

Restricted parking areas



Restricted Parking Areas





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1. Introduction

The *Restricted Parking Areas* (RPA) manual version 1.0 issued in December 1995 is superseded by this manual version 2.0.

This manual has been prepared by the Roads and Traffic Authority NSW (RTA):

- (a) in accordance with *Road Transport (Safety and Traffic Management) (Road Rules) Regulation 1999 (STMR)* and the *Australian Road Rules 1999*,
- (b) in consultation with RTA Legal Services and the NSW Police Service; and
- (c) in light of representations and feed back from the public, councils, government departments and statutory corporations.

This manual provides the policy and operational framework within which parking authorities (Councils and Declared Organisations), government departments and statutory corporations may establish and operate restricted parking area schemes on road and road related areas within their area of operations as provided under the *Road Transport (Safety and Traffic Management) (Road Rules) Regulation 1999 (STMR)*. It outlines all aspects of responsibility, planning, establishment, operation, approval processes, signs and markings, funding and enforcement.

Councils, declared organisations and a number of government departments and statutory corporations have under their control extensive open spaces with grassed and paved areas as well as road and road related areas. e.g. universities, hospitals, national parks and recreational areas, entertainment and sporting complexes such as Sydney Harbour foreshore areas, Darling Harbour, Sydney Olympic Park and the Royal Botanic Gardens.

Generally very few entrances and exits are provided to control vehicular access to these areas. Uncontrolled and unauthorised on-street and off-street parking by the public, students, visitors and employees of these organisations can create operational, environmental and enforcement problems. Regulating both the pedestrian and vehicular traffic in those precincts and ensuring safety have always been difficult due to lack of clearly defined streets with kerbs. This has long been a concern for the organisations.

Experience to date has indicated that since the implementation of 'Restricted Parking Area' schemes by councils and a number of government departments and statutory corporations, parking and environmental conditions as well as pedestrian safety in those precincts have significantly improved.

RPA schemes use signs of the kind referred to Schedule 3 of the *Australian Road Rules* having the words "Restricted Parking Area" and "Park in Bays Only" on them. Signs are erected or displayed at all entrances to the area.

2. Definitions & abbreviations

area of operations – defined in the *dictionary, Part I, of the Road Transport (Safety and Traffic Management) (Road Rules) Regulation 1999.*

ARR – Australian Road Rules, October 1999.

authorised officer – a police officer or a person employed by a parking authority as an enforcement officer. See Schedule 1 to *Road Transport (General) (Penalty Notice Offences) Regulation 2002.*

Authority – Roads and Traffic Authority of NSW.

classified Road – means any of the following: a main road, a State highway, a freeway, a controlled access road, a secondary road, a tourist road, a tollway, a State work. See *Roads Act, 1993, Part 5* for further details.

council – the council of a local government area.

declared organisation – an organisation or authority specified in *Column 1 of Schedule 3 in the STMR.*

park, parking or parked – the driver stops a vehicle and allows the vehicle to stay (whether or not the driver leaves the vehicle).

parking authority – a council or a declared organisation as defined in the dictionary, part I of *STMR*

parking bay – has the same meaning as it has in the *ARR.*

- an area for parking a single vehicle (other than a combination) that is indicated by:

- (a) road markings consisting of lines, studs or other similar devices; or
- (b) a different road surface.

permit – a current voucher, sticker, card or similar article issued under the council's, government department's, statutory corporation's or declared organisation's own legislation or by-laws for display in or on a motor vehicle. A short-term or a long-term permit may be issued by a council, a declared organisation, a government department or a statutory corporation responsible for introducing the *restricted parking area* scheme. The holder of the permit is authorised to park a motor vehicle on a parking bay in a *restricted parking area* in accordance with the directions marked on a parking bay or on a sign displayed adjacent to a parking bay and the instructions given on the permit. See Section 9, *Permits.*

permissive parking sign – a traffic sign of the kind referred to in *ARR rule 204.*

PNOR – *Road Transport (General) (Penalty Notice Offences) Regulation 2002.*

road and road related area – have the same meaning as they have in *ARR rules 12 and 13.* Each reference to a road includes road related area unless otherwise expressly stated.

restricted parking area (RPA) - a group of roads (or part of roads) defined by signs of the kind referred to in Schedule 3 of the *Australian Road Rules* having the words “Restricted Parking Area” and “Park in Bays Only” on them erected or displayed at the entrances to the area.

stop – includes park, but does not include stop to reverse the driver’s vehicle into a parking bay or other parking space.

STMR – *Road Transport (Safety and Traffic Management) (Road Rules) Regulation 1999*.

STM Act – *Road Transport (Safety and Traffic Management) Act 1999*.

3. Objectives

RPA schemes are designed to provide parking authorities, government departments and statutory corporations with an effective means of controlling and regulating parking on road and road related areas within their area of operations. The schemes will also deter motorists from parking on footpaths, verges, grassed areas, and paved and unpaved public open spaces.

The scheme may

- (a) allow parking by all motorists only in designated parking stations and/or on specially marked parking bays on road and related areas within the area of operations subject to directions marked on the parking bays or on the signs erected adjacent to the parking bays; and
- (b) provide specially designated parking spaces/areas within the scheme for those motorists with permits issued by the relevant organisation/s.

RPA schemes are intended mainly to assist such organisations having:

- (a) on–street and off–street parking problems within their area of operations.
- (b) large paved and/or grassed or otherwise unpaved open areas, where parking is difficult to control.
- (c) a limited number of entries and exits.
- (d) access roads used by the public.
- (e) a desire to control parking on an area wide basis and reduce visual pollution created by a plethora of parking signs.

RPA schemes are not necessarily intended to be used as the primary means of parking control on road and road related areas; other measures are available to do this.

The specific operational, enforcement and environmental objectives for providing *RPA schemes* covered by this manual are to ensure that these schemes will be practicable and effective in achieving the following:

- (a) prevention of unauthorised and uncontrolled parking on-street and off-street
- (b) improved traffic circulation
- (c) improved traffic and pedestrian safety
- (d) better regulation and use of limited parking spaces
- (e) elimination of excessive signage to help maintain the aesthetics of the precinct
- (f) significant reduction in the number of parking signs and thus maintenance costs
- (g) significant cost savings for the parking authorities and the government departments and statutory corporations by the use of trained employees or persons under their control as enforcement officers.
- (h) simple, versatile and effective parking control and management scheme for both the operators of the scheme and motorists.

4. Legislation

STMR Clause 60 (1) – A driver of a vehicle (other than a public utility service vehicle) must not, in a restricted parking area, stop or park otherwise than in a parking station or in accordance with the directions marked on (or on a sign displayed, with the approval of the Authority, adjacent to) a parking bay unless the driver is actually engaged in taking up or setting down persons or goods.

STMR Clause 60 (2) – Parking Bay has the same meaning as it has in the *Australian Road Rules*.

ARR Rule 211 – Parking in parking bays

- (a) A driver must not park on a length of road or in an area, to which a *park in bays only* sign applies, except in a parking bay.
- (b) A driver who parks in a parking bay must position the driver's vehicle completely within the bay, unless the vehicle is too wide or long to fit completely within the bay.
- (c) If the vehicle is too wide, or long to fit completely within a single bay, the driver must park the driver's vehicle within the minimum number of parking bays needed to park the vehicle.



5. Suitable sites

RPA schemes may be established and operated on any road and road related areas under the care and control of parking authorities, government departments or statutory corporations where unauthorised on-street or off-street parking (eg. parking on grassed or paved and unpaved areas, footpaths, driveways etc.) and pedestrian safety are a major problem.

RPA schemes must have unrestricted access to the public (i.e. no access control such as gates or security).

Examples of suitable sites include:

- (a) universities
- (b) hospitals
- (c) sporting complexes
- (d) national parks and recreational areas
- (e) exhibition and show grounds and convention centres
- (f) large government offices and statutory corporation complexes
- (g) large council owned and controlled commercial and recreation centres

Parking stations are not suitable sites.

6. Responsibilities

6.1 RTA

RTA has responsibility for:

- (a) administering the road transport legislation that covers parking schemes on roads and road related areas.
- (b) giving approval to establish and operate parking schemes on classified roads.

Any parking arrangements for a classified road must be assessed in light of the need for implementation or extension of traffic management measures such as clearways, transit lanes and bus lanes.

- (c) giving advice on matters relating to traffic management, traffic efficiency and safety on roads and road related areas, including proposals involving parking schemes either directly or through the Local Traffic Committee.
- (d) developing and issuing *Restricted Parking Area* guidelines (this document).
- (e) issuing specifications and design standards for all parking control signs and pavement markings installed on road and road related areas.

- (f) where necessary, arbitrating and/or making a determination when parking authorities, government departments and statutory corporations and/or stakeholders are not in agreement.
- (g) auditing and monitoring parking schemes on road and road related areas as required.

6.2 Councils

A Council is a parking authority. Councils have responsibility for:

- (a) establishing and operating restricted parking area schemes on roads and road related areas within their area of operations which have unrestricted access to the public.
- (b) conducting parking studies, undertaking planning and appropriate advertising for any new parking schemes within their area of operations.
- (c) discussing the restricted parking area proposals with its Local Traffic Committee and seeking advice before implementation.
- (d) ensuring that the *RPA* schemes are in accordance with this manual. Where a council wishes to introduce any scheme other than in accordance with this manual, they must consult with the RTA and obtain its advice.
- (e) approving regulatory signposting related to all *RPA* schemes in accordance with the RTA documents '*Delegation to Councils – Regulation of Traffic*' and '*Regulatory Signs*'. This does not apply to schemes approved by the RTA.
- (f) ensuring the appropriateness and effectiveness of their *RPA* schemes.
- (g) bearing all costs associated with the implementation of *RPA* schemes within their area of operations. This includes administration, provision and maintenance of parking signs and pavement markings. Publicity is also council's responsibility.
- (h) enforcement of *RPA* schemes on roads and road related areas within their area of operations in accordance with the Regulation (*PNOR*).
- (i) providing council's parking enforcement officers (authorised officers) with training in all aspects of parking infringements, penalty notices and issuing of penalty notices.

On classified roads, only the RTA has the power to approve such schemes. However, it is very unlikely that *RPA* schemes will be implemented on classified roads.

6.3 Government departments & statutory corporations

Government departments and statutory corporations established by or under an Act are not parking authorities. However, under the current regulation these organisations can establish and operate *RPA* scheme/s on roads and road related areas within their area of operations which have unrestricted access to the public.

Responsibilities of these organisations include:

- (a) conduct parking studies, undertake planning and design and appropriate advertising for their *RPA* schemes.
- (b) bear all costs associated with the implementation of *RPA* schemes in their area of operations. This includes administration, provision and maintenance of parking signs and pavement markings, and publicity.
- (c) enforcement of the *RPA* schemes on roads and road related areas within their area of operations in accordance with the Regulation (*PNOR*).
- (d) provide parking enforcement officers (authorised officers) with training in all aspects of parking infringements, penalty notices and issuing of penalty notices.
- (e) ensure *RPA* schemes are in accordance with this manual. Where a scheme is other than in accordance with this manual, they must consult with the RTA and obtain its advice.
- (f) obtain Council or RTA approval for regulatory signposting related to *RPA* schemes.
- (g) ensure the appropriateness and effectiveness of their *RPA* schemes.

Government departments and statutory corporations may retain any surplus revenue from the *RPA* schemes and use it at their discretion. However, as required by Section 121 of Fines Act 1966, all parking fines and non-compliance fees collected by government departments and statutory corporations must be paid to the Consolidated Fund unless subject to the provisions of any other Act.

6.4 Declared organisations

A declared organisation is a parking authority. Declared organisations are listed in *STMR Schedule 3*.

Responsibilities of declared organisations include:

- (a) establish and operate *RPA* schemes on roads and road related areas within their area of operations which have unrestricted access to the public.
- (b) conduct parking studies, undertake planning and appropriate advertising for the *RPA* schemes.

- (c) bear all costs associated with the implementation of *RPA* schemes within their area of operations. This includes administration, provision and maintenance of parking signs and pavement markings and publicity.
- (d) enforcement of *RPA* schemes on roads and road related areas within their area of operations in accordance with the Regulation (*PNOR*).
- (e) ensure *RPA* schemes are in accordance with this manual. Where a declared organisation wishes to introduce *RPA* schemes other than in accordance with this manual, they must consult with and seek advice from the RTA.
- (f) obtain Council or RTA approval for regulatory signposting related to *RPA* schemes.
- (g) ensure the appropriateness and effectiveness of their *RPA* schemes.

Declared organisations may under the current legislation establish and operate pay parking and permit parking schemes on road and road related areas within their area of operations and within *RPA* schemes.

Declared organisations' parking enforcement officers are required to have good knowledge of all aspects of parking infringement, penalties and issue of penalty notices for non-compliance with the parking regulations.

Declared organisations may retain any surplus revenue from the schemes and use it at their discretion. However, as required by Section 121 of Fines Act 1966, all parking fines and non-compliance fees collected by declared organisations must be paid to the Consolidated Fund unless subject to the provisions of any other Act.

7. Approval procedure

Parking authorities, government departments and statutory corporations may establish and operate *RPA* schemes on roads and road related areas within their area of operations, which have unrestricted access to the public. Implementation of such schemes must be in accordance with this manual.

Authorisation of any regulatory signs used in *RPA* schemes implemented by councils must be in accordance with the *current 'Delegation to Councils – Regulation of Traffic'*, issued under Section 50 of the *Transport Administration Act 1988*, and the RTA's '*Regulatory Signs*' manual.

Declared organisations, government departments and statutory corporations must discuss with the *RTA* or Council's *Local Traffic Committee*, any parking proposals within their area of operations and seek *RTA* or Council approval for the scheme and authorisation for the installation of regulatory signs and pavement markings.

8. Pay parking

Under *STM Act 1999*, only parking authorities (councils and declared organisations) can establish and operate pay parking schemes such as meter, ticket or coupon parking on road and road related areas within their area of operations. Refer to the RTA's current *Pay Parking* manual for further information.

A government department or a statutory corporation that is not listed in Schedule 3 of *STMR* as a 'Declared organisation', cannot establish and operate pay parking schemes on roads and road related areas within their area of operations. Pay parking schemes may be established and operated within a restricted parking area scheme only by an organisation as listed in Schedule 3 of *STMR*.

9. Permits

Under the current regulation, only parking authorities (councils and declared organisations) can issue parking permits of the types as listed in Cl 124 (2) of *STMR*. Refer to the RTA's current *Permit Parking* manual for further information.

In certain cases it may be necessary for a parking authority or a government department or a statutory corporation to issue permits or vouchers other than those listed in the regulation. These permits/vouchers must be issued under the organisations' own legislation or by-laws. The purpose of these permits/vouchers is to:

- (a) control/limit motorist's access to parking bays within the parking authority's or organisations' area of operations, including providing exclusive parking for various user groups;
- (b) provide equitable parking to motorists;

Permits or vouchers may be long term (yearly), short term (monthly or daily). These may be issued by a parking authority, a government department or a statutory corporation through an authorised employee or a ticket dispensing machine located at the entrance to the *restricted parking area* or near any designated parking area within the precinct.

These permits may be issued to motorists by the relevant authorities either free of charge or for a nominal fee. Permits must be displayed in or on the vehicle and clearly visible to the enforcement officers.

Unless directions are marked on the parking bays or on the parking control signs erected adjacent to a parking bay, a motorist who entered the restricted parking area without a permit/voucher may still be able to legally park on a marked bay under the current regulation.

Parking bays may be:

- time restricted;
- reserved for specific road user groups (e.g. Doctors only, Motor cycles only, Visitors only); or
- reserved for particular individuals (e.g. VICE-CHANCELOR ONLY or DIRECTOR ONLY).

If a parking bay is to be reserved for permit holders of a specific group, the parking control signs must indicate that group eg. STAFF - PERMIT HOLDERS ONLY or STUDENT - PERMIT HOLDERS ONLY. Likewise where a parking bay is reserved for a particular individual (a permit holder); the parking control signs must indicate the individual eg. VICE-CHANCELOR - PERMIT HOLDERS ONLY or DIRECTOR - PERMIT HOLDERS ONLY.

10. Fees

Parking authorities, government departments and statutory corporations may levy a fee for issuing permits/vouchers in respect of any vehicle, for entering the area or parking in a marked bay on roads and road related areas within its area of operations. The question of imposing a fee and the amount is entirely a matter for the respective parking authority or the government department or statutory corporation. However, the fees should not be set with the intention of making a profit but to recoup the costs associated with administering, operating and maintaining the *RPA* schemes.

In the case of a council, the fees levied for issuing permits/vouchers within a restricted parking area are generally fixed by a resolution of the council.

In the case of a declared organisation, government department or a statutory corporation, the fees levied for issuing permits/vouchers within a restricted parking area may be fixed by the governing body of the authority/organisation in accordance with their own legislation.

Fees levied for parking at pay parking spaces/areas by a declared organisation within a restricted parking area must be in accordance with the pricing principles as set out in the RTA's *Pay Parking* manual.

11. Mobility parking scheme

The NSW Government established the Mobility Parking Scheme. *RTA* administers the statewide scheme and issues the Mobility Parking Scheme authority to people with disabilities to allow special parking concessions at permissive parking and pay parking spaces/areas.

Special parking facilities on road and road related areas within a restricted parking area scheme must be provided for people with disabilities close to their destination. Refer to Australian Standard AS 2890.5-*'Parking Facilities'* 1993 for further information. Refer also to *STMR clauses 125 and 126* for the issue of mobility parking scheme authorities and the

relaxation of parking restrictions at parking spaces where permissive parking signs are installed. *STMR clauses 61, 66 and 71* provide mobility parking authority holders exemption from both time restrictions as well as parking fees at meter, ticket and coupon parking spaces/areas.

These exemptions do not apply to permits/vouchers issued by the organisations under legislation other than the *STMR*.

12. User limitations

At designated parking areas within an *RPA* scheme, the relevant parking authority or organisation may signpost or mark on a parking bay(s), directions to allow parking of specified vehicles only.

Examples of user limitations include:

| Specific groups | Particular individuals |
|--|------------------------|
| Disabled (people with disabilities symbol) | ABC 123 (number plate) |
| Maintenance vehicles | Director |
| Motor cycles | Vice-Chancellor |
| Security vehicles | |
| Staff | |
| Students | |
| Visitors | |

Note: For disabled parking sign, refer to RTA's '*Regulatory Signs*' manual.

For examples of typical parking control signs with user limitations, see **Appendix A, Sign faces, Figure A-2.**

13. Permissive parking

In order to provide equitable parking to all road users, permissive parking spaces may be provided at designated parking areas within a restricted parking area scheme using permissive parking signs. If so, the parking spaces/areas should be signposted using parking control signs in accordance with the RTA '*Regulatory Signs*' manual and *Australian Standard AS 1742.11- 1999 - 'Parking controls'* or by the use of directions marked on the parking bay.

Types of parking control include:

- parking symbol – eg. $\frac{1}{4}$ P, $\frac{1}{2}$ P, 1P or 2P
- times of operation – eg. 9^{AM}– 9^{PM} MON – FRI
- user limitations – eg. MOTOR CYCLES, PERMIT HOLDERS ONLY – see Section 12, *User limitations*.

For examples of typical parking control signs with period restrictions, times of operation and user limitation, see Figure A-2.

[Note: These signs must be authorised for use by the Council or RTA.]

14. Signs and pavement markings

The RESTRICTED PARKING AREA (R5-541) sign with the words 'Park in Bays Only' must be used at all entry points to the precinct and the END RESTRICTED PARKING AREA (R5-542) sign must be used at all exit points from a precinct. In addition a smaller version of RESTRICTED PARKING AREA (R5-541) signs may be used as repeater signs where necessary within the area. Repeater signs should be R5-541A series, which are smaller than the entry, R5-541B series. See Figure A-1, for details. For dimensional drawings of sign faces refer to Figures B-1 & B-2.

Restricted parking area signs are parking control signs and therefore are regulatory and require Council or RTA approval for their use.

NB: Signs which do not conform to the standard sign are unenforceable and must not be used.

Within a *restricted parking area*, off-street parking areas (eg. for cars, buses and coaches) may be provided with marked parking bays. Parking bays should be delineated by painted lines, studs, markers or textured surfaces different to the rest of the area. On-street parking spaces using the same delineation methods, may also be provided if the width of the street permits and it is practicable.

Parking direction signs conforming to RTA and Australian Standards should be provided to guide motorists to these parking areas. For examples of parking direction signs, see Figure A-2. These signs are not regulatory; they are only advisory signs to guide the motorist to parking areas.

At parking areas, permissive parking spaces with user limitations or time limits, may be signposted. If no such directions are signposted or marked motorists are entitled to park in the marked bay without any restrictions.

For examples of typical parking control signs with period restrictions, times of operation and user limitation, see Figure A-2.

15. Enforcement

Enforcement of RPA schemes implemented by parking authorities, government departments and statutory corporations within their area of operations is carried out by authorised officers in accordance with the *Road Transport (General) (Penalty Notice Offences) Regulation 2002 (PNOR)*.

Enforcement of other parking schemes such as pay parking and permissive parking implemented by parking authorities within restricted parking areas is also carried out by authorised officers in accordance with the *PNOR*.

The enforcement of permits /vouchers issued by parking authorities, government departments and statutory corporations to provide parking to various categories of permit holders within the restricted parking area is their responsibility. The enforcement of any such permit/voucher scheme

is carried out by their own enforcement officers in accordance with their own legislation or by-laws.

The persons referred to in Schedule 1 of the *PNOR* are prescribed as authorised officers for the purposes of paragraph (c) of the definition of authorised officer in Section 3 (1) of the *Road Transport (General) Act 1999*, but only in relation to the functions conferred on authorised officers by Section 15 of that Act.

The penalty notice offences under *STMR* and *ARR* are listed in Schedule 2 of the *PNOR*.

Parking enforcement officers employed by councils, declared organisations, government departments and statutory corporations must have knowledge & training of all aspects of parking infringements, penalties, and the issuing of penalty notices for non-compliance with parking regulations.

16. Offences and penalties

For the purposes of Section 15 of the *STM Act*, stopping or parking contrary to a RESTRICTED PARKING AREA sign (R5-541) is an offence set out in Schedule 2 of the *PNOR*.

The following constitutes an offence in restricted parking areas:

A driver of a vehicle (other than a public utility service vehicle) must not, in a restricted parking area, stop or park otherwise than in a parking station or in accordance with the directions marked on (or on a sign displayed, with the approval of the Authority, adjacent to) a parking bay unless the driver is actually engaged in taking up or setting down persons or goods.

The RESTRICTED PARKING AREA (R5-541) and END RESTRICTED PARKING AREA (R5-542) signs and other parking control signs as illustrated in Figure A-1 and Figure A-2, erected on roads and road related areas with the approval of the Council (under delegated authority), or the RTA, are enforceable by the appropriate Authorised Officers as listed in Schedule 1 of the *PNOR*.

17. Education and publicity

Councils, declared organisations, government departments and statutory corporations responsible for the introduction of *RPA schemes* must:

- a) conduct education and publicity programs for motorists (public, staff and employees) explaining:
 - (i) the scheme,
 - (ii) any parking permits/vouchers used,
 - (iii) the meaning of the RESTRICTED PARKING AREA (R5-541) and END RESTRICTED PARKING AREA (R5-542) signs, and
 - (iv) other parking control signs used.

- b) provide information to motorists (public, staff and employees) on the location of parking areas and parking stations and also on the level of penalty for failure to comply with parking control signs and the directions marked on a parking bay.

18. Funding

All costs associated with establishment and operation of *RPA schemes* on road and road related areas within their area of operations are to be borne by the parking authorities or government departments or the statutory corporations responsible for introducing the schemes. This includes purchase and installation of parking control signs and the provision of pavement markings, publicity, enforcement and maintenance.

19. Effectiveness audit

19.1 General

Parking authorities, government departments and statutory corporations must ensure the appropriateness and effectiveness of all restricted parking area schemes implemented within their area of operations.

These organisations must undertake a 3-year rolling programme to conduct an effectiveness audit of not less than 10% of all restricted parking area schemes implemented within their area of operations during the period. The schemes must be randomly selected and audited after six months of operation.

The benefits of monitoring and conducting an effectiveness audit of an *RPA* scheme are to:

- (a) gauge the success of the scheme in terms of achieving the specified objectives.
- (b) ensure that a restricted parking area scheme remains the appropriate parking control solution for the area.
- (c) provide a valuable supplement to the studies carried out before establishing the scheme.
- (d) identify any unexpected or unacceptable impacts that warrant modification/s to the scheme as a whole or to individual elements of the scheme.
- (e) provide objective information to the road users on the effectiveness of the scheme.
- (f) provide information on the performance of the scheme or individual elements of the scheme that may be useful to the parking authority and the RTA for future schemes.

- (g) provide information for the RTA to assist with any future updating of the policies and guidelines in this manual or amendment/s to the *STMR*.

Here, the term 'audit' is intended to be used as a formal examination of the scheme and its performance rather than an informal system of spot checks and assessment.

A typical audit besides being a formal examination of the scheme and its performance, would also include a questionnaire with feedback from the road users and all the relevant stakeholders (ie. NSW Police, Lgov NSW, councils, government departments, statutory corporations and declared organisations).

Initially, while a self-audit is proposed, the RTA reserves the right to undertake an independent audit of any scheme.

The "measure of effectiveness" of a scheme is defined as the means of quantitatively or qualitatively determining the success as well as the appropriateness of the scheme.

19.2 Check list

The following checklist must be used as a minimum when conducting the effectiveness audit:

- (a) appropriateness of the scheme in meeting the objectives listed in Section 3 of this manual.
- (b) appropriateness of the location/s.
- (c) utilisation levels / occupancy of parking spaces.
- (d) level of parking turn over.
- (e) level of illegal parking.
- (f) improvements to traffic flows and traffic safety.
- (g) level of enforcement and number of penalty notices issued.
- (h) improvement to the environment.
- (i) a questionnaire survey of road users and stakeholders.

19.3 Monitoring and reporting

A copy of each audit report must be submitted within one month of conducting the audit to:



*Manager, Policies and Guidelines
Traffic Management Branch
Level 2, Centennial Plaza
PO Box K198
HAYMARKET NSW 1238*

The RTA will analyse the information gathered from the audit reports and disseminate it to all relevant parking authorities and organisations to assist them in the establishment of new parking schemes or the modification of existing schemes.

Appendix A – Sign faces

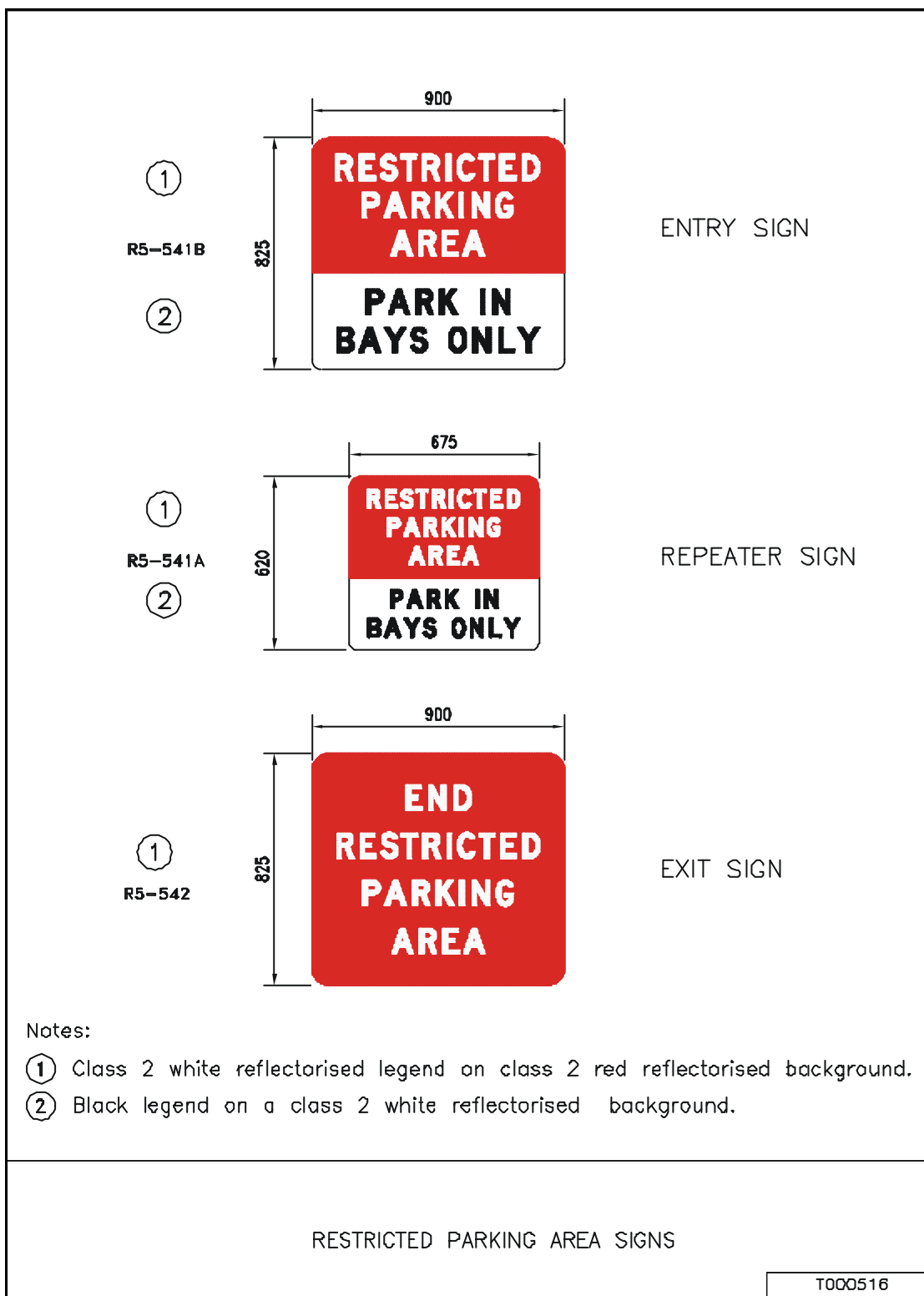


Figure A - I



T000517B

Figure A - 2

Appendix B – Dimensioned drawings

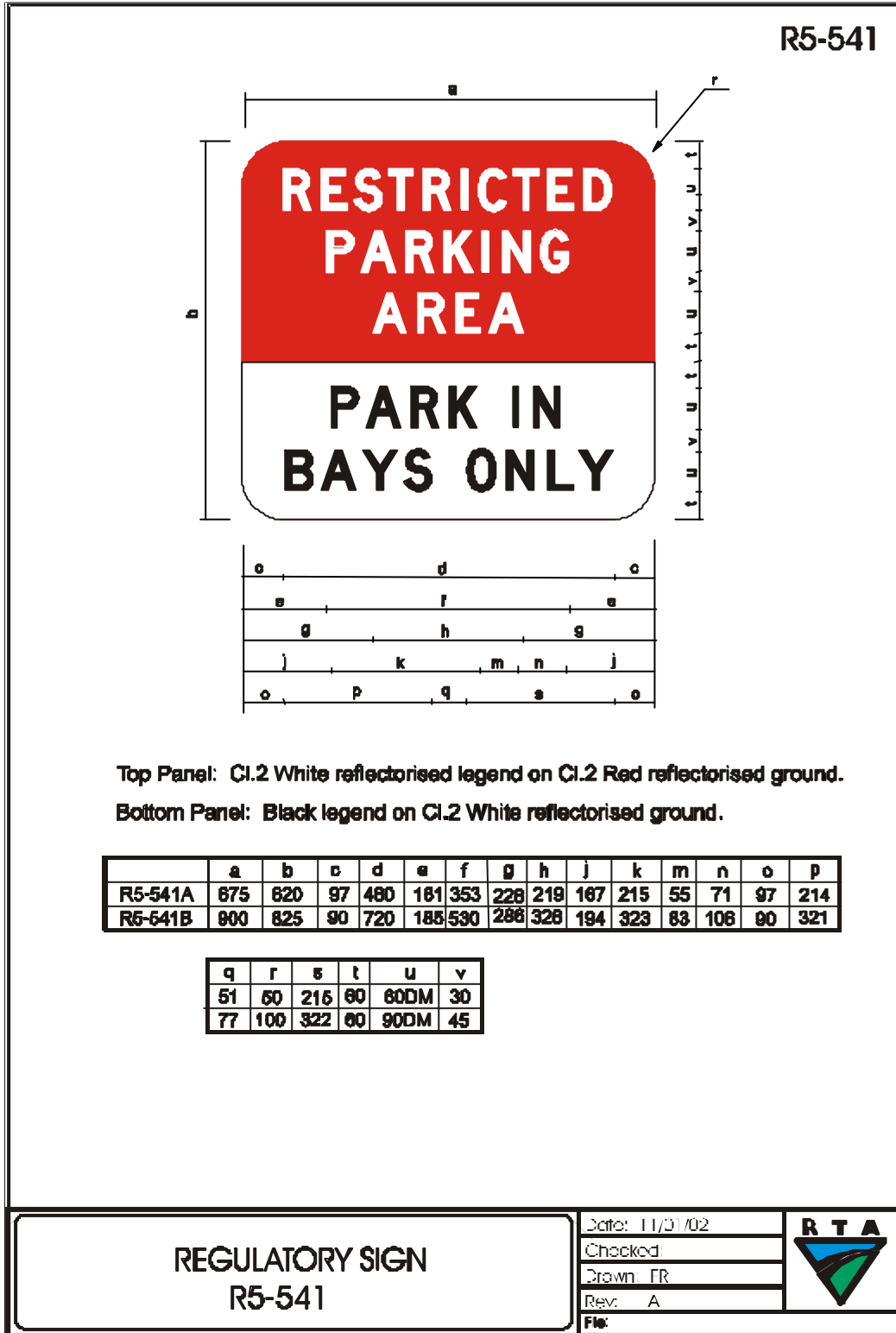


Figure B - I

R5-542



Cl.2 White reflectorised legend on Cl.2 Red reflectorised ground.

| | a | b | c | d | e | f | g | h | j | k | m | n | o | r |
|--------|-----|-----|-----|-----|----|-----|-----|-----|-----|-----|-----|------|----|-----|
| R5-542 | 900 | 825 | 334 | 232 | 90 | 720 | 184 | 532 | 284 | 330 | 113 | 90DM | 80 | 100 |

REGULATORY SIGN
R5-542

Date: 11/07/02
Checked:
Drawn: FR
Rev: A
File:



Figure B - 2



→ For further enquiries:



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technical_directions_publication@rta.nsw.gov.au
