ATTACHMENT OF EQUIPMENT TO TRAFFIC FACILITIES ASSETS

ISSUE
The RTA traffic facilities assets exist for the efficient and safe movement of pedestrians and vehicles.

However, the RTA often gets requests for the attachment of non-RTA or third party equipment on its traffic facilities assets.

Generally, the attachment of non-RTA equipment on RTA traffic facilities assets is not permitted for the following reasons:

- third party equipment may give rise to adverse health, safety and OHS risk management ramifications.
- field staff may be exposed to increased hazards when servicing RTA traffic facilities assets.
- field staff may cause damage to non-RTA or third party equipment.
- non-RTA equipment may limit capacity, expansion and upgrading of RTA traffic facilities assets.
- non-RTA and third party equipment may result in higher maintenance costs.
- traffic facilities assets may be vulnerable to damage during the installation and maintenance of non-RTA or third party equipment.

However, the RTA has entered into license agreements with the telecommunication companies, such as Optus Pty Ltd, to install their equipment on the traffic facilities assets. This is an exception due to the federal legislation. In this case, there are agreed maintenance procedures between them and the RTA.

Distribution List:
Director, Infrastructure Services; Director, Commercial Services; Director, NSW Centre for Road Safety; Traffic Management and Road Safety staff; Project and Asset Managers.

For further enquiries
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ACTION
Except for telecommunication companies, the attachment of non-RTA or third party equipment on RTA traffic facilities assets is **not** permitted.

This policy takes effect immediately.

UPDATES
To ensure that this *Technical Direction* and any related guidelines remain current and relevant, minor updates may be made from time to time. Any updates may be obtained from the RTA website using the Traffic & Transport Policies & Guidelines Register which can be found at:


Printed copies of this *Technical Direction* are uncontrolled, therefore the Register should always be checked prior to using this *Technical Direction* or any related guidelines.

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