**BUS LAYOVER PARKING.**

**INTRODUCTION**
This Technical Direction provides advice and specific guidelines in relation to bus and coach layover parking.

**DEFINITIONS**

**Bus** means a motor vehicle built mainly to carry people that seats over 12 persons (including the driver)

Reference:

Road Transport (General) Regulation 2013

**Bus Stop** is a place where public buses stop to pick up or set down passengers.

Note: Approval of Bus Stops is not a matter for RMS.

References:

Road Rules 2008 - RR 195

(1) A driver (except the driver of a public bus) must not stop at a bus stop, or on the road, within 20 metres before a sign on the road that indicates the bus stop, and 10 metres after the sign, unless the driver stops at a place on a length of road, or in an area, to which a parking control sign applies and the driver is permitted to stop at that place under these Rules.

(1–1) A driver of a public bus must not stop at a bus stop, or on the road, within 20 metres before a sign on the road that indicates the bus stop, and 10 metres after the sign, unless the driver:

(a) is dropping off, or picking up, passengers, or
(b) is stopping for the purposes of a regular bus service, or
(c) stops at a place on a length of road, or in an area, to which a parking control sign applies and the driver is permitted to stop at that place under these Rules.

Passenger Transport Act 1990

Regular Bus Service means any regular passenger service conducted by bus (including any transitway service).

**Distribution List:**
Director, Infrastructure Development; Traffic Management staff; Executive General Manager, TMC; TMC staff; Councils & Bus Operators.

For further enquiries

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RMS 13.389

UNCONTROLLED WHEN PRINTED
Regular Passenger Service means a public passenger service conducted according to regular routes and timetables, but does not include a tourist service or a long-distance service.

Passenger Transport Regulation 2007 - 104 Appointment of bus stops

(1) TfNSW may appoint bus stops, to be indicated by signs erected or displayed with the approval of the roads authority for the road concerned and on which the words “BUS STOP”, “BUS STAND” or “BUS ZONE”, or some suitable pictorial representation, appear.

(2) An operator of a bus service may appoint bus stops, but only in accordance with a prior written approval of the roads authority for the road concerned.

(3) If times are specified on a sign referred to in this clause, the sign operates only during those times, but if no times are so specified the sign operates at all times.

Bus Zone is a length of a road to which a bus zone sign applies

Note: Bus Zones may or may not include a Bus Stop.

Reference:

Road Rules 2008 - RR 183

A driver must not stop in a bus zone unless the driver is driving a public bus (except a public bus of a kind that is not permitted to stop in the bus zone by information on or with the bus zone sign applying to the bus zone) that is:

(a) dropping off, or picking up, passengers, or
(b) stopping for the purposes of a regular bus service.

Coach means a motor vehicle that is:

(a) constructed principally to carry persons, and
(b) equipped to seat more than 8 adult persons, and
(c) used to convey passengers for hire or reward or in the course of trade or business.

Reference:

Road Transport (General) Act 2013

Public bus means a coach.

Reference:

Road Rules 2008

GENERAL

Roads and Maritime Service (RMS) is the legislated organisation responsible for the regulation of traffic, including parking, on all roads in New South Wales. At present buses and coaches are only permitted under the Road Rules 2008 (rules 183 and 195) to pick up and set down passengers and stop for the purposes of a regular bus service at Bus Zones and Bus Stops.

Buses and coaches cannot layover at Bus Zones and Bus Stops in operational Bus Lanes and Bus Only Lanes.

Coaches cannot layover in Bus Stops or Bus Zones unless they are a regular bus service.
GUIDELINES

Bus Layover Parking

Bus routes are defined by strict routes and timetables. Bus layover parking at Bus Stops and Bus Zones is to be restricted to bus route commencement and termination Bus Zones or Bus Stops only.

Where considered necessary bus layover parking can be provided at locations other than Bus Stops and Bus Zones using the signage indicated below.

The length of bus layover parking to be provided should be decided based on the number of buses likely to operate from the location. Similarly the route commencement or termination Bus Stop or Bus Zone should also cater for the likely demand.

Coach parking

Generally coaches are not restricted to routes or timetables thus cannot layover in Bus Zones or Bus Stops. In urban areas, special coach bays either kerbside or off-street may be provided in the vicinity of activity centres such as entertainment and major sporting venues and tourist attractions.

Where necessary coach layover parking can be provided using the signage indicated below.

Signs and Markings

The signs associated with bus layover parking should be No Parking (R5-40) with information added to suit the situation. Examples are depicted in Figures 1 and 2 below. Full specifications are available from:


Enforcement

Enforcement of bus and coach layover parking is the overall responsibility of the NSW Police Force. Enforcement of certain parking regulations may be carried out by Councils, Declared Organisations, Statutory Authorities constituted by an Act of Parliament or Government Departments.
Tow Away

RMS may establish a special “Tow Away Area” for the purpose of managing unlawful parking activity. Any such area may be established by order published in the Gazette, or by erection of supplementary “Tow Away Area” signs in or about the area concerned. If RMS establishes a special “Tow Away Area”, it is to cause a notice to be published in at least 2 newspapers circulating in the area to which the special “Tow Away Area” relates. The notice must describe or identify the special “Tow Away Area”, and specify the period for which the area concerned is to operate as a special “Tow Away Area”.

“Tow Away Areas” can be established in bus layover areas to allow the removal of illegally parked vehicles. These areas must be advertised as outlined above and additional signposting as shown below must be used.

The Transport Management Centre (TMC) must concur with the establishment of special “Tow Away Areas” at bus layovers, as they are responsible for the removal of the illegal vehicles.

The supplementary signs to be used for special “Tow Away Areas” are R5-545 and R5-39 signs as depicted in Figures 3 and 4 below. Full specifications are available from www.rta.nsw.gov.au/cgi-bin/index.cgi?action=searchtrafficsigns.form

![Tow Away Area](image)

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<th>Figure 3</th>
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<td>R5-545</td>
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**ACTION**

This technical direction is to be adopted across NSW immediately.

This technical direction should be used where appropriate to

i) provide Bus and Coach Layover parking as required using appropriate signs and

ii) plan for the provision of Bus and Coach Layover parking where necessary and appropriate on planned new bus/coach routes.

If specific site conditions preclude compliance with this technical direction, advice should be sought from the RMS representative on the Local Traffic Committee or via the email address shown at the footer of this *Technical Direction*.

**UPDATES**

To ensure that this Technical Direction remains current and relevant, minor updates may be made from time to time. This may be done through the RMS website using Traffic & Transport Policies & Guidelines Register, which can be found at:


This Register should always be checked prior to using this *Technical Direction.*
ADDITIONAL COPIES

Additional copies of the Technical Direction can be downloaded from the Traffic & Transport Policies & Guidelines Register on the RMS website.


Printed copies of this Technical Direction are uncontrolled, therefore the Register should always be checked prior to using the Technical Direction or any related guideline.

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