



City of **HOBART**

**MEMORANDUM: LORD MAYOR  
DEPUTY LORD MAYOR  
ELECTED MEMBERS**

## **OPERATIONAL COSTS - ROAD MARKINGS (YELLOW LINE)**

**Meeting: City Infrastructure Committee**

**Meeting date: 25 August 2021**

**Raised by:** Lord Mayor Reynolds

### **Question:**

Can the Director City Planning advise the operational costs of the management of the yellow line road markings in Hobart and whether there's anything that we could learn from other cities that have perhaps reduced the amount of resources required to manage yellow line road markings, particularly around driveways?

### **Response:**

Public requests for installation / removal of yellow 'No Stopping' linemarking most often are in the form of a telephone call to the Duty Officer in the City Mobility Unit of the City of Hobart. The request and its likelihood of being successful is discussed, and the requestor is advised that they will need to submit a request in writing for it to be investigated.

In the period from 30 November 2020 to 29 November 2021, the City of Hobart received 103 emailed / written pieces of correspondence that were registered in the records systems relating to requests to install / modify or remove sections of yellow 'No Stopping' linemarking. These 103 pieces of correspondence related to 61 specific separate enquiries.

In that same period, a total of 14 changes to yellow 'No Stopping' linemarking were approved under delegation, and subsequently installed.

Council Officers do not keep timesheets, so the cost of this service cannot be calculated exactly, however using an estimate of 2.5 telephone enquiries a week, each taking 30 minutes, 61 written enquiries a year each taking 3 hours, and 14

approved changes a year each taking 5 hours, this equates to 318 officer hours per year.

Using the salary of a Municipal Officer 2F (\$73,609 per annum, with a 53.78% On Cost), this equates to an operational salary cost of \$18,216 per annum, or 0.16 of a full time employee.

The physical installation of the changes are estimated to take an average of 2 hours for the maintenance team who undertake these works, and the yellow line would have a typical life of 10 years.

At an operating cost of \$167.5 per hour for the two person team, vehicle and materials, this equates to an operating cost for installation of \$4,690 per year for yellow line installation / alteration, and an ongoing future maintenance cost of \$234 per year for the future maintenance of the yellow lines installed in that year.

The overall operational cost to the City of Hobart for considering and installing modifications to yellow lines per annum, is therefore estimated to be \$22,906, with a resultant ongoing maintenance cost of \$234 per annum for future maintenance of the line markings installed in that 12 month period.

The road rules in Tasmania have long included linemarking to signify 'No Stopping' parking restrictions. For many years this was in the form of alternating black and white paint installed along kerblines, which then transitioned to the use of yellow linemarking in the 1990's.

In 1999, the Australian National Transport Commission adopted a set of model road rules, aimed at standardising road rules across Australia when adopted by each State and Territory. These model road rules included a road rule making it an offense to stop adjacent to a yellow line.

The road rules in NSW were only amended to allow the use of yellow lines in 2008. In Queensland they were adopted in 2009. In Victoria, Tasmania and South Australia they were adopted in 1999, and in Western Australia in 2000.

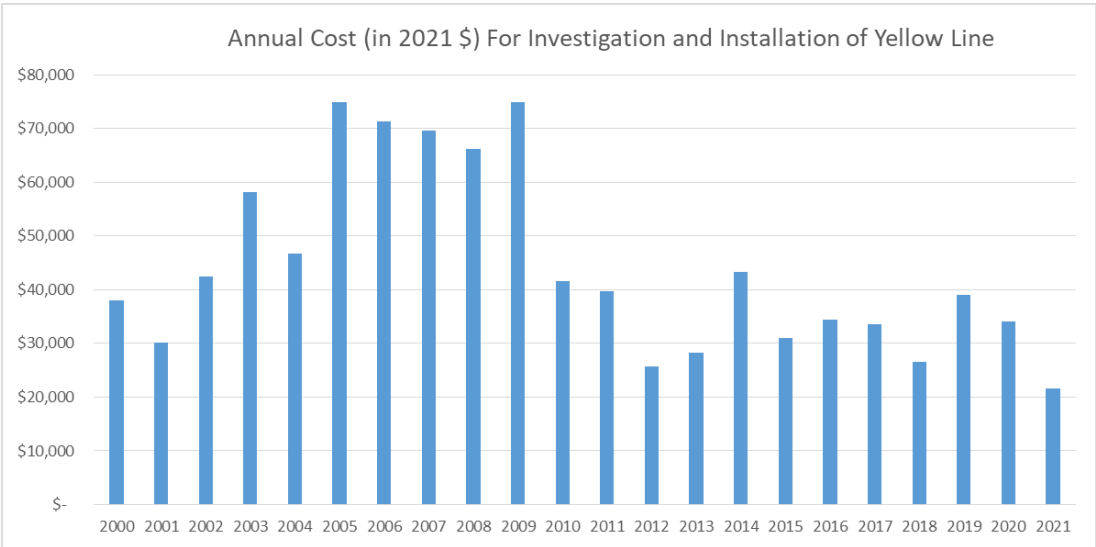
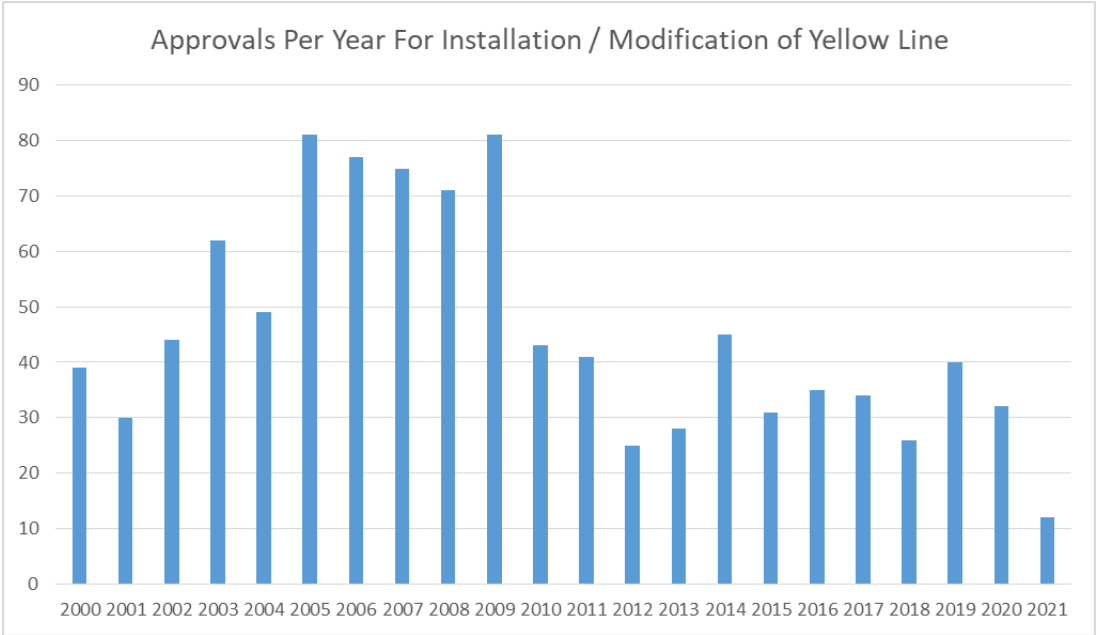
In Hobart, following the delegation of the power to approve changes to parking controls from the State Government to Council in the early 1990's, the City of Hobart increased the number of approvals for yellow line installations adjacent to driveways. Before that time, the State Government typically did not support or approve their installation at individual driveways.

Over time, as the number of yellow lines adjacent to driveways increased, they became a treatment that members of the public were more likely to have seen, and therefore became more likely to request.

By 2005, the City of Hobart was approving in the order of 80 installations / modifications to yellow line per year.

Based on the cost methodology used above, this equates to an operating cost (excluding maintenance) in 2005 of \$75,000 in 2021 dollars.

The figures below show the changes in approvals per year and annual costs for the period 2000 to present.



As is apparent from the figures, a significant change was made in 2009 / 2010 by Council Officers. At that time, the former Manager Traffic Engineering significantly tightened the eligibility criteria which has reduced the annual costs of this service significantly.

In terms of the practice used in other states, an online review only identified five local government authorities that specifically provide information of requesting installation of yellow lines adjacent to driveways. These are:

- City of Burnside (Greater Adelaide) – Outlines criteria of when yellow lines may be considered.
- City of Mitcham (Greater Adelaide) – Advise that is not City of Mitcham practice to install yellow lines on or near driveways.

Campbelltown City Council (Greater Adelaide) – Have an online application form for requesting installation of yellow lines.

Brisbane City Council (Brisbane) – Have an online application form for requesting installation of yellow lines.

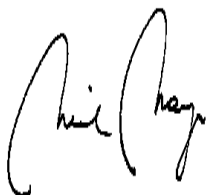
Randwick City Council (Greater Sydney) – Do not provide yellow lines, but allow residents to apply for guidance linemarking to help define driveways (but that have no legal significance).

As discussed, yellow lines (and the black and white stripes on kerblines that were their precursor) have been an established treatment in the Tasmanian Road Rules for many decades. The use of yellow lines adjacent to driveways in Hobart started to be applied as a normalised treatment in the early 1990's, and as it became a treatment seen by more and more people, it became a treatment requested by more and more people.

In other states, it appears that yellow lines were not an option until the states adopted the model national road rules, which has occurred in each state between 1999 and 2009.

To reduce the resources allocated to this task the simplest measure would be to make a decision on a policy level, that yellow lines will not be installed adjacent to driveways. The alternative approach to reducing resources is to ensure full cost recovery from applicants. Officers are reviewing current fee structures to ensure this is the case in future financial years.

*As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.*



Neil Noye

**DIRECTOR CITY PLANNING**

Date: 27 January 2022  
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