

SCOTLAND ISLAND TMP PROJECTS

FREQUENTLY ASKED QUESTIONS AND ANSWERS

10kph Shared Zone TMP

<ul style="list-style-type: none"> Why a shared zone? 	<ul style="list-style-type: none"> Shared zones can only be approved by the RMS and give right of way to pedestrians over vehicles. The future sealed roads on the Island will not have paths
<ul style="list-style-type: none"> Why a 10kph speed limit? 	<ul style="list-style-type: none"> RMS Guidelines mandate the speed limit for shared zones at 10kph. Other speed limits are not approvable.
<ul style="list-style-type: none"> Where would the zone apply? 	<ul style="list-style-type: none"> The shared zone would cover all constructed road pavements located on public roads.
<ul style="list-style-type: none"> Installation requirements 	<ul style="list-style-type: none"> The road design is to be such that it limits the speed of vehicles eg. water bars, speed humps, one lane. A minimum number of signs would be required to satisfy the RMS.
<ul style="list-style-type: none"> Implementation possible without closing roads to traffic as proposed in other TMP? 	<ul style="list-style-type: none"> Yes

Closure of Roads TMP

<ul style="list-style-type: none"> What form of road closure is proposed? 	<ul style="list-style-type: none"> The closure of all public roads to vehicles not authorised by Council does not change the classification of the roads and road rules still apply.
<ul style="list-style-type: none"> Why is a road closure proposed? 	<ul style="list-style-type: none"> By restricting the numbers and types of vehicles used by residents on Scotland Island pedestrian safety is improved and damage to the roads is reduced.
<ul style="list-style-type: none"> Do approved vehicles need to be registered? 	<ul style="list-style-type: none"> Yes. Council is working with the RMS and the Dept. of Transport to try to enable currently unregistrable vehicles (eg. buggies) to be registered.
<ul style="list-style-type: none"> Approved criteria for vehicles 	<ul style="list-style-type: none"> These would be developed in consultation with the Scotland Island community should the TMP be supported/approved and prior to its implementation. Criteria would cover type of vehicles, eligibility, approval conditions etc.
<ul style="list-style-type: none"> Vehicle authorisation process 	<ul style="list-style-type: none"> This would be developed in consultation with the Scotland Island community should the TMP be approved and prior to implementation. Likely based on approval committee of Island residents and Council staff.

<ul style="list-style-type: none"> • Implementation 	<ul style="list-style-type: none"> • Minimum signage required
<ul style="list-style-type: none"> • Implementation possible without establishing 10kph shared zone over all roads 	<ul style="list-style-type: none"> • Yes
<ul style="list-style-type: none"> • Status of existing registered vehicles 	<ul style="list-style-type: none"> • Provision to be made via the approval criteria consultation process for vehicles on the Island prior to the public meeting of 16 March 2014.
<ul style="list-style-type: none"> • Road closure approval 	<ul style="list-style-type: none"> • RMS approval required.

General Matters

<ul style="list-style-type: none"> • Structure of future road pavements 	<ul style="list-style-type: none"> • Located only on classified public roads. • This is described in the Scotland Island Road Reserve Strategy document and is essentially a 3 metre wide sealed single traffic lane carrying two way traffic with passing areas. There are no separate footpaths so pedestrians share the road with vehicles.
<ul style="list-style-type: none"> • Parking on roads 	<ul style="list-style-type: none"> • Apart from small areas adjacent to public facilities, the road structure will not allow any on-street parking.
<ul style="list-style-type: none"> • Parking in private property 	<ul style="list-style-type: none"> • Vehicles must have a parking space on private property to be considered for authorisation.
<ul style="list-style-type: none"> • Pedestrian and vehicular access to private properties 	<ul style="list-style-type: none"> • There is no legal requirement for Council to construct roads or footpaths to provide access to private property. Individual residents can construct their own access on public roads where none exists, subject to approval by Council and compliance with Council conditions.
<ul style="list-style-type: none"> • Scotland Island Road Reserve Strategy 	<ul style="list-style-type: none"> • Strategy adopted by Council after extensive consultation process. Defines structure of future road system and management options.