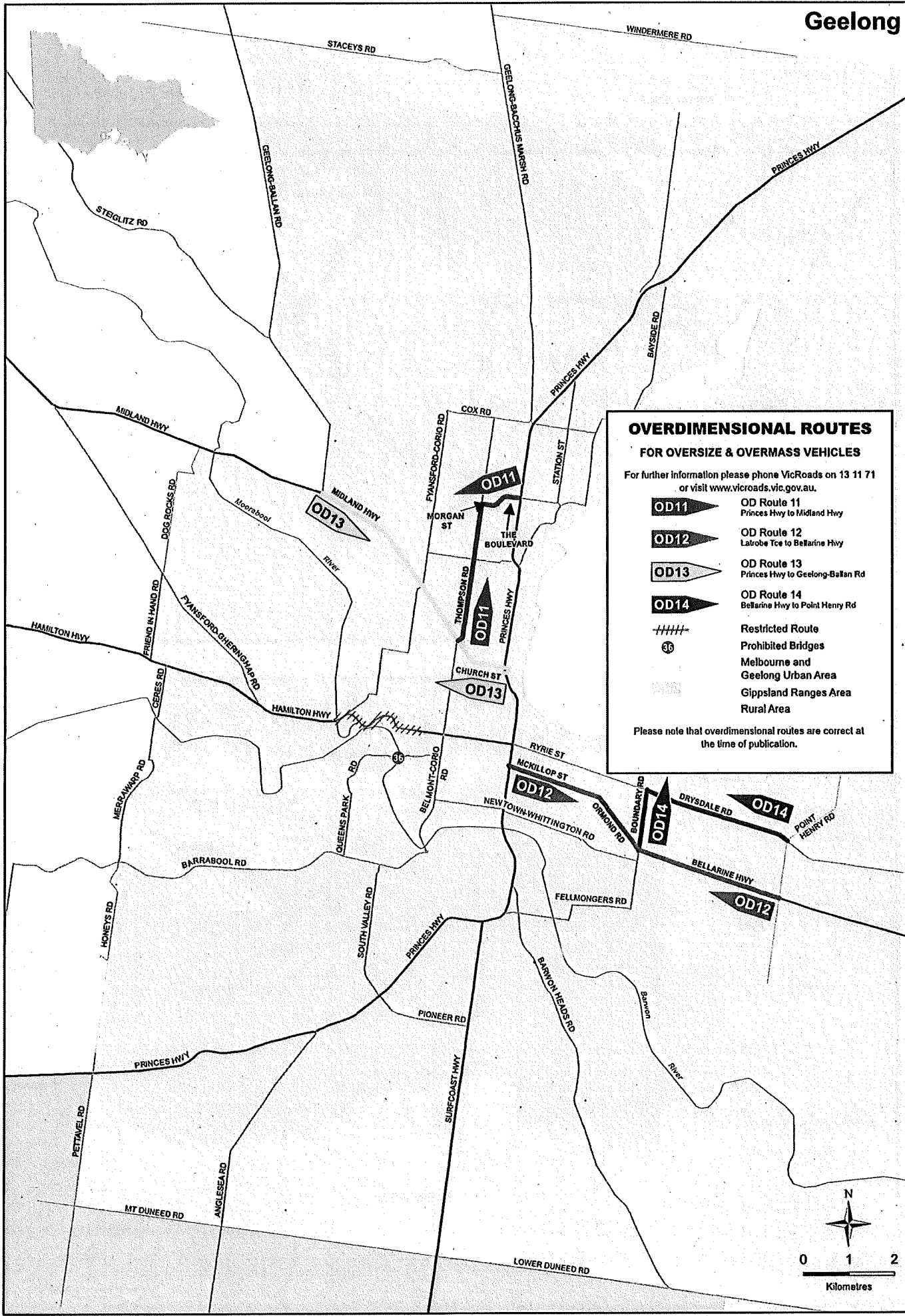
## OVERDIMENSIONAL ROUTES FOR OVERSIZE & OVERMASS VEHICLES

For further information please phone VicRoads on 13 11 71  
or visit [www.vicroads.vic.gov.au](http://www.vicroads.vic.gov.au).

-  OD Route 1  
Sydney Rd to Monash Fwy
-  OD Route 2  
Sydney Rd to OD Route 5
-  OD Route 3  
OD Route 2 to OD Route 1
-  OD Route 5  
Wetsem Ring Rd to Monash Fwy
-  OD Route 8  
Sydney Rd to Princes Fwy
-  OD Route 1 & 5  
Proposed Alternatives
-  Prohibited Bridges
-  Special Route
-  Melbourne and Geelong Urban Area
-  Gippsland Ranges Area
-  Rural Area
-  Mountainous Area







Please note that overdimensional routes are correct  
at the time of publication.



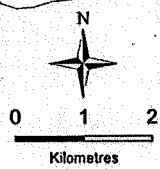


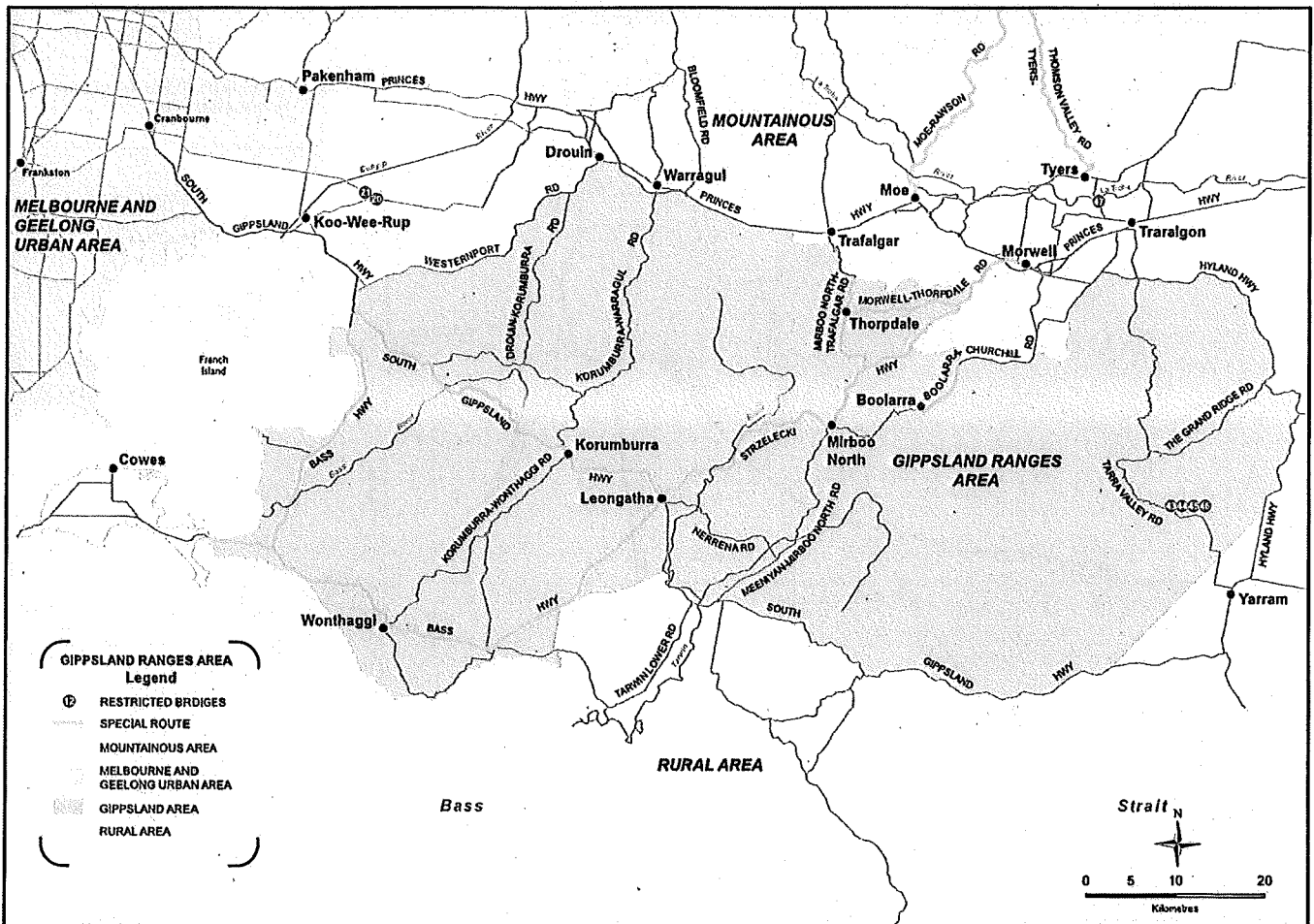
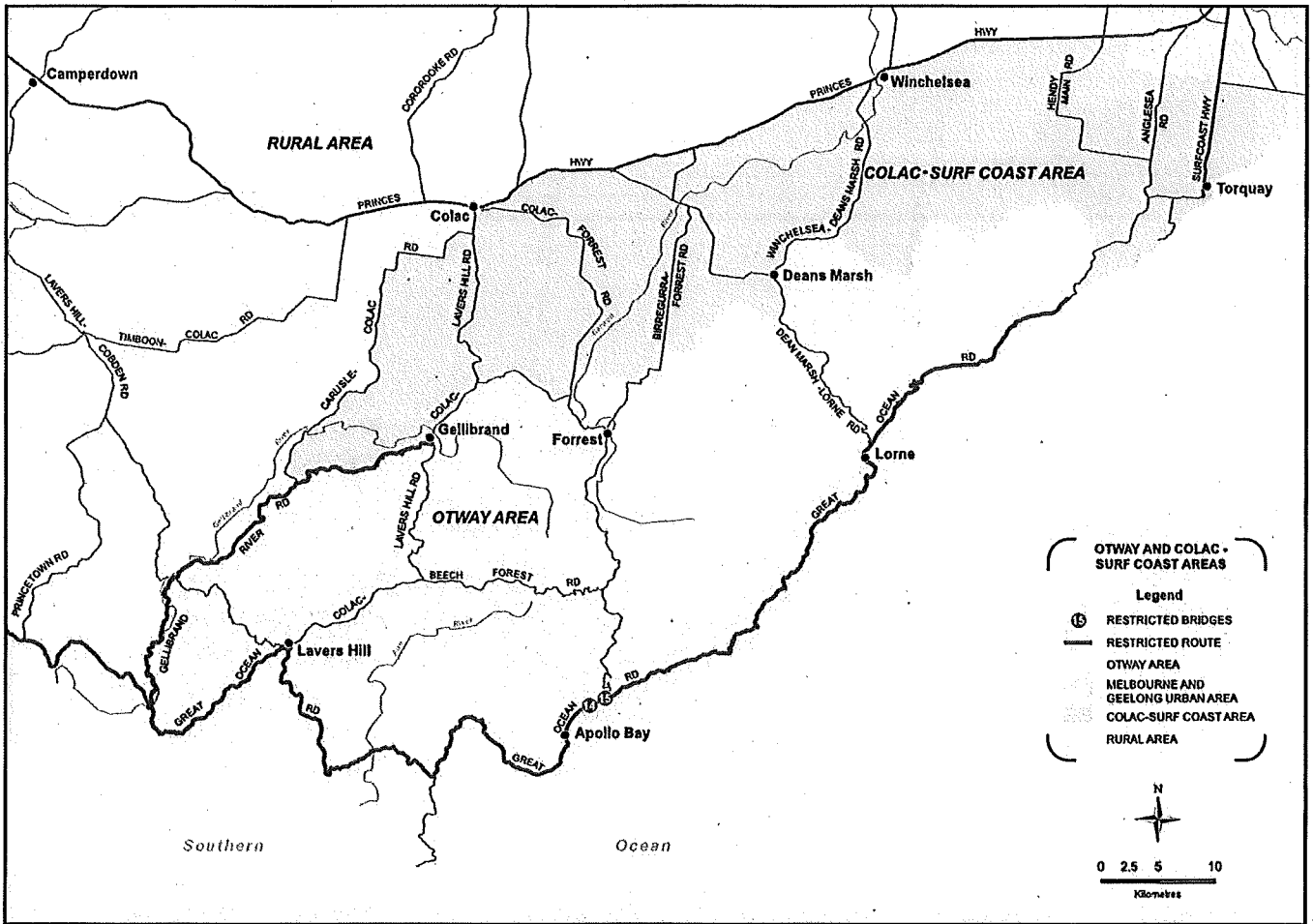
**OVERDIMENSIONAL ROUTES**  
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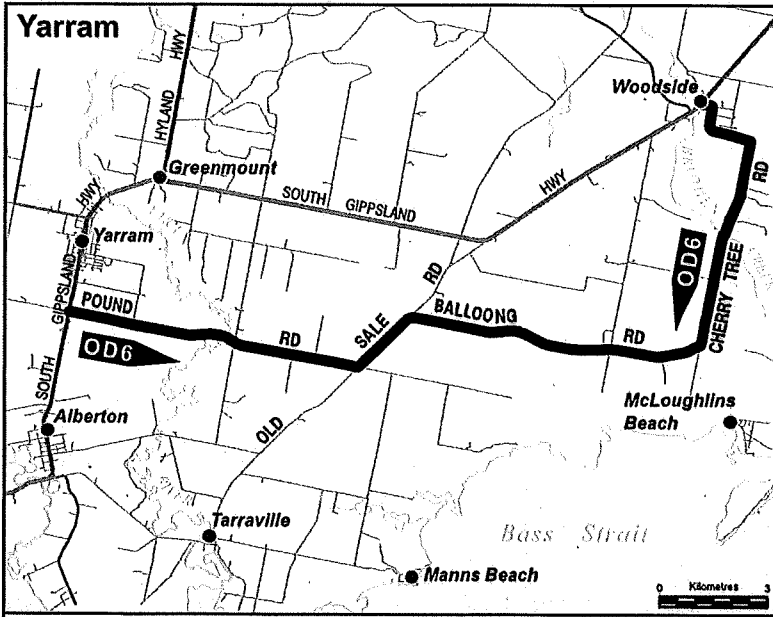
-  **OD11** OD Route 11  
Princes Hwy to Midland Hwy
-  **OD12** OD Route 12  
Latrobe Tce to Bellarine Hwy
-  **OD13** OD Route 13  
Princes Hwy to Geelong-Ballan Rd
-  **OD14** OD Route 14  
Bellarine Hwy to Point Henry Rd
-  **Restricted Route**
-  **Prohibited Bridges**  
Melbourne and Geelong Urban Area  
Gippsland Ranges Area  
Rural Area

Please note that overdimensional routes are correct at the time of publication.









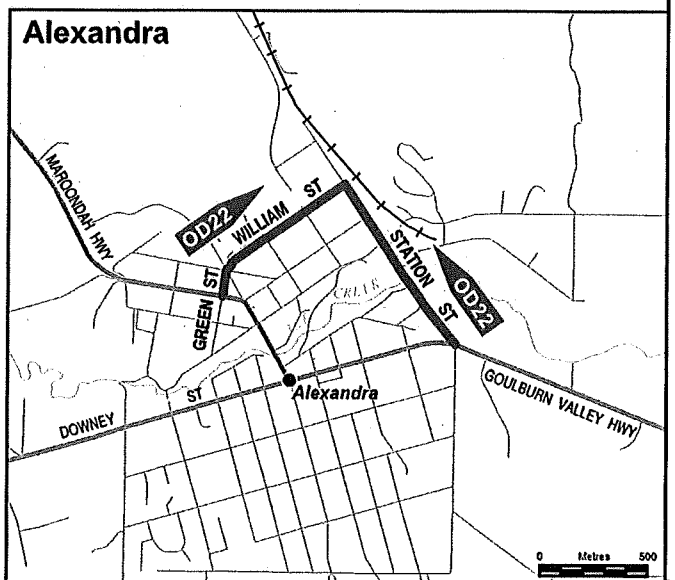
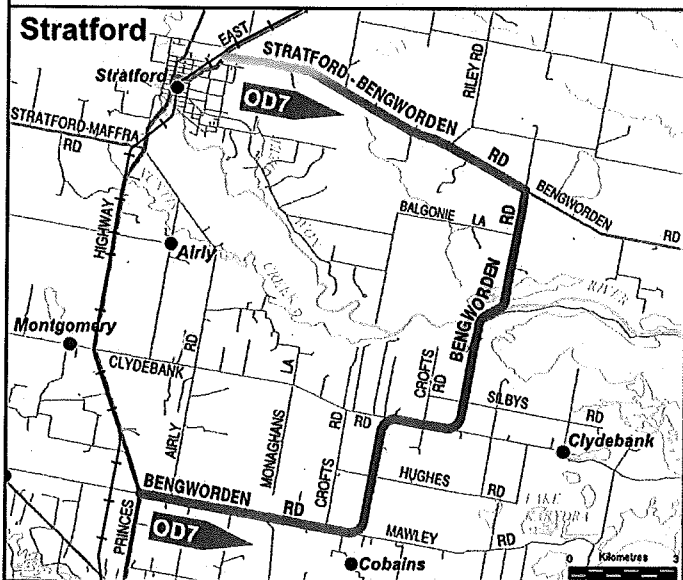
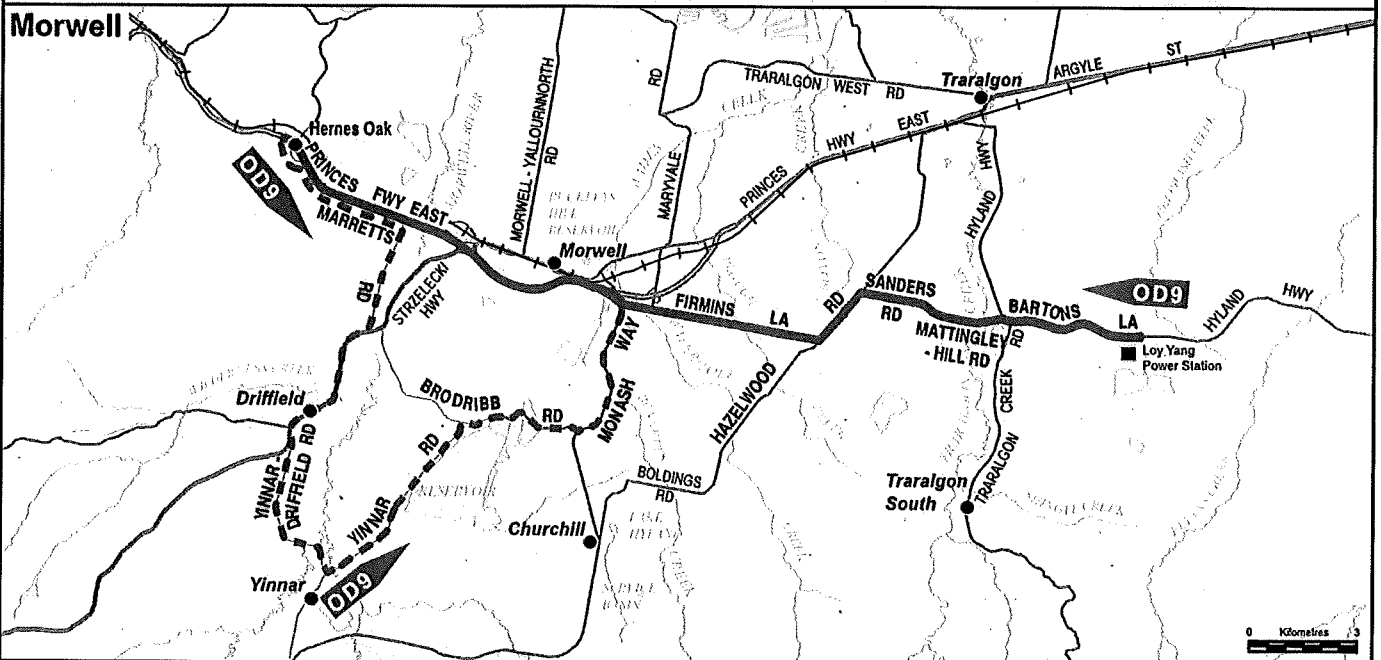
## OVERDIMENSIONAL ROUTES

FOR OVERSIZE & OVERMASS VEHICLES

For further information please phone VicRoads on 13 11 71  
or visit [www.vicroads.vic.gov.au](http://www.vicroads.vic.gov.au).

- |             |   |             |   |
|-------------|---|-------------|---|
| <b>OD6</b>  | OD Route 6<br>Delour Yarram                               | <b>OD17</b> | OD Route 17<br>Calder Hwy to Midland Hwy via Quarry Hill          |
| <b>OD7</b>  | OD Route 7<br>Delour overhead rail bridge at Stratford    | <b>OD18</b> | OD Route 18<br>Calder Hwy to Midland Hwy via Sailors Gully        |
| <b>OD9</b>  | OD Route 9<br>Delour Monvell and Traralgon to Loy Yang    | <b>OD19</b> | OD Route 19<br>Midland Hwy to McIvor Hwy and Bendigo-Redesdale Rd |
|             | OD Route 9<br>Proposed Alternative                        | <b>OD22</b> | OD Route 22<br>Delour Alexandra                                   |
| <b>OD16</b> | OD Route 16<br>Calder Hwy to Loddon Valley & Midland Hwys |             | Level Crossing  |
|             |   |             | Railways  |

Please note that overdimensional routes are correct at the time of publication.





## Prohibited Bridges

Overmass low loaders, exceeding the general mass limits in Part 4 of the *Road Safety (Vehicles) Regulations 1999*, must not cross the following bridges:

**Table 5 - Prohibited Bridges**

Number	Road Name	Feature Crossed	Locations	Map Reference
1	Barwon Heads-Ocean Grove Road	Barwon River	Barwon Heads	Mel 497 C4
2	Benambra-Corryong Road	Exhibition Creek	North of Gibbo River Junction	VCSD 51 D5
3	Burnley-Kew (Swan Street,Wallen Road)	Yarra River	Hawthorn	Mel 45 A11
4	Burwood Road	Hawthorn-Lilydale Rail	Hawthorn	Mel 45 A10
5	Bright-Tawonga Road	Ovens River	Germantown	VCSD 50B5
6	Clunes-Creswick Road	Creswick Creek	Clunes	VCSD 58 E6
7	Dargo Road	Rileys (Scots) Creek	Dargo	VCSD 65 F9
8	Dohertys Road	Outfall Sewer	Laverton North	Mel 40 A12
9	Don Road	Myrtle Creek	North of Launching Place	VCSD 80 B5
10	Donnybrook Road	Barbers Creek	East of Woodstock	VCSD 79 C2
11	Glenferrie Road	Gippsland Rail	Malvern	Mel 59 B10
12	Grange Road	Monash Fwy	Burnley	Mel 2H G12
13	Great Ocean Road	Browns Creek	Skenes Creek	VCSD 101 D5
14	Great Ocean Road	Petticoat Creek	Skenes Creek	VCSD 101 D5
15	Heathcote-Kyneton Road	Campaspe River	Redesdale	VCSD 60 A2
16	Heidelberg-Kinglake Road	Diamond Creek	Diamond Creek	Mel 12 A6
17	High Street	Gardners Creek	Glen Iris	Mel 59 K9
18	High Street	Melbourne-Pakenham Rail	Armadale	Mel 58 K7
19	Koo Wee Rup-Longwarry Road	No 4 Yallock Drain	Bayles	VCSD 96 B4
20	Koo Wee Rup-Longwarry Road	Yallock Outfall Drain	Bayles	VCSD 96 B4
21	Licola Road	Macalister River	Licola	VCSD 82 B4
22	Licola Road	Macalister River	Cheynes Bridge	VCSD 82 C6
23	Mckillops Road	Jingallala River	Cabanandra	VCSD 68 C4
24	Mckillops Road	Little River	Wulgulmerang	VCSD 67 F2
25	Mckillops Road	Snowy River	Deddick	VCSD 67 H3
26	Mckillops Road	Unnamed water Course	Deddick	VCSD 67 J3
27	Mckillops Road	Wulgulmerang Creek	Wulgulmerang	VCSD 67 F3
28	Melbourne Road	Unnamed water course	Gisborne	Mel 197 F9
29	Midland Highway	Broken River	Benalla	VCSD 47 H2
30	Nepean Highway	Brokil Creek	Dromana	Mel 151 C10
31	Nepean Highway	Mordialloc Creek	Mordialloc	Mel 92 F1
32	Normanby Avenue	Merri Creek	Coburg East	Mel 30 A4
33	Omeo Highway	Bingo Munjje Creek	Bingo Munjje	VCSD 66 B2
34	Omeo Highway	Cobungra River	Anglers Rest	VCSD 50 J9
35	Orrong-Malvern Road	Caulfield Rail	Toorak	Mel 2M G11
36	Queens Park Road	Barwon River	Geelong	Mel 451D4
37	Rushworth-Talura Road	Waranga Western Channel	Rushworth	VCSD 46 B2
38	St. Kilda Street	Elwood Canal	Elwood	Mel 67 D4
39	Snowy River Road	Little River	Wulgulmerang	VCSD 67 F2
40	Snowy River Road	Suggan Buggan River	Suggan Buggan	VCSD 52 G9
41	Studley Park Road	Yarra Boulevard	Kew	Mel 2D F9
42	Talgarno Road	Lake Hume	Bell Bridge	VCSD 36 B3
43	Tarra Valley Road	Tara Creek	Picnic Bridge at Macks Creek	VCSD 98 B9
44	Tarra Valley Road	Tara Creek	Hennings Bridge at Macks Creek	VCSD 98 B9
45	Tarra Valley Road	Tara Creek	Stan Close Bridge at Macks Creek	VCSD 98 B9
46	Tarra Valley Road	Tara Creek	Seltz Bridge Macks Creek	VCSD 98 A9
47	Tyers Road	Latrobe River	Tyers	VCSD 97 J4
48	Victoria Street	Yarra River	Abbotsford	Mel 2H H2
49	Walhalla Road	Stringers Creek	Post Office Bridge at Walhalla	VCSD 81 H9
50	Walhalla Road	Stringers Creek East Branch	Rotunda Bridge at Walhalla	VCSD 81 H9
51	Warburton-Woods Point Road	Goulburn River	Woods Point	VCSD 81 E3
52	Warburton-Woods Point Road	Morning Star Creek	Mattlock (Woods Point)	VCSD 81 E3
53	Wattleree Road	Diamond Creek	Eltham	Mel 22 A2
54	Wattleree Road	Gippsland Rail	Malvern	Mel 59 B9

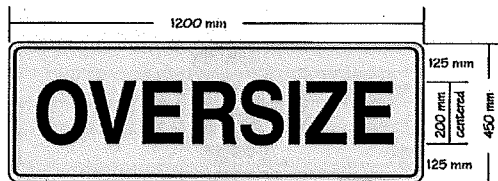
Map Reference: VCSD - RACV VicRoads Country Street Directory (6th edition), Mel - Melway Greater Melbourne Street Directory 2007

## Warning Devices

### Oversize Sign

The warning sign must:

- have the word **OVERSIZE** in black letters on a yellow retro-reflective background conforming with Class 1 or Class 2 Australian Standard AS 1906; and
- have the manufacturer's name or trademark, and the brand and class of retro-reflective material permanently marked in block letters. This information should be at least 3 mm but not more than 10 mm high and have a black border at least 20 mm wide;
- be made of flat, weatherproof material;
- be mounted vertically, with its bottom edge above the bumper bar or at least 500 mm above the ground if there is no bumper bar; and



- comply with the minimum dimensions shown in the diagram above.

The Oversize warning sign may be in two parts, in which case:

- the word **OVER** must be on the left part and the word **SIZE** on the right part; and
- both parts must be mounted at the same height.

The **OVERSIZE** warning sign may be made of flexible material. However, it must meet the above requirements and be taut and affixed vertically so that the whole sign can be clearly seen.

### Lights

Warning lights must emit a rotating, flashing, yellow coloured light. They must flash between 120 and 200 times a minute, and have a power of at least 55 watts.

A warning light must be clearly visible at a distance of 500 metres in all directions. If one warning light is not clearly visible from all directions, an additional warning light must be used (usually at the rear of the vehicle) to ensure that at least one of the lights is always clearly visible from a distance of 500 metres.

**Note:** *strobe lights cannot be used as warning lights on oversize load carrying vehicles.*

### Flags

When the vehicle is wider than 2.5 metres, four brightly coloured red, or yellow, or red and yellow flags, each at least 450 mm long and 450 mm wide must be attached to the extremities of the vehicle or where the load projects beyond the vehicle.

### Pilot Vehicles

When a pilot vehicle is required to accompany an oversize vehicle, the pilot vehicle must travel at the rear when on a divided road; or at the front when on a road that is not a divided road.

The pilot vehicle must:

- have at least four wheels;
- not exceed 4.5 tonnes gross
- not tow a trailer or carry a load except for tools; and
- must display a warning light(s) and warning sign.

The warning light on pilot vehicles must be placed in a position so that the warning sign is not obscured.

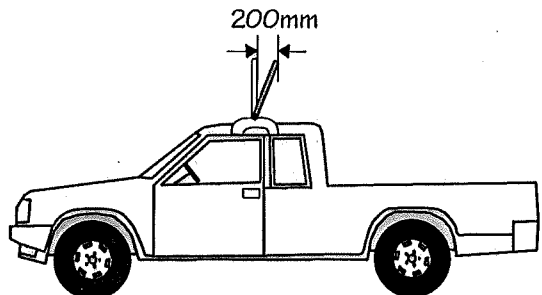
The low beam headlights on a pilot vehicle must be switched on when it is accompanying an oversize vehicle during the daytime.

The warning sign on the pilot vehicle must comply with the minimum dimensions shown in the diagram below; and

- must be mounted on the roof;
- have the words **OVERSIZE LOAD AHEAD** in black on a yellow retro-reflective background on both faces of the sign and be made of stiff, flat, weatherproof material; and



- not lean back more than 200 mm as shown in the diagram below.



Sign tilted back on pilot vehicle

### Thin Projecting Loads

If a load projects more than 150 mm beyond the sides of the vehicle, and the projection is less than 500 mm thick, the following is required:

- (a) a warning light on the vehicle; and
- (b) at least two retro-reflective yellow rigid delineators 300 x 300 mm with one attached to the front and the other attached to the rear of the projection.

It is an offence to use lights or display warning devices when they are not required by the Regulations.

### Operating Conditions

#### No Travelling if Low Visibility

An oversize vehicle must not travel if:

- (a) visibility is less than 250 metres in the daytime; or
- (b) the headlights of a vehicle approaching within 250 metres cannot be seen at night.

If a vehicle is already travelling when visibility is reduced to the level described above, the driver must drive it to the nearest safe parking area, and wait until visibility improves beyond that level before continuing to travel.

#### Minimum Following Distance

When following any other oversize vehicle, maintain a distance of 200 metres from that vehicle, except:

- (a) when overtaking the vehicle in front; or
- (b) when the vehicle in front is stopping; or
- (c) in an urban area where it is impractical to maintain a distance of 200 metres; or
- (d) when there is a separate lane for overtaking.

#### Allowing Vehicles to Overtake

If traffic is banking up behind an oversize vehicle due to its slower speed, where it is safe to do so, it should move to the left and if necessary stop to let following vehicles overtake.

#### Unladen Low Loaders and House Floats

An unladen low loader, dolly, jinker or house float with 4 tyres on each axle, must not be more than 2.5 metres wide.

An unladen low loader, dolly, jinker or house float with 8 tyres on each axle, must not be more than 2.7 metres wide.

Carrying a pilot vehicle, dolly and/or jinker is considered to be operating unladen.

### Minimising Excess Dimensions

Unladen vehicles must be reduced to the smallest practicable dimensions. This includes retracting extendible trailers, closing in widened trailers and disassembling trailer extension supports.

If a load can be safely loaded in more than one way, it must be loaded in a way that minimises the width of the vehicle and its load.

### More Than One Large Indivisible Item

This exemption is primarily for the transport of one large indivisible item.

- An "indivisible item" means an item that cannot be divided without extreme effort, expense or risk of damage to it.
- A "large indivisible item" means an indivisible item that cannot be carried on any vehicle exceeding a mass or dimension limit in Part 4 of the *Road Safety (Vehicles) Regulations 1999*.

However, more than one large indivisible item may be carried on a vehicle if:

- the vehicle's mass does not exceed the mass limits in Part 4 of the *Road Safety (Vehicles) Regulations 1999*, ie general freight vehicle mass limits (generally 42.5 tonnes);
- the vehicle's dimensions do not exceed the dimension limits in Part 4 of the *Road Safety (Vehicles) Regulations 1999*, ie the general freight vehicle dimension limits, by more than is necessary to carry one large indivisible item.

Examples are:

- long lengths of steel loaded beside each other, provided the vehicle is no wider than 2.5 metres and no heavier than 42.5 tonnes;
- steel frames stacked on top of each other, provided the vehicle is no higher than 4.3 metres and no heavier than 42.5 tonnes;
- two site sheds stacked behind each other, provided the vehicle is no longer than 19 metres.

Carrying more than one overwidth item within the general length, height and mass limits





A specific permit is required for larger loads than allowed under this bulletin

### Carrying Other Items

A vehicle transporting a large indivisible item may carry a detachable part of the large indivisible item, such as a dozer blade or an excavator bucket.

A vehicle transporting a large indivisible item may carry other items, provided the carriage of those additional items does not cause the vehicle to exceed a relevant mass and dimension limit in Part 4 of the Regulations, ie general freight vehicle limits.

### Towing a Dolly and Unladen Low Loader

A prime mover must not tow a dolly and low loader combination unless:

- (a) the combination is 2.5 metres wide for trailers with 4 tyres and 2.7 metres for trailers with 8 tyres; and
- (b) it would be unreasonable to require the dolly to be loaded onto the low loader because of:
  - (i) the short distance to be travelled; or
  - (ii) the special difficulties in loading or unloading the dolly when taking into consideration the nature of the loading site.

### Your Responsibility

Given the diversity of road conditions, terrain, weather and operating hours, it is the responsibility of the registered operator and driver of the oversize or overmass vehicle to ensure road safety is maintained. The specified warning devices must be used when required.

Any trip hereby permitted is made at the absolute risk of the registered operator and driver of the vehicle. No representation is made by VicRoads that any road, bridge, culvert, causeway or grid is capable of withstanding the loads carried, or that there is sufficient clearance to any wires, structures, trees or rail level crossing.

It is the responsibility of the registered operator of the motor vehicle to ensure that there is appropriate insurance cover for the operation of the motor vehicle, and any trailers.

### Liability

Failure to comply with any of the conditions listed in this Information Bulletin will leave the registered operator and driver liable for prosecution.

It is an offence to display a warning sign or operate a warning light when it is not required.

### What do I do if I cannot Comply?

If your vehicle exceeds the mass and dimension limits in this information bulletin or you need to travel in areas, or on prohibited bridges, or at times that are prohibited, contact VicRoads to ascertain whether a permit would be granted.

Large indivisible loads outside the mass and dimension limits of this bulletin may be granted a specific permit.

### Further Information

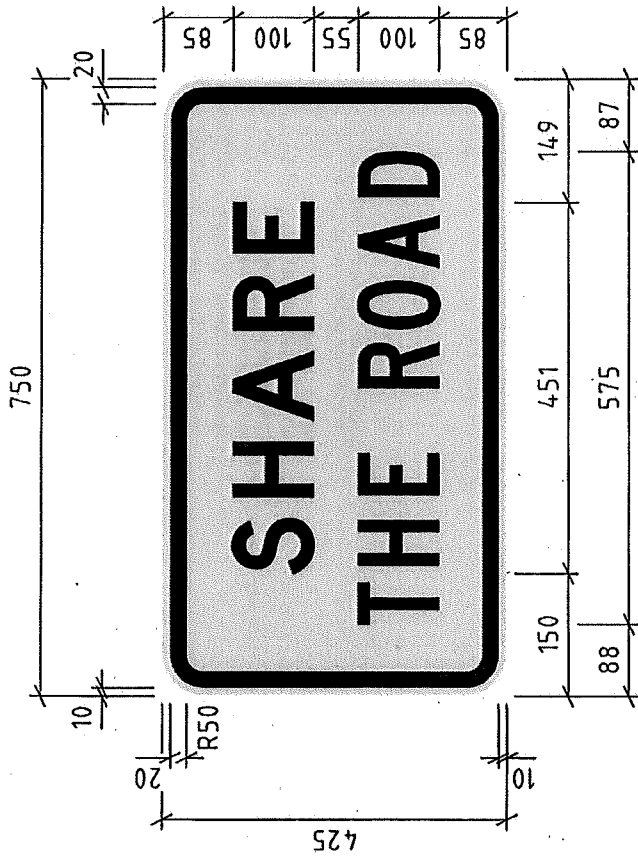
The *Road Safety (Vehicles) Regulations 1999* provides greater detail on these requirements.

For further information contact VicRoads' Statewide Permit Group during normal business hours:

- telephone (03) 9881 8852; or
- VicRoads website: [www.vicroads.vic.gov.au](http://www.vicroads.vic.gov.au)

For further information: Please visit [www.vicroads.vic.gov.au](http://www.vicroads.vic.gov.au). Telephone: 13 11 71





**LEGEND**

Dimensions from left edge of sign  
150 88  
Dimensions to left Extremity of Letters

**Series**

100 DM

100 CM

S 0 T 0  
H 93 H 72  
A 186 E 158  
R 296 R 208  
E 390 R 288  
451 0 359  
A 434  
D 520  
575

SIGN SIZES (mm)
W8-V124A 600 X 340
W8-V124B 750 X 425 (Illustr.)
W8-V124C 900 X 510

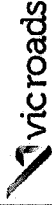
OVERALL SIZE OF SIGN (mm) : 750 x 425

SURFACE AREA OF SIGN (sq m) : 0.32

NOTES : (As Applicable)

- All Dimensions are in millimetres
- Legend and border - BLACK
- Background and edgestrip - RETROREFLECTIVE YELLOW CL.1
- Sign to be manufactured in accordance with VICROADS spec 860.

ISSUE	APPRO	DATE	AMENDMENT	GENERAL NOTES (REFER ABOVE)	TECHNICAL CONSULTING	DESIGNED	APPROVED	SCALE OF PLEBS	FILE NO.	CONTRACT NO.	SHEET NO.	DRAWING NO.	ISSUE
E						P. VAN REYK	27/02/10	N.T.S.					
D						M. PASCOE	27/02/10						
C													
B													
A													



SHARE THE ROAD  
W8-V124  
(SUPPLEMENTARY SIGN FOR W6-7)

FILE NO. CONTRACT NO. SHEET NO. DRAWING NO. 656429 ISSUE