

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

