

## 1. POLICY STATEMENT

Streetscapes are a key element of the public realm that along with open spaces and public plazas, play a significant role in how people experience the City of Marion. They are a principle asset that affects everyone - residents, businesses, workers and visitors – and they play a critical role in defining the character of neighbourhoods whether they be residential, commercial or business.

The planning, development and management of streetscapes are guided by the themes of the Strategic Plan – Towards 2040 that outlines the community's aspirations.

The Streetscape Policy provides for a strategic approach to the development of road and street infrastructure, including verges and footpaths to create a city for people. The Local Government Act or other legislation does not dictate levels of service, construction methodology, or the extent of Council's footpaths and verges. This policy will influence streetscape outcomes at both city-wide and individual street levels.

## 2. CONTEXT

The City of Marion is dissected by an extensive road hierarchy that comprises a network of arterial, sub-arterial, distributor, collector, and local roads and streets. This network contains 460 kilometres of roads and 783 kilometres of footpaths. With a population over 88,000 there are many residents, businesses and visitors that use the road network to move around the city, recreate and gain value from the amenity provided by roads and streets.

## 3. VISION

To improve the amenity and functionality of streetscapes in the City of Marion so they add value to people's experience of the City.

## 4. PRINCIPLES

The following principles will guide the City of Marion's planning, development and management of streetscapes:

- 4.1 A strategic approach will define the street network through balancing the dual roles of streets as safe thoroughfares for movement of pedestrians, cyclists and vehicles, and as destinations for people
- 4.2 Streetscape design will be attractive, enable accessibility, and be of high amenity value in key locations so they are places where people of all ages, cultures and abilities want to spend time at different times of the day and year
- 4.3 Landscaping will be environmentally sustainable incorporating the use of water sensitive urban design and the use of indigenous plantings where possible to

support the role of streets as connectors, enhance habitat corridors, cool the urban environment, and enhance road safety

- 4.4 Neighbourhood identity and sense of place will be enhanced by streetscapes that contribute to a positive neighbourhood image and provide opportunities for social interaction for the community, neighbours and visitors
- 4.5 Streetscapes will be enhanced by visual connections with their surrounding environments
- 4.6 Commercial, business and education precincts will be enhanced by streetscapes that contribute to the attractiveness of these areas
- 4.7 The level of service for streetscapes will be maintained by the timely application of proactive maintenance and auditing programs

## **5. POLICY SCOPE**

The scope of this policy includes the area of the street surface and adjoining land between property boundaries.

Streetscape elements include:

- Road/street surfaces, including parking bays, crossings
- Pedestrian laneways that connect streets
- Footpaths
- Bikeways
- Street trees
- Verges/landscaping/plantings
- Street furniture
- Street lighting
- Bus shelters/stops
- Public and community art
- Kerbs
- Utilities including power, stormwater infrastructure, NBN
- Traffic control devices
- Signage
- Adjoining built form or open space
- Off-road shared or single use walking and cycling paths except where located within public open spaces

## **6. IMPLEMENTATION**

This policy is a component of a Streetscape Framework that also includes a 10-Year Streetscape Program. The policy and program will be supported by operational systems and processes to ensure efficient delivery of appropriate service levels for streetscape capital and renewal works.

## 7. DEFINITIONS

**Streetscape:** The collective appearance of street elements including streets, footpaths, verges, furniture, building frontages and other land uses that are located along a street

**Streets:** Publicly owned land located between property boundaries that is for the use of motor vehicles, small wheeled vehicles, and bicycles that form a network of arterial roads and local streets

**Footpaths:** The pathway that exists in streetscapes that enables the safe and efficient movement of pedestrians

**Bikeway:** Bikeways can be on-road bicycle lanes that are marked for exclusive use by cyclists, separated bicycle lanes that are located against the kerb and separated from the vehicle travel lane by a parallel parking lane

**Verge:** The section of road reserve between the edge of a made roadway or constructed kerb and water table (if in place), and the boundary of the adjoining certificate or crown title boundary that does not contain a footpath

**Traffic control devices:** Markers, signs and signal devices used to inform, guide and control traffic, including pedestrians, motor vehicle drivers and cyclists

## 8. RELATED DOCUMENTS

This policy links with the following:

### Australian Government

- Building Code of Australia
- Austroads standards for pedestrians

### South Australian Government

- Road Traffic Act 1961
- Local Government Act 1999
- Development Act 1993
- South Australian Planning Strategy
- Development Regulations (e.g. fencing)
- South Australian Public Health Act 2011

### City of Marion

This policy links with the following current documents:

- Road Hierarchy Plan
- Development Plan
- Walking and Cycling Strategy
- Tree Management Policy
- Tree Management Framework
- Street Tree Audit

- Asset Management Policy and Plan
- Resilient South Regional Climate Change Adaptation Plan

**AUTHOR**

Elaine Delgado

**DATE**

28 June 2016