



**You are invited to attend the next Traffic Committee Meeting:**

**Date:** Tuesday, 8 October 2019  
**Time:** 13:00  
**Location:** Warragamba Town Hall  
1 Civic Centre Circle  
Warragamba NSW 2752

# **AGENDA**

## **Traffic Committee Meeting**

**8 October 2019**

The Local Traffic Committee is a Technical Committee of Roads and Maritime Services (RMS). The Committee operates under the authority conferred to Council by the RMS under the Transport Administration Act 1988.

Council has been delegated certain powers from the RMS, with regard to traffic matters upon its local roads. A condition of this delegation is that Council must take into account the Traffic Committee recommendations.

There are four permanent members of the Traffic Committee, each of whom has a single vote only. The members are representatives of the NSW Police Force, the RMS, the Local State Member of Parliament (for the location of the issue to be voted upon) and a representative of Council.



---

## Order Of Business

<b>1</b>	<b>Reports</b> .....	<b>4</b>
1.1	PROPOSED NO STOPPING ZONES (R5-400) ON WIRE LANE (SOUTH SIDE), CAWDOR FROM JUNCTION WITH REMEMBRANCE DR TO 10M WEST OF DRIVEWAY ENTRY INTO THE CAR PARK OF CAMDEN VALLEY INN.....	4
1.2	Warragamba Permissible Parking Scheme .....	6
<b>2</b>	<b>General Business</b> .....	<b>26</b>
2.1	Picton High School Construction Parking Management	

## 1 REPORTS

### 1.1 PROPOSED NO STOPPING ZONES (R5-400) ON WIRE LANE (SOUTH SIDE), CAWDOR FROM JUNCTION WITH REMEMBRANCE DR TO 10M WEST OF DRIVEWAY ENTRY INTO THE CAR PARK OF CAMDEN VALLEY INN.

File Number: 10623#77

#### EXECUTIVE SUMMARY

- It is recommended that Council approve the implementation of No Stopping Zones (R5-400) of about 75m in length on Wire Lane, south side from the corner of Remembrance Dr (Old Hume Highway) to 12m pass the new driveway access into the new carpark.

#### REPORT

Council has received a request from Camden Council, to support its concerns of safety issues with parking on the kerb of Wire Lane (south side) from Old Hume Highway (Remembrance Dr) obstructing traffic visibility for vehicles in/out of the newly expanded carpark into Camden Valley Inn and making it hazardous to manoeuvre at this location.

Camden Council has implemented the No Stopping (R5-400) zone on the north side of Wire Lane.

Wollondilly Council has investigated the matter, concurs with Camden Council, and requests "No Stopping" (R5-400) zones to be implemented at this location. This will prevent the vehicles from parking along this section of Wire Lane to allow better visibility and for improving traffic safety.

#### Consultation

This issue has not been raised and discussed in a Community Forum

#### Financial Implications

Funding has been allocated and is available under vote 4402-5210-3627.

#### ATTACHMENTS

##### 1. Site plan of the proposed "No Stopping" (R5-400) zones

#### RECOMMENDATION

That Council approve the implementation of "No Stopping" (R5-400) zones in Wire Lane, south side for 75m from the junction of Old Hume Highway to 12m pass the driveway access into Camden Valley Inn as shown in this report.



Wire Lane, south side – Proposed No Stopping (R5-400) Zone.

## **1.2 WARRAGAMBA PERMISSIBLE PARKING SCHEME**

**File Number: 10623#78**

### **EXECUTIVE SUMMARY**

- The purpose of this report is in response to Resolution 189/2019 of Council's Ordinary Meeting held on 19 August 2019. The resolution was to "invite all decision makers including but not limited to the local Member, the police and the RMS to an on-site inspection and discussion with the suggestion of the installation of an off road parking provision on narrow roads for the established residential area of Warragamba, using technical direction TTD 2014/003".

### **REPORT**

In July 2019, the LTC considered and resolved to adopt the proposed Warragamba Permissible Parking Scheme as a trial project on selected narrow streets. Feedback received from the local residents suggested that the project was not supported in its current format due to lack of parking opportunities, restricted carriageway widths and restricted areas for pedestrian traffic if the scheme were to be implemented.

Council Resolution 189/2109 of Council's Ordinary Meeting resolved to request that all decision makers including but not limited to the local Member, the police and the RMS be invited to an on-site inspection and discussion with the suggestion of the installation of an off road parking provision on narrow roads for the established residential area of Warragamba, using technical direction TTD 2014/003.

This meeting of the LTC is being held on site at Warragamba to discuss the previous report to the LTC and the possible provision of off road parking facilities in accordance with TTD 2014/003.

### **Consultation**

Local residents have been consulted with the proposed current scheme via letter box drop.

### **Financial Implications**

No funding has been allocated for this project/item at this stage.

### **ATTACHMENTS**

- 1. Excerpt of Agenda - Local Traffic Committee held 9 July 2019**
- 2. Excerpt of Minutes - Local Traffic Committee held 9 July 2019**
- 3. Resolution 188/2019**
- 4. Technical Direction - Traffic Management and Road Safety Practice**

### **RECOMMENDATION**

That the Committee consider the Permissible Parking Scheme or alternative options as discussed at the on-site meeting.

**1.1 PROPOSED PERMISSIBLE PARKING SIGNS IN NARROW RESIDENTIAL STREETS IN WARRAGAMBA****File Number: 10623#57****EXECUTIVE SUMMARY**

It is recommended that Council approve the trial installation of permissible parking signs within the selected narrow streets of Warragamba.

**REPORT**

At the Local Traffic Committee meeting held on the 14 May 2019, the Committee discussed the matter at length and agreed that further consultation be carried out with all Emergency Services who may require access to these narrow streets. A letter via email was sent out to NSW Police, RFS, SES, NSW Ambulance, Fire NSW, local bus companies, waste collection contractor and Sydney Water asking for feedback on the proposed permissible parking sign implementation.

All responses received and are presented to this meeting for consideration.

**Consultation**

This issue has not been raised and discussed in a community forum. Various Emergency Service and organisations were contacted via email to request feedback on the matter.

**Financial Implications**

Funding has been allocated and is available under vote 4402-5210-3627.

**ATTACHMENTS**

1. Warragamba permissible parking signs consultation letter
2. Feedback responses received in relation to consultation letter

**RECOMMENDATION**

That Council:

1. Approve the implementation of a trial installation of permissible parking signs at selected narrow streets in Warragamba at Third Street, Twelfth Street and Thirteenth Street.
2. If deemed successful approve the installation of additional signs on other narrow streets in Warragamba at the discretion of the Manager of Infrastructure Strategy & Planning.



Frank McKay Building 62-64 Menangle Street Picton NSW 2571 DX: 26052 Picton  
All Correspondence to PO Box 21 Picton NSW 2571  
Telephone: 02 4677 1100 Fax: 02 4677 2339  
Email: council@wollondilly.nsw.gov.au Web: www.wollondilly.nsw.gov.au  
ABN: 93 723 245 808

RURAL LIVING

Our Reference: Trim 1087#983

**TO WHOM IT MAY CONCERN**

**PROPOSED PERMISSIBLE PARKING & GUIDE SIGN FOR PERMISSIBLE RESIDENTS' PARKINGS IN NARROW RESIDENTIAL STREETS IN WARRAGAMBA**

The purpose of this letter is to consult with emergency services and other stakeholders regarding Council's proposal to implement a permissible parking sign within the selected narrow streets of Warragamba as a trial project for possible wider implementation if the trial is successful.

**Reason for Council's proposal**

The reason for the proposal is in response to concerns raised from property owners in Warragamba due to incident of penalty infringement notices (PIN) being issued for a number of vehicles that were parked on the footpath area within the road reserve in narrow residential streets in Warragamba.

This signage scheme has been developed in consultation with RMS and by applying the Australian Road Rule:

*"Part 197– Stopping on a path, dividing strip, nature strip, painted island or traffic island*

*(1) A driver must not stop on a bicycle path, footpath, shared path or dividing strip, or a nature strip adjacent to a length of road in a built-up area, unless:*

*(a) the driver stops in a place on a length of road, or in an area, to which a parking control sign applies and the driver is permitted to stop at that place under these Rules"*

The permissible parking signs will allow vehicles to park, in part, on the footpath area – maintaining a minimum clearance of 2m between the property boundary and the vehicle to maintain pedestrian access, and a minimum of 3.5m of clear road carriageway for vehicles to pass. They would also be required to leave a clear distance between parked vehicles of 10m.

As a trial project, a few selected streets namely Third Street; Twelfth Street and Thirteenth Street will have these signs installed at the start of the road.

**Attachments**

- 1 Artwork of Guide Sign.
- 2 Street view of Third Street with Permissible Parking Sign Concept.
- 3 Typical permissible parking sign installation.

**Consultation process**

In order to ensure feasibility of the proposal and ensure that it does not impact on other road users, all stakeholders are encouraged to provide feedback and comments on the proposal. In particular, feedback is sought in regards to the practicality of formalising such parking arrangements and any issues that may be of concern for larger vehicles gaining access, should vehicles be parked in that manner. It is important to appreciate that vehicles must be parked sensibly without hindering the traffic flow.

Page 1 of 3



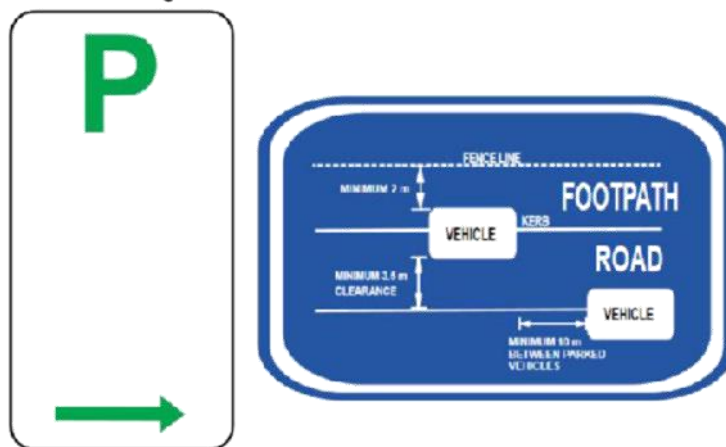
As part of the Council's consultation process, you are invited to comment on the proposal by the 28<sup>th</sup> June 2019.

Should you require any further information relating to this matter, please contact Mr Choong Yam, Traffic Engineer on (02) 4677-9645 or Email: choong.yam@wollondilly.nsw.gov.au

Yours faithfully

Norma Towel  
**Infrastructure Coordinator**  
**Transport and Assets**

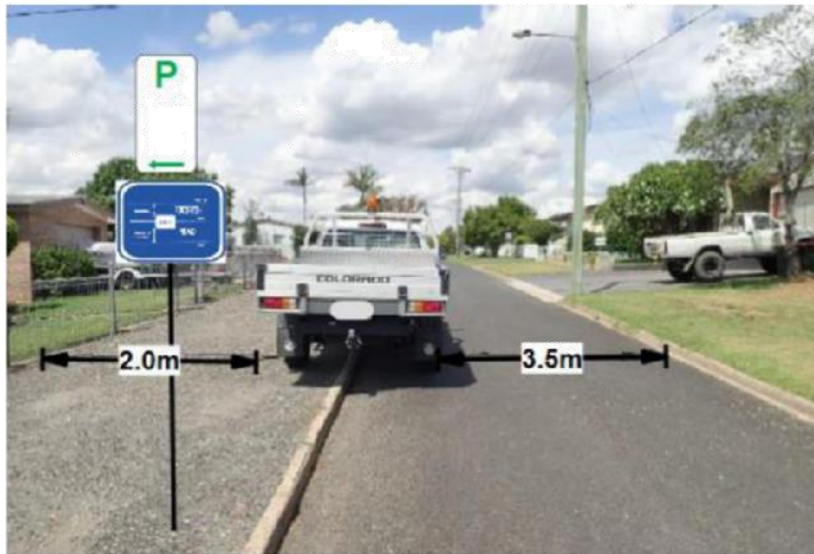
**1. Artwork of Guide Sign**



**2. Street view of Third Street with Permissible Parking Sign Concept**



3. Typical permissible parking sign installation.



**Feedback received from stakeholders in regards to the proposed trial project on implementing permissible parking signs on selected narrow streets in Warragamba**

**(a) NSW Rural Fire Service**

"In principal this should work.

Some issues:

Positive:

- 3.5 mts is wide enough for fire appliance

Potential negative:

- There is not enough room for both property owners (across street) to both park (property too narrow) – can see this happening and then there would not be 3.5 mt left (also neighbours disharmony as would turn into who gets there first to park)
- Allowance for wide mirrors/ opening doors etc.
- Larger vehicles or Truck parking
- If fire vehicle goes down street and needs to back out for whatever reason – this could be very difficult with vehicles parked on both sides of road at various intervals
- Congestion if more than one fire vehicle needs access

Further comment – the chosen streets are the 'widest' in Warragamba and if trial is successful other streets may create problem due to narrow sections and corners which are tight. Perhaps consider reducing the pedestrian access width and allowing vehicles to park closer to fence boundary – but this may be a law requirement. Also the sign is really very confusing – had to really look at it to work out what was meant, locals will eventually work it out, but may prove difficult for visitors to area

Will be interesting to see how this works out."

**(b) Nepean Police Area Command**

"I have no objections with the proposed provided the sight distances are not diminished as outlined by Steve Grady. We will need some resolution on this point."



**(c) Busways**

"This project will not impact on Busways services however, I am slightly concerned in relation to permitting vehicles to park on footpath verges, especially near bus stops. The line of sight is crucial for not only passengers and bus drivers to see the bus approaching, or the passenger waiting at the stop, but also where young passengers such as school students are concerned.

I do believe that there needs to be a certain distance around bus stops, to be considered as a 'NO GO' area to provide a good clear line of sight for safety reasons."

**(d) Busabout**

"I agreed with Steve (Busways) it won't impact on our services but will limit the vision the drivers have as they approach a bus stop especially for younger/smaller school students and will impede their run.

I also agree with this statement from Steve "I do believe that there needs to be a certain distance around bus stops, to be considered as a 'NO GO' area to provide a good clear line of sight for safety reasons."

**MINUTES OF WOLLONDILLY SHIRE COUNCIL  
TRAFFIC COMMITTEE MEETING  
HELD AT THE COUNCIL CHAMBER, 62-64 MENANGLE STREET, PICTON NSW 2571  
ON TUESDAY, 9 JULY 2019 AT 14:00**

**PRESENT:** Cllr Robert Khan (Chair), Andrew Lister (on behalf of Jayd Marsh), Steve Grady, Snr Const. Kim Ruttley, Marcus Cotton, Nathaniel Smith MP, Peter McLaughlin (Chief of Staff, The Office of Nathaniel Smith MP), Mike Nelson, Norma Toweel, Choong Yam, Paul Draper, Tracey Collier (Minutes).

**APOLOGIES:** Cllr Blair Briggs, Chris Moule, Jayd Marsh, Matthew Shirvington, Mick Tanner, Stephen Page, Stephen Burrige.

**1 REPORTS**

**1.1 PROPOSED PERMISSIBLE PARKING SIGNS IN NARROW RESIDENTIAL STREETS IN WARRAGAMBA**

**RECOMMENDATION**

**That Council:**

- 1. Approve the implementation of a trial installation of permissible parking signs at selected narrow streets in Warragamba at Third Street, Twelfth Street and Thirteenth Street.**

**Comments:**

NT discussed that since last meeting we have contacted emergency services for feedback, and responses are annexed to the report in the Agenda. Steve highlighted that there may be concerns where fire hydrant covers on the street are parked over/parked to close to. This is something that RFS didn't note in their response. The committee identified that residents "may" know where these are located, but visitors would not. Maybe these needed to be identified by some manner, such as colouring the covers.

Discussed that a six month period is a reasonable length of time for a trial. It was agreed that after six months, residents in the affected streets could be contacted for feedback. NT raised that a community discussion page could also be set up. Recommendation two from the agenda has been removed, pending discussion of success of the trial in six months' time (January/February 2020 Local Traffic Committee Meeting).

MN/NT stated that in the meantime we should embark on an education campaign whilst we sort out the final design, explaining purpose etc.

**UNANIMOUSLY SUPPORTED.**

**1.2 NO. 2895 REMEMBRANCE DRIVEWAY, BARGO – TRANSPORT/TRUCK DEPOT**

**RECOMMENDATION**

- 1. That Council approve the linemarking in accordance with RMS delineation manual section 6, figure 6.12.**

## 12.6 TRAFFIC MANAGEMENT UPGRADES - WARRAGAMBA PERMISSIBLE PARKING SCHEME TRIAL

At 7:54pm Cr Michael Banasik left the meeting and returned at 7:57pm.

### RESOLUTION 189/2019

Moved: Cr Judith Hannan  
Seconded: Cr Matthew Gould

That the Minutes of the Traffic Committee Meeting held on 9 July 2019 be received and the following recommendation be adopted:

1. *That we acknowledge the work of staff and the traffic committee in addressing a difficult situation.*
2. *That we defer the decision to implement the suggested scheme and undertake further community consultation.*
3. *That we invite all decision makers including but not limited to the local Member, the police and the RMS to an on-site inspection and discussion with the suggestion of the installation of an off road parking provision on narrow roads for the established residential area of Warragamba, using technical direction TTD 2014/003.*
4. *That we also ask Nathaniel Smith to apply for a review of representations made for the parking fines instigated last December.*

On being put to the meeting the motion was declared **CARRIED 8/0**

In Favour: Crs Judith Hannan, Robert Khan, Michael Banasik, Blair Briggs, Matthew Deeth, Matthew Gould, Simon Landow and Noel Lowry

Against: Nil

## 13 CARING FOR THE ENVIRONMENT

No reports this meeting

## 14 LOOKING AFTER THE COMMUNITY

No reports this meeting

# Technical Direction

Traffic management and road safety practice



Transport  
Roads & Maritime  
Services

TTD 2016/001 February 2016

Supersedes TTD 2014/003

## Design and implementation of shared zones including provision for parking

Summary:	Audience:
This Technical Direction provides guidelines for the design and implementation of shared zones in a road or road related area (Category 1) and for shared zones in a road with footpath parking (Category 2).	<ul style="list-style-type: none"> <li>• Traffic management staff</li> <li>• Road safety staff</li> <li>• Councils</li> </ul>

### Definitions

**Shared zones** are defined under Rule 24 in the NSW Road Rules (2008). A shared zone is a road or network of roads or a road related area where space is shared safely by vehicles and pedestrians and where pedestrian priority and quality of life take precedence over ease of vehicle movement.

Shared zones employ a range of regulatory and non-regulatory treatments to indicate a change in environment and priority. Where parking is provided in a shared zone, it is only allowed in marked bays and must have the relevant signage provided.

Using this Technical Direction:

- A **Category 1** (Cat 1) shared zone is provided on a road related area, has clearly different coloured and textured surface treatments from the surrounding roads, and typically does not have kerbs.
- A **Category 2** (Cat 2) shared zone is provided on a road which includes footpath parking and has substandard footpath widths, retains kerbs and has traffic calming devices and treatments to regulate traffic speeds to 10km/h.

### Practice/General

The NSW Government is committed to improving pedestrian safety and amenity. The implementation of applicable shared zones will assist in reducing the incidence of pedestrian death and serious injury. One of the key requirements of shared zones is that they are attractive and interesting public places that reflect local needs and activities.

Shared zones are specifically designed for pedestrian priority and may be appropriate for a road, a network of roads or road related areas where there are comparatively high pedestrian volumes, where the road is narrow and pedestrian access along existing substandard (less than 1.2 metres) footpaths is limited, and/or where on-road parking on one or both sides of the road restricts the free movement of vehicles along the road (especially emergency and service vehicles).

Owner:	General Manager Network NSW	Review date:	July 2018
Authorised by:	Ken Kanofski COO Journey Management	Date:	Page 1   12
RMS 16.045	Printed copies of this document are uncontrolled		

---

 Technical Direction – Traffic management and road safety practice
 

---

**Approvals:**

The safest place for pedestrians is on a specific pedestrian facility. A shared zone will only be considered where adequate footpaths cannot be retained within the road reserve and where there are very low numbers of slow moving vehicles. Footpaths can be retained in a shared zone where footway parking is in place.

A shared zone should not look like a normal road environment and requires a self enforcing road environment. Kerbs should generally not be provided in a shared zone to ensure a discernible change in the environment from the surrounding roads, and to facilitate the ease of movement and indicate the priority for pedestrians, especially disabled pedestrians. Existing 'brownfield' roads may be suitable for conversion to Category 1 or 2 shared zones without the removal of existing kerbs if approved by Roads and Maritime Services.

Traffic control devices (ie signs and markings) referred to in this Technical Direction shall meet RMS specifications. Traffic control devices, other than the *Shared zone* (R4-4), *End shared zone* (R4-5), and *Give Way to Pedestrians* (R2-10) signs, will still require council approval through the usual Local Traffic Committee process.

The NSW road rules (Rule 188) permit parking in designated shared zones. A driver can stop in a marked parking bay or designated parking area if the driver is permitted to do so by the road rules and where indicated by a parking bay or sign.

The maximum speed limit in shared zones is always 10 km/h. All speed zones and shared zone schemes must be authorised by RMS as per the delegations under the Roads Act.

Implementation of these guidelines must include community involvement and participation. Shared zones are designed and constructed by local councils in consultation with the local community.

This Technical Direction provides guidelines for all aspects of shared zones, including design and implementation, and for the provision of parking within designated shared zones, and supports the Transport for NSW SS/12/01 shared zone policy.

## Guidelines

### General

- All new shared zones (Cat 1) must be constructed without kerbs.
- In special circumstances existing roads can be converted to shared zones, without the removal of the existing kerbs. Potential reasons for not removing kerbs may include heritage or cost-prohibitive constraints. However where existing kerbs are being retained traffic calming devices and a visibly changed road environment may need to be used to address vehicle speed. The retention of kerbs requires RMS approval.
- All shared zones must display the required regulatory signage and should include pavement markers at each entry point to the area and at each exit point from the area. The entry signage is to be duplicated on both sides of the road, where possible.
- Drivers must give way to pedestrians at all times in shared zones (NSW Road Rule 83). A *Give Way to Pedestrians* (R2-10) sign must be installed below each *Shared zone* (R4-4) sign. A *Give Way to Pedestrians* pavement marking must be installed at each entry to a Category 2 shared zone.
- All shared zones in NSW must display a speed limit of 10 km/h. No other speed limit is allowed. All shared zones in NSW must be authorised by RMS as they are a speed zone.
- Where parking is to be provided in shared zones, *Park In Bays Only* (R5-65) signs must be provided under the shared zone (R4-4) signs at each entry into the shared zone.

### Technical Direction – Traffic management and road safety practice

- The parking bays must be marked within the shared zone. The length and width of any parking space must comply with AS2890.5 *Parking Facilities*.
- To ensure compliance with on-street parking for people with disabilities please refer to AS 2890.6-2009 *Parking Facilities*.
- As shared zones are a pedestrian priority environment there should not be any requirement for pedestrian crossings and pedestrian fencing.
- Continuous footpath treatments should be considered. Refer to TD 2013/05.
- All shared zone proposals on existing roads must have consultation with the local community by Council to provide an opportunity for feedback prior to implementation.

## Design Principles

The design principles for shared zones need to be defined to ensure the proposed scheme incorporates the necessary features to provide an appropriately safe environment. In particular, the design needs to have an impact which clearly highlights to drivers that there is a change in the road environment and traffic conditions and that the priority is for pedestrians. The design features are required to be implemented in accordance with the Austroads Guide to Traffic Management Part 8: Local Area Traffic Management and the relevant RMS Austroads Guide Supplement. The following table presents the design principles for shared zones.

Features	Information
Street space/ kerb & gutter/ delineation	<p>The road environment in a shared zone must be changed to ensure that it does not look like a normal road</p> <ul style="list-style-type: none"> <li>• Any delineation and kerbs shall be removed to enhance the sense of pedestrian priority (Cat 1).</li> <li>• Where it is not possible to remove the kerbs then the shared zone must be treated to a level where drivers can clearly identify that they are in a different driving environment.</li> <li>• Traffic calming or suitable pedestrian friendly treatments must be provided to reduce speeds within the zone where kerbs have been retained.</li> </ul>
Entrance/exit points	<ul style="list-style-type: none"> <li>• Prominent features such as signs, architectural or landscape features must be provided to indicate a change in the street environment and highlight the start/end of the shared zone (Cat 2).</li> <li>• A <i>Give Way to Pedestrians</i> pavement marking must be installed (Cat 2 only).</li> <li>• Continuous footpath treatments should be considered as entry/exit treatments to assist traffic calming. Refer to TD 2013/05.</li> </ul>
Traffic signs	<ul style="list-style-type: none"> <li>• Regulatory traffic signs as per the requirements of the NSW Road Rules 2008 are required.</li> <li>• All entry signs must be provided on both sides of the road, for one or two-way shared zones, to further enhance the changes in environment and priority.</li> </ul>
Pavement surface	<ul style="list-style-type: none"> <li>• The pavement surface shall be changed to highlight the difference in the street environment from the surrounding road network. It must be clearly distinguishable by colour, texture and/or materials. Any exceptions require RMS approval.</li> </ul>
Traffic calming features/ treatments	<ul style="list-style-type: none"> <li>• Traffic calming or suitable treatments must be provided to reduce speeds within the zone where kerbs have been retained to encourage consistently slow driving and ensure compliance with the 10 km/h speed limit.</li> <li>• Advisory speed plates are not required to supplement speed hump advisory signs.</li> </ul>
Forward visibility	<ul style="list-style-type: none"> <li>• To encourage drivers to drive with care and comply with the 10km/h speed limit, it is not desirable to have unlimited forward visibility in a shared zone.</li> <li>• In locations where it is considered necessary to maintain visibility, a minimum stopping sight distance of 12 metres shall be applied.</li> </ul>



Technical Direction – Traffic management and road safety practice

Features	Information
Vehicle mix and accessibility requirements	<ul style="list-style-type: none"> <li>Alternative access for large vehicles such as buses needs to be planned.</li> <li>Access must be designed to safely accommodate emergency vehicles, delivery and garbage trucks.</li> <li>Emergency services and Police are to be consulted during the design process.</li> </ul>
Car parking	<ul style="list-style-type: none"> <li>Car parking provisions may need to be altered to suit the scheme.</li> <li>Car parking bays must be marked along the scheme and in accordance with the prescribed lengths and widths in AS 2890.5 and AS 2890.6-2009 <i>Parking Facilities</i>.</li> <li>Car parking spaces that straddle existing kerb and gutter are to be provided in Cat 2 shared zones.</li> </ul>
Bicycles	<ul style="list-style-type: none"> <li>Cyclists must be able to safely traverse the features provided in the scheme to encourage lower vehicle speeds.</li> <li>Traffic calming measures must incorporate features to make them cycle friendly.</li> <li>In one way shared zones, consideration should be given to contra-flow bicycle movements. This provision will increase access for non-motorised transport and must include <i>Bicycles Excepted</i> (R9-3) signs.</li> <li>Cyclists need to be aware that they must give way to pedestrians.</li> </ul>
Mobility and vision impaired requirements	<ul style="list-style-type: none"> <li>Designs must include provision to safely accommodate the needs of the mobility and vision impaired.</li> <li>Refer to AS 1428.4.1 <i>Design for Access and Mobility</i> for detailed design requirements.</li> </ul>
Lighting and drainage grates	<ul style="list-style-type: none"> <li>Appropriate lighting should be installed for safety and security purposes.</li> <li>Appropriate drainage grates should be installed to cater for pedestrian and cyclist use.</li> </ul>

**Traffic signs**

Traffic signs to be used in a shared zone are described in the NSW Road Rules and are illustrated below.

Any traffic calming must display the appropriate warning signage (eg W5-10 *Speed hump*). However the supplementary advisory speed plate is not required on speed hump signage.

Entry signposting is to be duplicated on each side of the road, where possible

In shared zones, signs may be provided on both sides of the road, for one or two-way shared zones, to further enhance the changes in environment and priority.



**R4-4 SHARED ZONE**

- Must be displayed at the start of a shared zone.
- R4-4 may be repeated in combination with R2-10 at additional locations within a shared zone.



**R4-5 END SHARED ZONE**  
Must be displayed at the end of the shared zone.

**R2-10 GIVE WAY TO PEDESTRIANS**

- Must be displayed at the start of a shared zone and below the R4-4 sign.
- R2-10 may be repeated in combination with R4-4

<b>TTD 2016-001 Design and implementation of shared zones</b>	Page 4   12
Printed copies of this document are uncontrolled	



at additional locations within a shared zone.

**R5-65 PARK IN BAYS ONLY**

- Must be displayed at the start of a shared zone, below the R2-10 sign, when parking is provided.
- May be repeated in isolation at additional locations within a shared zone.

**Traffic calming**

Traffic calming features or treatments are required within Category 1 and 2 shared zones to reduce vehicle speeds, where a change in the road environment will not work alone. Where kerb and gutter are retained, traffic calming should be used to reduce vehicle speeds and are described in detail in the Austroads Guide to Traffic Management Part 8: Local Area Traffic Management.

There is no requirement to provide pedestrian fencing in shared zones.

Continuous footpath treatments should be considered as entry/exit treatments to assist traffic calming. Refer to TD 2013/05.

**Landscaping and street furniture**

Carefully located landscape features and street furniture can encourage lower speeds and enhance the experience for pedestrians. Examples of such features are bollards, architectural decorations, seating and lighting. These features can be repeated through the shared zone.

**Provision for mobility and vision impaired people**

The design for shared zones must safely accommodate the needs of those who are mobility restricted and vision impaired. Features such as tactile paving, hand rails and the careful placement of landscaping and street furniture must be considered during the design process. In shared zones, mobility and vision impaired access to the existing road must be provided and the ability to negotiate traffic calming must also be accommodated. AS 1428.4.1 *Design for Access and Mobility* contains detailed design requirements and must be referred to during the design process.

**Shared Zones retaining kerb and gutter (Category 1 and 2)**

The following table describes options for non-regulatory features used to help define shared zones to ensure pedestrian safety in shared zones that retain kerb and gutter.

Features	Description
Road narrowing/ kerb extension	<ul style="list-style-type: none"> <li>• Encourages drivers and cyclists to reduce their speeds</li> <li>• Highlights to motorists and cyclists that they are in an area with changed traffic conditions such as lower speeds.</li> </ul>

---

 Technical Direction – Traffic management and road safety practice
 

---

Features	Description
Raised threshold	<ul style="list-style-type: none"> <li>Encourages lower speeds.</li> <li>Can also be used to indicate the entry/exit to the zone.</li> <li>There is no requirement to provide pedestrian fencing in shared zones.</li> <li>Continuous footpath treatments should be considered to assist traffic calming. Refer to TD 2013/05.</li> </ul>
Change in carriageway surface and texture	<ul style="list-style-type: none"> <li>Provides characteristics that distinguish the scheme from other roads. Shared zones require a different road surface along the entire length of the road. Alternate treatments may be considered with Roads and Maritime approval. This must be provided where the existing kerb and gutter is to be retained.</li> </ul>
Architectural and landscaping	<ul style="list-style-type: none"> <li>Assists in creating a visible change in the street environment.</li> <li>Helps to enhance the quality of the scheme.</li> <li>Creates a prominent feature that clearly highlights the start / end of the scheme.</li> <li>Can be repeated through the shared zone.</li> </ul>
Pavement markings	<ul style="list-style-type: none"> <li>A <i>Give Way to Pedestrians</i> pavement marking must be provided at each entry.</li> </ul>

- Traffic calming features or suitable treatments must be provided to reduce speeds (in zones where kerbs have been retained). There is no requirement to provide pedestrian fencing in shared zones. Continuous footpath treatments should be considered to assist traffic calming. Refer to TD 2013/05.
- In a shared zone with two-way traffic movement where the available travel width is less than 6.0 metres, storage gaps should be provided to allow moving vehicles to pass each other. A convenient position for storage gaps is adjacent to driveways where the loss of parking spaces is minimised. Storage gaps may not be necessary where the street is short and a driver entering at one end of the street is able to see a vehicle entering at the opposite end of that street.
- Give Way to Pedestrians* pavement markings must be provided at entry points.
- Enhancements to shared zones may also be considered and include pavement markings such as the pedestrian symbol and the numerals 10 at regular intervals along the existing road length, with traffic calming devices or a changed road environment to maintain a self enforcing 10km/h speed limit.

## Parking

- Parking bays that straddle existing kerbs are to be provided only in Category 2 shared zones, subject to approval. Where this is the case:
  - Retaining barrier kerb (Type SA) is acceptable adjacent to parking spaces that have direct access via a driveway from one end. This would limit parking to a maximum of two parallel parking spaces in series between driveways. This will discourage people from driving illegally along the footway to access or leave parking spaces.
  - Providing roll-top kerb (Type RT) is the ideal treatment where parking spaces are not directly accessible from a driveway, or where there are long lengths between driveways. This treatment will facilitate the provision of three or more parallel parking spaces in series. Alternating short lengths of different kerb types along a kerb line should be avoided. This practice may be acceptable if the kerb types were separated by driveways.

TTD 2016-001 Design and implementation of shared zones	Page 6   12
Printed copies of this document are uncontrolled	

#### Technical Direction – Traffic management and road safety practice

---

- Provisions for pedestrian access must be provided for essential services, including property access and letterboxes.
- Utility poles could restrict positioning and access to and from parking bays. The location of parking bays in relation to utility poles needs to be defined to suit the relevant Authority.
- If parking bays are located on each side of the road the width between them must not be less than 3.0 metres to allow vehicles to travel safely along the road or road related area.
- The location of the parking spaces or areas must not compromise sight distances at a shared zone entry point. There are existing mandatory (statutory) restrictions at intersections, road crossings, and traffic signals contained in the NSW Road Rules 2008 and RMS Technical Directions (signposted restrictions). These are applied to ensure that minimum sight distances are provided for road safety purposes.
- The parking spaces, including vehicle access to and from the spaces, are not to affect access to utilities. Utility covers may not be trafficable, so it is important to ensure that car parking does not damage them. Parking spaces and areas should be carefully located so this problem is eliminated or the devices protected.
- It is illegal to drive on the footpath, therefore parking spaces are to be located so they can be accessed without driving on the footpath.
- Trees and shrubs planted in the shared zone could affect positioning and access to and from parking bays, depending on the location and size of the tree or shrub. For safety, it is important to consider whether driver sight distance may be obstructed.
- Parking bays should not restrict access to property entrances.
- Parking bays must be provided in accordance with AS2890.5 and AS 2890.6-2009 *Parking Facilities*. The minimum width must be 2.1 metres and the minimum length must be 6.0 metres for parallel parking spaces.

90 and 45 degrees parking are not considered appropriate in a shared zone. The minimum carriage way widths required for 90 and 45 degrees parking does not adhere to the requirements for a self-enforcing road environment. In addition it is undesirable to have vehicles reversing within a shared zone.

#### Road safety audits

Road safety audits provide a means of identifying and managing road safety risks in a shared zone scheme.

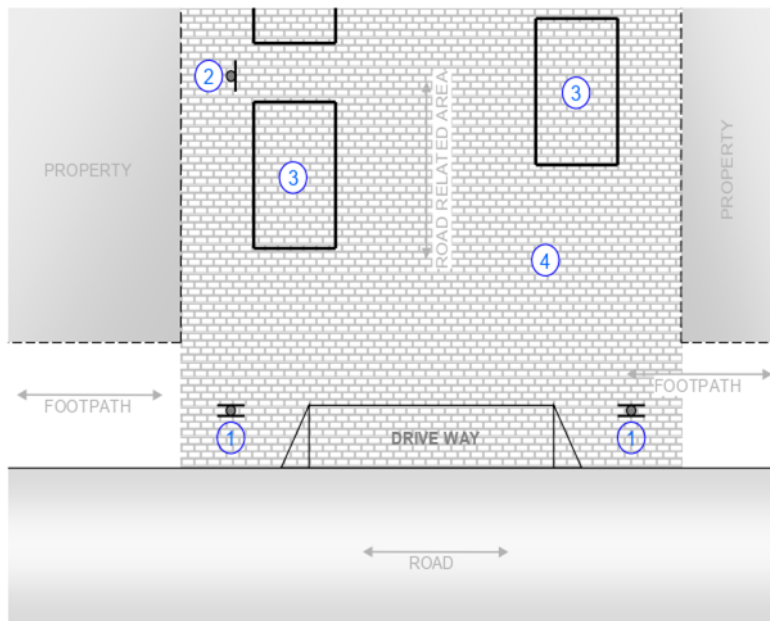
The features provided in shared zones must be safe for all road users. In particular the road safety audit is required to identify issues pertaining to vehicle speeds, movements and pedestrian safety and disability use.

Road safety audits are to be conducted at a number of points during a project, including at the design stage. The project manager must address all the identified deficiencies, prior to construction. A road safety audit is also to be conducted after implementation.

Road safety audits must be completed in accordance with the Austroads Guide to Road Safety Part 6: Road Safety Audits and the relevant RMS Austroads Guide Supplements.

<b>TTD 2016-001 Design and implementation of shared zones</b>	Page 7   12
Printed copies of this document are uncontrolled	

Technical Direction – Traffic management and road safety practice



- NOTES:
1. Regulatory traffic signage per the requirements of Road Rules 2008 must be provided at each entry and exit to the shared zone. Signs must be installed on both sides of the road at each entry. These include: R4-4, R2-10, R5-65 and R4-5.
  2. Traffic signs may be repeated at additional locations in the Shared Zone (R4-4, R2-10 and R5-65).
  3. Parking bays may be provided. Parking is only allowed in marked bays and should not restrict property / driveway access. All parking spaces must be provided in accordance with AS 2890.5.
  4. Pavement surface (colour, texture and materials) are used to highlight the difference in the environment from the surrounding street network.
  5. This diagram is not to scale.

Category 1 shared zone Indicative layout and treatments

Technical Direction – Traffic management and road safety practice



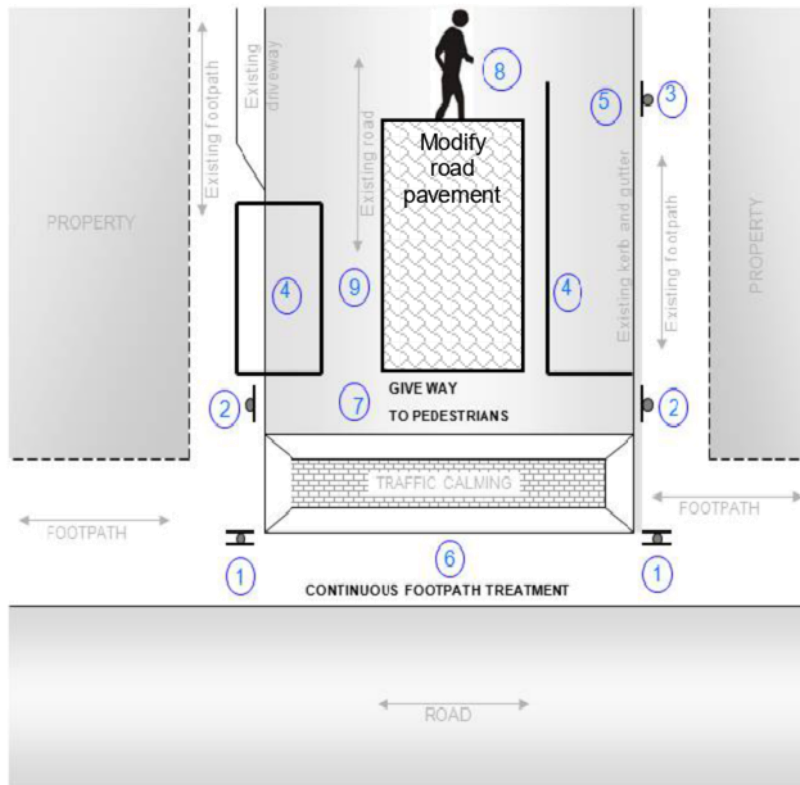
**Figure 1. Photo and diagram of a Category 1 shared zone showing regulatory signage, typical layout and treatments. [Note: The No Entry sign is site specific]  
The photo may have been modified to demonstrate essential elements.**



**Figure 2. Photo and diagram of a Category 1 shared zone retaining kerb and gutter showing treatments, parking provision, and typical layout.  
The photo may have been modified to demonstrate essential elements.**

TTD 2016-001 Design and implementation of shared zones	Page 9   12
Printed copies of this document are uncontrolled	

Technical Direction – Traffic management and road safety practice



NOTES:

1. Regulatory traffic signage per the requirements of Road Rules 2008 must be provided at each entry and exit to the shared zone. Signs must be installed on both sides of the road at each entry. These include: R4-4, R2-10, R5-65 and R4-5.
2. No Stopping sign. Must be placed in accordance with the regulations and to ensure parking does not compromise sight distance.
3. Traffic signs may be repeated at additional locations in the Shared Zone (R4-4, R2-10 and R5-65).
4. Parking bays may be provided over existing kerbs or on road. Parking is only allowed in marked bays and should not restrict property / driveway access. All parking spaces must be provided in accordance with AS2890.5.
5. The retention of kerb and gutter requires RMS approval.
6. Traffic calming treatments must be provided at regular intervals to maintain vehicle travel speed at no more than 10 km/h. There should not be any general requirement to provide pedestrian fencing in shared zones. Continuous Footpath Treatments should be considered as entry treatments and traffic calming (TD 2013/05).
7. A Give Way to Pedestrians pavement marking is to be provided at the entry to the shared zone. (Refer to the Delineation Manual Section 9.)
8. Optional PS-4 pedestrian logos may be repeated at intervals.
9. Pavement surface (colour, texture and materials) are used along the vehicle path to highlight the difference in the environment from the surrounding street network.
10. This diagram is not to scale.

Category 2 shared zone typical layout and treatments

Technical Direction – Traffic management and road safety practice



**Figure 2. Photo and diagram of a Category 2 shared zone showing treatments, traffic calming, parking provision, and typical layout. 'Give Way' to Pedestrian' pavement marking is optional.**

The photo may have been modified to demonstrate essential elements.

TTD 2016-001 Design and implementation of shared zones	Page 11   12
Printed copies of this document are uncontrolled	



**Stakeholder consultation**

To gain support for the implementation of a shared zone, to ensure compliance with the road rules, and to mitigate any potential conflicts and problems prior to the operation of the scheme, the concept and detailed design of a shared zone must be developed with the participation of the local community. Inclusive in this process is the need to liaise with disability groups.

Consultation with stakeholders such as the Police, emergency services, public transport companies, delivery/garbage truck operators and local businesses is needed prior to the implementation of the scheme.

It is the responsibility of the local council to deliver an appropriate public awareness campaign and should include a variety of communication channels (eg door knocking, media coverage, placement of posters and signs, distribution of brochures, and public exhibitions). This campaign should advise residents on issues such as where to place garbage bins, and the need to remove them from the shared zone promptly once emptied.

**Approval by RMS**

The authorisation of a shared zone is not delegated to councils. Shared zones are speed zones and approval to install them must be obtained from RMS in accordance with this policy.

**Implementation**

The final stage involves implementing the approved scheme on site. Monitoring the implementation by the design team is recommended to ensure consistency with the design objectives and principles.

**Post implementation monitoring**

A road safety audit is to be conducted after implementation. Local council should also periodically monitor the scheme to assess the effectiveness of the operation of a shared zone.

**Action**

This Technical Direction must be followed when councils are designing and implementing shared zones.

**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 RMS website using the Traffic & Transport Policies & Guidelines Register which can be found at:

[www.rms.nsw.gov.au/doingbusinesswithus/guidelines/documentregister/index.html](http://www.rms.nsw.gov.au/doingbusinesswithus/guidelines/documentregister/index.html)

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.

TTD 2016-001 Design and implementation of shared zones	Page 12   12
Printed copies of this document are uncontrolled	

**2 GENERAL BUSINESS**

2.1 Picton High School Construction Parking Management