



**Government of South Australia**

Department of Planning,  
Transport and Infrastructure

# ***Clearways on the Adelaide Metropolitan Arterial Road Network***

Operational Instruction

2.44





# TRAFFIC MANAGEMENT Operational Instructions

## *Clearways on the Adelaide Metropolitan Arterial Road Network - 2.44*

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## 1. Scope

This Operational Instruction provides advice regarding the implementation of clearways on the arterial network within the Adelaide metropolitan area.

## 2. Purpose

The purpose of this operational instruction is to set the Department of Planning, Transport and Infrastructure (DPTI) policy for the implementation of clearways to improve traffic flow efficiency and safety on key routes of the arterial road network.

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## 3. Definitions

**Clearway:** The use of clearway regulatory signs on long sections of road to prohibit vehicles from stopping during the time of operation.

**Bicycle Lane:** A marked lane with associated regulatory signs demarcating a portion of road for the use of bicycles where vehicles are prohibited from driving and stopping within the bicycle lane, during times of operation.

## 4. Guidelines for Clearway Installation

### 4.1 Clearway traffic flow warrants

Clearway warrants in relation to traffic flow are set out in:

- AS1742.11-1999 Manual of Uniform Traffic Control Devices, Part 11 – Parking Controls, Section 4 and
- AUSTRROADS, Guide to Traffic Management, Part 5 – Road Management. Table 3.1 – Road Space Requirements

Clearway warrants in relation to existing traffic flow for various traffic lane arrangements from the above standards and guidelines are listed in Table 1 below.

No. Traffic Lanes Available (before Clearway)	Traffic Flow (vehicles/hr, one-way)
1	800
2	1600
3	2400

**Table 1**

Clearways may be considered for implementation when traffic volumes exceed the corresponding threshold values shown in Table 1 above.

While the warrant for the implementation of a clearway is primarily determined based on traffic flow criteria, the role and function classification of an arterial road

shall also be considered in determining the need for clearway provision and selection of clearway operating times.

Other factors to be considered when assessing clearway warrants include:

- Prohibition of parking on expressways and freeways.
- Strategic routes connecting major regional or interstate centres identified as primary freight routes may have clearways.

Strategic role and function of DPTI maintained arterial roads, across the Metropolitan area, are described in the DPTI's Network Operating Strategy

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## 4.2 Clearway Operating Times

Historically, operating times of clearways on Adelaide's metropolitan arterial road network have included morning peak between 7:30am and 9:00am and afternoon peak between 4:30pm and 6:00pm.

A review of traffic flow patterns on Adelaide's arterial road network was conducted by DTEI's Metropolitan Region, Network Management Unit in June 2009. This review concluded that there has been significant 'peak period spreading' since the installation of clearways on Adelaide's metropolitan arterial roads. Refer KNet Doc No 3308923.

Extending current operating times of clearways in the morning and afternoon to reflect peak period spreading will improve travel times reduce greenhouse gas emissions and provide safer, smoother and more consistent travel conditions for public transport, freight, cyclists and commuter traffic. Extending operating times of clearways also contributes to State Government road safety and efficiency goals and targets.

The following standard clearway operating times will apply:

- **7:00 am – 10:00 am** (Monday to Friday)
- **3:00 pm – 7:00 pm** (Monday to Friday)
- **7:00 am – 7:00 pm** (Monday to Friday)
- **Full Time** (24 hours)

The above operating times shall be used for the implementation of all new clearways where clearway conditions are met. Operating times for existing clearways may be amended in accordance with the above times.

## 5. Signposting of Clearways

Signposting of clearways must be installed in accordance with:

- AS1742.11-1999 Manual of Uniform Traffic Control Devices, Part 11 – Parking Controls, Section 4.3 Signposting of Clearways.

## 6. Clearway or Bicycle Lane?

Clearways and bicycle lanes are both effective traffic controls for controlling kerbside parking.

Where the warrants in clause 4.1 are met for establishing new clearways the installation of bicycle lanes is preferred. New bicycle lane operating times shall be the same as the standard operating times for Clearways listed in Section 4.2 above.

Where the warrants are met for establishing clearways but installation of a bicycle lane is not possible, due to cross-sectional constraints, the installation of a clearway will be required.

Existing bicycle lanes and their operating times must also reflect new peak morning and afternoon operating times listed in Section 4.2.

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## 7. Clearways and Bicycle Lanes

Some of Adelaide's metropolitan arterial roads have had bicycle lanes installed where clearways also exist. This results in the existence of two separate regulatory devices controlling the stopping of motor vehicles along the same segment of road and both devices may be enforced.

As bicycle lanes provide extra regulation in relation to their operation to that of a clearway it is preferred that bicycle lanes remain as the driving and stopping control for a segment of road and that the Clearway be revoked and removed.

## 8. Communication

Communication is a major component when considering the installation of clearways. Two causes that may lead to project failure are insufficient involvement of stakeholders and untimely communication with project sponsors. The best way to approach communication is to develop a clearly planned approach. Without effective communication, key stakeholders may not receive vital information and may not understand why change is needed. Refer to Communications Management PM005 (<http://cms.dtei.sa.gov.au/pm>) for further information.

## 9. Variation from the Policy

Project Managers must gain the approval of the Manager, Traffic and Access Standards for any variation to the application of this instruction.

## 10. Associated Documents

- Review of Clearway Operation in Metropolitan Adelaide:  
KNet Ref: #3308923.