

## 1. RATIONALE

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 principal 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 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 approximately 490 kilometres of roads and approximately 830 kilometres of footpaths. With a population over 94,000 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.

## 2. POLICY STATEMENT

Planning, development and management of streetscapes is guided by the themes of the *Strategic Plan – Towards 2040* that outlines the community's aspirations.

Council takes a planned, systematic and sustainable approach to the development of road and street infrastructure, including verges, footpaths and environmentally sustainable infrastructure 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.

## 3. OBJECTIVES

The objective of this Policy is 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. POLICY SCOPE AND IMPLEMENTATION

### Scope

This policy applies to the area of the street surface and adjoining land between property boundaries, and the Streetscape Elements located therein.

### Implementation

#### 4.1 Key principles

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

- 1.1 - 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.

1.2 - 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.

1.3 - Landscaping will be environmentally sustainable incorporating the use of water sensitive urban design and the use of appropriate plantings where possible to support the role of streets as connectors, enhance habitat corridors, cool the urban environment, and enhance road safety

1.4 - 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

1.5 - Streetscapes will be enhanced by visual connections with their surrounding environments

1.6 - Commercial, business and education precincts will be enhanced by streetscapes that contribute to the attractiveness of these areas

1.7 - Streetscapes will be maintained by the timely application of proactive maintenance and auditing programs

1.8 - Trees should be planted in accordance with the *Tree Management Framework*.

1.9 - Streetscape program planning will consider streetscape projects to strategically align to other major projects and developments occurring across the City of Marion.

## 4.2 Delivery mechanisms

This policy forms part of a *Streetscape Framework* that also includes a *15 Year Streetscape Program*.

The Streetscape Policy and Program are supported by operational systems and processes to ensure efficient delivery of appropriate service levels for streetscape capital and renewal works.

## 5. DEFINITIONS

Term	Definition
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.
Footpaths	The pathway that exists in streetscapes that enables the safe and efficient movement of pedestrians.
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.

<i>Term</i>	<i>Definition</i>
Streetscape	The collective appearance of street elements including streets, footpaths, verges, furniture, building frontages and other land uses that are located along a street.
Streetscape elements	Streetscape elements include: <ul style="list-style-type: none"> <li>• Road/street surfaces, including parking bays, crossings</li> <li>• Pedestrian laneways that connect streets</li> <li>• Footpaths</li> <li>• Bikeways</li> <li>• Shared Paths</li> <li>• Street trees</li> <li>• Verges/landscaping/plantings</li> <li>• Street furniture</li> <li>• Street lighting</li> <li>• Bus shelters/stops</li> <li>• Public and community art</li> <li>• Kerbs</li> <li>• Water Sensitive Urban Design</li> <li>• Utilities including power, stormwater infrastructure, NBN</li> <li>• Traffic control devices</li> <li>• Signage</li> <li>• Adjoining built form or open space</li> </ul>
Traffic control devices	Markers, signs and signal devices used to inform, guide and control traffic, including pedestrians, motor vehicle drivers and cyclists.
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.

## 6. ROLES AND RESPONSIBILITIES

<i>Role</i>	<i>Responsibility</i>
<i>Streetscape Coordinator</i>	<ul style="list-style-type: none"> <li>• Manage the delivery of the Streetscape Plan in line with the Streetscape Guidelines.</li> </ul>
<i>Unit Manager Engineering</i>	<ul style="list-style-type: none"> <li>• Manage the Streetscape Budget.</li> </ul>
<i>Manager Engineering, Assets &amp; Environment</i>	<ul style="list-style-type: none"> <li>• Undertake reporting to Elected Members and other stakeholders.</li> </ul>

## 7. REFERENCES

### City of Marion

- Asset Management Policy and Plan
- Development Plan
- Resilient South Regional Climate Change Adaptation Plan
- Road Hierarchy Plan
- Smart CoM Plan
- Street Tree Audit
- Streetscape Guidelines
- Streetscape Program
- Transport Plan
- Tree Management Policy
- Tree Management Framework
- Walking and Cycling Guidelines

### South Australian Government

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

### Australian Government

- Austroads standards for pedestrians
- Building Code of Australia

## 8. REVIEW AND EVALUATION

This policy is reviewed every four years in line with the City of Marion Policy Framework.