

Part E

Codes

E5.0 Road and Railway Assets Code

E5.1 Purpose of the Road and Railway Assets Code

E5.1.1 The purpose of this provision is to:

- (a) protect the safety and efficiency of the road and railway networks; and
- (b) reduce conflicts between sensitive uses and major roads and the rail network.

E5.2 Application of this Code

E5.2.1 This Code applies to use or development of land:

- (a) that will require a new vehicle crossing, junction or level crossing; or
- (b) that intensifies the use of an existing access; or
- (c) that involves a sensitive use, a building, works or subdivision within 50m metres of a Utilities zone that is part of:
 - (i) a rail network;
 - (ii) a category 1 - Trunk Road or a category 2 - Regional Freight Road, that is subject to a speed limit of more than 60km/h kilometres per hour.

E5.3 Definition of Terms

E5.3.1 In this Code, unless the contrary intention appears:

average annual daily traffic (AADT)	means the total volume of vehicle traffic for a year divided by 365 days.
category 1 road	means a category 1 Trunk Road as defined in Tasmania State Road Hierarchy (Department of State Growth)
category 2 road	means a category 2 Regional Freight Road as defined in Tasmania State Road Hierarchy (Department of State Growth)
junction	means an intersection of two or more roads at a common level, including intersections of on and off ramps and grade-separated roads.
level crossing	means as defined in Section 35 of the <i>Rail Infrastructure Act 2007</i> .

limited access road	means a road proclaimed as limited access under Section 52A of the <i>Roads and Jetties Act 1935</i> .
rail network	means as defined in the <i>Rail Infrastructure Act 2007</i> .

E5.4 Use or Development exempt from this Code

E5.4.1 If for a temporary access or level crossing, with the written consent of the relevant road or rail authority.

E5.5 Use Standards

E5.5.1 Existing road accesses and junctions

Objective:	
To ensure that the safety and efficiency of roads is not reduced by increased use of existing accesses and junctions.	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>The annual average daily traffic (AADT) of vehicle movements, to and from a site, onto a category 1 or category 2 road, in an area subject to a speed limit of more than 60km/h , must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.</p>	<p>P1</p> <p>Any increase in vehicle traffic to a category 1 or category 2 road in an area subject to a speed limit of more than 60km/h must be safe and minimise any adverse impact on the efficiency of the road, having regard to:</p> <ul style="list-style-type: none"> (a) the increase in traffic caused by the use; (b) the nature of the traffic generated by the use; (c) the nature of the road; (d) the speed limit and traffic flow of the road; (e) any alternative access to a road; (f) the need for the use; (g) any traffic impact assessment; and (h) any written advice received from the road authority.
<p>A2</p> <p>The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed</p>	<p>P2</p> <p>Any increase in vehicle traffic at an existing access or junction in an area subject to a speed limit of more than 60km/h must be safe and not</p>

<p>limit of more than 60km/h, must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.</p>	<p>unreasonably impact on the efficiency of the road, having regard to:</p> <ul style="list-style-type: none"> (a) the increase in traffic caused by the use; (b) the nature of the traffic generated by the use; (c) the nature and efficiency of the access or the junction; (d) the nature and category of the road; (e) the speed limit and traffic flow of the road; (f) any alternative access to a road; (g) the need for the use; (h) any traffic impact assessment; and (i) any written advice received from the road authority.
<p>A3</p> <p>The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.</p>	<p>P3</p> <p>Any increase in vehicle traffic at an existing access or junction in an area subject to a speed limit of 60km/h or less, must be safe and not unreasonably impact on the efficiency of the road, having regard to:</p> <ul style="list-style-type: none"> (a) the increase in traffic caused by the use; (b) the nature of the traffic generated by the use; (c) the nature and efficiency of the access or the junction; (d) the nature and category of the road; (e) the speed limit and traffic flow of the road; (f) any alternative access to a road; (g) the need for the use; (h) any traffic impact assessment; and (i) any written advice received from the road authority.

E5.5.2 Exiting level crossings

Objective:	
To ensure that the safety and the efficiency of the rail network is not reduced by access across part of the rail network.	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Where use has access across part of a rail network, the annual average daily traffic (AADT) at an existing level crossing must not be increased by greater than 10% or 10 vehicle movements per day, whichever is the greater.</p>	<p>P1</p> <p>Any increase in vehicle traffic at an existing access across part of a rail network, must be safe and not unreasonably impact on the efficiency of the rail network, having regard to:</p> <ul style="list-style-type: none"> (a) the increase in traffic caused by the use; (b) the nature of the traffic generated by the use; (c) the use and frequency of the rail network; (d) any alternative access; (e) the need for the use; (f) any traffic impact assessment; and (g) any written advice received from the rail authority.

E5.6 Development Standards

E5.6.1 Development adjacent to roads and railways

Objective:	
To ensure that development adjacent to category 1 or category 2 roads or the rail network:	
<ul style="list-style-type: none"> (a) ensures the safe and efficient operation of roads and the rail network; (b) allows for future road and rail widening, realignment and upgrading; and (c) is located to minimise adverse effects of noise, vibration, light and air emissions from roads and the rail network. 	
Acceptable Solutions	Performance Criteria
<p>A1.1</p> <p>Except as provided in A1.2, the following development must be located at least 50m from</p>	<p>P1</p> <p>The location of development, from the rail network, or a category 1 road or category 2 road</p>

<p>the rail network, or a category 1 road or category 2 road, in an area subject to a speed limit of more than 60km/h:</p> <p>(a) new buildings;</p> <p>(b) other road or earth works; and</p> <p>(c) building envelopes on new lots.</p> <p>A1.2</p> <p>Buildings, may be:</p> <p>(a) located within a row of existing buildings and setback no closer than the immediately adjacent building; or</p> <p>(b) an extension which extends no closer than:</p> <p>(i) the existing building; or</p> <p>(ii) an immediately adjacent building.</p>	<p>in an area subject to a speed limit of more than 60km/h, must be safe and not unreasonably impact on the efficiency of the road or amenity of sensitive uses, having regard to:</p> <p>(a) the proposed setback;</p> <p>(b) the existing setback of buildings on the site;</p> <p>(c) the frequency of use of the rail network;</p> <p>(d) the speed limit and traffic volume of the road;</p> <p>(e) any noise, vibration, light and air emissions from the rail network or road;</p> <p>(f) the nature of the road;</p> <p>(g) the nature of the development;</p> <p>(h) the need for the development;</p> <p>(i) any traffic impact assessment;</p> <p>(j) any recommendations from a suitably qualified person for mitigation of noise, if for a habitable building for a sensitive use; and</p> <p>(k) any written advice received from the rail or road authority.</p>
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E5.6.2 Road accesses and junctions

Objective:	
To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions.	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>No new access or junction to roads in an area subject to a speed limit of more than 60km/h.</p>	<p>P1</p> <p>For roads in an area subject to a speed limit of more than 60km/h, accesses and junctions must be safe and not unreasonably impact on the efficiency of the road, having regard to:</p> <p>(a) the nature and frequency of the traffic generated by the use;</p>

	<ul style="list-style-type: none"> (b) the nature of the road; (c) the speed limit and traffic flow of the road; (d) any alternative access; (e) the need for the access or junction; (f) any traffic impact assessment; and (g) any written advice received from the road authority.
<p>A2</p> <p>No more than one access providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less.</p>	<p>P2</p> <p>For roads in an area subject to a speed limit of 60km/h or less, accesses and junctions must be safe and not unreasonably impact on the efficiency of the road, having regard to:</p> <ul style="list-style-type: none"> (a) the nature and frequency of the traffic generated by the use; (b) the nature of the road; (c) the speed limit and traffic flow of the road; (d) any alternative access to a road; (e) the need for the access or junction; (f) any traffic impact assessment; and (g) any written advice received from the road authority.

E5.6.3 New level crossings

Objective:	
To ensure that the safety and the efficiency of the rail network is not reduced by access across part of the rail network.	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>No acceptable solution.</p>	<p>P1</p> <p>Level crossings must be safe and not unreasonably impact on the efficiency of the rail network, having regard to:</p> <ul style="list-style-type: none"> (a) the nature and frequency of the traffic generated by the use;

	<ul style="list-style-type: none"> (b) the frequency of use of the rail network; (c) the location of the level crossing; (d) any alternative access; (e) the need for the level crossing; (f) any traffic impact assessment; (g) any measures to prevent access to the rail network; and (h) any written advice received from the rail authority.
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E5.6.4 Sight distance at accesses, junctions and level crossings

Objective:	
To ensure that accesses, junctions and level crossings provide sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Sight distances at:</p> <ul style="list-style-type: none"> (a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1; and (b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia. 	<p>P1</p> <p>The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles, having regard to:</p> <ul style="list-style-type: none"> (a) the nature and frequency of the traffic generated by the use; (b) the frequency of use of the road or rail network; (c) any alternative access; (d) the need for the access, junction or level crossing; (e) any traffic impact assessment; (f) any measures to improve or maintain sight distance; and (g) any written advice received from the road or rail authority.

Table E5.1 Safe intersection sight distance

Vehicle Speed	Safe Intersection Sight Distance in metres, for speed limit of:	
	60 km/h or less	Greater than 60 km/h
50	80	90
60	105	115
70	130	140
80	165	175
90		210
100		250
110		290

Where:

- (a) Vehicle speed is the actual or recorded speed of traffic passing along the road and is the speed at or below which 85% of passing vehicles travel.
- (b) For Safe Intersection Sight Distance:
 - (i) All sight lines (driver to object vehicle) are to be between points 1.2m above the road and access surface at the respective vehicle positions with a clearance to any sight obstruction of 0.5m to the side and below, and 2.0m above all sight lines;
 - (ii) These sight line requirements are to be maintained over the full sight triangle for vehicles at any point between positions 1, 2 and 3 in Figure E5.1 and the access junction;
 - (iii) A driver at position 1 must have sight lines to see cars at any point between the access and positions 3 and 2 in Figure E5.1;
 - (iv) A driver at any point between position 3 and the access must have sight lines to see a car at position 4 in Figure E5.1;
 - (v) A driver at position 4 must have sight lines to see a car at any point between position 2 and the access in Figure E5.1; and
 - (vi) The distance of a driver from the conflict point in Figure E5.1 (X), is a minimum of. 7m for category 1 roads and category 2 roads, and 5m for all other roads.

Figure E5.1 Sight Lines for Accesses and Junctions

