

Roadside Vending on State-controlled Roads

Technical Assessment Guide

1.0 Introduction

Roadside vending often produces more hazardous traffic conditions than comparable traditional commercial developments. If access and parking facilities are inadequate, or if traffic conditions vary, then roadside vending can lead to unexpected traffic manoeuvres and increased crash risk.

As a result, a checklist has been developed to outline the technical assessment criteria used by the Department of Transport and Main Roads regions to assess applications for roadside vending sites. Its purpose is two fold:

- to provide applicants with a summary of the information that needs to be supplied with their application
- to provide the Department of Transport and Main Roads regional staff with a checklist of the criteria used to assess the suitability of a vending site. In some cases, additional interpretive notes are provided to assist applicants to understand the nature of the assessment.

2.0 Information to be supplied by applicant

Complete a Road Corridor Permit Application (form M2373), in particular, nominating:

- Duration of approval – question 3
- Description of activity – question 4 (for example, 'roadside flower stall'):
- Location of roadside vending site – question 5

Append the following supplementary details to assist with the assessment:

- A site plan or sketch
- Estimated traffic generated by the business (vehicle per hour)
- Details of any advertising devices (other than non-moving, non-illuminated advertising devices attached to the vending structure/vehicle) and their locations
- Details of rubbish management and removal

An advance advertising sign requires specific consideration. It is possible that the vending activity be approved but the sign declined. The primary assessment consideration relates to potential hazards resulting from sign erection and removal.

Signs must:

- be securely fastened to a frangible wooden stake (or located outside of the clear zone)
- not be attached to a roadside guide post or other roadside furniture
- be displayed only during daylight hours and when the vendor is present (otherwise the sign including the stake shall be removed, not merely covered)
- indicate the commodity sold by the vendor in simple terms and distance to the vendor (for example 'FLOWERS 300 m').

If permitted, only one single sided sign (of maximum size 0.6m²) facing approaching vehicles is allowed on the same side of the road as the vendor, up to a maximum of 500 m in advance of the site.

3.0 Assessment checklist

The Department of Transport and Main Roads regional officers will use the information supplied by the applicant, in addition to the site specific considerations outlined below, to assess the suitability of the site. Given that there are a large number of technical considerations that impact upon the safe operation of roadside vending activities, it is not possible to provide a prescriptive list of characteristics. Officers undertaking the assessment will use engineering judgement to determine whether the site will be approved or not.

3.1 Road function

- Roadside vending will generally not be permitted on high speed (speed limit 80 km/h or higher) high volume roads (daily traffic volume exceeding 5000), unless the applicant can demonstrate that neither safety nor efficiency is compromised.
- Is the proposed site on a limited access road?

Roadside vending is **not** permitted on limited access roads.

3.2 Visibility of entry and exit points

- Check visibility to and from entry and exit points – do horizontal or vertical alignment impact on minimum requirements for sight distance to entry and exit points?
- Review all sight distance requirements – approach sight distance, safe intersection sight distance and minimum gap sight distance.

Road safety performance is dependent upon achieving adequate sight distance, in relation to both horizontal and vertical geometry. It is fundamental to the safety of a roadside vending site that drivers are able to:

- recognise the presence of the site in time to slow down or stop in a controlled and comfortable manner
- see vehicles and give way or avoid a crash in the event of a potential conflict.

3.3 Road and roadside environment

- Shoulder width – sealed or unsealed (shoulders assist with the safe deceleration and acceleration of vehicles entering and exiting the site)
- Distance between proposed vending operation and traffic lanes (increased lateral offsets reduce the risk of impact by errant vehicles)
- Distance between vending site and any other road/roadside infrastructure, for example
 - intersections, accesses, turnouts (closely spaced accesses are associated with increased crash risk)
 - roadside furniture and hazards (culverts, longitudinal drainage, route lighting)
- Gradient – downgrades can impede the ability of vehicles to decelerate into the site, while upgrades require longer acceleration distances.

3.4 Crash history and police enforcement

- Sites with high risk scores in the Queensland Risk Assessment Model are not considered to be suitable for roadside vending.
- Does the proposed roadside vending site coincide with an existing speed camera site?

3.5 Pedestrian safety

Does the proposed operation put existing and generated pedestrians at risk? For example:

- Will pedestrians cross through traffic (at an unmarked crossing) to access the vending site?
- Will entering/exiting traffic cross pedestrian areas?
- Will pedestrians be likely to move out along shoulder area of carriageway to avoid the vending site?

3.6 Parking

- What are the anticipated parking requirements of the proposal?
- Is parking clear of existing formation (unless there is current approved parking)?
- Will vehicles performing parking manoeuvres be in an area that will not be anticipated by, or unacceptably impede, through traffic operations?
- Does the proposed site adequately cater for optimistic parking volumes (ensure parked vehicles are outside clear zone requirements)?
- Will the anticipated parking volumes overload or congest existing parking facilities and therefore cause problems?
- Can manoeuvring paths be accommodated within site?
- Is parking provided on both sides of the road or only on the vending side?
- Is parking surface sealed or unsealed?

3.7 Environmental impacts

- Does the site have the potential to impact on adjoining land or waterways?
- Are there any nature reserves adjacent to the roadside vending site? If there is an adjacent nature reserve, is there potential for negative impacts through trampling, physical intrusion or other damage to vegetation, or indirectly through soil compaction or a reduction in visual amenity?

3.8 Road Construction and Maintenance

- Will the site interfere with proposed road works?
- Will vehicle and pedestrian access to the site create ongoing maintenance requirements?

4.0 Related Documents

- Roadside Vending on State-controlled Roads Guideline
- Roadside Vending on State-controlled Roads fact sheet

5.0 Contact

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