



Transport  
for NSW



PCU50405

CD13/18136

Director  
Industry, Social Projects and Key Sites  
Department of Planning and Infrastructure  
GPO Box 39  
SYDNEY NSW 2001

Department of Planning  
Received  
23 DEC 2013  
Scanning Room

Attention: Matthew Rosel

**STATE SIGNIFICANT DEVELOPMENT APPLICATIONS  
SYDNEY INTERNATIONAL CONVENTION, EXHIBITION AND ENTERTAINMENT PRECINCT  
INTERNATIONAL CONVENTION CENTRE HOTEL (ICC HOTEL)**

Dear Ms Warton,

Thank you for your letter dated 13 September 2013 regarding your request for Transport for NSW to provide comment on the exhibition of the State Significant Development (SSD) Application for the above proposal.

Transport for NSW understands that the SICEEP Project is an important urban renewal opportunity that forms a critical element of the NSW Government's aspiration to "*make NSW number one again*" and is committed to working closely with the Department to facilitate a development outcome that delivers a positive transport outcome for the overall precinct.

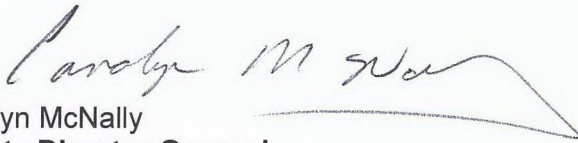
Transport for NSW has reviewed the SSD application and appreciates the opportunity to provide comment. The transport issues outlined in this letter have been provided as a single consolidated response and incorporate comments from Transport for NSW along with the wider Transport cluster including comments from Roads and Maritime Services (RMS).

It is anticipated that the period of ongoing construction has the potential to be disruptive to commuters, pedestrians, road users and businesses in the vicinity of the site and it is essential that this is managed in such a way to minimise these impacts. Transport for NSW's detailed comments along with the construction, traffic and transport issues to be addressed by the proponent have been outlined in **Attachment 1**.

The redevelopment of the SICEEP site provides an excellent opportunity to improve access through the site and we encourage the stated aims to facilitate direct and connected walking and cycling connections from Central Station, via Quay Street and then through the development to Darling Harbour (Cockle Bay Wharf). This will ensure good circulation for both pedestrians and cyclists and avoid the creation of any potential pinch points with proposed retail development, outdoor dining and any proposed landscaping works. Where feasible, the separation of cyclists and pedestrian is also encouraged. Where shared zones have been proposed the RMS Shared Zone Policy has been provided at **Attachment 2**.

Should you have any questions regarding this matter, please contact Aleks Tancevski on 8202 2811 or [Aleks.Tancevski@transport.nsw.gov.au](mailto:Aleks.Tancevski@transport.nsw.gov.au)

Yours sincerely,

A handwritten signature in dark ink, appearing to read 'Carolyn McNally', with a long, sweeping horizontal line extending to the right.

Carolyn McNally  
**Deputy Director General**  
**Planning and Programs**

19/12/13



## ATTACHMENT 1

### **Detailed Transport and Traffic Issues - International Convention Centre Hotel**

Reference is made to the Traffic and Transport Assessment by Hyder consultants and the DGRs issued by the Department of Planning & Infrastructure in June 2013.

#### **Transport and Traffic**

1. Prior to the issue of the relevant construction certificate, evidence that the proponent has consulted with the NSW Taxi Council to ensure that sufficient taxi storage is provided within the subject site shall be submitted to the Principal Certifying Authority (PCA).
2. Taxi drop off zones are to be suitably signposted and be restricted for pick-up and drop-off only.
3. Prior to the issue of the relevant construction certificate, a Construction Traffic and Pedestrian Management Plan prepared by a suitably qualified practitioner shall be submitted to the PCA. The Plan must be prepared in consultation with Transport for NSW, RMS, the Transport Management Centre and Council.

The Plan shall address, but not be limited to, the following matters:

- Ingress and egress of vehicles to the subject site,
- Loading and unloading, including construction zones,
- Predicted traffic volumes, types and routes, and
- Pedestrian and traffic management methods.

The proponent shall submit a copy of the final plan to the Council, prior to the commencement of work.

4. During the construction period the operation of light rail services should not be affected and pedestrian access to light rail stations within the vicinity of the site should be maintained.
5. Vehicles entering the Porte Cochere shall be restricted up to a length of 7 metres to minimise the impact of longer vehicles queuing within the Porte Cochere. For 14 metres buses and coaches, the access route shall be via Darling Drive, then the loop road through the adjacent Harbourside Place. This shall be enforced by internal signposting within the subject site.
6. The pedestrian connection from Darling Harbour to the Convention Light Rail stop must be safe, efficient and clearly delineated. The potential for conflict along this main pedestrian linkage should be assessed, due to the proposed location of the Porte Cochere and associated vehicles that will access the area.
7. The proponent shall develop and implement a Special Event Transport Management Plan for peak events which will manage vehicle and pedestrian movements. These plans are to manage the interface between pedestrian and vehicle movements in an efficient manner along safe and controlled routes, whilst maintaining access to Porte Cochere at all times. Such Plans may also involve specific routing of vehicular traffic away from and/or restricting vehicular access to Harbourside Place.
8. Any proposed shared zone within the subject site shall be in accordance with the RMS Shared Zone Policy which has been provided at **Attachment 2**.

9. A key concern is providing treatments to discourage pedestrians from entering the service vehicle turning bay. This should be considered by the proponent.

### **Active Transport**

10. The NSW Government has released the Sydney City Centre Access Strategy. The strategy includes an outline of the city centre cycleway network and is provided in **Attachment 3**.
11. In light of this new Strategy, the list of key cycle facilities proposed within the vicinity of the SICEEP should be updated.
12. Cyclists are currently riding from the Pyrmont Bridge to Hay Street along the water front passing through Harbourside Place and the Sydney Exhibition Centre area. This route is shown in Figure 8 of *Section 7.3.2 Cycle Facilities* of the Transport and Traffic Impact Assessment report. It is necessary to improve this at grade route as it provides a direct link for cyclists from Pyrmont Bridge to Hay Street.
13. Similarly, this cycle route should be extended to Quay Street as it provides direct access to Railway Square.
14. Bicycle parking that adequately meets the requirements of future employees and visitors shall be provided. The report does not mention any provision for bicycle parking either for staff or visitors to the SICEEP.
15. Details of end trip facilities such as showers and changing rooms are required to assist in encouraging the use of active transport options.
16. Transport for NSW suggests that clear signage to guide pedestrians and cyclists through the area and to bicycle facilities should be provided during the construction stages and after completion.



**ATTACHMENT 2**

**RMS Shared Zone Policy**

# Shared Zones

## 1 Policy Statement

This document provides the policy and the guidelines for the identification and installation of Shared Zones so that pedestrians and vehicles share that road space safely.

This document is part of policy and guidelines promoting safer speeds that are set at a level more forgiving of human error and reflecting risk to road users.

Other policy and guidelines under this series are:

- NSW speed zoning guidelines
- 40 km/h speed limits in high volume pedestrian areas.

## 2 Scope and coverage

This document aims to assist the road safety practitioners in Roads and Maritime Services (RMS) and in local councils to assess, design and implement Shared Zone schemes on NSW roads.

It helps practitioners to identify the road and traffic issues that need to be considered in designing and implementing the Shared Zones. One of the key requirements of Shared Zones is that they are attractive and interesting places that reflect local needs and activities. The policy is therefore to be interpreted with some flexibility, and is not intended to limit the creativity of designers. Implementation of this policy must go hand in hand with community involvement and participation.

This document must be read in conjunction with the relevant RMS Supplements and the Austroads Guide to Traffic Management Part 8: Local Area Traffic Management. If there are any differences in practice between these documents, the RMS Supplements will apply.

This policy does not include advice on the installation of School Zones and 40 km/h High Pedestrian Activity Areas. These are covered in the relevant Transport for NSW and Roads and Maritime Services documents.

### Transport for NSW

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PO Box K659 Haymarket NSW 1240  
[www.transport.nsw.gov.au](http://www.transport.nsw.gov.au) | (02) 8202 2200



### 3 Purpose

The purpose of this policy is to ensure consistency in design and implementation of Shared Zone schemes across NSW so that the proposed Shared Zone schemes:

- are safe for all road users, particularly pedestrians
- reduce the risk of crashes between vehicles and pedestrians
- require lower vehicle speeds
- enhance the quality of the street environment.

### 4 Shared Zone

- A Shared Zone is a road or network of roads where the road space is shared by vehicles and pedestrians (NSW Road Rule 24).
- All Shared Zones in NSW must display a speed limit of 10 km/h. No other speed limit is allowed.
- Drivers must give way to pedestrians at all times (NSW Road Rule 83). A 'Shared Zone' sign in combination with 'Give Way to Pedestrians' sign must be installed on each entry road into the area.
- An 'End Shared Zone' sign must be installed on each exit road from the area.
- Pedestrians must not cause a traffic hazard by moving into the path of a driver and must not unreasonably obstruct the path of any driver or another pedestrian (NSW Road Rule 236).
- A driver must not stop in a Shared Zone unless the driver stops in accordance with a parking control sign; or in a parking bay; or dropping off or picking up passengers or goods; or the driver is engaged in the door to door delivery or collection of goods, or in the collection of waste or garbage (NSW Road Rule 188).
- If 'Parking in Bays Only' signs are used, they must be installed on each entry road in the area. Where permissive parking control signs are used, they must be installed in accordance with standard practice.
- The street environment of a Shared Zone must ensure that the drivers and pedestrians are made aware that they are entering a location that has different driving conditions.
- In Shared Zones any delineation, kerb and gutter shall be removed to enhance the sense of equality between pedestrians and vehicles, and to ensure that the Shared Zone is a road related area under NSW legislation.
- In special circumstances, kerbs and gutters may be retained, but only if approved by RMS. In such cases the existing footway must be treated so that it cannot be used by pedestrians to ensure that the existing road becomes a road related area.

### 5 Roles and responsibilities

Shared Zones are generally installed on local roads and the council will have the responsibility for the design of Shared Zones. However, the authorisation of a Shared Zone is not delegated to councils. Shared Zones are speed limits and approval to install them must be obtained from RMS prior to implementing this policy.

Kerbs and gutters may be allowed to remain in a Shared Zone but only if approved by RMS (See Figure 2).

Traffic control devices (for example, signs and markings for which the policy and guidelines are prescribed in this document) referred to in this document shall meet RMS specifications.

## 6 Definitions

### Shared Zone

A Shared Zone is a road or network of roads with a 'Shared Zone' sign displayed on each road leading into the area and an 'End Shared Zone' sign displayed on each road out of the area. Drivers must give way to pedestrians at all times (See Section 4 for details).

### Speed limit

The maximum legally permissible driving speed along a specific section of road, as defined by the NSW Road Rules and the *Road Transport (Safety and Traffic Management) Act 1999*.

### Speed zone

A length or an area of road along which a signposted regulatory speed limit applies.

### Traffic control device

A traffic sign, road marking, traffic signals, or other device, to direct or warn traffic on, entering or leaving a road that is prescribed by the regulations.

### Road

A road is an area that is open to or used by the public and is developed for, or has as one of its main uses, the driving or riding of motor vehicles.

### Road related area

A road related area is any of the following:

- an area that divides a road
- a footpath or nature strip adjacent to a road
- an area that is not a road and that is open to the public and designated for use by cyclists or animals
- an area that is not a road and that is open to or used by the public for driving, riding or parking vehicles.

### Default urban speed limit

Statutory speed limits that apply in the absence of a signposted speed limit in a built-up area. The default speed limit in a built-up area is 50 km/h.

### Local roads

All public roads for which a council is the roads authority other than State or regional roads. They comprise the local access and circulation roads which are managed and funded by councils. These roads have a primary function of providing direct access to abutting properties.

### May, must, shall, should

May	Indicates the existence of an option, which is not mandatory. Mandatory requirements may, however, apply to a particular option once it is selected.
Must	Indicates that the statement is mandatory.
Should–	Indicates a recommendation.
Shall	Indicates that the statement is mandatory.



## 7 Objectives and features

Table 1 outlines the objectives and main features of a Shared Zone.

TABLE 1: OBJECTIVES AND FEATURES OF SHARED ZONES

Features	Shared Zones
Objectives	<ul style="list-style-type: none"> <li>• Provide priority for pedestrian movements</li> <li>• Reduce the dominance of vehicles along the street</li> <li>• Achieve lower vehicle speeds</li> <li>• Reduce severity of pedestrian injuries from crashes</li> <li>• Improve amenity for pedestrians</li> <li>• Enhance the quality of the street environment</li> </ul>
Legal priority	<ul style="list-style-type: none"> <li>• Pedestrians have priority</li> <li>• Drivers must give way to pedestrians</li> <li>• Pedestrians must not cause a traffic hazard by moving into the path of a driver and must not unreasonably obstruct the path of any driver or another pedestrian</li> </ul>
Speed limit	10 km/h
Benefits	<ul style="list-style-type: none"> <li>• Increases safety for pedestrians and cyclists</li> <li>• Creates a lower speed environment</li> <li>• Improves amenity without affecting access</li> <li>• Alerts drivers to a different street environment</li> <li>• Encourages a modal shift towards walking and cycling</li> <li>• Creates a more socially inclusive street environment</li> </ul>
Appropriate locations	<ul style="list-style-type: none"> <li>• Low traffic volume streets with high pedestrian activity</li> <li>• Where there is a need to provide permanent pedestrian priority in a street segment</li> <li>• Areas with a low demand for vehicular movement such as cul de sacs</li> <li>• Areas where there is either limited or no formal pedestrian areas such as footpaths</li> <li>• Lanes and streets in central business districts, selected residential areas and shopping centres</li> <li>• Narrow streets where pedestrians are forced to travel on the road</li> </ul>
Non-appropriate locations	<ul style="list-style-type: none"> <li>• Roads with high traffic volumes</li> <li>• Roads where prevailing vehicle speeds are high</li> <li>• Street lengths with notable cross vehicle traffic within the zone</li> </ul>

## 8 Design method

Shared Zones are generally installed on local roads and the council will have the responsibility for the design of Shared Zones.

### 8.1 DESIGN PHASES

The design process shown in Figure 1, below, must be followed when considering Shared Zones.

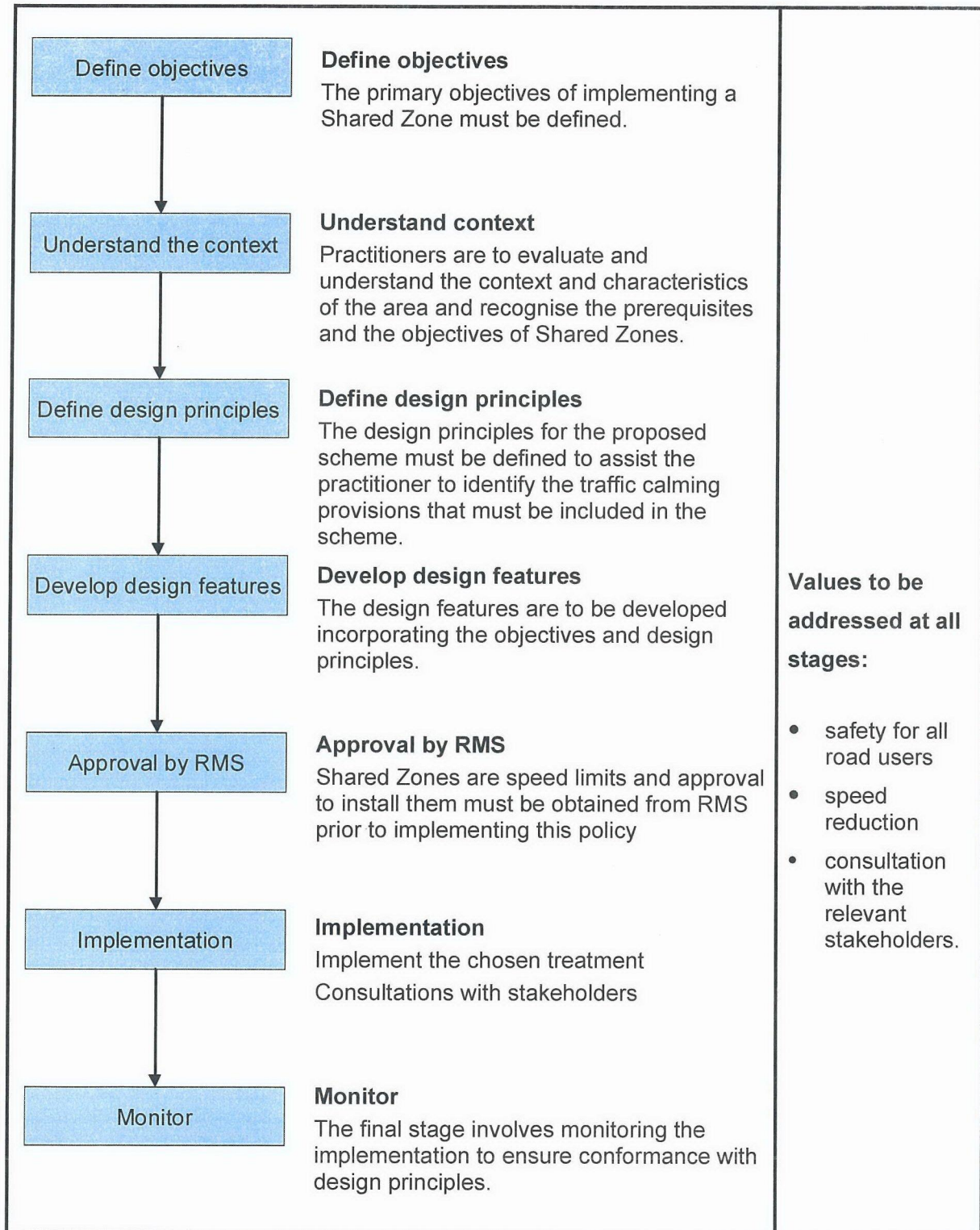


FIGURE 1: DESIGN APPROACH FOR SHARED ZONES



### 8.1.1 Define objectives

The primary objectives of implementing a Shared Zone in a high pedestrian activity area must be defined. The objectives include:

- improve pedestrian safety
- achieve significant speed reduction
- reduce conflicts between pedestrians and vehicles
- improve facilities and access for pedestrians
- enhance the quality of the street environment.

It is essential to define the objectives to ensure that the appropriate design features are included in order to achieve these objectives. Some of the defined objectives may be of greater importance in some cases and appropriate design features need to be included to emphasise this importance.

### 8.1.2 Understand the context

Shared Zones must only be installed at locations that meet specific site conditions. Practitioners are to evaluate each proposed site against these criteria to determine if it is suitable.

#### *Site criteria*

The fundamental prerequisite when considering the implementation of Shared Zones is the definition of an area in which there is an acknowledged high level of pedestrian activity and potential pedestrian and vehicle conflict.

The current site conditions are to be assessed against the criteria for Shared Zones as presented in TABLE 2 below.

TABLE 2: SITE CRITERIA FOR SHARED ZONES

Features	Shared Zone
Current traffic flows	≤ 100 vehicles per hour and ≤ 1000 vehicles per day
Current speed limit	≤ 50 km/h
Length of proposed Shared Zone	≤ 400 metres
Current speed limit of adjoining roads	≤ 50 km/h
Current carriageway width	minimum trafficable width of 2.8 metres
Route access	must not be located along bus routes or heavy vehicle routes except delivery or garbage trucks
Streets with narrow or no footpaths	where pedestrians are forced to use the road
Kerbs	kerbs must be removed unless excepted by the RMS (See Section 4)

Figure 2, below, is a flowchart to guide practitioners in assessing sites for suitability as shared zones.

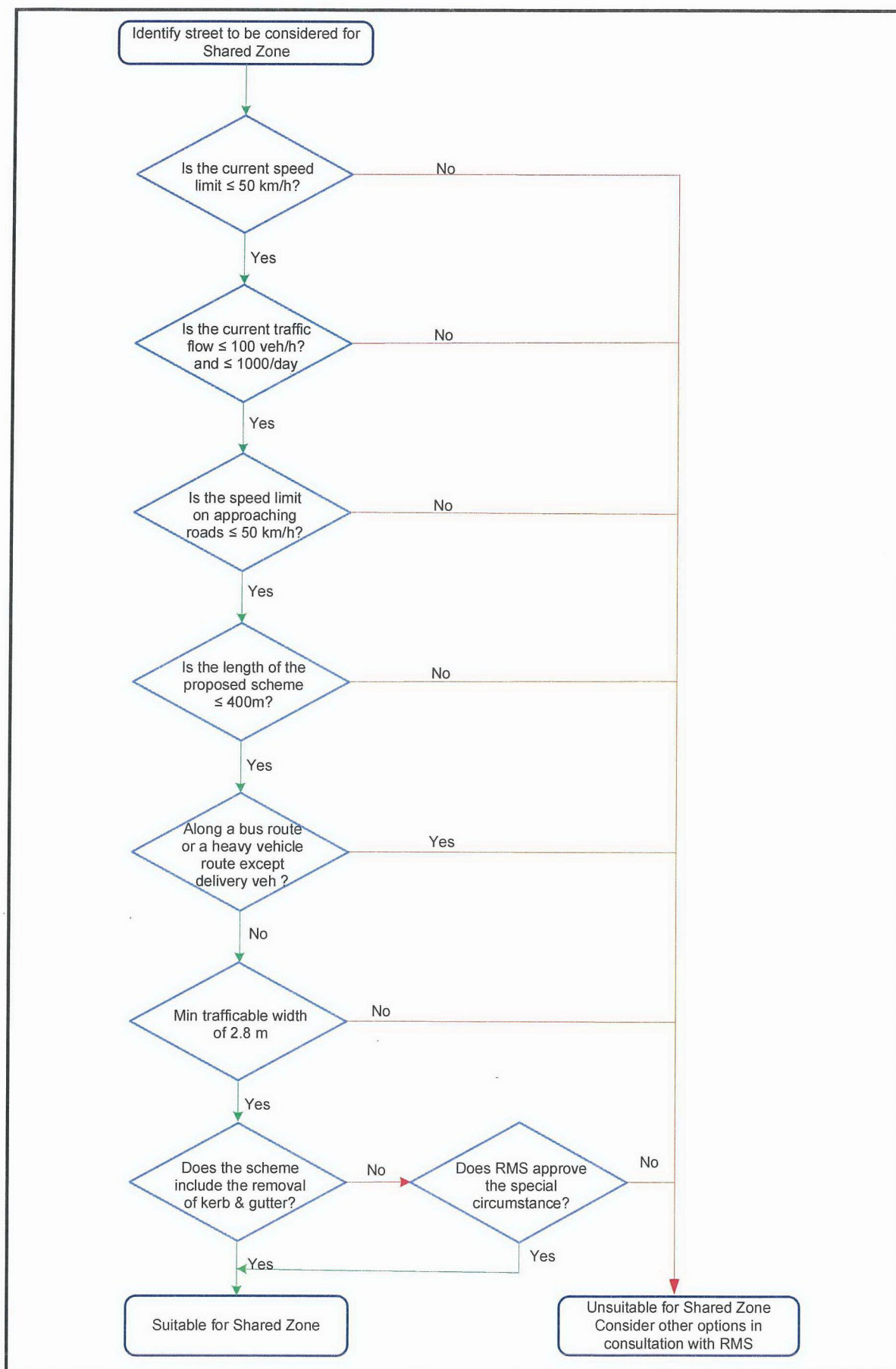


FIGURE 2: FLOWCHART FOR SELECTING SHARED ZONES



### 8.1.3 Define design principles

The design principles for Shared Zones need to be defined to ensure the proposed scheme incorporates the necessary features to provide traffic calming. In particular, the design needs to have an impact which clearly highlights to drivers that there is a change in the street environment and traffic conditions.

Table 3, below, presents the design principles for Shared Zones.

TABLE 3: DESIGN PRINCIPLES FOR SHARED ZONES

Features	Shared Zone
Street space/ kerb and gutter/ road	<p>Any delineation, kerb and gutter (unless excepted by RMS) shall be removed to enhance the sense of equality between pedestrians and vehicles, and to ensure that the Shared Zone is a road related area under NSW legislation.</p> <p>Where it is not possible to remove the kerb and gutter then the existing footway must be treated so that it cannot be used by pedestrians to ensure that the existing road becomes a road related area.</p>
Entrance / exit points	<ul style="list-style-type: none"><li>• Prominent features such as signs, architectural or landscape features must be provided to indicate a change in the street environment and highlight the start / end of the scheme.</li><li>• Traffic calming or a suitable treatment must also be provided to reduce speeds within the zone.</li><li>• Other features such as architectural and landscaping may also be provided to enhance the scheme.</li></ul>
Traffic signs	Regulatory traffic signs as per the requirement of NSW Road Rules (See Section 4) are required.
Pavement surface	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 materials.
Distance between traffic calming features/ treatments, if needed	≤ 30 m to encourage consistently slow driving.
Forward visibility	<ul style="list-style-type: none"><li>• Restricted forward visibility to encourage drivers to reduce their speeds and approach with care.</li><li>• Straight lengths without traffic calming treatment shall not exceed 50 metres.</li><li>• In locations where it is considered necessary to maintain visibility, a stopping sight distance of 12 metres shall be applied.</li></ul>
Vehicle mix	Alternative diversion routes for large vehicles such as buses (except delivery/garbage trucks) need to be planned.
Vehicle accessibility requirements	<ul style="list-style-type: none"><li>• Designs must safely accommodate emergency vehicles, delivery and garbage trucks.</li><li>• Emergency services and Police are to be consulted during the design process.</li></ul>
Car parking	<ul style="list-style-type: none"><li>• Car parking provisions may need to be altered to suit the scheme.</li><li>• Car parking bays may be marked along the scheme.</li></ul>

Features	Shared Zone
Bicycles	<ul style="list-style-type: none"> <li>• Cyclists must be able to safely traverse the features provided in the schemes to encourage lower vehicle speeds.</li> <li>• Traffic calming measures must incorporate features to make them cycle friendly.</li> <li>• Bicycles must travel at <math>\leq 10</math> km/h and must give way to pedestrians.</li> </ul>
Mobility and vision impaired requirements	<ul style="list-style-type: none"> <li>• Designs must include provision to safely accommodate the needs of the mobility and vision impaired.</li> <li>• Refer to Standards Australia, AS / NZS 1248.4.1 <i>Design for Access and Mobility</i> for detailed design requirements</li> </ul>

#### 8.1.4 Develop design features

The design features for Shared Zones are to be developed taking into consideration the objectives of implementing the scheme. Table 3, above describes the various design features that are to be considered for Shared Zones. The design features are to be chosen to accomplish the objectives of the scheme.

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 Supplements.

##### *Speed limits*

The speed limit for all Shared Zones must be 10 km/h.

##### *Entry / exit points*

Table 4, below, describes the options for the features to be used to define the entry and exit points of Shared Zones to ensure pedestrian safety.

TABLE 4 EXAMPLES OF ENTRANCE / EXIT POINT FEATURES FOR SHARED ZONES

Features	Description
Road narrowing / kerb extension	<ul style="list-style-type: none"> <li>• Encourages drivers to reduce their speeds when entering the scheme.</li> <li>• Highlights to motorists that they are entering an area with changed traffic conditions such as lower speeds.</li> </ul>
Raised threshold	<ul style="list-style-type: none"> <li>• Encourages lower speeds when entering the street.</li> <li>• Clearly indicates the entry to the zone.</li> </ul>
Traffic signs	regulatory traffic signs as per the requirement of NSW Road Rules (see Section 4)
Change in carriageway surface and texture	<ul style="list-style-type: none"> <li>• Shared Zones shall have a different surface colour and texture to emphasise the change in the street environment.</li> <li>• Provides a characteristic that distinguishes the start / end of the scheme.</li> </ul>
Architectural and landscaping	<ul style="list-style-type: none"> <li>• Assists in creating a visible change in the street environment.</li> <li>• Helps to enhance the quality of the scheme.</li> <li>• Creates a prominent feature that clearly highlights the start / end of the scheme.</li> </ul>



### *Traffic calming*

Traffic calming is not normally needed in Shared Zones. If required, traffic calming measures are described in detail in the Austroads Guide to Traffic Management Part 8: *Local Area Traffic Management*.

### *Traffic signs*

Traffic signs used to prescribe speed limits in a Shared Zone are described in the NSW Road Rules (Section 4) and are illustrated in Figure 3, below (R4-4), Figure 4 (R4-5) and Figure 5 (R2-10). Sign R2-10 must be displayed on all R4-4 signs.

The traffic signs R 4-4 and R 2-10 shall be repeated at regular intervals if needed.



FIGURE 3: START SHARED ZONE TRAFFIC SIGN R 4-4

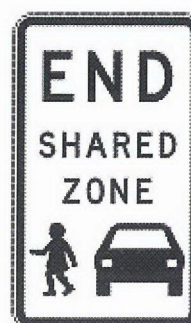


FIGURE 4: END SHARED ZONE TRAFFIC SIGN R 4-5

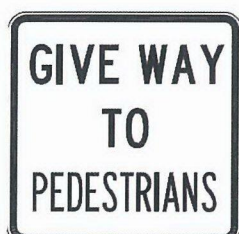


FIGURE 5: GIVE WAY TO PEDESTRIANS R 2-10

### *Landscaping and street furniture*

Carefully located landscape features and street furniture can encourage lower speeds. Examples of such features are bollards, architectural decorations and lighting.

### *Provision for the mobility and vision impaired*

The design for Shared Zones is required to include provision to 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. The Standard AS / NZS 1248 Design for Access and Mobility contains detailed design requirements and must be referred to during the design process.



### *Road safety audit*

Road safety audits provide a means of managing road safety by reviewing the scheme design from a road safety perspective. The process involves identifying road safety risks present in the scheme. The project manager must address all the identified deficiencies, prior to construction.

Road safety audits are to be conducted during the design stage and after implementation. The features provided in Shared Zones must be safe for all road users. The road safety audit is required to identify issues pertaining to vehicle speeds and pedestrian safety. This must be completed in accordance with the Austroads Guide to Road Safety Part 6: Road Safety Audits and the relevant RMS Austroads Guide Supplements.

#### **8.1.5 Approval by RMS**

The authorisation of a Shared Zone is not delegated to councils. Shared Zones are speed limits and approval to install them must be obtained from RMS prior to implementing this policy.

#### **8.1.6 Implementation**

The final stage involves implementing the chosen treatment option on site. Consultations with stakeholders such as the local council, Police, emergency services, public transport companies, delivery / garbage truck operators and local residents and businesses are needed prior to the implementation of the scheme.

### *Public awareness*

In order to gain support for the implementation of a Shared Zone and to ensure compliance with the road rules, it is important for a public awareness campaign to be conducted 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, so that any potential conflicts and problems are resolved.

It is the responsibility of council to initiate such a campaign which may include various methods of communication, such as local door knocking, the media, the placement of posters and signs, distribution of brochures and public exhibitions.

#### **8.1.7 Monitor**

The implementation of the scheme must be monitored by the design team to ensure that it is consistent with the design objectives and principles.

## **8.2 ACTION**

Shared Zone policy and guidelines are to be adopted from the effective date and applied as the standard practice when installing Shared Zone schemes.

## 9 Further information

### **Roads and Maritime Services**

**W** [www.rms.nsw.gov.au](http://www.rms.nsw.gov.au)

RMS Austroads Guide Supplements

Footway Parking Schemes Technical Direction

### **NSW Legislation**

**W** [www.legislation.nsw.gov.au](http://www.legislation.nsw.gov.au)

Road Transport (Safety and Traffic Management) Act 1999

Road Rules 2008

### **Austroads Standards**

**W** <http://www.austroads.com.au/>

Austroads Guide to Road Safety Part 6: Road Safety Audits

Austroads Guide to Traffic Management Part 8: Local Area Traffic Management.

### **Standards Australia**

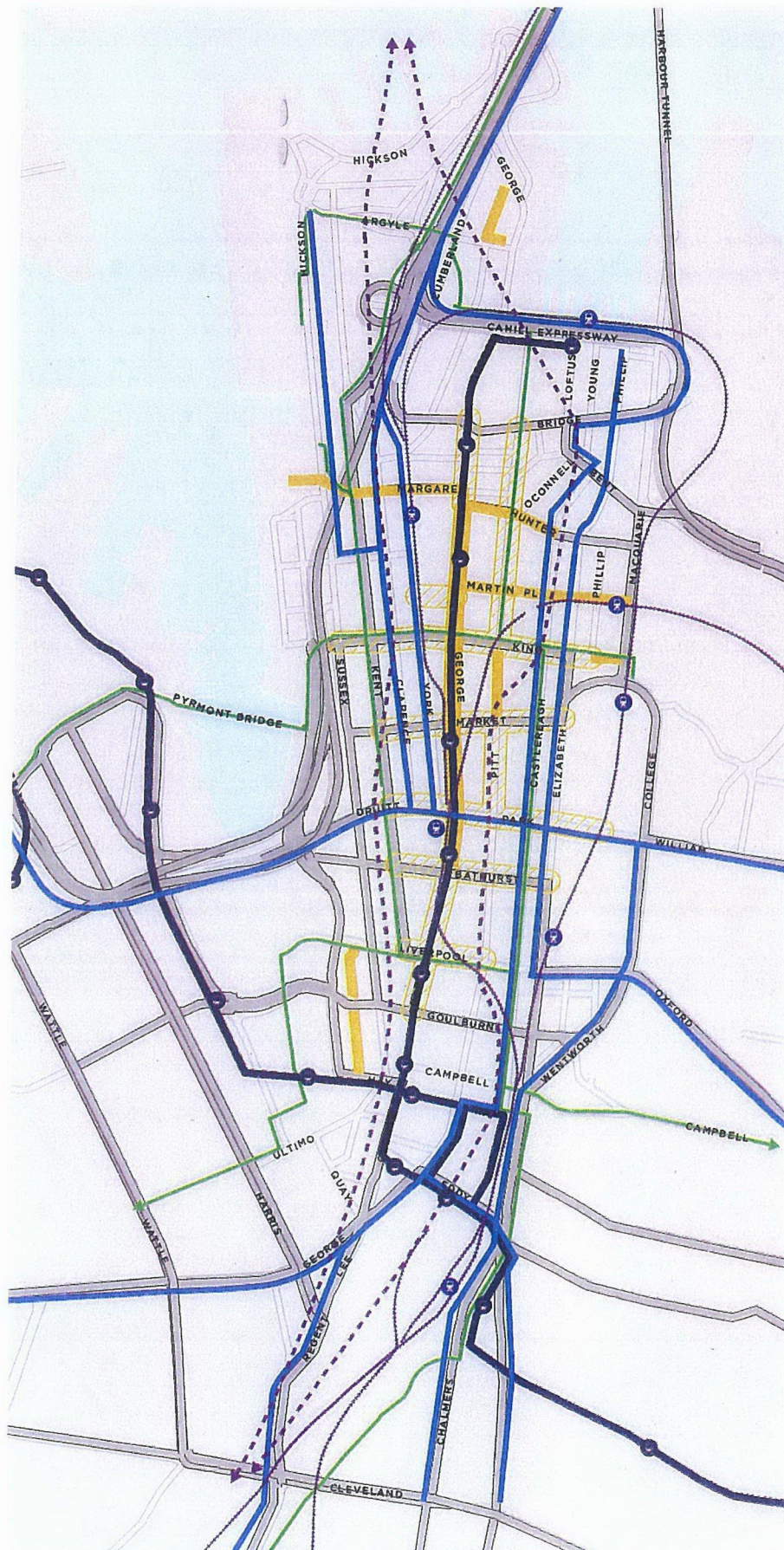
**W** <http://www.standards.org.au>

AS / NZS 1248.4 1 Design for Access and Mobility

**ATTACHMENT 3**

**City Centre Strategic Cycleway Network**





- Priority route for traffic
- Separated cycle network
- Light rail network
- CityRail network
- CBD Rail Link: Two preliminary alignment options of numerous under investigation
- Priority bus network
- Pedestrian areas, links and boulevards
- Priority pedestrian improvements
- Train station
- Light rail stop



