



You are invited to attend the next Traffic Committee Meeting:

Date: Tuesday, 10 September 2019
Time: 14:00
Location: Council Chamber
62-64 Menangle Street
Picton NSW 2571

AGENDA

Traffic Committee Meeting

10 September 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

| | | |
|----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| 1 | Reports | 4 |
| 1.1 | Proposed Transformation of Walton Lane into one way laneway, East bound, from Walton Street to Argyle Street. | 4 |
| 1.2 | Bargo Public School – “Bargo Public School Fete 2019” – Request for road closure on section of Great Southern Rd between Bargo Rd and Avon Dam Rd on Saturday 26th October 2019 | 9 |
| 1.3 | Proposed new centre line markings on section of Great Southern Rd, Bargo from the junctions of Dymond St and 150M South of junction with Bargo Rd | 15 |
| 2 | General Business | 19 |
| 2.1 | Wollondilly Emergency Services Expo 2019..... | 19 |
| 2.2 | On Site Meeting in Response to Council Resolution 188/2019..... | 25 |

1 REPORTS

1.1 PROPOSED TRANSFORMATION OF WALTON LANE INTO ONE WAY LANEWAY, EAST BOUND, FROM WALTON STREET TO ARGYLE STREET.

File Number: 10623#70

EXECUTIVE SUMMARY

- The purpose of this report to implement one way traffic Eastbound on Walton Lane from Walton St to Argyle St, Picton.

REPORT

As part of the Picton CBD revitalisation project strategy, Walton Lane has been identified to transform into one way laneway eastbound to improve traffic condition of the area.

This will better serve the existing Council car park for both pedestrian and vehicular traffic. There is a proposed reduction of lane width on Walton Lane for a one way traffic due to construction of wider footpath. This will provide better access for pedestrians and encourage public use of the car park in Walton Lane.

The proposed Walton Lane one way laneway and parallel parking arrangement on the southern side will be formalised with line marking spaces and appropriate signage in accordance to current design standards and guidelines.

Consultation

This issue has not been raised and discussed in a Community Forum.
This supports the overall Picton CBD improvement strategy.

Financial Implications

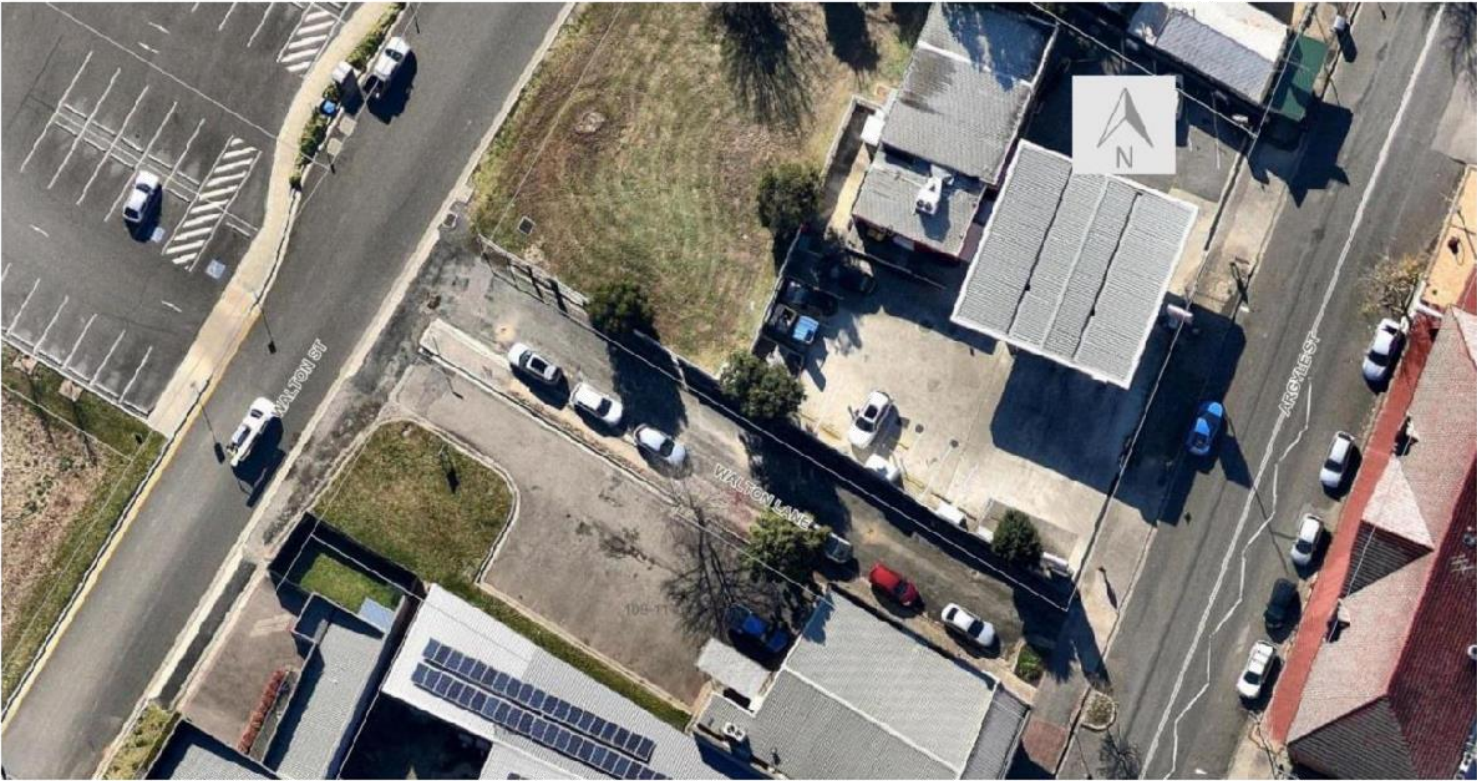
Funding will be via both Safer Communities Grant and Council allocated budget funding.

ATTACHMENTS

- 1. Aerial view of Walton Lane**
- 2. Proposed entry to Walton Lane**
- 3. Proposed exit of Walton Lane**
- 4. Plan of Walton Lane - One Way traffic lane with associated traffic signs**

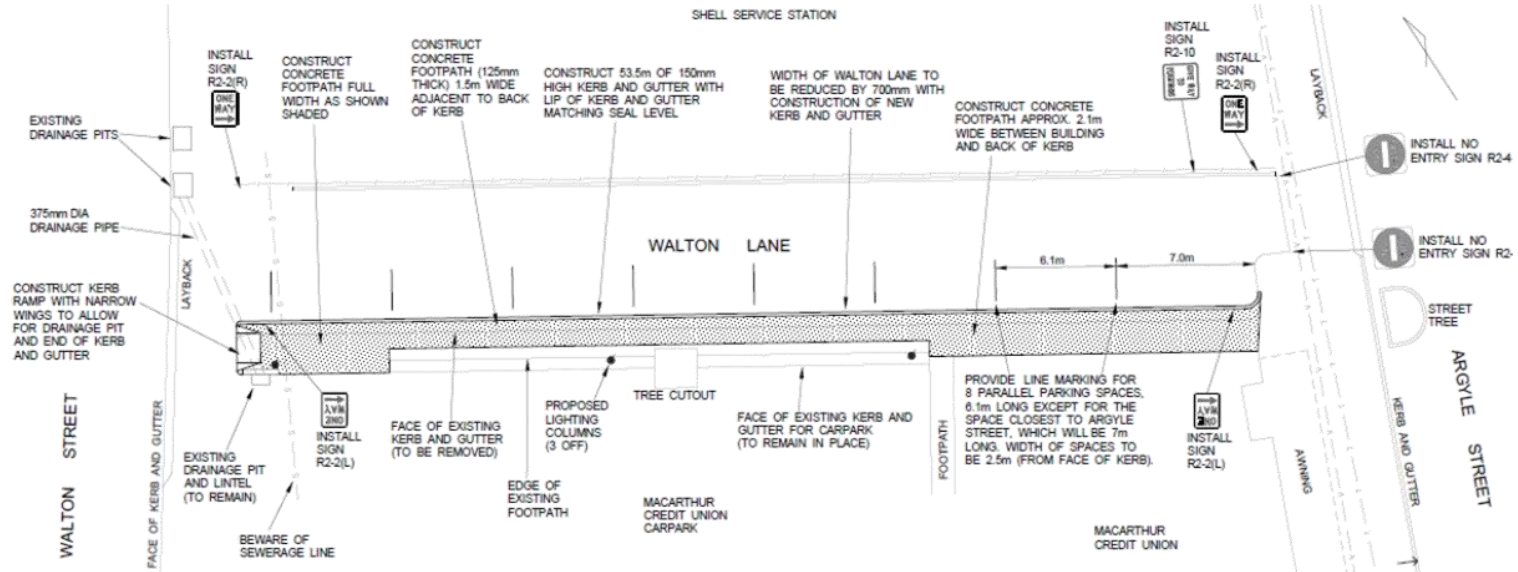
RECOMMENDATION

That Council endorse the proposed Walton Lane Transformation into one way laneway, formalisation of parallel on street parking (south side) and associated traffic signs.



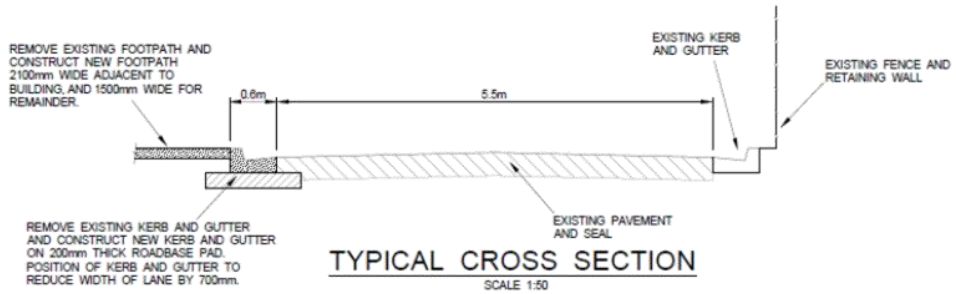






PLAN VIEW

SCALE 1:200



TYPICAL CROSS SECTION

SCALE 1:50

1.2 BARGO PUBLIC SCHOOL – “BARGO PUBLIC SCHOOL FETE 2019” – REQUEST FOR ROAD CLOSURE ON SECTION OF GREAT SOUTHERN RD BETWEEN BARGO RD AND AVON DAM RD ON SATURDAY 26TH OCTOBER 2019

File Number: 10623#68

EXECUTIVE SUMMARY

Bargo Public School is again planning to hold a fund raising event (“Bargo Public School Fete and Car Show 2019”) for the school and requests Council approval to close and use a section of Great Southern Rd on Saturday 26th October 2019 from 7.30am to 4.00pm.

REPORT

Council has received an application from Bargo Public School which is organising a “Bargo Public School Fete 2019” fund raising event on Saturday 26/10/2019 for the road closure on a section of Great Southern Rd between Bargo Rd and Avon Dam Rd. Similar event was successfully held in 2017 without any incident. However, there were complaints about “burnt out” activities from the public. The road closure requested is from 7.30am to 4.00pm. In conjunction with the event, a car show and fun rides will be held at the vacant block adjacent to Bargo Hotel with owner’s permission. According to the Organising Committee, the road closure is to ensure public safety especially young children walking back and forward between school grounds and the vacant block.

The Organising Committee of the school has obtained sponsorship from a trucking company to utilise 2 of its HV fleet to park across the road at both ends of the closed section of Great Southern Rd as part of the Hostile Vehicle Mitigation (HVM) strategy to prevent any traffic entering into the area. The committee is also planning to use flashing variable message signage (VMB) on Remembrance Driveway, announcing minor disruptions on Great Southern Rd. The school has been advised that the use of such signage can only display road related matters and not for advertising purpose. Its use must conform to RMS guidelines.

Consultation

This issue has not been raised and discussed in the Community Forum.
The School is in consultation with the Police

Financial Implications

This matter has no financial impact on Council’s adopted budget or forward estimates as all works are carried out by the school and it’s appointed Traffic Control Contractor.

ATTACHMENTS

- 1. Letter of request from the School**
- 2. Car Show Flyer**
- 3. Certificate of Currency**
- 4. Traffic Control Plan**
- 5. Vehicle Movement Plan**

RECOMMENDATION

That Council approve the road closure of Great Southern Road, Bargo from railway overbridge to the south of the school and the intersection of Great Southern Road and Bargo Road between the hours of 7.30am and 4.00pm on Saturday 26th October 2019 for the staging of “Bargo Public School Fete 2019” subject to the requirements of a “Road Event – Road Closure” permit.

ATTENTION:

WOLLONDILLY COUNCIL

Road Traffic Committee

Choong Yam

Dear Choong and Committee,

I, Ben Green, principal of Bargo Public School, write on behalf of the students, staff and community of Bargo Public School requesting permission to close Great Southern Road Bargo from overbridge to the south of the school and the intersection of Great Southern Road and Bargo Road on Saturday 26th October 2019 between 7.30 am and 4.00pm.

Attachment - proposed road closure map showing the 500m we would like to close.

On this date the schools' fete committee will hold their fifth Show and Shine Car Show and fete to raise much needed funds in order to purchase interactive technologies to cater for critical and creative learning opportunities.

We have reviewed the ROAD CLOSURES POLICY and understand the 3 guiding OBJECTIVES:

We request a TEMPORARY ROAD CLOSURE under section A- by Individuals/Community Groups or Others for our Show and Shine Car Show and Fete – Saturday 7th October 2017 – 7.30 am till 4pm.

The request is made by the fete committee in order to keep the general public safe, especially young children walking back and forward between school grounds and the vacant land owned by the Bargo Hotel on Bargo Rd where we will locate some of our Show and Shine Car Show cars.

Point 1: We accept that we might be required to pay a fee for the Temporary Road Closure. However, we note the final point of the documentation states: 'In certain circumstances the fees associated with the above conditions may be waived by Council, e.g. Community functions, non-profit organisations, minimal impact due to closure etc.'

Point 2: A Traffic Management Plan must be submitted to the Director of Works Division at least 14 days prior to the event. This Traffic Management Plan must detail the sign posting, proposed detours, resourcing of barricaded intersections etc. Assistance in preparing this plan will be provided by Council's Design Services Branch. All traffic measures are to be in accordance with AS1743.3 – 1992.

Our plan is to advertise changes/road changes widely through:

- Our school newsletter 'Bargo Bush Buzz,
- Neighbourhood letter box drop and chats,
- flashing signage on Remembrance Dr, announcing minor disruptions on Great Southern Road on October 26th, 2019,
- Our school website bargo-p.schools@det.nsw.edu.au,
- School stream SMS announcements,
- Bargo Public School twitter account;
- and your own Wollondilly Shire Council website which features the Bargo PS fete as a local event.

The proposed road closure would require traffic to divert onto Bargo Rd and travel along Hawthorn Road one block before turning and coming out again onto Great Southern Road Bargo or the reverse. Traffic could also travel along Remembrance Dr one more block and avoid the small road closure altogether.

Detour signs would be placed on the either side of the railway over bridges between Remembrance Dr and Great Southern Road.

Point 3. The NSW Police Department must provide their concurrence to the road closure. Worked with Senior Sergeant Mick Tanner (Highway Patrol–Narellan Police Station) on 46324390 re this event.



Because your car's worth it.

























SHOW N SHINE 2019

TROPHY SPONSORS

MAKEUP BY K8

CAMPBELLTOWN CONCRETE

SHANNONS

MARS FORKLIFTS

MOBILE SERVICE CENTRE

KAOS RAW SUPERIOR ANIMAL

JC AUTOMOTIVE

INDYS RESTAURANT TAHMOOR

GEAR EXCHANGE

BUILT-BY-BOO RESTORATIONS

MODULAR ONE GRANNY FLATS

GKB PLUMBING

MARKS LANDSCAPING SUPPLIES

PICTON AUTOMOTIVE

SUNRISE MOBILE COFFEE

LIVERPOOL GLASS

TAHMOOR MEDICAL CENTRE



5TH ANNUAL CAR SHOW

+ BIKES + TRUCKS CARS

26TH OCTOBER 2019

at

BARGO PUBLIC SCHOOL

GREAT SOUTHERN ROAD, BARGO

SHOWS/BIKES/FOOD & MORE



TROPHY SPONSORS

BREAKOUT ENTERPRISES

TYRE PRO PICTON

JUMPING MONKEY

SAPPHIRE POOLS

TSR MECHANICAL

TSR SMASH REPAIRS

SKIPWORTH TRUCKING

VILLAWOOD ENGINES

SNR LOGISTICS

DERKS PRODUCE

FOCUS PRODUCTS

RAT PAC

SHOW N SHINE ENQUIRIES:

Call Matt Symons at: 0407 054 637

Or Email at: mattbarencarshow@gmail.com

For more information about the Bargo Public School Fete, please call

02 4664 2353

**LOOKING FOR
MORE
SPONSORS!!**



OVER 150 TROPHIES PRESENTED IN THE AFTERNOON

Item 1.2 - Attachment 2

Page 11

icare™

Insurance for NSW

Certificate of Currency

NSW Department of Education

The NSW Self Insurance Corporation, branded as icare Insurance for NSW, was established by the NSW Self Insurance Corporation Act 2004. The main function of icare Insurance for NSW is the administration of the Treasury Managed Fund (TMF), which provides cover for all insurance exposures (other than compulsory third party insurance) faced by general government sector budget dependent agencies and participating non budget dependent public sector agencies.

Period of coverage

This will confirm that commencing 1 July 2019, until 30 June 2020, NSW Department of Education is a member of the TMF which provides insurable risk protection in accordance with the TMF Statement of Cover.

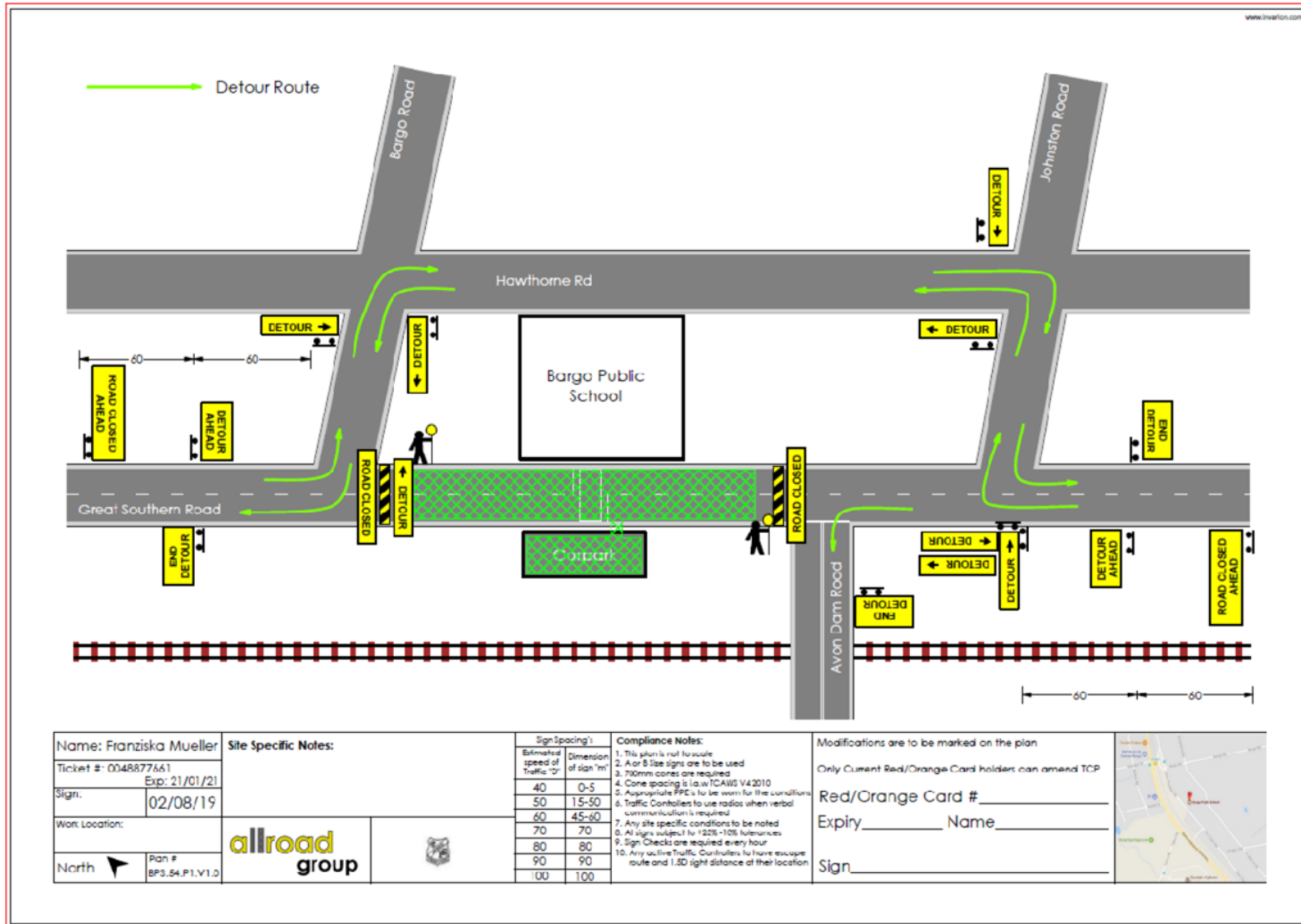
The TMF Agency, and their employees and volunteers, are fully covered for their legal liability to any third party arising out of their operations, worldwide.

Coverage inclusions

Cover includes, but is not limited to:

- Policy Number WC900260 for Workers Compensation as per current NSW Legislation.
- Policy Number MF100001 for Legal Liability inclusive of:
 - Public Liability for an amount of \$100,000,000,
 - Professional Indemnity for an amount of \$100,000,000,
 - Product Liability for an amount of \$100,000,000, and
 - Directors & Officers Liability for an amount of \$100,000,000.
- Policy Number MF100003 for Personal Accident coverage is provided for:
 - (a) Voluntary Workers whilst actively engaged in voluntary work for the NSW Department of Education; and
 - (b) NSW Department of Education students while engaged in approved educational work experience programmes.

Coverage is in accordance with and equivalent to benefits payable under NSW Workers Compensation Legislation, as amended, provided under TMF Miscellaneous cover.
- Policy Number MF100003 for Personal Accident cover whilst travelling domestically and abroad.
- Policy Number MF100661 for Property coverage (including plate glass) on a full replacement (new for old) basis, including, consequential loss, worldwide, for loss and/or damage to all real and personal property either owned by, or the responsibility of the TMF Agency.
- Policy Number MF100660 for Motor Vehicle cover for loss of and/or property damage caused to or by a motor vehicle while being used for the purpose of or in connection with the TMF Agency's business.



Vehicle Movement Plan

Show Vehicles Rear to curb adjacent to school approx 300 vehicles expected

Traffic Control to install bollards and tape once vehicles in place

Area to remain clear of all times for emergency vehicles

Parking Staff for Fete

Approx 400m

Avon Dam Road

Bargo Public School

| Name: Franziska Mueller Ticket #: 0048877661 Exp: 21/01/21 Stan: 02/08/19 Work Location: North Plan # BPS_54.P1.V1.0 | Site Specific Notes: | <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2">Sign Spacing:</th> </tr> <tr> <th>Estimated speed of Traffic 'D'</th> <th>Dimensions of sign 'm'</th> </tr> </thead> <tbody> <tr> <td>40</td> <td>0-5</td> </tr> <tr> <td>50</td> <td>1.5-50</td> </tr> <tr> <td>60</td> <td>4.5-40</td> </tr> <tr> <td>70</td> <td>70</td> </tr> <tr> <td>80</td> <td>80</td> </tr> <tr> <td>90</td> <td>90</td> </tr> <tr> <td>100</td> <td>100</td> </tr> </tbody> </table> | Sign Spacing: | | Estimated speed of Traffic 'D' | Dimensions of sign 'm' | 40 | 0-5 | 50 | 1.5-50 | 60 | 4.5-40 | 70 | 70 | 80 | 80 | 90 | 90 | 100 | 100 | Compliance Notes: 1. This plan is not to scale 2. A or B size signs are to be used 3. 700mm cones are required 4. Cone spacing is in accordance with TCAWG V4 2010 5. Appropriate PPE is to be worn for the conditions 6. Traffic Controllers to use radios when verbal communication is required 7. Any site specific conditions to be noted 8. All signs subject to +25%/-10% tolerances 9. Sign Checks are required every hour 10. Any active Traffic Controllers to have escape route and 1.50 sight distance at their location | Modifications are to be marked on the plan Only Current Red/Orange Card holders can amend TCP Red/Orange Card # _____ Expiry _____ Name _____ Sign _____ | |
|--------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|--|--------------------------------|------------------------|----|-----|----|--------|----|--------|----|----|----|----|----|----|-----|-----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| Sign Spacing: | | | | | | | | | | | | | | | | | | | | | | | |
| Estimated speed of Traffic 'D' | Dimensions of sign 'm' | | | | | | | | | | | | | | | | | | | | | | |
| 40 | 0-5 | | | | | | | | | | | | | | | | | | | | | | |
| 50 | 1.5-50 | | | | | | | | | | | | | | | | | | | | | | |
| 60 | 4.5-40 | | | | | | | | | | | | | | | | | | | | | | |
| 70 | 70 | | | | | | | | | | | | | | | | | | | | | | |
| 80 | 80 | | | | | | | | | | | | | | | | | | | | | | |
| 90 | 90 | | | | | | | | | | | | | | | | | | | | | | |
| 100 | 100 | | | | | | | | | | | | | | | | | | | | | | |

1.3 PROPOSED NEW CENTRE LINE MARKINGS ON SECTION OF GREAT SOUTHERN RD, BARGO FROM THE JUNCTIONS OF DYMOND ST AND 150M SOUTH OF JUNCTION WITH BARGO RD

File Number: 10623#71

EXECUTIVE SUMMARY

- The purpose of this report is to install new centre line marking on section of Great Southern Rd, Bargo.

REPORT

Council has recently carried out pavement resealing works on Great Southern Rd, Bargo and received public requests for centre line marking to be implemented on a section of the road that does not have any existing centre line marking. It is located between the junctions with Dymond St to 150m south of junction with Bargo Rd. The road width for this section of the road is between 10m -12m wide and the total road length is about 550m with a number of crests and bends. With such a wide carriageway and a new road surface, it is appropriate to implement a centre line marking.

Along this section of the road approaching the junction with Bargo Rd, there is the Bargo Railway Station on the western side and the Bargo Pub on the eastern side.

Great Southern Rd is a major collector road under Council's Road Hierarchy with 60kph speed zone. There are no safe overtaking opportunities consistent with relevant sight distance standards in accordance with Australian Standard 1742 and relevant RMS Supplements. Therefore, it is proposed that the entire length of this section of Great Southern Road be marked with double barrier line marking (BB line). The implementation of BB centre line would make it safer because overtaking is prohibited. However, 'U' turns manoeuvres will also be prohibited all the way and would be inconvenient to existing traffic users.

There were only 2 recorded crashes for the last 5 years crash history being Rear Ended (RUM 30) with 1 serious injury crash in 2014 and Right out of carriageway into object (RUM 73) with 1 minor injury crash in 2015.

The proposed new centre Line marking would provide consistent delineation and improve safety for traffic along this section of the road.

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. **Location map of Great Southern Rd, Bargo**
2. **Street view - looking North towards Bargo Rd junction**
3. **Street view - looking South towards Dymond St junction**

RECOMMENDATION

That Council endorse the implementation of new BB centre Line marking on section of Great Southern Rd between the junctions with Dymond St to 150m south of junction with Bargo Rd, Bargo.







2 GENERAL BUSINESS

2.1 WOLLONDILLY EMERGENCY SERVICES EXPO 2019

File Number: 10623#73

EXECUTIVE SUMMARY

- The purpose of this report is to inform the Committee that the Wollondilly Emergency Services Expo 2019 will be held on Saturday 21/9/2019 at the Picton Sportsground in Fairleys Rd, Picton.

REPORT

The Wollondilly Emergency Services Expo 2019 is a community event hosted by the NSW Rural Fire Service in conjunction with Fire & Rescue NSW, NSW Police, SES, Care Flight, National Parks & Wildlife and St. John Ambulance.

Participating agencies/organisations will be displaying emergency services personnel, vehicles and equipment.

Attendance of up to 5000 people is expected but will spread over whole event duration from 1100hrs to 1500hrs hence the anticipated impact of traffic movements will not be substantial.

Fairleys Rd is a minor collector road with an ADT of 200 - 300vph depending on activities in the Sportsground.

A vacant block opposite the Sportsground will be used for parking and marshalling of vehicles within the parking area will be conducted by members of the NSW RFS.

Consultation

NIL

Financial Implications

NIL

ATTACHMENTS

- 1. Traffic Management Plan**

RECOMMENDATION

NIL

Wollondilly Emergency Services Expo

Traffic Management Plan

Contents:

- 1.0 Purpose**
- 2.0 Event Details**
- 3.0 Key Contacts**
- 4.0 Responsibilities**
- 5.0 Proposed Traffic Management Strategy**
 - 5.1 Event Parking**
 - 5.2 Pedestrians and Disabled Access**
 - 5.3 Impact on Local Traffic**
 - 5.4 Access to Local Properties**
 - 5.5 Resident / Motorist Notification**
 - 5.6 Emergency Vehicles**
 - 5.7 Traffic Controller**
 - 5.8 Event Traffic Map**

Prepared by Andrew Hain 0419 117 662

1.0 Purpose

The purpose of this document is to ensure there is a single point of reference for all parties involved in the traffic management associated with the Wollondilly Emergency Services Expo 2019. The objective of the plan is to ensure the safe movement of vehicles and pedestrians attending the Expo and to minimise the impact of Expo traffic on general road users and residents.

2.0 Event Details / Timings

The Wollondilly Emergency Services Expo is a community event hosted by the NSW Rural Fire Service in conjunction with Fire & Rescue NSW, NSW Police, SES, CareFlight, National Parks & Wildlife and St. John Ambulance. Participating agencies/organisations will be displaying emergency services personnel, vehicles and equipment.

Discussions with WSC events staff suggest an attendance of up to 5000 people. It is not expected that attendees will stay for the whole event duration so traffic movements will be spread over the four hour period.

The Expo is to be held at the Picton Sportsground, Fairleys Rd Picton on Saturday 21st September 2019 from 1100hrs to 1500hrs.

Bump in will commence from 0800hrs and will be completed by 1000hrs. Bump out will commence at 1500hrs and is expected to be completed by 1800hrs.

3.0 Key Contacts

| | | | |
|---------------------|-----------------|--------------------|--------------|
| Andrew Hain | NSW RFS Picton | Event Coordinator | 0419 117 662 |
| Shannon Thomas | NSW RFS Tahmoor | Traffic Controller | 0419 613 668 |
| Insp. David Stimson | NSW RFS | Event Coordinator | 02 4677 7000 |

4.0 Responsibilities

It is the responsibility of the event coordinators to ensure that these traffic measures are disseminated to, implemented by and adhered to by event staff.

Management of traffic duties will be overseen by Shannon Thomas, of Tahmoor Rural Fire Brigade, with all personnel involved in traffic duties reporting directly to him.

5.0 Proposed Traffic Management Strategy

5.1 Event Parking

Event Parking will be available free of charge to all attendees, opposite the event site at 15 Fairleys Rd Picton. Marshaling of vehicles within the parking area will be conducted by members of the NSW RFS.

The flow of traffic within the parking area is to be such that it does not cause a backlog of traffic on Fairleys Rd waiting for access to the parking site. There will be no charge for parking and therefore no stopping upon entry to the parking area to make payment.

No road closures or on road traffic control personnel are required for the event. Traffic flowing from the public road to the parking area will have priority of movement with NSW RFS personnel located within the parking area to control the flow of departing traffic to the public road and keep the access point clear for arriving traffic. Departing vehicles will be held in place until the road is clear of traffic and their departure will not impede road traffic attempting to enter the parking area. Road traffic has priority over parking area traffic at all times.

A traffic controller will act as a “spotter” and will be placed on the roadside (clear of traffic) who will be in constant two way communication with parking controllers to advise when it is safe to clear vehicles for departure from the parking area.

Signage indicating “Free Event Parking” with directional arrows will be displayed on the road approach to the event.

To maintain a clear line of site to traffic on Fairleys Rd and to prevent uncontrolled pedestrian crossings we request a temporary no stopping zone as marked on the Event Traffic Map.

5.2 Pedestrians and Disabled Access

Pedestrian access will be controlled by NSW RFS personnel at the event site and within the parking area, clear of the road. Signage and event tape will be used to direct pedestrians to a controlled crossing point to prevent jaywalking. Pedestrians will be directed to cross the road only when it is deemed safe by the traffic controller.

Disabled parking and access will be made available at the existing parking facilities at Picton Sportsground.

5.3 Impact on Local Traffic

We believe ADTD is currently around 300 vehicles. If event attendance is in line with WSC estimates, there will be an increase in the number of vehicles using Fairleys Rd during the event hours.

Given the short duration of the event, the small number of residents “down road” and the measures in place to minimise the impact to road traffic, we do not envisage any significant impact on local traffic.

5.4 Access to Local Properties

There will not be any restriction to local property access.

5.5 Resident / Motorist Notification

Local residents will be advised of the event and parking arrangements by letterbox drop two weeks before the event. Motorists will be notified by Special Event Ahead signage will be erected on the roadside leading to the event area.

5.6 Emergency Vehicles

Fire and Police Vehicles will already be onsite at the event area. Operational vehicles from other emergency agencies will have access to the event area through a manned gate and no on road traffic control required. In the event of an on road emergency NSW Police would have responsibility for traffic control as per standard practice on public roads.

5.7 Traffic Controller

Management of all personnel involved in traffic activities, monitoring of traffic flow and ensuring minimisation of disruption will be undertaken by RMS accredited traffic controller, Shannon Thomas.

5.8 Event Traffic Map



- | | |
|------------------------------|------------------------------|
| General Parking | Pedx Footpath |
| Parking Access | Pedx Footbridge |
| Accessible Parking | Temp No Stopping Northbou... |
| Accessible Parking Access | Temp No Stopping Southbou... |
| Pedestrian Access (Car Park) | Special Event Ahead Signage |
| Pedestrian Access (Cycleway) | Traffic Controller / Spotter |

2.2 ON SITE MEETING IN RESPONSE TO COUNCIL RESOLUTION 188/2019

File Number: 10623#75

EXECUTIVE SUMMARY

- The purpose of this report is to invite members of the LTC to an onsite meeting at Warragamba to explore a feasible alternative for a residents' permissible parking scheme.

REPORT

At the recent Council's Ordinary meeting, Council has resolved the following resolution:

RESOLUTION 188/2019

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:

- That we acknowledge the work of staff and the traffic committee in addressing a difficult situation.***
- That we defer the decision to implement the suggested scheme and undertake further community consultation.***
- 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.***
- 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

In response to this resolution, members of the Committee are urged to provide a few availability times and dates to determine the most suitable appointment for all.

Consultation

NIL

Financial Implications

NIL

ATTACHMENTS

- TTD 2016-001

RECOMMENDATION

NIL

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"> • Traffic management staff • Road safety staff • Councils |

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.

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|--------------------------------------------------------|-------------|
| TTD 2016-001 Design and implementation of shared zones | Page 2 12 |
| Printed copies of this document are uncontrolled | |

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"> • Any delineation and kerbs shall be removed to enhance the sense of pedestrian priority (Cat 1). • 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. • Traffic calming or suitable pedestrian friendly treatments must be provided to reduce speeds within the zone where kerbs have been retained. |
| Entrance/exit points | <ul style="list-style-type: none"> • 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). • A <i>Give Way to Pedestrians</i> pavement marking must be installed (Cat 2 only). • Continuous footpath treatments should be considered as entry/exit treatments to assist traffic calming. Refer to TD 2013/05. |
| Traffic signs | <ul style="list-style-type: none"> • Regulatory traffic signs as per the requirements of the NSW Road Rules 2008 are required. • 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. |
| Pavement surface | <ul style="list-style-type: none"> • 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. |
| Traffic calming features/ treatments | <ul style="list-style-type: none"> • 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. • Advisory speed plates are not required to supplement speed hump advisory signs. |
| Forward visibility | <ul style="list-style-type: none"> • 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. • In locations where it is considered necessary to maintain visibility, a minimum stopping sight distance of 12 metres shall be applied. |

Technical Direction – Traffic management and road safety practice

| Features | Information |
|--------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Vehicle mix and accessibility requirements | <ul style="list-style-type: none"> Alternative access for large vehicles such as buses needs to be planned. Access must be designed to safely accommodate emergency vehicles, delivery and garbage trucks. Emergency services and Police are to be consulted during the design process. |
| Car parking | <ul style="list-style-type: none"> Car parking provisions may need to be altered to suit the scheme. 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>. Car parking spaces that straddle existing kerb and gutter are to be provided in Cat 2 shared zones. |
| Bicycles | <ul style="list-style-type: none"> Cyclists must be able to safely traverse the features provided in the scheme to encourage lower vehicle speeds. Traffic calming measures must incorporate features to make them cycle friendly. 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. Cyclists need to be aware that they must give way to pedestrians. |
| Mobility and vision impaired requirements | <ul style="list-style-type: none"> Designs must include provision to safely accommodate the needs of the mobility and vision impaired. Refer to AS 1428.4.1 <i>Design for Access and Mobility</i> for detailed design requirements. |
| Lighting and drainage grates | <ul style="list-style-type: none"> Appropriate lighting should be installed for safety and security purposes. Appropriate drainage grates should be installed to cater for pedestrian and cyclist use. |

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

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|---------------------------------------------------------------|-------------|
| TTD 2016-001 Design and implementation of shared zones | Page 4 12 |
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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"> • Encourages drivers and cyclists to reduce their speeds • Highlights to motorists and cyclists that they are in an area with changed traffic conditions such as lower speeds. |

 Technical Direction – Traffic management and road safety practice

| Features | Description |
|-------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Raised threshold | <ul style="list-style-type: none"> Encourages lower speeds. Can also be used to indicate the entry/exit to the zone. 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. |
| Change in carriageway surface and texture | <ul style="list-style-type: none"> 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. |
| Architectural and landscaping | <ul style="list-style-type: none"> Assists in creating a visible change in the street environment. Helps to enhance the quality of the scheme. Creates a prominent feature that clearly highlights the start / end of the scheme. Can be repeated through the shared zone. |
| Pavement markings | <ul style="list-style-type: none"> A <i>Give Way to Pedestrians</i> pavement marking must be provided at each entry. |

- 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 |
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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.

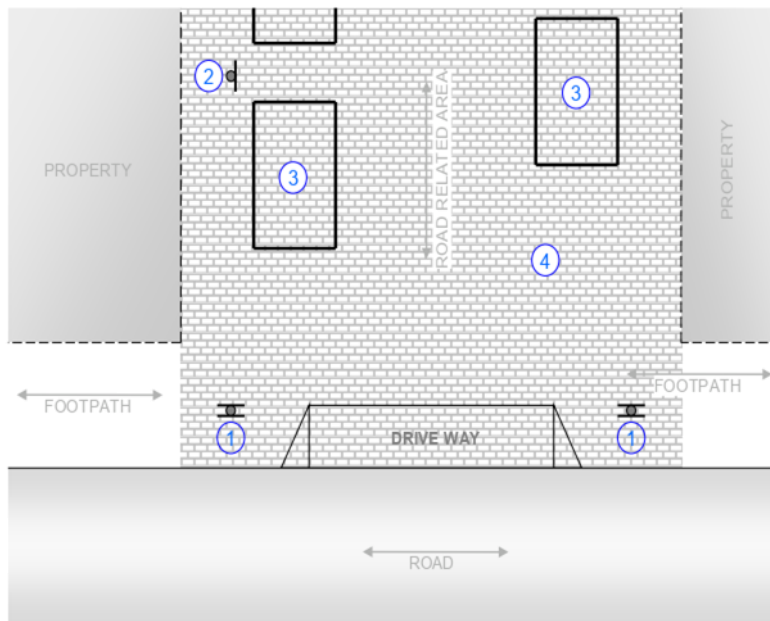
The features provided in shared zones must be safe for all road users. In particular the road safety audit is required to identify issues pertaining to vehicle speeds, movements and pedestrian safety and disability use.

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.

| | |
|--------------------------------------------------------|-------------|
| TTD 2016-001 Design and implementation of shared zones | Page 7 12 |
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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



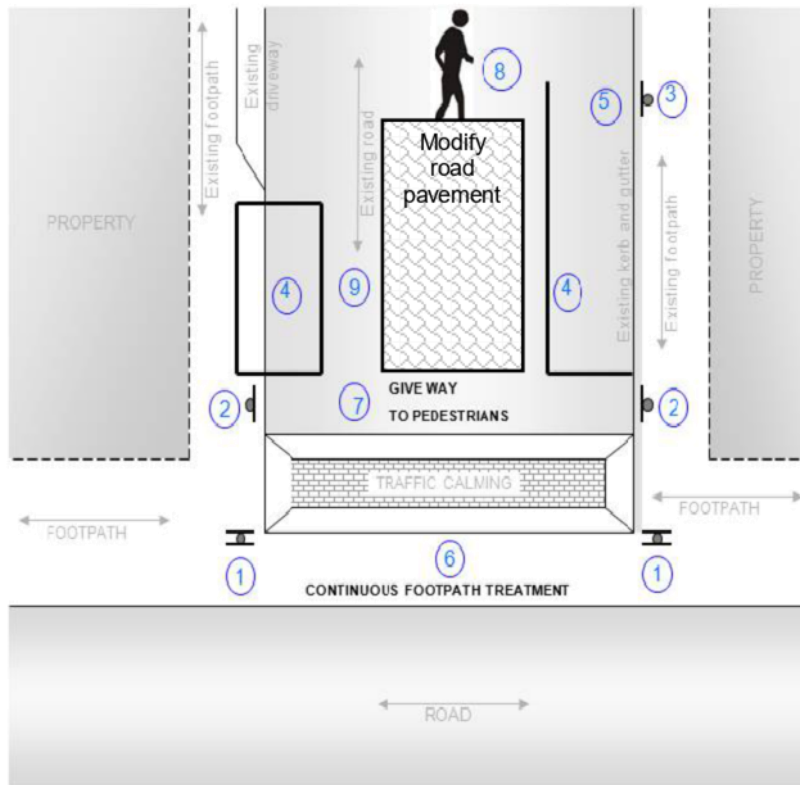
**Figure 1. Photo and diagram of a Category 1 shared zone showing regulatory signage, typical layout and treatments. [Note: The No Entry sign is site specific]
The photo may have been modified to demonstrate essential elements.**



**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.**

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|--------------------------------------------------------|-------------|
| 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.

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|--------------------------------------------------------|--------------|
| TTD 2016-001 Design and implementation of shared zones | Page 11 12 |
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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

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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|--------------------------------------------------------|--------------|
| TTD 2016-001 Design and implementation of shared zones | Page 12 12 |
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