2025 Authorisation & Delegation Instrument

Worked examples

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The following examples, pulled from the NSW Design of Roads and Streets Manual (DORAS), illustrate how the 2025 Authorisation and Delegation Instrument may be used to deliver some common treatments on council's network. It also highlights some solutions which will require direct engagement with Transport.

Please note that this guidance is indicative only and that other consultation and record-keeping conditions may also apply, particularly where works may affect buses. More information is available on Transport's website. The DORAS library of design solutions can be found here: Design solutions

What must be referred to the Local Transport Forum?

Condition #3(a) in Schedule 4 of the Instrument requires prior referral to the Local Transport Forum of any proposal that would:

for a period exceeding 6 months:

- *(i) restrict or prohibit passage along a road of any persons, vehicles, or animals; or*
- *(ii) compel or prevent a turn from one public road to another public road;*

or, for a period exceeding 24 hours:

- *(iii) prevent, impede, or hinder the safe or efficient operation of a public passenger service; or*
- *(iv) prevent access to a public transport station, stop, wharf, or service; or*
- *(v) remove or render less effective any bus priority measure.*

NOTE: The reference to 'restrict or prohibit passage' comes from the definition of ***'regulate traffic'*** *in the Roads Act 1993: "restrict or prohibit the passage along a road of persons, vehicles, or animals". If a proposal does not prohibit or restrict passage, it is not regulation of traffic.*

NSW GOVERNMENT

The information here is intended to aid practitioners using the Authorisation and Delegation Instrument but is not exhaustive. To ensure legal and technical compliance, please refer to the Instrument itself, the associated Guide, and Transport's website.

EXAMPLE 1: Local street / *refer to pp.54-55 in DORAS or online here*

8.2.3.2.1 Common issues for urban residential ways

Figure 8.2.3.2.1 – Common issues for urban residential ways

Narrow, cluttered footpaths often force pedestrians, including wheelchair users, onto the carriageways of urban residential ways. This can result in real and perceived road safety issues, particularly when vehicle speeds are higher than appropriate for the context. One-way residential lanes are especially prone to speeding vehicles.

Residential ways can absorb heat and rarely feature street trees due to the lack of space and presence of utilities.

Common issues:

- narrow, cluttered footpaths
- heat due to a lack of trees and the presence of utilities
- wide travel lanes that encourage unsafe high-speed driving
- 'rat-running' through-traffic
- a lack of safe priority crossings at intersections and mid-block
- more than one traffic lane in one or both directions
- a lack of safe cycling infrastructure if signposted above 30km/h.

8.2.3.2.2 Design solutions for urban residential ways

Figure 8.2.3.2.2 – Design solutions for urban residential ways

The design solutions library includes a full list of design solutions for residential ways.

Figure 8.2.3.2.2 highlights an example of how a selection of these design solutions could be brought together to improve an existing residential way.

Shared zones (NSW Speed Zoning Standard, TS 03631) may also be an appropriate design solution for urban residential ways.

Design solutions:

1. continuous footpath treatments (Continuous Footpath Treatments, TS 02667)
2. trees in the parking lane (Austroads Guide to Traffic Management, Part 8)
3. lower speed limits (NSW Speed Zoning Standard, TS 03631)
4. contra-flow bicycle facility (Signposting for contra-flow bicycle facilities, TS 05437).

Delivery of design solutions using the Authorisation & Delegation Instrument

(1) Continuous footpath treatment: Does not restrict/prohibit passage or compel/prevent a turn. Referral to the LTF is optional.

(2) Trees in the parking lane: Does not restrict/prohibit passage or compel/prevent a turn – nor would any associated changes to parking controls. Referral to the LTF is optional.

(3) Lower speed limits: Use of speed zoning signage is not authorised. Council must engage with Transport directly to change speed zoning.

(4) Contra-flow bicycle facility: Does not restrict/prohibit passage or compel/prevent a turn. Referral to the LTF is optional.

NOTE: *Where an existing two-way road is being converted to one-way, the restriction of passage to one-way only requires referral to the LTF. Enabling contra-flow access for bicycles on an existing one-way road is enabling passage rather than restricting/prohibiting passage and so referral to the LTF is optional.*

EXAMPLE 2: Suburban street / *refer to pp.68-69 in DORAS or online here*

8.2.4.3.1 Common issues for suburban yield streets

Figure 8.2.4.3.1 – Common issues for suburban yield streets

8.2.4.3.2 Design solutions for suburban yield streets

Figure 8.2.4.3.2 – Design solutions for suburban yield streets

In suburban locations with low demand for on-street parking, the carriageway is undifferentiated and fails to signal the slow 'yielding' driving behaviour desirable in quiet residential areas.

Walking is discouraged and unpopular without footpaths and marked crossings across overly wide intersections.

! Common issues:

- roll kerbs or flush environments encouraging parking on the verges
- street crossings with large kerb radii, fast-turning vehicles, missing pram ramps
- a lack of footpaths or narrow footpaths
- private driveways affecting street character consistency and downgrading footpaths
- lack of safe priority crossings at intersections and mid-block
- wide travel lanes that encourage unsafe high-speed driving
- little or no shade and low canopy coverage
- a lack of safe dedicated cycling infrastructure on streets signposted above 30km/h.

The design solutions library includes a full list of design solutions for yield streets.

Figure 8.2.4.3.2 highlights an example of how a selection of these design solutions could be brought together to improve an existing suburban yield street.

An alternative treatment not shown is the shared zone (TS 03631).

Note, these treatments are most effective as part of a precinct-wide speed reduction.

✓ Design solutions:

1. trees in the verge (Landscape Design Guideline, TS 01595)
2. footpaths (Walking Space Guide, TS 01589)
3. painted thresholds (Austroads Guide to Traffic Management, Part 8)
4. slow points (Austroads Guide to Traffic Management, Part 8)
5. tree planting within kerb extensions (Austroads Guide to Traffic Management, Part 8)
6. kerb extensions or build outs (Austroads Guide to Traffic Management, Part 8).

Delivery of design solutions using the Authorisation & Delegation Instrument

(1), (2), and **(3)** do not require use of the Instrument as they do not regulate traffic or involve use of PTCD. Council may implement these design solutions at their discretion.

(4) Slow points: Does not restrict/prohibit passage or compel/prevent a turn. Referral to the LTF is optional.

(5) Tree planting within kerb extensions: Does not restrict/prohibit passage or compel/prevent a turn. Referral to the LTF is optional.

(6) Kerb extensions or build outs: Does not restrict/prohibit passage or compel/prevent a turn. Referral to the LTF is optional.

NOTE: *The works illustrated above (specifically the slow points, kerb extensions, and tree planting in the parking lane) might involve changes to* ***parking controls****. Parking control signs are PTCD, but they do not restrict/prohibit passage or compel/prevent a turn. Referral to the LTF is optional.*

EXAMPLE 3: Neighbourhood street / *refer to pp.74-77 in DORAS or online here*

8.2.5.2.1 Common issues for urban neighbourhood streets

Figure 8.2.5.2.1 – Common issues for urban neighbourhood streets

In urban neighbourhoods, destinations such as schools, parks and shops are often within walking or cycling distance of most residents.

However, neighbourhood streets often discourage walking and cycling, particularly for children, the elderly and those with limited mobility.

Carriageways are wide, absorb heat and are hard to cross. The design speed for driving is too high to support safe walking and cycling activity. Footpaths lack shade.

Common issues:

- wide carriageways that encourage high vehicle speeds and excess through traffic
- street trees that are heavily pruned for overhead services
- a lack of safe crossing at intersections for people walking and cycling
- side-street intersections with large kerb radii, missing pram ramps and long crossing distances
- driveways with level changes to footpaths
- a lack of safe and direct crossings at roundabouts
- more than one traffic lane in one or both directions
- a lack of public transport infrastructure such as shelters and seating
- a lack of footpaths or narrow footpaths
- a lack of safe dedicated cycling infrastructure on streets signposted above 30km/h.

8.2.5.2.4 Design solutions for urban neighbourhood streets – modal filter and street park

Figure 8.2.5.2.4 – Design solutions for urban neighbourhood streets – modal filter and street park

Figure 8.2.5.2.4 highlights an example of how a selection of these design solutions could be brought together to improve an existing urban neighbourhood street to create a modal filter and street park on a permanent basis.

For a more permanent solution, a small 'pocket park' on the street can create a new place to rest and play. It transforms the street into a safe and comfortable place to walk, cycle, spend time in and live next to by reducing through traffic, limiting vehicle speed, and making safer crossings. This treatment is considered regulating traffic rather than a road closure as access to all properties are maintained and public access is maintained for walking and cycling.

Design solutions:

1. modal filters (Austroads Guide to Traffic Management, Part 8)
2. narrowed lanes (Austroads Guide to Traffic Management, Part 8)
3. slow points (Austroads Guide to Traffic Management, Part 8)
4. trees in the verge (Landscape Design Guideline, TS 01595)
5. places to stop and rest (Beyond the Pavement, TS 01592)
6. shared paths (Cycleway Design Toolbox, TS 01590).

Delivery of design solutions using the Authorisation & Delegation Instrument

(1) Modal filters: This is a prohibition on passage for motor vehicles. Referral to the LTF is mandatory.

(2) Narrowed lanes: Does not restrict/prohibit passage or compel/prevent a turn. Referral to the LTF optional.

(3) Slow points: Does not restrict/prohibit passage or compel/prevent a turn. Referral to the LTF is optional.

(4) and **(5)** do not require use of the Instrument as they do not regulate traffic or involve use of PTCD. Council may implement these design solutions at their discretion.

(6) Shared paths: Does not restrict/prohibit passage or compel/prevent a turn. Referral to the LTF is optional.

NOTE: *The works illustrated above (specifically the slow point, built-out modal filter, and revised parking arrangements) involve consequential changes to* ***parking controls****. Parking control signs are PTCD, but they do not restrict/prohibit passage or compel/prevent a turn. Referral to the LTF is optional.*

The lower speed limit illustrated requires use of ***speed zoning*** *signage that is not authorised. Council must engage with Transport directly to change speed zoning.*

EXAMPLE 4: Connector street / *refer to pp.88-89 in DORAS or online here*

8.2.6.2.1 Common issues for urban connector streets

Figure 8.2.6.2.1–Common issues for urban connector streets

The character and operation of urban connector streets are often inconsistent with the broad range of travel requirements for different land uses, activities, and people using these key routes.

Active travel along and across urban connector streets can be unsafe, unpleasant and inconvenient due to the lack of pedestrian crossings and other dedicated street elements for walking and cycling. High vehicle speeds are a common issue, leading to unsafe walking and cycling conditions. This is often because connectors are often straight, smooth and wide.

Common issues:

- high vehicle speeds
- more than one traffic lane in one or both directions
- a lack of safe priority crossings at intersections and mid-block
- intersections with wide radii that do not prompt turning vehicles to give way to people crossing
- oversized travel and parking lanes
- narrow footpaths
- little or no shade and low canopy coverage
- a lack of safe dedicated cycle infrastructure on streets signposted above 30km/h
- a lack of public transport infrastructure such as shelters and seating.

8.2.6.2.2 Design solutions for urban connector streets

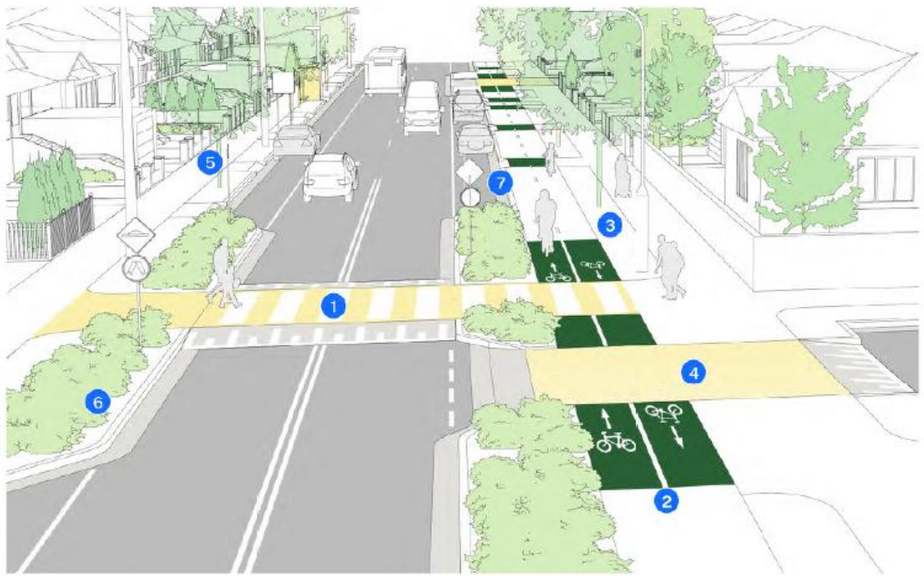

Figure 8.2.6.2.2–Design solutions for urban connector streets

The design solutions library includes a full list of design solutions for connector streets.

Figure 8.2.6.2.2 highlights an example of how a selection of these design solutions could be brought together to improve an existing urban connector street.

In greenfield situations, the Guidelines for Public Transport Capable Infrastructure in Greenfield Sites should be used when determining dimensions for these streets.

Design solutions:

1. mid-block crossings (Austroads Guide to Road Design, Part 4)
2. bicycle paths (Cycleway Design Toolbox, TS 01590)
3. narrowed lanes (Austroads Guide to Traffic Management, Part 8)
4. continuous footpath treatment (Continuous Footpath Treatments, TS 02667)
5. trees in the verge (Landscape Design Guideline, TS 01595)
6. kerb extensions or build outs (Austroads Guide to Traffic Management, Part 8)
7. short-term last mile freight and servicing access (Freight and Servicing Last Mile Toolkit).

Delivery of design solutions using the Authorisation & Delegation Instrument

(1) Mid-block crossings: Does not restrict/prohibit passage, compel/prevent a turn, or negatively affect public transport operations as outlined in condition 3. Referral to the LTF is optional. *(Note: In this case, ensure design is navigable by buses.)*

(2) Bicycle paths: Does not restrict/prohibit passage, compel/prevent a turn, or negatively affect public transport operations as outlined in condition 3. Referral to the LTF is optional.

(3) Narrowed lanes: Does not restrict/prohibit passage, compel/prevent a turn, or negatively affect public transport operations as outlined in condition 3. Referral to the LTF is optional. *(Note: In this case, ensure design is navigable by buses.)*

(4) Continuous footpath treatment: Does not restrict/prohibit passage, compel/prevent a turn, or negatively affect public transport operations as outlined in condition 3. Referral to the LTF is optional.

(5) Trees in the verge: Does not require use of the Instrument as it does not regulate traffic or involve use of PTCD. Council may implement at their discretion.

(6) Kerb extensions or build outs: Does not restrict/prohibit passage, compel/prevent a turn, or negatively affect public transport operations as outlined in condition 3. Referral to the LTF is optional. *(Note: If used adjacent to locations where buses stop or turn, ensure design is navigable by buses.)*

(7) Short-term last mile freight and servicing access: Does not restrict/prohibit passage, compel/prevent a turn, or negatively affect public transport operations as outlined in condition 3. Referral to the LTF is optional.

NOTE: *The works illustrated above would involve changes to **parking controls**. Parking control signs are PTCD, but they do not restrict/prohibit passage, compel/prevent a turn, or negatively affect public transport operations as outlined in condition 3. Referral to the LTF is optional.*

EXAMPLE 5: Urban centre street / *refer to pp.100-101 in DORAS or online here*

8.2.7.2.1 Common issues for urban centre streets

Figure 8.2.7.2.1 – Common issues for urban centre streets

8.2.7.2.2 Design solutions for urban centre streets

Figure 8.2.7.2.2 – Design solutions for urban centre streets

Despite their city or town centre location and competition for space, urban centre streets often maintain static uses of road space throughout the day and lack the people-oriented design elements of shade and managed space for people walking and cycling.

Instead, an increased amount of roadside infrastructure clutters footpaths. For example, electric vehicle charging, advertising signs and traffic signal control intersection boxes and cabinets can reduce the available footpath width. Bicycles are often pushed onto footpaths or people are forced to cycle on the road in unsafe conditions.

The lack of crossing opportunities mid-block and wide kerb radii at intersections create a road type character that does not match the activities or setting.

Common issues:

- insufficient provision for freight and servicing – particularly to service the high street
- two-vehicle traffic lanes in each direction despite relatively low volumes
- a lack of safe bicycle infrastructure
- a lack of mid-block crossings
- wide intersections with side streets
- a lack of tree planting, shade and street furniture
- narrow footpaths and footpath clutter
- a lack of space for public life activities such as outdoor dining
- high vehicle speeds
- little or no shade and low canopy coverage
- overhead power lines affecting tree selection and maintenance
- a lack of public transport infrastructure such as shelters and seating.

The design solutions library includes a full list of design solutions urban centre streets.

Figure 8.2.7.2.2 highlights an example of how a selection of these design solutions could be brought together to improve an existing urban centre street.

Another important design solution for urban centre streets not shown in Figure 8.2.7.2.2 is street activation infrastructure.

Design solutions:

1. trees in the verge (Landscape Design Guideline, TS 01595)
2. continuous footpath treatments (Continuous Footpath Treatments, TS 02667)
3. trees in the median (Landscape Design Guideline, TS 01595)
4. trees in parking lane (Austroads Guide to Traffic Management, Part 8)
5. bicycle paths (Cycleway Design Toolbox, TS 01590)
6. mid-block crossings (Austroads Guide to Road Design, Part 4)
7. underground power lines (Guide to Codes and Practices for Streets Opening)
8. short-term last mile freight and servicing access (Freight and Servicing Last Mile Toolkit).

Delivery of design solutions using the Authorisation & Delegation Instrument

(1) and **(7)** do not require use of the Instrument as they do not regulate traffic or involve use of PTCD. Council may implement these design solutions at their discretion.

(2) Continuous footpath treatments: Does not restrict/prohibit passage, compel/prevent a turn, or negatively affect public transport operations as outlined in condition 3. Referral to the LTF is optional.

(3) Trees in the median: Tree planting in an existing median does not require use of the Instrument. Council may do this at their discretion. The new medians illustrated above do not restrict/prohibit passage, compel/prevent turning from one public road into another public road, or negatively affect public transport operations as outlined in condition 3, so referral to the LTF is optional. *(Note: In this case, ensure design is navigable by buses.)* Where a median does prevent turning from one public road into another public road, it has the effect of restricting passage and so referral to the LTF would be mandatory.

(4) Trees in parking lane: Does not restrict/prohibit passage, compel/prevent a turn, or negatively affect public transport operations as outlined in condition 3. Referral to the LTF is optional.

(5) Bicycle paths: Does not restrict/prohibit passage, compel/prevent a turn, or negatively affect public transport operations as outlined in condition 3. Referral to the LTF is optional.

(6) Mid-block crossings: Does not restrict/prohibit passage, compel/prevent a turn, or negatively affect public transport operations as outlined in condition 3. Referral to the LTF is optional.

(8) Short-term last mile freight and servicing access: Does not restrict/prohibit passage, compel/prevent a turn, or negatively affect public transport operations as outlined in condition 3. Referral to the LTF is optional.

NOTE: *In this case, ensure design of key components such as the narrowed lanes, speed cushions, medians, and traffic islands are navigable by buses.*

The works illustrated above include a ***reduction of lanes*** *to one in each direction of travel and changes to* ***parking controls****. Neither of these have the effect of restricting/prohibiting passage, compelling/preventing a turn, or negatively affecting public transport operations as outlined in condition 3, so referral to the LTF is optional.*

EXAMPLE 6: Standard high street / *refer to pp.118-119 in DORAS or online here*

8.3.2.2.1 Common issues for standard width destination high streets

Figure 8.3.2.2.1 – Common issues for standard width destination high streets

8.3.2.2.2 Design solutions for standard width destination high streets

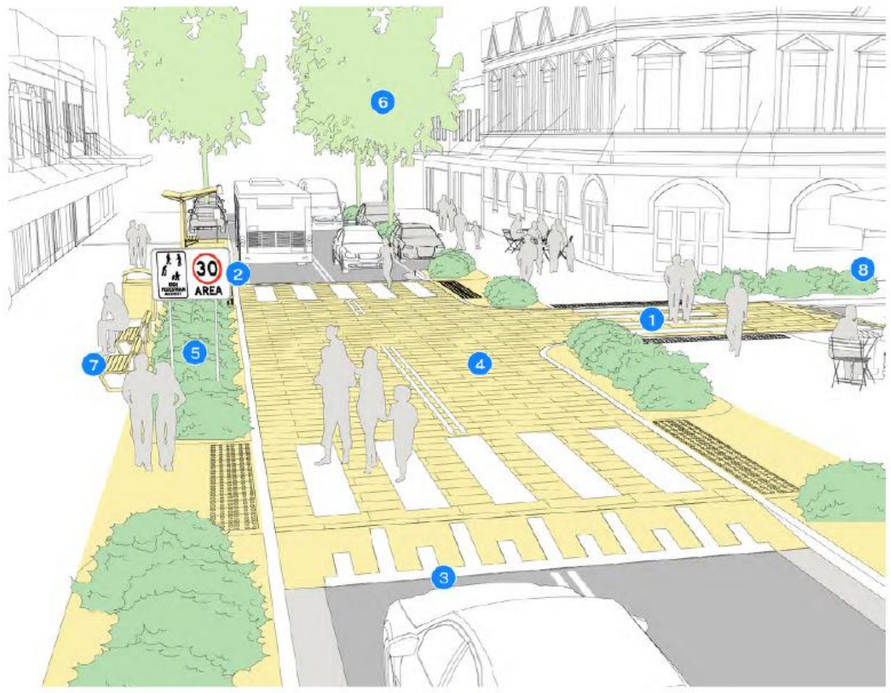

Figure 8.3.2.2.2 – Design solutions for standard width destination high streets

Inappropriate posted speed limits and road space allocation on standard width destination high streets create a street that is dominated by vehicles and is not healthy, safe or comfortable to walk along. Business and activity can suffer as a result.

Common issues:

- a lack of crossing points mid-block and at intersections
- footpaths not offering space for sitting, outdoor dining or civic uses
- the dominance of car parking instead of tree planting or vegetation
- wide intersections and turn lanes leading to long crossing distances and high vehicle turning speeds
- poor provision for deliveries and servicing to support the activity on the street
- the lack of differentiation and competition between destination and through traffic.

The design solutions library includes a full list of design solutions for destination high streets.

Figure 8.3.2.2.2 highlights an example of how a selection of these design solutions could be brought together to improve a standard width destination high street.

In greenfield situations, the Guidelines for Public Transport Capable Infrastructure in Greenfield Sites should be used when determining dimensions for these streets.

Design solutions:

1. mid-block crossings (Austroads Guide to Road Design, Part 4)
2. lower speed limits (NSW Speed Zoning Standard, TS 03631)
3. narrowed lanes (Austroads Guide to Traffic Management, Part 8)
4. raised safety platforms (Raised Safety Platforms, TS 00143)
5. low verge buffer planting (Landscape Design Guideline, TS 01595)
6. tree planting within kerb extensions (Austroads Guide to Traffic Management, Part 8)
7. places to stop and rest (Beyond the Pavement, TS 01592)
8. freight and servicing access (Freight and Servicing Last Mile Toolkit).

Delivery of design solutions using the Authorisation & Delegation Instrument

(1) Mid-block crossings: Does not restrict/prohibit passage, compel/prevent a turn, or negatively affect public transport operations as outlined in condition 3. Referral to the LTF is optional.

(2) Lower speed limits: Use of speed zoning signage is not authorised. Council must engage with Transport directly to change speed zoning.

(3) Narrowed lanes: Does not restrict/prohibit passage, compel/prevent a turn, or negatively affect public transport operations as outlined in condition 3. Referral to the LTF is optional. *(Note: In this case, ensure design is navigable by buses.)*

(4) Raised safety platforms: Does not restrict/prohibit passage, compel/prevent a turn, or negatively affect public transport operations as outlined in condition 3. Referral to the LTF is optional. *(Note: In this case, ensure design is navigable by buses.)*

(5), (6), and **(7)** do not require use of the Instrument as they do not regulate traffic or involve use of PTCD. Council may implement these design solutions at their discretion.

(8) Freight and servicing access: Does not restrict/prohibit passage, compel/prevent a turn, or negatively affect public transport operations as outlined in condition 3 (nor would any associated changes to parking controls). Referral to the LTF is optional.

EXAMPLE 7: Wide high street / *refer to pp.120-121 in DORAS or online here*

8.3.2.2.3 Common issues for wide destination high streets

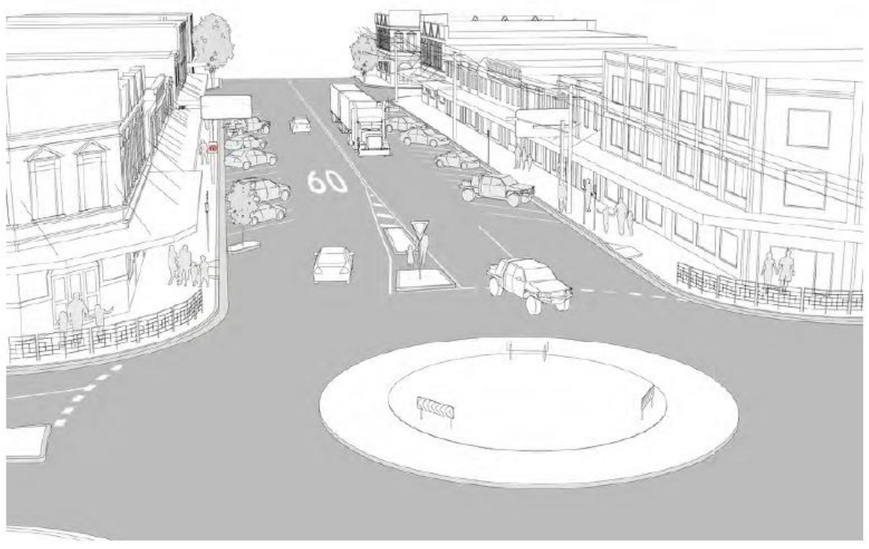

Figure 8.3.2.2.3 – Common issues for wide destination high streets

Disproportionate areas of road space given over to large vehicle movements create an unpleasant environment for those spending time in the street environment. When using roundabouts they must be designed to accommodate active transport users.

Common issues:

- wide travel lanes that encourage higher vehicle speeds
- a lack of crossing points mid-block and at intersections
- footpaths not offering space for sitting, outdoor dining or civic uses
- the dominance of car parking instead of tree planting or vegetation
- wide intersections and turn lanes leading to long crossing distances and high vehicle turning speeds
- roundabouts prioritising vehicles over people walking
- use of fencing creating a hostile walking environment.

8.3.2.2.4 Design solutions for wide destination high streets

Figure 8.3.2.2.4 – Design solutions for wide destination high streets

The design solutions library includes a full list of design solutions for destination high streets.

Figure 8.3.2.2.4 highlights an example of how a selection of these design solutions could be brought together to improve an existing wide destination high street.

A less costly solution than raised safety platforms could be kerb build outs (Guide to Traffic Management Part 8).

In greenfield situations, the Guidelines for Public Transport Capable Infrastructure in Greenfield Sites should be used when determining dimensions for these streets.

Design solutions:

1. self-explaining environment (Beyond the Pavement, TS 01592)
2. trees in the median (Landscape Design Guideline, TS 01595)
3. raised safety platforms (Raised Safety Platforms, TS 00143)
4. trees in the verge (Landscape Design Guideline, TS 01595)
5. pedestrian refuges (Manual of Uniform Traffic Control Devices, AS 1742 Part 10)
6. lower speed limits (NSW Speed Zoning Standard, TS 03631)
7. multi-function poles (Multi-function Poles, AS 5386)
8. reduced kerb radii (Design of Roads and Streets, TS 00066)
9. places to stop and rest (Beyond the Pavement, TS 01592)
10. freight and servicing access (Freight and Servicing Last Mile Toolkit)

Delivery of design solutions using the Authorisation & Delegation Instrument

(1), (4), (7), (8), and **(9)** do not require use of the Instrument as they do not regulate traffic or involve use of PTCD. Council may implement these design solutions at their discretion.

(2) Trees in the median: Tree planting in an existing median does not require use of the Instrument. Council may do this at their discretion. The new medians illustrated above do not restrict/prohibit passage or compel/prevent turning from one public road into another public road, so referral to the LTF is optional. *(Note: In this case, ensure design is navigable by buses.)* Where a median does prevent turning from one public road into another public road, it has the effect of restricting passage and so referral to the LTF would be mandatory.

(3) Raised safety platform: Does not restrict/prohibit passage or compel/prevent a turn. Referral to the LTF is optional.

(5) Pedestrian refuge: Does not restrict/prohibit passage or compel/prevent a turn. Referral to the LTF is optional.

(6) Lower speed limits: Use of speed zoning signage is not authorised. Council must engage with Transport directly to change speed zoning.

(10) Freight and servicing access: Does not restrict/prohibit passage or compel/prevent a turn. Referral to the LTF is optional.

NOTE: *Neither the **removal of the roundabout** nor **reduction of lanes** on entry/exit to one in each direction of travel have the effect of restricting/prohibiting passage or compelling/preventing a turn. Referral to the LTF is optional.*

*The kerbside works illustrated above would involve changes to **parking controls**. Parking control signs are PTCD, but they do not restrict/prohibit passage or compel/prevent a turn. Referral to the LTF is optional.*

EXAMPLE 8: Arterial high street / *refer to pp.146-147 in DORAS or online here*

8.3.5.2.1 Common issues for standard width metropolitan arterial high streets

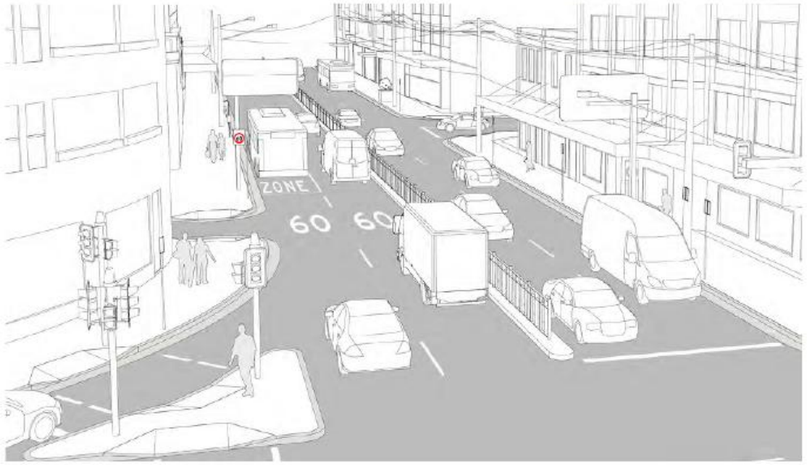

Figure 8.3.5.2.1 – Common issues for standard width metropolitan arterial high streets

8.3.5.2.2 Design solutions for standard width metropolitan arterial high streets

Figure 8.3.5.2.2 – Design solutions for standard width metropolitan arterial high streets

High streets that stimulated the development of traditional urban centres in the late 19th and early 20th century have evolved into arterial roads prioritising vehicles' through movement over other needs.

The prioritisation of vehicle volume throughput instead of the movement of people and goods means one road user group dominates the environment, diminishing the experiences of people walking and business opportunities.

! Common issues:

- disporportionate delay for walking and cycling crossing at intersection and mid-block
- fencing on medians or kerbsides conflicting with the desired town centre character
- high vehicle speed from arterial routes continuing through the area
- traffic volumes needing to be accommodated in limited space
- overhead power lines, road signage, noise and air pollution, and few trees
- a lack of record of where utilities are located under the street.

The design solutions library includes a full list of design solutions for arterial high streets. Figure 8.3.5.2.2 highlights an example of how a selection of these design solutions could be brought together to improve an existing standard width metropolitan arterial high street.

While retaining the same number of travel lanes, reducing vehicle speed to 40km/h restores the high street character of the centre with interventions such as kerb edge planting replacing fencing, a new mid-block crossing, and urban style intersection without turn lanes. The transformative changes of closing a side street for a new civic space and undergrounding power can bring trees, people and street life back to the centre.

The Bus Priority Infrastructure Planning Toolbox should be used to determine the appropriate bus priority treatment for arterial high streets.

In greenfield situations, the Guidelines for Public Transport Capable Infrastructure in Greenfield Sites should be used when determining dimensions for these streets.

✓ Design solutions:

1. low verge buffer planting (Landscape Design Guideline, TS 01595)
2. rationalised signage (Manual of Uniform Traffic Control Devices, AS 1742 Part 2)
3. crossing signals on all legs (Traffic Signal Design, TS 02670)
4. mid-block crossings (Austroads Guide to Road Design, Part 4)
5. underground power lines (Guide to Codes and Practices for Streets Opening)
6. multi-function poles (Multi-function Poles, AS 5386)
7. lower speed limits (NSW Speed Zoning Standard, TS 03631)
8. reduced kerb radii (Design of Roads and Streets, TS 00066)
9. short-term last mile freight and servicing access (Freight and Servicing Last Mile Toolkit)

Another important design solution not shown is street activation infrastructure (NSW Great Places Toolkit).

Delivery of design solutions using the Authorisation & Delegation Instrument

(2) Rationalised signage: Does not restrict/prohibit passage or compel/prevent a turn. Referral to the LTF is optional.

(3) Crossing signals on all legs: Work relating to traffic signals may not be carried out otherwise than by or with the consent of Transport. Council is not authorised to work with traffic signals and must engage with Transport directly.

(4) Mid-block crossings: In this case, the crossing appears to be signalised. As above, council is not authorised to work with traffic signals and must engage with Transport directly. Where unsignalised, a mid-block crossing does not restrict/prohibit passage or compel/prevent a turn and so referral to the LTF would be optional.

(7) Lower speed limits: Use of speed zoning signage is not authorised. Council must engage with Transport directly.

(8) Reduced kerb radii: Does not restrict/prohibit passage, compel/prevent a turn, or negatively affect public transport operations as outlined in condition 3. Referral to the LTF is optional.

(9) Short-term last mile freight and servicing access: Does not restrict/prohibit passage, compel/prevent a turn, or negatively affect public transport operations as outlined in condition 3 – nor would any associated changes to parking controls. Referral to the LTF is optional.

(1), (5) and **(6)** do not require use of the Instrument as they do not regulate traffic or involve use of PTCD. Council may implement these design solutions at their discretion. In the case of (6), the pole hosts traffic signals. Work relating to traffic signals may not be carried out otherwise than by or with the consent of Transport, and so council must engage with Transport directly in relation to the traffic signals.

NOTE: *The re-design illustrated above includes* ***removal of a slip lane and traffic island****. In this case, the junction is signalised and these works would affect traffic signals. Work relating to traffic signals may not be carried out otherwise than by or with the consent of Transport and so, council must engage with Transport directly. If this junction were unsignalised, referral to the LTF would be optional as the removal of the slip lane and traffic island do not restrict/prohibit passage, compel/prevent a turn, or negatively affect public transport operations as in condition 3.*

Near the point identified by (2), the re-design appears to have replaced the carriageway junction with a side street with footpath and outdoor seating. This involves a prohibition of passage for motor vehicles for which referral to the LTF is mandatory.

EXAMPLE 9: Civic high street / *refer to pp.222-223 in DORAS or online here*

8.5.4.2.1 Common issues for civic high streets

Figure 8.5.4.2.1 – Common issues for civic high streets

Civic high streets can maintain a road character if space is not reallocated towards walking and place activity on the former carriageway - even when shared space signage and seating is installed.

While the kerbless environment is good for walking and a useful civic space, the lack of demarcation can be a safety risk for some, such as people with vision impairment.

Common issues:

- a lack of demarcation between footpaths and travel lanes
- road layouts that encourage higher vehicle speeds than signposted
- a lack of tree planting to provide shade and shelter
- limited places to stop and rest.

8.5.4.2.3 Design solutions for civic high streets with restricted vehicle access

Figure 8.5.4.2.3 – Design solutions for civic high streets with restricted vehicle access

The design solutions library includes a full list of appropriate design solutions for civic high streets.

Figure 8.5.4.2.3 highlights an example of how a selection of these design solutions could be brought together to improve an existing civic high street with shared vehicle traffic.

Designing new streets without direct vehicular access (driveways) is encouraged to minimise vehicle demand and create a more walking friendly environment.

Flush conditions with careful design attention to accessibility requirements and drainage can bring many benefits to users and transform the civic character of a precinct.

These solutions can be complemented with placemaking interventions (NSW Public Spaces Charter).

Design solutions:

1. places to stop and rest (Beyond the Pavement, TS 01592)
2. timed vehicle access (Freight and Servicing Last Mile Toolkit)
3. distinct tree planting patterns (Beyond the Pavement, TS 01592)
4. short-term last mile freight and servicing access (Freight and Servicing Last Mile Toolkit).

Delivery of design solutions using the Authorisation & Delegation Instrument

(1) and **(3)** do not require use of the Instrument as they do not regulate traffic or involve use of PTCD. Council may implement these design solutions at their discretion.

(2) Timed vehicle access: This is a restriction on passage. Referral to the LTF is mandatory.

(4) Short-term last mile freight and servicing access: Does not restrict/prohibit passage or compel/prevent a turn – nor would any associated changes to parking controls. Referral to the LTF is optional.

EXAMPLE 10: Civic lane / *refer to pp.210-211 in DORAS or online here*

8.5.2.2.1 Common issues for civic lanes

Figure 8.5.2.2.1 – Common issues for civic lanes

Civic lanes are small and contested spaces.

Vehicle access, particularly large trucks, can generate both real and perceived safety issues for people who are walking and cycling, as well as limit other uses, such as outdoor dining or urban greening.

Conversely, civic lanes that have accumulated extensive outdoor dining, trees and street furniture can obstruct essential emergency vehicle access and cycling.

Civic spaces can feel unsafe after dark due to a lack of activity or neighbours, low passive surveillance and built edges that offer places for concealment.

Common issues:

- conflicts between vehicles, particularly trucks and people walking
- extensive clutter restricting access for people walking and cycling
- people feeling unsafe at night due to a lack of surveillance and poor edge design
- maintaining access for freight and servicing.

8.5.2.2.2 Design solutions for civic lanes

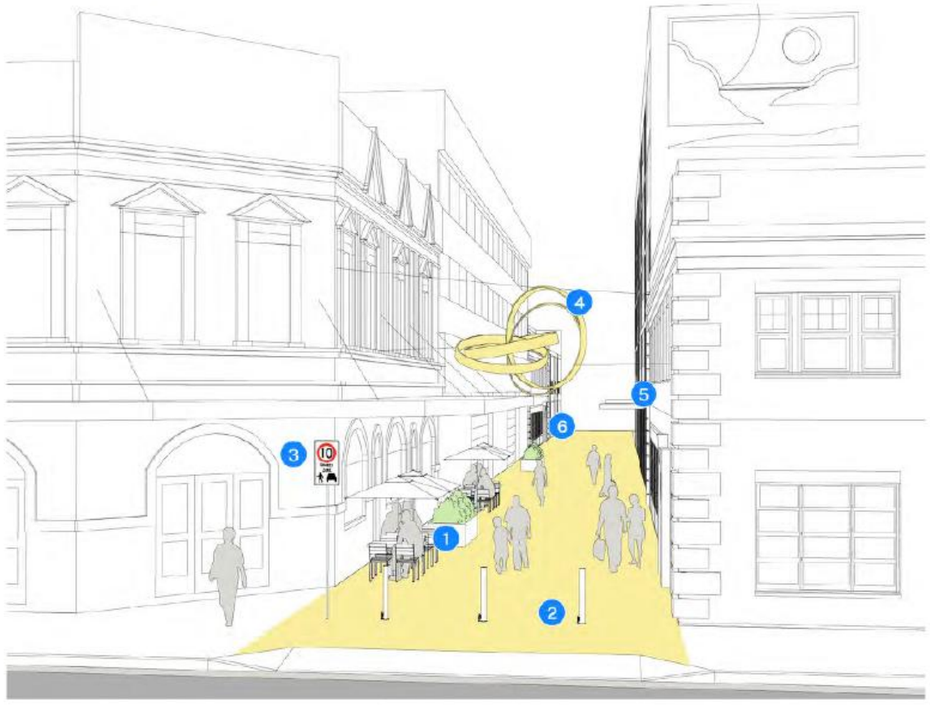

Figure 8.5.2.2.2 – Design solutions for civic lanes

Designing civic lanes as public places encourages people to stay while enabling safe and comfortable walking and cycling movements and essential freight access.

The design solutions library includes a full list of appropriate design solutions for civic lanes.

Figure 8.5.2.2.2 highlights an example of how a selection of these design solutions could be brought together to improve an existing civic lane.

Design solutions:

1. places to stop and rest (Beyond the Pavement, TS 01592)
2. timed vehicle access (Freight and Servicing Last Mile Toolkit)
3. shared zones (NSW Speed Zoning Standard, TS 03631)
4. public art (Beyond the Pavement, TS 01592)
5. lighting (Lighting for Roads and Public Spaces, AS1742 Series)
6. off street loading and short-term last mile freight and servicing access (Freight and Servicing Last Mile Toolkit)

Delivery of design solutions using the Authorisation & Delegation Instrument

(1), (4), (5) and **(6)** do not require use of the Instrument as they do not regulate traffic or involve use of PTCD. Council may implement these design solutions at their discretion.

(2) Timed vehicle access: This is a restriction on passage. Referral to the LTF is mandatory.

(3) Shared zones: Involves a speed zone reduction to max. 10km/h, but use of speed zoning signage is not authorised. Council must engage with Transport directly to change speed zoning.

EXAMPLE 11: Roundabout / *refer to pp.266-267 in DORAS or online here*

A.6.1.1 Common issues for single-lane roundabouts

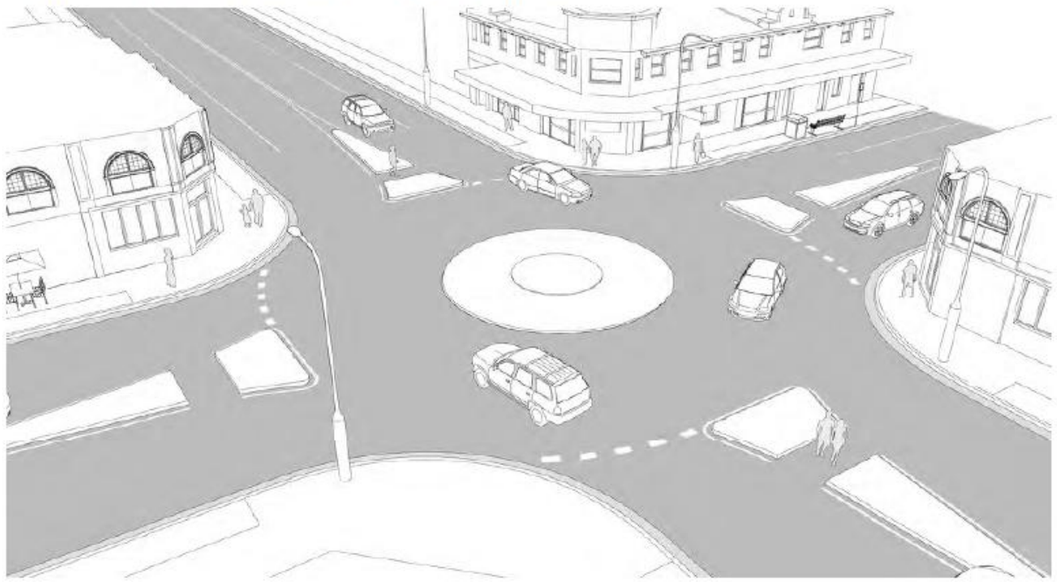

Figure A.6.1.1 – Common issues for single-lane roundabouts

Common issues:

- a tangential design (not illustrated) encouraging higher speeds and reducing sight lines for walking
- crossing points being set back or not safely located
- a lack of provision for cycling
- can be difficult to navigate for buses and heavy vehicles.

A.6.1.2 Design solutions on streets without separated cycleways

Figure A.6.1.2 – Design solutions for roundabouts on streets without separated cycleways

On these streets safe provision for walking and cycling should still be provided for in the design of a roundabout including a compact design and wombat crossings on each approach.

In space constrained locations an alternative intersection treatment, such as a raised safety platform with or without marked pedestrian (zebra) crossings may be appropriate.

Design solutions:

- compact (radial) geometric design
- wombat crossings offset one car length from the roundabout entry point
- kerb build outs to narrow the approach lane and improve sight lines for people crossing
- bypass lanes for cycling (not illustrated)
- bicycle symbol markings in the centre of approach lanes
- low island or mountable apron/encroachment area so buses and trucks can drive over the island.

Delivery of design solutions using the Authorisation & Delegation Instrument

Advisory bicycle symbol markings do not require use of the Instrument as they do not regulate traffic or involve use of PTCD. Council may implement these at their discretion.

Changes to the **roundabout design, kerb build outs**, and installation of **new pedestrian crossings** do not restrict/prohibit passage or compel/prevent a turn. Referral to the LTF is optional.

NOTE: *The kerbside works illustrated above would likely involve changes to* ***parking controls****. Parking control signs are PTCD, but they do not restrict/prohibit passage or compel/prevent a turn. Referral to the LTF is optional.*

EXAMPLE 12: Rural highway / *refer to pp.180-181 in DORAS or online here*

8.4.4.2.1 Common issues for rural highways

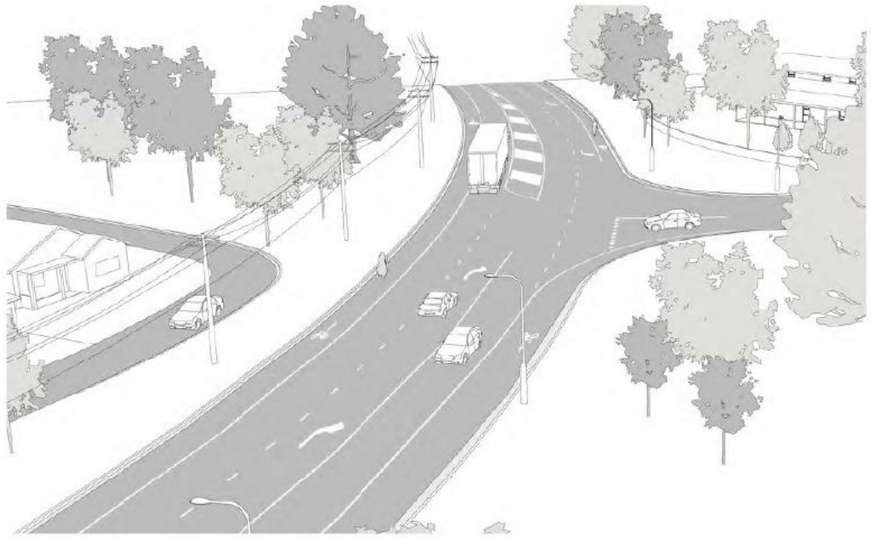

Figure 8.4.4.2.1 – Common issues for rural highways

Rural highways are often the only connection between settlements separated by long distances. At the same time, they form a local connection for many people living in a settlement's peripheral area. Rural highways have traditionally catered for people driving private vehicles and providing goods and services over consideration of alternative modes.

In rural settings, highways sometimes create a barrier for animals to cross areas of environmental significance or cut across productive agricultural land. As rural highways approach townships, they often lack dedicated areas for walking or cycling. Rural highways often include public bus and school bus route connections to nearby towns which can pose safety issues if poorly considered.

Figure 8.4.4.2.1 is a technical illustration of a rural highway in a peri-urban context that is transitioning to a rural context after the intersection.

Common issues:

- little or no provision for walking or cycling when approaching towns or centres
- cutting through productive agricultural land or valuable environmental areas
- variations in road environments and speed limits due to changing land use
- access to properties.

8.4.4.2.2 Design solutions for rural highways

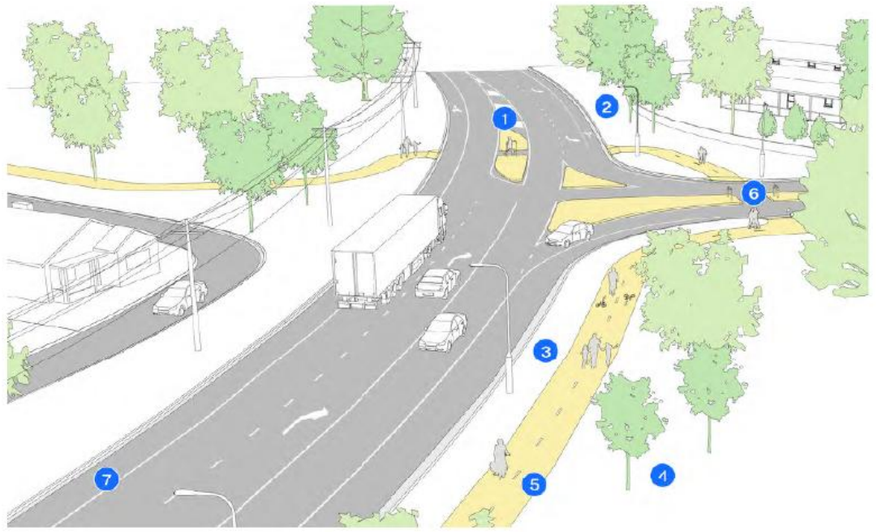

Figure 8.4.4.2.2 – Design solutions for rural highways

The design solutions library includes a full list of design solutions for rural highways. Figure 8.4.4.2.2 highlights an example of how a selection of these design solutions could be brought together to improve an existing rural highway as it transitions from a peri-urban to a rural context.

Rural highways passing through agricultural land sometimes contain the highest density of trees in that area, and efforts to retain them as much as possible should underpin solutions.

When rural highways approach towns or centres, relatively large verge areas provide the ability to include active transport, extending the ability of people to choose one of several modes when moving around.

Where paths are provided, lighting will need to be considered, as any existing street lighting may be inadequate.

The Heavy Vehicle Access Policy should be used when determining design and check vehicles.

Design solutions:

1. self-explaining environments (Beyond the Pavement, TS 01592)
2. trees in verge (Landscape Design Guideline, TS 01595)
3. kerbside traffic buffers (Walking Space Guide, TS 01589)
4. retention of existing vegetation retained (Beyond the Pavement, TS 01592)
5. shared path (Cycleway Design Toolbox, TS 01590)
6. pedestrian refuge (Manual of Uniform Traffic Control Devices, AS 1742 Part 10)
7. road shoulder (Guide to Road Design Part 3).

Delivery of design solutions using the Authorisation & Delegation Instrument

(1), (2), (3), and **(4)** do not require use of the Instrument as they do not regulate traffic or involve use of PTCD. Council may implement these design solutions at their discretion.

(5) Shared path: Does not restrict/prohibit passage or compel/prevent a turn. Referral to the LTF is optional.

(6) Pedestrian refuge: Does not restrict/prohibit passage or compel/prevent a turn. Referral to the LTF is optional.

(7) Road shoulders: Does not restrict/prohibit passage or compel/prevent a turn. Referral to the LTF is optional.

NOTE: *The re-design illustrated above includes* ***traffic islands*** *that would have the effect of* ***compelling left turns*** *coming out of the side-street and* ***preventing right turns*** *onto the highway. This is a restriction on passage for which referral to the LTF is mandatory.*