

Road and Traffic Management

Classification:	Council Policy
Procedure Name:	Road and Traffic Management
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ECM tracking number:	1657729
Responsible Officer:	General Manager Corporate & Development
Relevant Legislation:	Road Traffic Act 1961 Local Government Act 1999 DPTI Manual of Legal Responsibilities and Technical Requirements for Traffic Control Devices (The Code) Australian Road Rules 1999
Related Policies / Protocols:	Parking Policy Verge Development Policy Hedge Encroachment onto Road Reserve Policy Community Engagement (Public Consultation Policy) Public Lighting Policy Streetscape Policy Use of Road Reserves for Commercial Purposes Policy

1. Introduction

- 1.1. Council is responsible for the care and control of all public roads within the municipality (termed Local Roads) other than Arterial Roads, which fall under the responsibility of the Department of Planning, Transport, and Infrastructure (DPTI) to the extent of any declaration by the Commissioner of Highways. Council works collaboratively with DPTI regarding issues involving the interaction of Council streets with DPTI roads.
- 1.2. This Policy is to provide guidance on aspects of managing road traffic and other activities within the road reserve with the exception of regulatory functions.

2. Strategic Plan Desired Outcomes

- 2.1. An effective transport network that supports safe and efficient movement, connecting people and places.
- 2.2. Fit for purpose and cost-effective infrastructure that meets community needs.
- 2.3. Conservation and enhancement of the historic character of the City.
- 2.4. Environmentally sustainable development which complements the City's character.

2.5. Sustainable, engaging and functional community public spaces and streetscapes

3. Our Approach

It is our aim to:

- 3.1. Embrace the National Road Safety Strategy 'Safe System' principals and approach to road safety wherever practicable to reduce injury crashes that includes;
 - 3.1.1. Safe Roads
 - 3.1.2. Safe Speeds
 - 3.1.3. Safe People
 - 3.1.4. Safe vehicles
- 3.2. Manage the number and speed of vehicles using local roads to maintain residential amenity and reduce the impact on our neighbourhoods and the environment.
- 3.3. Manage vehicular movements to improve safety for motorists and in particular vulnerable road users.
- 3.4. Maintain and upgrade infrastructure in accordance with the City's Asset Management Plan and Annual Departmental Business Programs.
- 3.5. Maintain safe and efficient levels of street lighting.
- 3.6. Where appropriate, utilise data from Council's Traffic Model to assist in planning and managing current and future traffic needs across the City.
- 3.7. Consider the directions and goals of the key strategies of Council in developing solutions to address traffic and road related issues.
- 3.8. Ensure that the provisions of services are cost effective and funded by the appropriate party.

4. Legislative Requirements and Corporate Policy Context

- 4.1. Council is a Road Authority operating under delegation of the Minister responsible for the Road Traffic Act. Council's authority and responsibilities are detailed in The Code. Subject to the requirements of The Code, Council has full authority for local streets and roads up to and including sub-arterial roads, DPTI retain authority for arterial roads in accordance with its suite of Operation Instructions/Guides and Standards. The Local Government Act 1999 provides the Legislative framework for non-traffic (generally) dealings with roads. Traffic Control Devices should be consistent with the requirements of the Australian Road Rules (1999). In addition to the above, there are a significant number of Australian Standards and design guides relevant to roads including but not limited to:
 - 4.1.1. AS1742 Manual of Uniform Traffic Control Devices
 - 4.1.2. AS2890 - Parking facilities
 - 4.1.3. AS1158 - Lighting for Roads and Public Places
 - 4.1.4. AS1743 – Road Signs
 - 4.1.5. AS 2876 – Concrete Kerbs and Channel
 - 4.1.6. AS4049 – Pavement Marking Materials
 - 4.1.7. Austroad Guides (various)
 - 4.1.8. The Department of Planning Transport and Infrastructure (DPTI) Guides, Standards and Documents

5. Interpretation

5.1. For the purposes of this policy, the following definitions are provided:

- 5.1.1. “Driveway” is the improved portion of land between a road surface (usually the road edge or kerb) and a parcel of land. May also mean the Driveway Cross-over or Driveway Apron.
- 5.1.2. “Dumping” is the storage of goods or materials without authority.
- 5.1.3. “Gutter Crossing” is the recessed portion of an upright kerb i.e. an ‘invert’ that is created to allow vehicles etc. to access a Driveway.
- 5.1.4. “Hoarding” refers the occupation of an area (particularly road reserve in the context of this Policy) for the formal storage of goods, materials or other purpose. This includes fencing an area to exclude the public for safety and operational purposes. “Road Reserve”: means the land between opposing property boundaries that contains a public road (or private road as applicable).
- 5.1.5. “Road” means that portion of the Road Reserve constructed for or set aside for vehicles.
- 5.1.6. “Roadside user” means pedestrians, cyclists, shoppers, etc. that temporarily occupy the footpaths and verges.
- 5.1.7. “Verge” is that portion of the Road Reserve not used for median or traffic purposes, and excludes any kerb and gutter.

6. Policy

General

- 6.1. All road users, including motorists, cyclists and pedestrians, have a right to safe use of the road and associated road reserve. In managing the use of our network Council will attempt to balance the needs of all road users and recognise the health and well-being of the residents who live adjacent to the roads in its holistic decision making processes. In doing so Council will be guided by the following key principles:
- 6.1.1. Roads are provided for the transport of goods and people bound for destinations within and beyond the City. This includes both access to properties and reasonably convenient travel throughout the City;
 - 6.1.2. Maintaining and enhancing the liveability and amenity of our neighbourhoods;
 - 6.1.3. Considering the competing priorities of any complaint or issue raised with regard to roads, verges and road reserves in light of the overarching strategic significance of the issue and the wider area impacts when providing a response;
 - 6.1.4. Enhancing the safety and amenity for all users of the road network including taking a balanced approach for the provision on-street parking;
 - 6.1.5. Working with the both the State and Federal Government to preserve the character of our neighbourhoods from negative regional based demand increases where possible, and;
 - 6.1.6. Reducing the environmental impact of traffic.
- 6.2. Council supports:
- 6.2.1. A default 50 km/h speed limit for the local road system;
 - 6.2.2. Consideration of a reduced local street precinct speed limit, including 40km/h, where appropriate circumstances permit and in consultation with the affected community;

- 6.2.3. Advocating for speed limit enforcement in partnership with the South Australian Police for identified excessive speed locations; and
- 6.2.4. Shifting to environmentally friendly means of transport such as walking; cycling; using public transport; and carpooling.
- 6.3. Council is committed to providing a safe environment for all road users and in particular vulnerable users (pedestrians and cyclists etc). Council will address issues that arise subject to prioritisation based on the following ranked factors and using professional engineering judgement:
 - 6.3.1. Frequency of crashes resulting in injuries or fatalities;
 - 6.3.2. Frequency of property damage only accidents;
 - 6.3.3. Actual vehicle speed in comparison to speed limit;
 - 6.3.4. Traffic volumes;
 - 6.3.5. Professional assessment and consideration;
 - 6.3.6. Residential amenity;
 - 6.3.7. Cost benefit ratio of the proposed solution; and
 - 6.3.8. Promoting alternatives to the single occupant vehicle (i.e. not being car centric in determining solutions).
- 6.4. Council is committed to undertaking our road and traffic management responsibilities in a fair and equitable manner for our community where the cost of the service is predominantly met by Council. There are situations where the services may incur a charge or fee. The charges are either based upon a cost recovery model, as the service provides little or no benefit to the wider community and benefits the resident or applicant only, or as an administrative fee to partially offset the cost of the service where it is standard practice across Councils and the fee is comparable to other Councils. When fees and charges are applicable it is noted within the Policy and the level of fees and charges are identified within Council's Annual Schedule of Fees and Charges.

Road Classification

- 6.5. Council has a hierarchy of roads that recognises and balances the functions of property access and through-traffic or network efficiency. Schedule 1 to this policy identifies current road classifications.

Local Area Traffic Management (LATM)

- 6.6. Increases in traffic, increased housing density and changes in demographics and land use will alter traffic patterns and flow resulting in isolated instances where changes to traffic control or introduction of traffic calming is necessary. Council will address this demand on an issue-by-issue basis using a holistic cost effective assessment in developing and implementing solutions. Where appropriate and practicable, Council may use the City-Wide Traffic Model to predict traffic volume changes and to assess proposals and resolve the issue as best as possible.
- 6.7. Changes to, or implementation of new traffic controls will be compatible with the relevant Australian Standards, Austroad guides and the Manual of Legal Responsibilities and Technical Requirements for Traffic Control Devices. They may include but not be limited to the installation of parking restrictions, roundabouts, pavement bar medians, traffic bulges, driveway links & entries, street narrowing devices, and/or speed humps as appropriate.

- 6.8. Where Council identifies that an issue needs intervention or resolution, it will seek to implement the solution either through annual programs or through new capital bids as appropriate.
- 6.9. Council will also pursue external funding sources where appropriate (e.g. Black Spot Funding).

Default Speed Limit Reminder and Speed Detection LED Message Signs

- 6.10. Recognising that physical traffic control devices may not always be warranted or practicable but the community desires that motorists be reminded on certain roads of the default 50km/hr or other speed limit, speed limit reminder signs may be erected based on the following guidelines:
 - 6.10.1. Where there have been repeated requests or issues over time and that Council consider may be addressed with a speed limit reminder,
 - 6.10.2. On a temporary basis as determined by Council, and;
 - 6.10.3. Rotated throughout the City based both on a regular list of roads identified through appropriate our traffic data which includes a combination of motorists speed, traffic volumes, the traffic environment of the road, or the likelihood that the road may be confused as having a higher speed limit.

Consultation

- 6.11. Council will undertake appropriate consultation with residents in accordance with the Community Engagement Policy when implementing or proposing changes to traffic controls (including parking restrictions) as determined either by legislation and/or by the General Manager, Corporate and Development. Consultation may range from 'informative' to 'involvement' depending on the safety benefits and/or amenity issues being considered.

Safety Provision at Schools and Kindergartens

- 6.12. School Zones as defined in The Code present a mix of vehicles with vulnerable road users such as pedestrians and cyclists. While Council is concerned with safety of all road users, in order to better address this specific area of risk, Council will assist Schools to educate children and/or parents on parking requirements and restrictions where required and appropriate.
- 6.13. Council will provide a 'School Zone' for all schools/kindergartens as required and consistent with The Code.
- 6.14. Council will conduct random inspections of the zones, to ensure that the zones function as anticipated and that community member do not impede the function of the zones.
- 6.15. Additional facilities such as crossings and fences will be provided subject to Council funding availability, meeting the appropriate warrant (in accordance with the Department of Planning, Transport, and Infrastructure's Code of Practice) and receiving a co-contribution from the school. See Table 1 – School road facility contribution.
- 6.16. Pedestrian actuated traffic signals may be implemented subject to meeting a warrant that clearly identifies the minimum requirements for action and as and when funds are available.

Table 1 – School road facility contribution

<i>Emu and Koala crossings</i>	<i>50% contribution - on-going maintenance by Council</i>
<i>Safety fencing at school crossings</i>	<i>50% contribution - on-going maintenance by Council</i>
<i>Safety fencing at school gates</i>	<i>50% contribution - on-going maintenance by Council</i>
<i>Safety fencing elsewhere along footpath</i>	<i>Installation and maintenance by the school</i>

6.17. The ongoing maintenance of these assets will be undertaken by Council in recognition of the contribution that Council makes to the school community and the fact that our non-school community also access and benefit from these safety enhancements.

Roadside protection of commercial or non-public use areas

6.18. Bollards are upright posts used to delineate road areas and also to protect roadside users from errant motor vehicles. If following a site assessment it is deemed new bollards are required due to a high risk exposure, they shall be ‘energy absorbing’ meeting the requirements of the relevant Australian Standard.

6.19. Council is responsible for the provision of a safe and compliant road and street network as reasonably practicable. It also acknowledges that the behaviour and practices of individual drivers is however out of its control. As such, Council is not responsible for the physical protection of roadside properties or dwellings. Bollards or other protection for this purpose may however be considered as part of a Local Government Act section 221 application with the costs being met by the applicant or adjacent property owner if supported.

6.20. The use of a road reserve for commercial or non-public use such as roadside dining attached to a business requires consideration of the risk to patrons from road traffic and the requirement to mitigate that risk as far as practicable and as appropriate. Risk mitigation may include the installation of bollards. For completeness, this Policy considers any road reserve use specifically authorised under Section 222 of the Local Government Act 1999 and is applicable to any form of protection provided.

6.21. The applicant will be required to pay an annual fee for the bollard protection based on the number of bollards required and as per Council’s Fees and Charges schedule.

6.22. In determining the minimum level of protection to be provided at such locations Council will utilise risk management principles that will balance the following factors:

6.22.1. Protection of the roadside user
- (when to use protection);

6.22.2. Potential injury to vehicle occupants that may strike the protection barrier-
(when to use energy absorbing protection options); and

6.22.3. The community desire for a vibrant and functional verge in character with the streetscape - (whether the use of protection would unduly detract from the character of the streetscape, or when provision would be so costly so as to stifle desirable activities within the verge).

6.23. Influencing factors will include but may not be limited to:

6.23.1. Traffic volume and crash history (Likelihood);

- 6.23.2. Traffic speeds (consequence);
- 6.23.3. Configuration of the commercial area (i.e. outdoor/roadside dining);
- 6.23.4. Environmental considerations of the site, existing trees, street furniture, stobie poles, topography and the road/intersection geometry etc; and
- 6.23.5. Buried services and utilities.

Parking

6.24. Narrow roads and Laneways

- 6.24.1. The Australian Road Rules state that motorists must leave a minimum three (3.0) metre clear space between their parked vehicle and a continuous white line, median island or another parked vehicle etc to provide adequate road space for other vehicles to pass. This includes a fence or other structure such is the case with laneways. On some narrow roads within the City this is difficult to achieve.
- 6.24.2. Removal of on-street parking on a section or sections of road between two streets or a portion thereof may be employed to reduce the impact of parking where Council consider it is required for safety purposes and/or to provide a functional road system. Council will seek resident input into the decision making process, as appropriate, in accordance with the Community Engagement Policy and clause 6.11.
- 6.24.3. Strategies to help address parking issues in narrow streets include distributing an advice letter to residents, and/or install advisory 'narrow street' parking signs.

6.25. No Stopping Areas at Driveways

- 6.25.1. Yellow No Stopping edge lines are not considered an appropriate traffic control device and therefore cannot be enforced by Councils Parking Rangers. As such Council is moving away from painting yellow lines adjacent to driveways. Yellow No Stopping edge lines may be installed adjacent to a driveway where a demonstrated high parking demand exists, and investigation shows vehicles frequently park immediately abutting or across part of a driveway or access point impeding resident access or creating sight line hazards. Council will consider the need for all new line marking across the City within the context of public safety, community amenity and budgetary constraints.
- 6.25.2. Council supports the installation of Yellow No Stopping edge lines opposite driveways only in exceptional circumstances as this practise is unsustainable, and would result in a significant loss of on-street parking if widely adopted. A claim of exceptional circumstances shall be assessed and determined by the Administration and may include locations in very narrow streets (<5.8 metres) and where access cannot be improved by other means (driveway widening or No Stopping lines placed adjacent to the driveway etc).

6.26. See the Parking Policy for other parking control and management aspects.

Street Lighting

6.27. See separate Public Lighting Policy

Roadside Mirrors

6.28. The installation of roadside mirrors is generally discouraged throughout the City as they depict a distorted image that may not accurately indicate the presence, distance or speed of approaching traffic or other road users and therefore safety at the site may

not necessarily be improved. They can provide some indication that there is oncoming traffic and aid in forewarning drivers to take care.

- 6.29. If a resident requests the installation of a roadside mirror the application for installation shall be reviewed by a suitably experienced Traffic Practitioner, and if it is considered that the mirror will not present a hazard to the resident or general public it may be approved. The cost of the mirror including installation, repair, and replacement costs may be passed to the resident depending upon its location and benefit to the wider community.

Driveway and Gutter Crossing

- 6.30. Authorisation is required from Council for all new or widened vehicular accesses. An Authorisation is not required for modification to the material of an existing driveway providing any excavation does not exceed 100mm or occurs within the dripline of a street tree. All works shall be undertaken in accordance with all appropriate safety legislation and standards.
- 6.31. Where the application is not already covered by a development assessment process, an assessment/application fee is payable as set in the Council's Annual Fees and Charges.
- 6.32. Vehicular access shall be designed to provide safe access to the property and retain common rainwater events on the roadway without unduly inconveniencing the public as determined by Council.
- 6.33. Vehicular accesses shall be located to avoid damage to street trees unless there is no practical alternative. Where a street tree is in conflict with the proposed driveway the tree will be assessed by Council to determine if it is appropriate to remove. If it is determined that the tree may be removed, all costs including the loss of amenity shall be borne by the Applicant, and a new street tree shall be installed at another location as determined by, and at the discretion of Council. The cost for a new street tree including its maintenance costs for two years is the responsibility of the Applicant. Applicants may seek their own arborist advice on the impact of their proposal if desired. Applicants should note the legislative requirements for dealing with Regulated and Significant Trees under the Development Act.
- 6.34. Council's arboriculture team will assess all applications to determine the required minimum offset distance that a driveway and gutter crossing shall be located from a street tree and shall be based upon standard arboriculture guidelines. This assessment will take into account the size, species and nature of the tree.
- 6.35. Wherever practicable, vehicular access shall be of a scale or located so as to minimise the impact and/or loss of on-street parking, and to maintain an urban streetscape consistent with Council's Development Plan and, Streetscape Guide.
- 6.36. The applicant is responsible for the full cost of the modification, tree removal and replacement, and installation and maintenance of their driveway and gutter crossing.

Multiple Driveways/Access Points

- 6.37. Multiple driveways are discouraged however they may be considered in the following circumstances and must be compliant with AS 2890.1 (Off Street Parking):
- 6.37.1. On corner properties (one access per street frontage) or;
 - 6.37.2. On arterial roads where the second driveway will allow vehicles to enter and exit the property in a forward direction, if that cannot be practically achieved by other means (e.g. it is not practical to have a turning area on-site); and
 - 6.37.3. The second or additional driveway does not conflict with Local or State Heritage requirements or the Development Plan.

Temporary Road Closure (Street Parties)

- 6.38. Council supports the closure of local streets for conducting Street Parties or similar events that occupy the road reserve (defined as a road event) resulting in a 'sense of community' benefit subject to the activity not causing an unsafe situation or an unreasonable negative impact upon road traffic or amenity.
- 6.39. Council approval is required and a fee is applicable based upon an administrative charge set through the Council's Annual Fees and Charges.

Mass Limits and over-dimensional vehicles on streets

- 6.40. Council may at times introduce restrictions for vehicles of certain types and/or mass or size from using local roads. This may be for the purpose of protecting the road asset, traffic management, safety or amenity.
- 6.41. Council may issue authorisation for access and use of its roads by Over-Dimension and Higher Mass Vehicles. The authorisation may include conditions relating to traffic control, public notifications, travel route, times of travel and dates or other conditions as appropriate.
 - 6.41.1. Approvals for authorisations longer than twelve months may be by Council following a Report from Administration, and;
 - 6.41.2. for shorter term and routine authorisations, by the Chief Executive Officer or their sub-delegate.

Hoarding

- 6.42. Hoarding refers (generally) to the occupation (fencing etc) of Council land for the purpose of undertaking building works. Recognising the additional cost to Council to manage the use of the public domain for development purposes and to ensure the developer/builder is aware of the potential for damage to the Council property.
- 6.43. Council will charge the principal builder/applicant an administrative fee as noted in Council's Annual Fees and Charges schedule for works where occupation of Council land or verge exceeds or is expected to exceed a period of two weeks.
- 6.44. Conditions include the requirement to fix or repair any damage to Council infrastructure as a result of the hoarding or works and may include other conditions such as a requirement for Work Zone Traffic or Pedestrian protection and control.

Directional Signs

- 6.45. Directional signs typically consist of brown tourist or blue community information 'finger' signs that serve to direct people to generally not-for-profit organisations or locations. Such organisations or locations include, but are not limited to civic centres; hospitals; sporting grounds and recreational facilities; churches; post offices; district shopping centres (but not individual commercial establishments); historic places; galleries; and wineries. A fee set at approximately the cost of the production and installation of the sign will be charged for this service. Ongoing general maintenance of the sign(s) will be borne by Council.
- 6.46. Community Information Signs
 - 6.46.1. Generally no more than two community signs shall be installed per organisation or at any one intersection or location.
 - 6.46.2. The sign will be erected at the intersection of the street on which the organisation is situated and the nearest major road, affording the most convenient route to the organisation, or at another location acceptable to the organisation and Council.

6.46.3. Where more than one organisation occupies a sporting or recreation ground, individual information signs for the organisation will generally not be permitted. A white legend on green background sign will be provided at Council cost indicating the name and location of the park, reserve or sportsground.

6.47. Tourist Information Signs

6.47.1. Tourist information signs provide directions to tourist establishments such as historic homes, galleries, and wineries.

6.47.2. No more than two finger style tourist signs shall be installed at any one intersection or location.

6.47.3. Only one sign per organisation will be permitted at any location.

6.47.4. Only two signs in total per organisation will be permitted.

6.48. The sign will be erected at the intersection of the street on which the organisation is situated and the nearest major road, affording the most convenient route to the organisation, or at another location acceptable to the organisation and Council.

6.49. The objectives of the policy are:

6.49.1. To increase readability of individual traffic management and directional signs by controlling their numbers and installation;

6.49.2. To enable better management of street furniture; and

6.49.3. To ensure consistency in the installation of signage throughout the City.

7. Review and Authority

7.1. The Policy will be reviewed in line with Council's Policy and Procedure Framework.

8. Availability

8.1. The Policy is available to be downloaded, free of charge, from Council's website www.burnside.sa.gov.au

8.2. The Policy will be available for inspection, free of charge, at the Civic Centre during ordinary business hours and a copy may be purchased at a fee as set annually by Council.

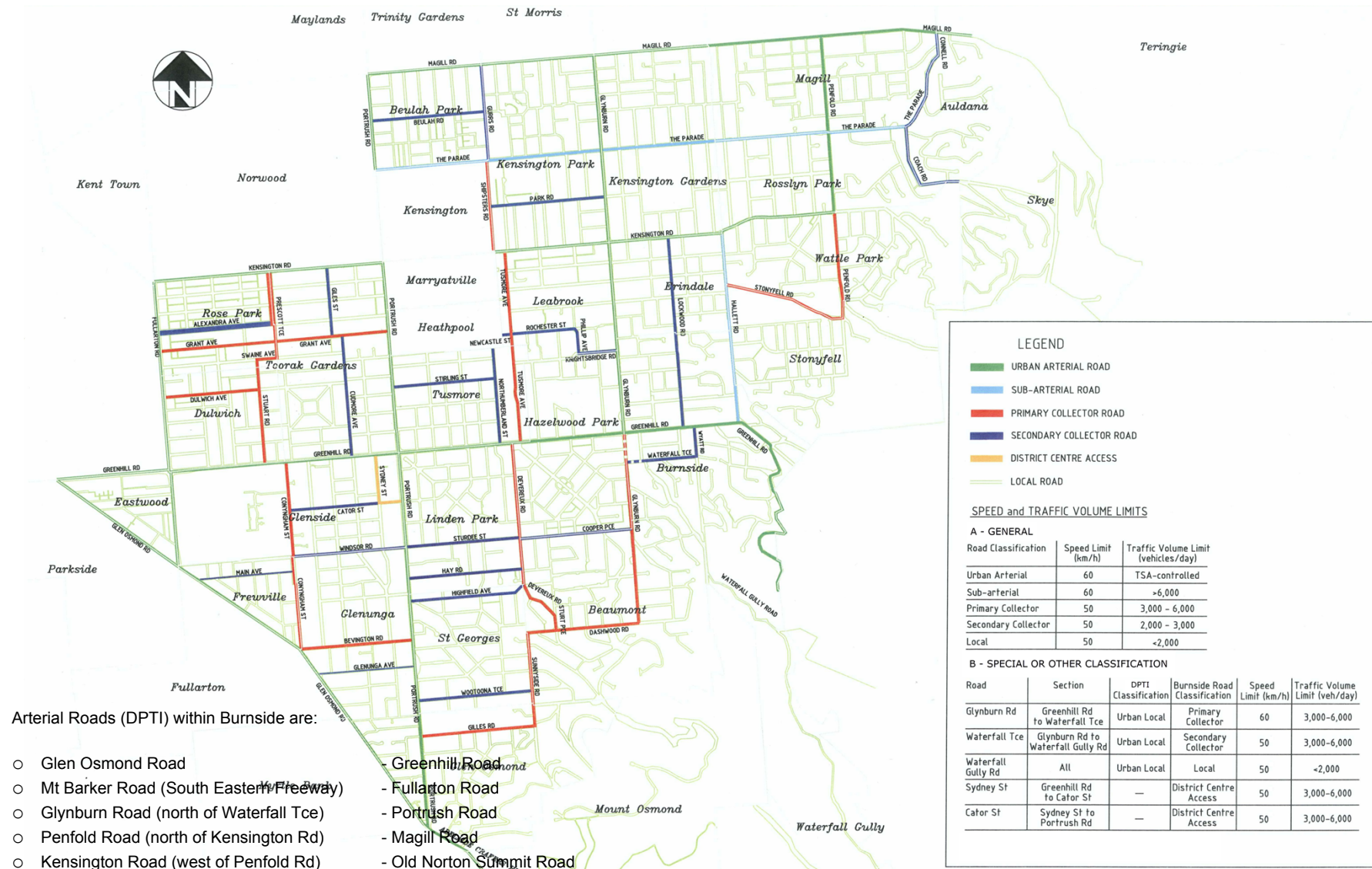
City of Burnside Civic Centre
401 Greenhill Road, Tasmore SA 5065

Telephone; 8366 4200
Fax; 8366 4299

Email; burnside@burnside.sa.gov.au

Office hours: Monday to Friday, 8.30am to 5.00pm (except public holidays)

SCHEDULE 1



Arterial Roads (DPTI) within Burnside are:

- o Glen Osmond Road
- o Mt Barker Road (South Eastern Freeway)
- o Glyburn Road (north of Waterfall Tce)
- o Penfold Road (north of Kensington Rd)
- o Kensington Road (west of Penfold Rd)
- o Greenhill Road
- o Fullarton Road
- o Portrush Road
- o Magill Road
- o Old Norton Summit Road

Other roads under the care and control of DPTI include:

- o Waterfall Terrace (Glyburn to Waterfall Gully Rd)
- o Waterfall Gully Road