

# Road Classification Guidelines in South Australia

Guidelines prepared by the Local Roads  
Advisory Committee for the Determination  
of Road Classification in South Australia –  
February 2018

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## INTRODUCTION

In the mid 1980's, the complete South Australian road network was comprehensively assessed to determine the classification and responsibility of all the state's roads.

To perform this assessment, the 'Guide to the Classification of Roads in South Australia' was produced based largely on a system created by the National Association of Australian State Road Authorities (NAASRA). The NAASRA system proposed a process for the classification of roads predominantly based on their role within the overall road network.

While this process provided road classifications that have remained appropriate for many years, trends in the use of the road network have now changed, raising the need to re-assess some roads. Observations indicate that some state roads have become more characteristic of local roads, while other local roads have become more typical of state roads.

Assessment of the alteration of road classification rests with the Local Roads Advisory Committee (LRAC). The LRAC determines, with the assistance of the guidelines, if the classification of a road should be altered or remain the same and make a recommendation to the Minister for Transport and Infrastructure.

Given the need to consider the current classification of some roads on the network, and that the original guidelines have now become somewhat dated, the LRAC considered it would be timely to review the current approach and produce an updated and more robust method of assessment. Approval from the then Minister for Transport was subsequently sought and gained to undertake this review.

It was not intended for the review to be a wholesale overhaul of road responsibilities, or even initiate an assessment of all roads, as was the case in the 1980's where extensive lengths of road were transferred to local government. The purpose of assessing and updating the guidelines was to provide greater assistance in decisions regarding road reclassification proposals as they arise on a case-by-case basis. Hence, the review was based upon a principle of 'no net gain or loss' of either arterial or local roads across the state.

In view of the above, the 'Road Classification Guidelines in South Australia' was published in 2008. This resulted in an updated method of assessment, using the original guidelines as a base, and incorporating appropriate elements from an extensive quantitative investigation of existing roads.

The LRAC believes this document, which has now been reviewed and updated, will continue to provide an effective method of assessing and maintaining the future classification of the South Australian road network.

## THE NEW GUIDELINES FOR THE DETERMINATION OF ROAD CLASSIFICATION IN SOUTH AUSTRALIA



For the purpose of these guidelines, the classification of roads will be based purely on whether the road is arterial or local. That is, the LRAC's intended focus is to determine if a road is the responsibility of state or local government.

It should be noted that these Guidelines do not apply to roads within the City of Adelaide as they are excluded from the provisions of the Highways Act 1926.

Any subsequent hierarchy (such as the functional classes or other categorisation) would be up to each road authority (eg council) to apply to their roads, to the extent they consider appropriate. These subsequent hierarchies would not involve a change in road responsibility.

These guidelines are based considerably on the original guidelines from the mid 1980's. For reference, a summary of the original guidelines can be found at the end of this document.

## THREE KEY THEMES

The original guidelines considered three themes in particular as being useful for consideration when developing road classification guidelines.

These themes are generally consistent amongst various road classification theories and are 'Road Function', 'Through Traffic and Local Traffic', and 'Road Purpose'. They are still considered relevant and were therefore considered useful in the development of these guidelines.

### Road Function

Roads have a number of functions that can be conveniently grouped into:

- ❖ Movement function (traffic)
- ❖ Access function (abutting land use)

The general notion is that arterial roads primarily provide for the movement function and local roads primarily provide for the access function.

All roads, however (with the possible exceptions of a freeway and urban cul-de-sac), provide for a mixture of movement and access functions.

Any division of a road network into arterial and local roads therefore requires judgment as to the degree to which movement and access functions predominate in each group. Neither group is exclusively for one function.

### Through Traffic and Local Traffic

It is conventional to talk about arterial roads as carriers of through traffic and local roads as carriers of local traffic. However, there is great difficulty not only in quantifying these components, but also in the perception as to what constitutes through and local traffic. For example, through traffic to a householder might be all traffic passing their driveway, while through traffic to Local Government might only be the component of traffic that does not originate within their own area.

The majority of roads provide for a mixture of through and local traffic and to a degree which is dependent upon the perceiver's point of view. As for Road Function, any division of a road network into arterial and local roads therefore requires judgment as to the degree to which movement and access functions predominate in each group.

For the purpose of this exercise, through traffic is defined as vehicles travelling from one existing arterial road to another, without an origin or destination in between. Local traffic constitutes all other traffic movements.

### Road Purpose

Attempts have been made in the past to classify roads by the purpose for which they are used. This has led at various times to such concepts as tourist roads, forest roads etc.

Grouping of roads by purpose may have some application in determining the degree of responsibility, standards or priority for improvement, but it is not in itself a fundamental criterion upon which a broad road classification system can be based.

For instance, a tourist road can be a minor local road leading to a particular tourist attraction or it can be the Princes Highway, vital to the tourism in the State as a whole. Grouping of these two roads into one class is not meaningful or useful in the broadest sense of management and administration of roads. Within each broad group (arterial and local) there will be roads that cater predominantly for some specific purpose, but such considerations should be a second order refinement for each group.

In recent times, the State Government has developed a new planning tool 'A Functional Hierarchy for South Australia's Land Transport Network' to identify the State's transport corridors that are important for different modes of transport, including:

- ❖ Major Traffic Routes;
- ❖ Freight Routes;
- ❖ Peak Hour Routes;
- ❖ Tourism Routes;
- ❖ Key Outback Routes;
- ❖ Public Transport Routes;
- ❖ Cycling Routes, and
- ❖ Pedestrian Areas.

The Functional Hierarchy describes the functions of each transport corridor for which the State Government is responsible as well as the strategic corridors that are owned and maintained by Local Government. This function designation does not directly influence or form the basis for road classification. It is simply a means of defining the hierarchy of roads within the State for planning purposes. The function information should, however, be used indirectly when considering the classification of roads.

## RURAL ROADS

Rural roads are defined as those roads outside the Adelaide metropolitan area. The exception being those roads located in some regional cities, or large country towns, which are in certain circumstances deemed to be of an urban nature and defined under that category. These are detailed below in the 'Urban Roads' section.



### Rural Arterial Road Definition

Rural Arterial Roads are defined as those roads:

- ❖ That have a main function of forming the principal avenue of connection for movements:
  - Between major regions in Australia, including direct connections between Capital Cities;
  - Between Capital Cities and Key Towns;
  - Between Key Towns;
  - Between Key Towns and Important Centres;
  - Between Key Towns / Important Centres and:
    - The National Land Transport Network;
    - Major Traffic Routes, or
    - Freight Routes or Major Local Freight Routes.
  - Between Key Towns / Important Centres and those roads currently classified as Class 1 and Class 2 roads;
  - Between Important Centres, or
  - To major tourist locations.
- ❖ That facilitate A-Double, B-Double, Performance Based Standards (PBS) or General Access heavy vehicle movements, with volumes in the order of 50 or more vehicles per day, not local in nature (ie, through traffic).
- ❖ That carry in the order of **300** vehicles or more per day (Annual Average Daily Traffic)\*, of which a significant proportion are not local in nature (ie, through traffic).

\* Annual Average Daily Traffic on State maintained Roads are available at <http://www.location.sa.gov.au/viewer/>

- ❖ That have minimal access points, providing more for through movements than property access.
- ❖ That are sealed to a standard that caters for larger traffic movements.
- ❖ That are generally not spaced closer together than 20km.
- ❖ Tend to cater for movements through towns, or provide a bypass role.

The State Government’s Integrated Transport and Land Use Plan (ITLUP) identifies a number of arterial road bypasses and the need to work with local councils to identify alternative heavy vehicle local road bypass routes where full arterial bypasses cannot be economically justified. The above criteria can still be applied to consider the classification of proposed bypass corridors and town main streets.

## RURAL LOCAL ROAD DEFINITION

Rural Local Roads are defined as those roads:

- ❖ That have a main function to provide access to abutting property (including property within a town in a rural area).
- ❖ That provide for local area movements including travel between two Important Centres (Note: that local area is not necessarily synonymous with Council area).
- ❖ That lead to Important Centres or towns situated a short distance off the main bypassing arterial road.
- ❖ That facilitate A-Double, B-Double, PBS or General Access heavy vehicle movements, with volumes in the order of less than 50 vehicles per day, or have no Heavy Vehicle Access.
- ❖ That carry in the order of less than 300 vehicles per day (Annual Average Daily Traffic).
- ❖ That have multiple access points, providing more for property access than through movements.
- ❖ That might be sealed to a lower standard or unsealed as they cater for lower traffic movements.
- ❖ That are generally spaced closer together than 20km, providing convenient local access.

- ❖ Tend to cater for local movements within towns, or provide a local bypass role.
- ❖ That do not conform to any of the other criteria listed for arterial or local roads.

## Key Towns and Important Centres Definition

In the original guidelines, Key Towns were defined by considering the characteristics of the State’s major towns and their influence, investigated in considerable detail, while Important Centres were generally viewed as towns with a population greater than 200 persons.

For these guidelines, it is appropriate to base the definitions on the ‘South Australian Planning Strategy’. This strategy generally defines towns into Main and Smaller Country Centres, which are defined by population and are divided into the following ranges:

Population	
>30 000	eg Adelaide
20 000 – 30 000	eg Whyalla
10 000 – 20 000	eg Port Augusta
3 000 – 10 000	eg Naracoorte
1 000 – 3 000	eg Ceduna

It is therefore considered appropriate to designate Key Towns as those with a population greater than 3 000, with Important Centres those with a population greater than or equal to 1 000 persons, but less than 3 000. Refer to *Attachment 1* for more information.

It is emphasised that the terms ‘Key Town’ and ‘Important Centre’ have been used solely to determine the road hierarchy and network and is based on population only. It does not necessarily reflect the general importance of towns in the State.

## URBAN ROADS

Urban roads are defined as those roads inside the Adelaide metropolitan area. The exception being those roads located in some regional cities, or large country towns, which are considered to be of an urban nature. It is proposed that roads within those towns outside of Adelaide with 10 000 people or more be treated as urban.

This results in the following towns using urban criteria:

Town	Population
Mount Gambier	26 116
Gawler	25 443
Victor Harbor - Goolwa	25 109
Whyalla	21 503
Murray Bridge	16 791
Mount Barker	16 788
Crafers - Bridgewater	14 710
Port Lincoln	14 077
Port Pirie	13 749
Port Augusta	13 360



### Urban Arterial Road Definition

Urban Arterial Roads are defined as those roads:

- ❖ That have a main function of forming the principal avenue of connection for large traffic movements, and distribute traffic to local street systems.
- ❖ That provide long distance connections between:
  - Adelaide Central Area and Regional Centres;
  - Regional Centres;
  - Regional Centres and District Centres;
  - Transport Terminals, or
  - Regional Centres / Important Centres / Transport Terminals and:
- ❖ The National Land Transport Network;
- ❖ Major Traffic Routes, or
- ❖ Freight Routes.
- ❖ That have controls or restrictions potentially imposed on the following:
  - Side road access to facilitate traffic movement;
  - Turning movements and parking of vehicles, or
  - Land development abutting the road to ensure free flow of traffic.
- ❖ That facilitate A-Double, B-Double, PBS or General Access heavy vehicle movements, with volumes in the order of 500 or more vehicles per day, not local in nature (ie, through traffic).
- ❖ That carry in the order of 15 000 vehicles or more per day (Annual Average Daily Traffic), of which a significant portion are not local in nature (ie, through traffic).
- ❖ That have minimal access points, providing more for through movements than property access.

- ❖ That are generally built to a high standard to cater for larger traffic movements.
- ❖ That are generally not spaced closer together than 1km.
- ❖ That may facilitate Express Buses or Go Zones.

## Urban Local Road Definition

Urban Local Roads are defined as those roads:

- ❖ Not being arterial, whose main function is to provide access to abutting property or access into a local area (ie, not through traffic).
- ❖ That facilitate A-Double, B-Double, PBS or General Access heavy vehicle movements, with volumes in the order of less than 500 vehicles per day, or have no Heavy Vehicle Access.
- ❖ That carry in the order of less than 15 000 vehicles per day (Annual Average Daily Traffic).
- ❖ That have multiple access points, providing more for property access than through movements.
- ❖ That might be built to a lower standard as they cater for lower traffic movements.
- ❖ Are generally spaced close together to provide convenient local access.
- ❖ That may facilitate Feeder Buses, Regular Buses or Local Buses.
- ❖ That provide almost exclusively for one activity or function and which do not meet any of the above criteria.

## Regional Centres and District Centres Definition

When defining rural roads, the original guidelines utilised Key Towns and Important Centres as key criteria. This has subsequently been maintained for these guidelines.

Also, in the original guidelines, the urban component did not contain this type of criteria. However, it was considered that it could prove useful to do so in these guidelines. The '30-Year Plan for Greater Adelaide' was used to update the urban criteria. This resulted in the use of 'Regional Centres' and 'District Centres' to assist in the definition of urban arterial roads.

These are as follows:

District Centres	
<b>Northern</b>	Gawler, Golden Grove, Ingle Farm, Kapunda, Mawson Lakes, Munno Para, Nuriootpa, Salisbury, Salisbury Downs
<b>Central</b>	Arndale, Blackwood, Buckland Park, Burnside, Cumberland Park, Edwardstown, Firle, Fulham Gardens, Glenelg, Hallett Cove, Hindmarsh, Kurralta Park, Mitcham, Newton, Norwood, Sefton Park, Unley, West Lakes
<b>Southern</b>	Aberfoyle Hub, Aldinga, Goolwa, Reynella, Seaford, Stirling, Strathalbyn

Regional Centres	
<b>Northern</b>	Elizabeth, Modbury
<b>Central</b>	Port Adelaide, Marion
<b>Southern</b>	Noarlunga Centre, Mount Barker, Murray Bridge, Victor Harbor

## URBAN/RURAL INTERFACE

For most purposes the boundary between urban and rural areas (and hence roads) is the Adelaide metropolitan area.

However, on both sides of this boundary there are roads that are neither typically urban nor typically rural.

The situation is further complicated by hilly terrain (and hence limited choice for road development), existence of large number of tourist attractions and distribution of population that is neither concentrated in towns (as typically in the rural area) nor spread (as typically in the inner metropolitan area).

Classification of roads in this area therefore requires simultaneous application of both rural and urban roads classification criteria with the over-riding principle that the arterial road network should be continuous across the boundary



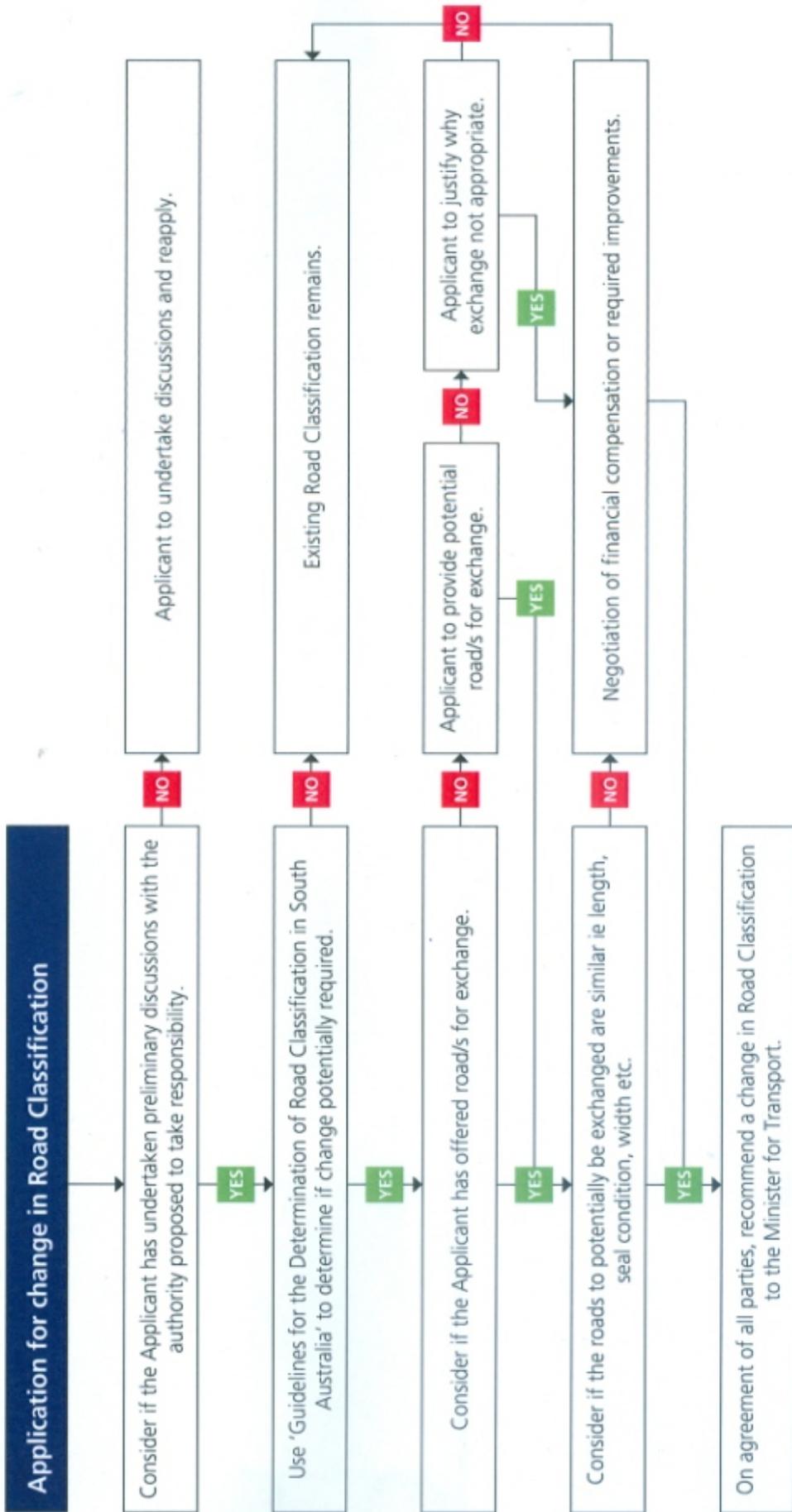


## Road Classification Assessment Process

The following pages contain the assessment process to assist the determination of road classification based on the new guidelines for South Australia.

## ROAD CLASSIFICATION ASSESSMENT PROCESS

This process is used by the Local Roads Advisory Committee (LRAC) to determine the merits of an application for change in Road Classification. Applicants should therefore consider these steps carefully in conjunction with the commentary on the page opposite to ensure all requirements are met.



## ROAD CLASSIFICATION ASSESSMENT PROCESS COMMENTARY

This commentary has been produced to assist in the understanding of the 'Road Classification Assessment Process', as used by the Local Roads Advisory Committee (LRAC) in making recommendations on road classification. Each of the headings below correlates directly to a step within this process.

### Application for change in Road Classification

The application for a change in road classification is made by either Local or State Government and is directed to the LRAC, which has the responsibility for advising the Minister for Transport and Infrastructure on the classification of roads. Such a request should generally consist of a letter to the LRAC detailing the road in question, including a map or map reference, and also details as per the sections below.

### Consider if Applicant has undertaken preliminary discussions with the authority proposed to take responsibility

This step relates to the applicant having already spoken to the authority that they propose to take over their road, prior to approaching the LRAC. For example, if it is Local Government who is proposing to reclassify a local road to an arterial road, they need to have discussed the proposal with the State Government representative - Manager, Mobility Policy and Strategy, Development Division, DPTI (Tel: 08 8343 2835).

Where the State Government is applying for an arterial road to become local, DPTI will be required to approach the appropriate Council.

As part of the assessment process, it is essential that this prior discussion occur, as a change in classification will not be considered unless this step has been completed. It should be noted that the result of these preliminary discussions do not conclusively determine the likelihood of success through the overall assessment process.

### Use 'Guidelines for the Determination of Road Classification in South Australia' to determine if change potentially required

This step involves considering the merit of the application based on how the road is assessed under the 'Guidelines for the Determination of Road Classification in South Australia'. If the road clearly does not meet the criteria for change, it is likely that its existing classification will remain. Should it rate as having the potential for change, then it should continue through the process.

It should be noted that not meeting the criteria in the guidelines does not prevent a road from continuing through the process. It is a guide for the LRAC, and the Committee may subsequently choose to continue with the potential change in classification of a road based on

other factors, such as agreement between the authorities.

### Consider if the Applicant has offered road/s for exchange

It is considered that for the road classification process to work most effectively, and be fair to each authority, it will be preferable for there to be a road exchange wherever possible.

It is understood that this will not always be easily achievable, however there are a couple of options to consider.

For Councils, there might be the option of considering a road in another Council area for exchanging. That is, rather than a straight exchange between one Council and DPTI, there might be the opportunity for another Council to become involved in the process. It is understood that such a proposal would have its own challenges and may require significant negotiation between Councils, and most likely assistance from the 'Local Government Association' and the 'Office of Local Government'.

In some cases an exchange road will simply not be appropriate or available. In these instances the road can still progress through the assessment, however justification will be required on why an alternative has not been provided.

### Consider if the roads to potentially be exchanged are similar, ie, length, seal condition, width etc.

If potential exchange road/s have been provided, the next step is to determine whether they are similar in characteristics (ie length, width, condition, etc), and thus provide an equitable exchange. If they are similar, then there may not be any consideration of compensation required. If, however, the roads are of vastly different conditions, there may be a need for compensation between parties to be considered. This will require some negotiation and may include financial compensation, or the need to upgrade the road in question to an agreed level prior to reclassification.

Should no exchange road/s be available (as detailed in the above step), the negotiation process will still need to be considered to allow the parties to reach an agreement on any compensation for the reclassification.

### On agreement of all parties, recommend a change in Road Classification to the Minister for Transport and Infrastructure

Any change in road classification needs to be approved by the Minister for Transport and Infrastructure. Therefore, should all the above steps be successfully achieved and all parties are in agreement for a change in road classification, the LRAC can decide to recommend the change to the Minister for Transport and Infrastructure. It should be noted that no matter how the road rates through the assessment process, the LRAC reserves the right to make the final decision on recommendation.

## SUMMARY OF THE ORIGINAL GUIDELINES

The guidelines for road classification that were developed in the mid 1980's comprised of two documents:

- ❖ Guide to the Classification of Roads in South Australia
- ❖ Review of Road Classifications and Financial Responsibilities for Roads, South Australia, Explanatory Notes

These two documents were often simply referred to under the 'Guide to the Classification of Roads in South Australia' title, and are now generally referred to as the 'original guidelines'.

In the original guidelines, the NAASRA functional classes (Classes 1 to 9) were utilised to classify the South Australian road network. This allowed responsibility of the network to be distributed between Federal, State and Local Governments by defining National Highways, Arterial Roads and Local Roads. Details on the criteria that was utilised is provided.



## RURAL ROADS

### Rural Arterial Road Definition

In the original guidelines, rural roads were generally defined as those outside the Adelaide metropolitan area. Rural Arterial Roads were generally viewed as providing a highly connective strategic network of roads carrying significant traffic volumes, including heavy vehicles, over long distances on a continuous basis (as distinct from seasonal traffic). Such roads included:

- ❖ Roads between States and their capital cities;
- ❖ Roads between broad geographic regions of the State and between Key Towns in these regions;
- ❖ Roads connecting Important Centres to Adelaide either directly (where the Important Centre is situated on the arterial road) or indirectly (where the Important Centre is situated a short distance off the arterial road);
- ❖ Roads connecting Important Centres to Melbourne and Mount Gambier in the South East and to Port Lincoln on Eyre Peninsula (these centres were deemed to play a surrogate "capital city" role in those areas);
- ❖ Roads connecting Important Centres to each other where such links in association with other arterial roads are of state-wide or major regional significance.

The original guidelines made specific reference to the NAASRA classifications. These are detailed for Rural Arterial Roads as below:

- ❖ **Class 1** Those roads which form the principal avenue for communication between major regions of the Commonwealth, including direct connections between capital cities.
- ❖ **Class 2** Those roads, not being Class 1, whose main function is to form the principal avenue of communication for movements:
  - Between a capital city and adjoining States and their capital cities;
  - Between a capital city and Key Towns, and
  - Between Key Towns.
- ❖ **Class 3** Those roads, not being Class 1 or 2, whose main function is to form an avenue of communication for movements:
  - Between Important Centres and the Class 1 and Class 2 roads and/or Key Towns;
  - Between Important Centres, and
  - Of an arterial nature within a town in a rural area.



### Rural Local Road Definition

Rural Local Roads were perceived to be of three kinds:

- ❖ Roads that are obviously local access roads leading to groups of farms or small settlements;
- ❖ Roads that provide for local area movements including travel between two Important Centres (Note: that local area is not necessarily synonymous with Council area), and
- ❖ Roads leading to Important Centres or towns situated a short distance off the main bypassing arterial road.

With regard to the NAASRA classifications, these are detailed for Rural Local Roads as below:

- ❖ **Class 4** Those roads, not being Class 1, 2 or 3, whose main function is to provide access to abutting property (including property within a town in a rural area).
- ❖ **Class 5** Those roads which provide almost exclusively for one activity or function and which cannot be assigned to Classes 1, 2, 3 or 4.

## URBAN ROADS

### Urban Arterial Road Definition

In the original guidelines, urban roads were generally defined as those inside the Adelaide metropolitan area. Urban Arterial Roads were generally viewed as the principal roads carrying high volumes of long distance traffic, including commercial vehicles in either peak or off-peak periods (or both), with controls or restrictions potentially imposed on the following:

- ❖ Side road access to facilitate traffic movement;
- ❖ Turning movements and parking of vehicles, and
- ❖ Land development abutting the road to ensure free flow of traffic.

With regard to the NAASRA classifications, these are detailed for Urban Arterial Roads as below:

- ❖ **Class 6** Those roads whose main function is to form the principal avenue of communication for massive traffic movements.
- ❖ **Class 7** Those roads, not being Class 6, whose main function is to supplement the Class 6 roads in providing for traffic movements or which distribute traffic to local street systems.

### Urban Local Road Definition

Urban Local Roads were viewed as those providing access to abutting properties and/or for traffic movements between arterial roads and local streets within a local area bounded by arterial roads. Such roads would potentially carry small components of intra-suburban traffic, particularly during peak periods.

With regard to the NAASRA classifications, these are detailed for Urban Local Roads as below:

- ❖ **Class 8** Those roads, not being Class 6 or 7, whose main function is to provide access to abutting property.
- ❖ **Class 9** Those roads which provide almost exclusively for one activity or function and which cannot be assigned to Classes 6, 7 and 8.

The NAASRA guidelines indicated that Class 7 roads by definition include both the arterial roads and those roads "which distribute traffic to local street system". The latter group could be extremely limited or very large depending on one's interpretation of the intent.

**ATTACHMENT: 1**

Based on the 'ABS 2016 Census of Population and Housing, Usual Residents' data has resulted in the designation of the following towns as Key Towns and Important Centres:

**NOTE: The data contained in the tables below will be updated from time to time consistent with the latest information available**

<b>Key Town</b>	<b>Population</b>
Mount Gambier	26 116
Gawler	25 443
Victor Harbor - Goolwa	25 109
Whyalla	21 503
Murray Bridge	16 791
Mount Barker	16 788
Crafers – Bridgewater	14 710
Port Lincoln	14 077
Port Pirie	13 749
Port Augusta	13 360
Strathalbyn	5 746
Nuriootpa	5 685
Naracoorte	5 056
Nairne	4 833
Millicent	4 728
Renmark	4 645
Kadina	4 582
Tanunda	4 327
Moonta	4 184
Berri	4 082
Roxby Downs	3 888
Loxton	3 837
Walleroo	3 391
Clare	3 332
McLaren Vale	3 102

<b>Important Centre</b>	<b>Population</b>
Angle Vale	2 817
Bordertown	2 672
Sellicks Beach	2 614
Kapunda	2 593
Mannum	2 408
Hahndorf	2 178
Williamstown	2 161
Ceduna	2 159
Willunga	2 149
Lobethal	2 135
Port Elliot	2 100
Angaston	2 044
Freeling	2 041
Barmera	1 939
Two Wells	1 936
Balaklava	1 904
Woodside	1 870
Lyndoch	1 804
Kingscote	1 787
Kingston SE	1 643
Waikerie	1 639
Coober Pedy	1 615
Normanville	1 601
Lewiston	1 587
Balhannah	1 539
Tumby Bay	1 415
Peterborough	1 407
Tailem Bend	1 405
Jamestown	1 398
Crystal Brook	1 317
Penola	1 309
Ardrossan	1 162
Quorn	1 139
McLaren Flat	1 125
Mount Compass	1 123
Keith	1 074
Port Broughton	1 030
Maitland	1 024
Robe	1 002





For more information visit  
[www.dpti.sa.gov.au/lrac](http://www.dpti.sa.gov.au/lrac)



**Government of South Australia**

Department of Planning,  
Transport and Infrastructure



**Local Government Association**  
of South Australia