

# Road User Space Allocation Policy

CP21000



## Transport for NSW allocates physical and temporal road user space safely and equitably to support the movement of people and goods and place objectives.

This Policy applies to the entirety of the public road reserve from boundary to boundary on proposed and existing classified roads in built up areas in regional and metropolitan NSW except for motorways.

By implementing this Policy, TfNSW ensures that the allocation of road user space:

- is a deliberate exercise that considers the place, function and movement requirements of roads
- achieves the strategic intent and outcomes as set out in state-wide, metropolitan and regional strategies and plans
- achieves the movement and place vision of a corridor or network
- considers the limited amount of space available to accommodate competing user needs, and
- can be adjusted to respond to specific circumstances.

These objectives can be achieved by:

- Physical allocation: The physical road user infrastructure of the road, such as kerbs, medians, lane delineation and surface treatments. This includes both permanent and temporary treatments.
- Temporal allocation: Optimising how space is allocated throughout the day, week or year. This includes the dynamic control of space, access, level of priority, speed and kerbside use through signage, signals, and other technology.

This Policy is to be implemented in partnership with relevant road and place managers, including local government and other road authorities and should be read in conjunction with supporting procedures.

### TfNSW allocates road user space based on the following principles:

- Realise a balance between place and the movement of people and goods by first establishing a network vision and primary road functions based on strategies and plans
- When allocating road user space based on the network vision and road functions, consider all road users in order of: walking (including equitable access for people of all abilities); cycling (including larger legal micro-mobility devices); public transport; freight and deliveries; and point to point transport ahead of general traffic and on-street parking for private motorised vehicles
- Facilitate the movement of goods and servicing of property in a manner that responds to the local movement and place context
- Aim for the reduction of the mode share of private motor vehicle trips within built up areas
- Where it is not practicable to allocate physical space in line with these principles, dynamically allocate road user space
- Implement measures over time to achieve the strategic intent and outcomes identified as part of strategies or plans
- Track how these road space allocation principles are being implemented against the strategic intent and outcomes identified as part of strategies or plans
- Adhere to these principles ahead of any guidance that seeks to protect or maintain private vehicle level of service.

This Policy applies to anyone in TfNSW involved in the planning, design, scheme approval, building, management or operation of roads in NSW when reviewing traffic management arrangements, extending existing roads and/or developing new roads.

A handwritten signature in black ink, appearing to read 'R. Staples'.

**Rodd Staples**  
**Secretary**

27 January 2021

## Outcomes to be avoided

When allocating road user space, the following outcomes are to be avoided:

- adverse impacts on road safety for all road users including a focus on vulnerable road users, particularly when considering re-routing heavy vehicles or public transport
- discriminatory barriers to access an adjacent place or service due to people's physical ability and where reasonably practicable and feasible:
  - loss of allocation of space for walking, cycling
  - loss of trees, green space and other amenities, and
  - an overall increase in general traffic lanes for private motorised vehicles.

## Context Specific Trade Offs

When a proposed allocation of road user space results in:

- the loss of trees, green space and other place amenities then alternative provision must be allocated;
- the re-routing of on-street public transport corridors then this should form part of a network plan endorsed by the Executive Director Planning & Programs;
- the loss of kerbside space used for loading and servicing (including mail) of freight and deliveries then ensure that local access for freight is maintained in the immediate precinct. In these cases, consider implications of access between loading zones and destinations;
- substantially increased delay for freight travelling along a road then ensure alternative corridors are identified and that accessibility between major destinations is maintained for the majority of users;
- physical changes to the allocation of road user space then a road safety audit is required;
- the loss on kerbside space used for on-street parking supply then the reduction in demand for parking as a result of the road space re-allocation should be determined and catered for within the precinct considering disability parking needs first; or
- an inability for classified highways to provide for their designated through movement function then develop a plan to transfer that through movement onto another mode and/or identify a suitable alternative corridor.

### 1 Establish Primary Road Function      2 Order of Road User Space Considerations

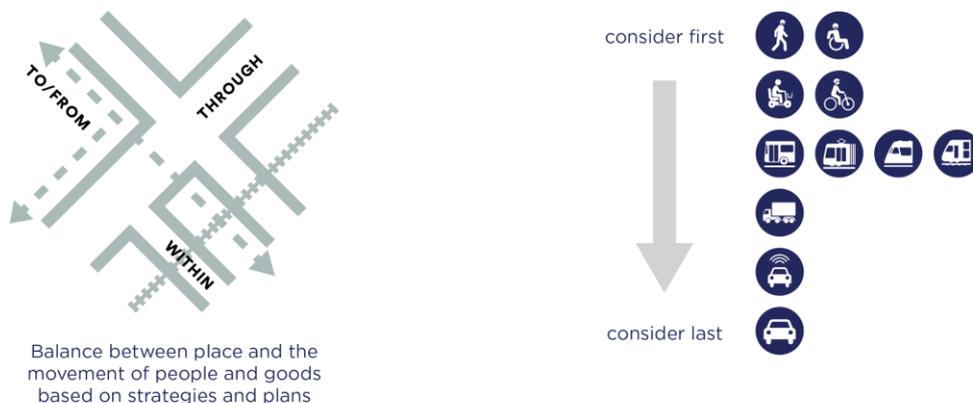


Figure 1: Order of Determination for Allocating Road User Space