



City of  
Norwood  
Payneham  
& St Peters

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**NAME OF POLICY:** Local Area Traffic Management Policy

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**POLICY MANUAL:** Governance

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## BACKGROUND

This Policy is a critical component of the framework under which the Council will address traffic management issues associated with roads and road-related areas under its care, control and management, with the exception of regulatory functions.

Traffic is defined as the movement of people and goods from one place to another by any mode, including driving a motor vehicle, walking (by foot, scooter or with the assistance of a mobility aid), riding a bicycle and catching a bus.

The way traffic moves through the city affects the whole community and can adversely impact citizen safety and neighbourhood liveability. Traffic management measures aim to improve safety for all road and path users, enhance community well-being, and encourage the adoption of active and sustainable transport modes.

The Council does not undertake traffic management investigations with regard to roads under the care, control and management of the State Government, these issues will be referred to the Department for Infrastructure and Transport (DIT) for consideration and response to the complainant. The Council does however, work collaboratively with DIT regarding issues involving the interaction of Council streets with State Government roads. State Government roads within the Council area are shown in **FIGURE 1**.

The traffic management legislative framework is broad and includes:

- *Road Traffic Act 1961 (SA)*;
- Code of Technical Requirements for the Legal Use of Traffic Control Devices in South Australia;
- Australian Road Rules;
- relevant Operational Instructions issued by the Department for Infrastructure and Transport (DIT);
- Minister for Transport and Infrastructure's Instrument of General Approval and Delegation (dated 22 August 2013)
- relevant Australian Standards; and
- relevant Austroads Guidelines.

Other Council documents that are relevant to this Policy are:

- City Plan 2030 (particularly Outcome 1: Social Equity; Outcome 2: Cultural Vitality and Outcome 4: Environmental Sustainability);
- Infrastructure & Asset Management Plans
- Plan to Cycle: Cycling Plan Action Plan 2021-2026;
- On-Street Parking Policy;
- Smart City Plan;
- Tree Strategy 2022-2027; and
- Accessibility and Inclusion Strategy.

Outcomes from investigations made in relation to this Policy are to align with:

- South Australia's Road Safety Strategy to 2031;
- Cycling Strategy for South Australia 2022-2032; and
- The South Australian Walking Strategy 2022-2032.



FIGURE 1: ROAD NETWORK

## KEY PRINCIPLES

1. Traffic management aims to:
  - enhance road safety;
  - balance the needs of all road users;
  - encourage active and sustainable transport;
  - consider competing priorities and impacts to the surrounding street network;
  - provide landscaping opportunities where possible; and
  - reduce the environmental impact of traffic.
  
2. The Council supports:
  - the introduction of a 40km/h Area Speed Limit in residential streets, where appropriate circumstances permit and in consultation with the affected community;
  - advocating for speed limit enforcement in partnership with the South Australian Police for identified excessive speed locations; and
  - increasing opportunities to shift to environmentally friendly means of transport such as walking, cycling and using public transport.
  
3. Dependent on the scale of the traffic issue under consideration it may warrant further investigation, design, community consultation and budget consideration. Such issues will be staged and prioritised, depending on the level of complexity and cost and where possible, components will be integrated into the Council's *Capital Works Program*. The Council's response to the traffic issues raised will be scaled dependent on the following recognising that many issues are able to be resolved without the need for a detailed investigation:
  - street typology;
  - traffic speed;
  - through traffic;
  - crash history;
  - vulnerable road users
  - other factors which may be relevant.

## ROAD SAFETY AT SCHOOLS

Road safety issues around schools occurs at concentrated time periods associated with car transportation of children to and from school. The Council will assist schools to improve road safety as set out below.

- School zones will be installed where permitted and necessary;
- School crossings and fencing will be provided subject to meeting the Department for Infrastructure & Transport (DIT) warrant (if applicable), and subject to funding agreements from the Council, DIT and the school; and
- collaborating with the School and the DIT, to encourage more school transport by walking, cycling and public transport. This may include upgrades to walking and cycling infrastructure and parent/student education.

## STREET TYPOLOGY

Professional traffic engineering judgement will be used to determine the *street typology* as set out in **TABLE 1**. The *street typology* provides guidance on the acceptable traffic volumes for a street, by assessing the street environment as set out below.

- The land-use along the street;
- access requirements to other traffic generating land-uses in the vicinity, such as schools, community facilities, and commercial, retail and employment precincts;
- the level of pedestrian and/or cyclist activity, and
- street layout including length, width, and capacity for traffic.

**Table 1: Street Typology Definition, and Recommended Traffic Volumes**

Street Typology	Description	Recommended Traffic Volume (Vehicles per day)
<b>Neighbourhood Street</b>	A street providing local residential access only, where traffic is subservient, speed and volume are low and pedestrian and bicycle movements are facilitated.	Less than 2,000
<b>Connector Street</b>	A street that connects neighbourhood streets through and between neighbourhoods.	Less than 3,000
<b>Main Connector Street</b>	A street that connects Connector Streets to the arterial road network.	Less than 6,000
<b>Secondary Arterial Road</b>	A road that connects urban arterial roads.	More than 6,000
<b>Arterial Road</b>	Transport corridors for through traffic.	State Government Controlled

## TYPES OF TRAFFIC MANAGEMENT MEASURES

The need for traffic management measures will be determined on a site-specific basis with regard to professional traffic engineering judgement, the street typology, and the relevant Standards, guidelines and legislative requirements, noting that not all traffic issues identified by citizens justify traffic management action being taken.

Categories of traffic management measures are set out below.

- Minor traffic management measures that include signs and or pavement marking; and
- Major traffic management measures that include physical devices such as roundabouts, slow points, kerb extensions, centre blisters, pedestrian refuges, median islands, cyclist infrastructure, pedestrian or school crossings and modifications to speed limits.

Physical devices can successfully moderate traffic speed and/or volume, but can also result in negative effects that include, diversion of traffic to other streets, reduction of on-street parking spaces and reduced street network permeability. The investigation of complex traffic issues requires a thorough approach that includes traffic data analysis, design, community consultation and budget considerations.

## TRAFFIC MANAGEMENT & ROAD SAFETY COMMITTEE

The Council has established the *City of Norwood Payneham & St Peters' Traffic Management & Road Safety Committee* (the Committee), for the purposes of dealing with traffic management and road safety issues, which have been referred to the Committee by the Council or as part of an investigation undertaken through this Policy.

The Committee operates in accordance with their Terms of Reference which have been adopted by the Council and has been delegated the necessary powers conferred on the Council to make decisions for and on behalf of the Council in certain circumstances in accordance with the delegation granted by the Council, and the Committee's Terms of Reference.

Where there is not a delegated power or function to the Committee, or where requested, the Committee will recommend an action to the Council for their decision or to an employee with the appropriate delegated authority.

## PROCESS TO RESPOND TO CITIZEN REQUESTS, CONCERNS AND PETITIONS

In order to ensure transparent and informed decision making, the Council has developed a consistent approach to the consideration and resolution of these issues, irrespective of how the issue is received by the Council.

Traffic related issues will be investigated using the process set out below:

1. Council staff will investigate the issue/s raised in a timely manner, depending on competing demands and staff capacity.  
NOTE - If the concerns are raised in the form of a Petition that has been prepared and submitted in accordance with the *Local Government (Procedures at Meetings) Regulations 2013*, **the Petition must be considered by the Council prior to any investigations being undertaken.**
2. The investigations will be undertaken within a framework that is developed using professional engineering judgement and include a review of the criteria (if applicable), set out below:
  - the street typology;
  - the street layout, and any existing traffic management measures;
  - current traffic data, including traffic/cyclist volume and traffic speed (traffic data is current if collected within the last five (5) years);
  - pedestrian surveys;
  - crash data provided by the Department for Infrastructure & Transport;
  - previous traffic studies and documentation (if available), to determine if the issue has been raised before, and if any previous recommendations have been made but not implemented; and
  - on-site observations of traffic operations that relate to the raised concern.
3. The investigation will result in one of the following outcomes:
  - No action being required;
  - No action being required, but the issue will continue to be monitored;
  - Minor traffic management measure/s being implemented;
  - Major traffic management measures being warranted at an isolated location, street or broad area and further investigations are warranted. Further investigation may include one or more of the following; concept design, community consultation, referral to the Traffic Management & Road Safety Committee, Council consideration, a funding submission to the Council or the Department for Infrastructure & Transport, and integration into the Council's Capital Works Program.

4. The Council will undertake appropriate consultation in accordance with the Council's Community Consultation Policy when implementing or proposing changes to traffic controls that may result in an impact to the community.
5. If the issue justifies action that can be addressed in the short-term, with minor traffic management measures that meet relevant standards and guidelines, the works will be implemented in a timely manner depending on competing demands and staff capacity.
6. The citizen or convenor of the Petition who raised the request or concern will be notified of the outcome.

#### **INFORMATION**

The contact officer for further information at the City of Norwood Payneham & St Peters is the Council's Manager, Traffic & Integrated Transport, telephone 8366 4542.

#### **ADOPTION OF THE POLICY**

This Policy was adopted by the Council on 20 January 2025.

#### **REVIEW PROCESS**

This Policy will be reviewed within two (2) years following the adoption date of the Policy.