STOPPING AND PARKING RESTRICTIONS AT INTERSECTIONS AND CROSSINGS

INTRODUCTION
On 1 December 1999, New South Wales (NSW) adopted new road rules. These new road rules included the Australian Road Rules (ARR) 1999.

This Technical Direction covers the installation of NO STOPPING and NO PARKING signs at intersections, children’s crossings, and pedestrian crossings where signage is required.

The use of NO STOPPING and NO PARKING signs at other locations were generally dealt with in Technical Direction 99/21 No Standing and No Parking Signs.

OBJECTIVE
To ensure a consistent signposting of intersection and crossing treatments throughout NSW.

INSTALLATION OF SIGNS
There is to be a standardisation of signposting format, which will result in minor changes to sign panels and positions.

It is not intended that signs be installed at all locations. Where signs are not installed the legislative restrictions will apply. Generally signposting of restrictions covered by legislative requirements is only required where there is adjoining signposting or compliance is an issue. However, signposting adjacent to children’s crossings, pedestrian crossings and marked footcrossings should always occur. The relevant road authority is to determine where NO STOPPING and NO PARKING signs are to be erected.

Existing signs, with the exception of NO STANDING signs (see Technical Direction No 99/21), are not to be removed or replaced until required under maintenance. Where the post is required to be replaced, the sign should be relocated to the new location as specified in this Technical Direction.
The following signs are to be used for new installations and for replacement of existing signs under normal maintenance:

- **NO STOPPING (R5-400) sign**, see Figure 1, is used to define the length of roadway where vehicles are absolutely prohibited from stopping (Note: Symbolic S-slash signs are not to be used under any circumstances in NSW); and

- **NO PARKING (R5-40) sign**, see Figure 2, is used to define an additional length of roadway where vehicles are permitted to stop temporarily for the purpose of setting down or picking up passengers and goods.

It should be noted that the diagrams in this _Technical Direction_ address the requirements in an ideal situation. For the purposes of operational efficiency and road safety, capacity and site conditions, such as the presence of a crest or a curve, the distances shown may require increasing.

![Figure 1](image1.png)  ![Figure 2](image2.png)

**Figure 1** NO STOPPING (R5-400) sign
- Red background
- White legend border and arrow

**Figure 2** NO PARKING (R5-40) sign
- White background
- Black legend, border and arrow
- Red annulus and bar

**KERB EXTENSIONS**
Where kerb extensions (or indented parking bays) are used the nominated distances shown in this _Technical Direction_ may be reduced as shown in the Installation Diagrams.

NB: The reduction in distances does not apply to the departure or where kerb blisters are used.

**ASSOCIATED TECHNICAL DIRECTIONS**
The following Technical Directions should be read in association with this _Technical Direction_:

TD99/21 _No Standing and No Parking Signs_. (SUPERSEDED, Refer to AS1742).
TDT2001/09 _Kerbside Linemarking of Parking Restrictions_. (SUPERSEDED Refer to RTA Delineation manual).
TDT2002/10 _Pedestrian Refuges_ (SUPERSEDED Refer to TDT 2011/01a).

**SUPERSEDED DOCUMENTS**
The layouts contained in this _Technical Direction_ supersede the following layouts from the _Interim Guide to Signs and Markings_, with regard to regulatory signposting only.
In addition, the distances shown in this Technical Direction supersede the distances given in Figure 6 of Technical Direction TDT 2001/04a Use of Traffic Calming Devices as Pedestrian Crossings.

**ACTION**
The appropriate roads authority is to use this Technical Direction when:

- installing signs at new intersections and crossings.
- replacing deteriorated and/or damaged sign posts.

If a sign face requires replacement, ensure that the appropriate signs, in accordance with this Technical Direction or AS1742, are used.

If specific site conditions preclude compliance with this Technical Direction, seek advice from the RTA representative on the Local Traffic Committee or contact the Email address given on the front page of this Technical Direction.

**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 RTA website using the Traffic & Transport Policies & Guidelines Register which can be found at:


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.

**Approved by**

- Signed: Craig J Moran
- General Manager
- Traffic Management

**Authorised for use by**

- Signed: John Statton
- A/Director
- Network Services
Installation Diagrams

The following installation diagrams show typical layouts at the various facilities where NO STOPPING and NO PARKING signs are required. The layouts generally correspond with the ARRs

The following facilities should be signposted in accordance with the nominated installation diagram:

<table>
<thead>
<tr>
<th>Facility</th>
<th>Installation Diagram</th>
</tr>
</thead>
<tbody>
<tr>
<td>Signalised intersection</td>
<td>Figure 1</td>
</tr>
<tr>
<td>Mid-block marked foot crossing (i.e. signalised)</td>
<td>Figure 2</td>
</tr>
<tr>
<td>Mid-block marked pelican foot crossing (i.e. signalised)</td>
<td>Figure 3</td>
</tr>
<tr>
<td>Unsignalised intersection</td>
<td>Figures 4 &amp; 5</td>
</tr>
<tr>
<td>Mid-block pedestrian crossing</td>
<td>Figure 6</td>
</tr>
<tr>
<td>Children's crossing</td>
<td>Figure 7</td>
</tr>
<tr>
<td>Raised (Wombat) pedestrian crossing</td>
<td>As per Figure 6 for pedestrian crossings</td>
</tr>
<tr>
<td>Magpie crossing</td>
<td>As per Figure 6 for pedestrian crossings</td>
</tr>
</tbody>
</table>

UNCONTROLLED WHEN PRINTED
NOTES

1. The minimum No Stopping distance on the approach must be the greater of 20m measured from the kerb or 10m measured from the stop line.

2. The alternate layout may be approved by the RTA for use on the departure when the left lane on the approach is a left turn only lane or where the through traffic volumes are low enough to allow a reduction in the No Stopping distance without affecting the operation of the signals (e.g. in side streets which are local roads).

3. Consideration should be given to providing an additional 10m of No Parking if adverse site geometry (horizontal or vertical) exists.

4. Additional No Parking can be provided for pick up or set down opportunities due to high demand on adjoining parking. This signposting can be time of day specific (e.g. AM &/or PM peak periods).

5. Where kerb extensions are used, the nominated distances on the approach may be varied in accordance with the adjoining table.

6. For kerb extension design refer to Pedestrian Refuges Technical Direction.

7. *ARR refers to the Australian Road Rules.

8. Locate NO STOPPING signs at the TP of the kerb extension and the kerb line for kerb extensions designed in accordance with the Pedestrian Refuge Technical Direction.
MID-BLOCK MARKED FOOTCROSSING

**Figure 2**
Figure 3

- **Stopline & Parking Restrictions at Intersections & Crossings | June 2011**

**NOTES**

1. If road is one way then only 3.0m of no stopping is required.

2. Consideration should be given to providing an additional 10m of NO PARKING if adverse site geometry exists or there is a need to provide additional pick up or set down opportunities.

3. Where kerb extensions are used the nominated distances on the approach may be varied in accordance with the adjoining table.

   - At Tangent point of kerb extension and kerb line or 1.5m which ever is greater.

4. For kerb extension design refer to Pedestrian Refuge Technical Direction.

5. In this situation the kerb extension is to have a minimum length of 12m (excluding tapers) with this distance measured from the approach line.

6. Locate NO STOPPING signs at the TP of the kerb extension and the kerb line for kerb extensions designed in accordance with the Pedestrian Refuge Technical Direction.

**MID-BLOCK MARKED PELICAN FOOTCROSSING**

T000789
NOTES

1. Consideration should be given to providing additional NO PARKING particularly if adverse site geometry exists. The Crossing Sight Distance (CSD) as detailed in Section 3.3 of AUSTROADS Guide to Road Design – Part 4a should be considered. As a guide, a minimum of 10m of NO PARKING should be considered as it will increase the CSD and provide additional pick up and set down opportunities.

2. Where kerb extensions are used the nominated distances on the approach may be varied in accordance with the adjoining table.
   NB: This does not apply when splinter islands are used which still allow the crossing to commence at the kerb line.

3. Where kerb & gutter does not exist the signs are to be located an appropriate distance from the edge of the pavement.

4. For kerb extension design refer to Pedestrian Refuge Technical Direction.

5. Locate NO STOPPING signs at the TP of the kerb extension and the kerb line for kerb extensions designed in accordance with the Pedestrian Refuge Technical Direction.

**UN SIGNALISED INTERSECTION (WITH PEDESTRIAN CROSSINGS)**

Figure 4
NOTES
1. Signposting should only be required where there is a compliance problem or there is adjoining signposting.
2. Consideration should be given to providing additional ‘No Parking’ particularly if adverse site geometry exists. The Crossing Sight Distance (CSD) as detailed in Section 3.3 of AUSTROADS Guide to Road Design – Part 4a should be considered. As a guide, a minimum of 10m of ‘No Parking’ should be considered as it will increase the CSD and provide additional pick up and set down opportunities.
3. Where kerb & gutter does not exist the signs are to be located an appropriate distance from the edge of the pavement.

UN SIGNALISED INTERSECTION (WITHOUT PEDESTRIAN CROSSINGS)

Figure 5
Figure 6

NOTES

1. Consideration should be given to providing additional NO PARKING particularly if adverse site geometry exists. The Crossing Sight Distance (CSD) as detailed in Section 3.3 of AUSTROADS Guide to Road Design – Part 4a should be considered. As a guide, a minimum of 10m of NO PARKING should be considered as it will increase the CSD and provide additional pick up and set down opportunities.

2. Where kerb extensions are used the nominated distances on the approach may be varied in accordance with the adjoining table.

   NB: This does not apply when splinter islands are used which still allow the crossing to commence at the kerb line.

3. Where kerb & gutter does not exist the signs are to be located an appropriate distance from the edge of the pavement.

4. For kerb extension design refer to Pedestrian Refuge Technical Direction.

5. Locate NO STOPPING signs at the TP of the kerb extension and the kerb line for kerb extensions designed in accordance with the Pedestrian Refuge Technical Direction.
NOTES

1. The distances shown in this diagram vary from the defaults shown in the Australian Road Rules.
2. Consideration should be given to providing an additional 10m of No Parking if adverse site geometry exists or there is a need to provide additional pick up or set down opportunities.
3. Where kerb & gutter does not exist the signs are to be located an appropriate distance from the edge of the pavement.
4. Where kerb extensions are used, the nominated distances on the approach may be varied in accordance with the adjoining table.
   NB: This does not apply when splinter islands are used, which still allow the crossing to commence at the kerb line.
5. For kerb extension design refer to Pedestrian Refuges Technical Direction.
6. In this situation the kerb extension is to have a minimum length of 12m (excluding tapers) with this distance measured from the approach stop line.
7. Locate NO STOPPING signs at the TP of the kerb extension and the kerb line for kerb extensions designed in accordance with the Pedestrian Refuge Technical Direction.
8. NO STOPPING (R5–35) sign with specific times, not used in NSW. Use RTA NO STOPPING (R5–400) sign series with specific times.

### NO STOPPING SIGNS

<table>
<thead>
<tr>
<th>Width of extensions (m)</th>
<th>From kerb ramp to sign (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>24</td>
</tr>
<tr>
<td>1.5</td>
<td>16</td>
</tr>
<tr>
<td>2.0</td>
<td>12</td>
</tr>
<tr>
<td>≥2.5</td>
<td>At Tangent point of kerb extension and kerb line or 7.5 which ever is greater.</td>
</tr>
</tbody>
</table>

See Note 7

**CHILDREN’S CROSSING**
WITH RED AND WHITE POSTS

Figure 7