

Module 19. State transport network functionality

19.1 Access to state-controlled roads state code

19.1.1 Purpose

The purpose of this code is to ensure that development does not adversely impact the safety, function and operational efficiency of the state-controlled road network or a future state-controlled road.

Editor’s note: The *Transport Infrastructure Act 1994* (TIA) provides the chief executive administering the TIA with the ability to control access to the state-controlled road network. The main provisions are:

- (1) section 62 of the TIA — the chief executive administering the TIA can permit, amend, prohibit, or apply conditions to permitted road access locations between a state-controlled road and adjacent land
- (2) section 67(1) of the TIA — if a decision is made under section 62(1) of the TIA, the chief executive must provide written notice of the decision to the owner of the land, the occupier of the land and any persons who may have applied for the decision
- (3) section 33 of the TIA — states no person is to carry out road works on, or interfere with, a state-controlled road or its operation without written approval from the chief executive administering the TIA
- (4) section 33 of the TIA — an approval for road access works under this section may only be given if there is a permitted road access location under a decision in force under section 62(1) of the TIA in relation to the road access works
- (5) section 33 of the TIA — a decision made under this section is provided in a written notice by the chief executive administering the TIA
- (6) section 54 of the TIA — allows the chief executive administering the TIA to declare a road or section of a road as a limited access road. The declaration is supported by policy on how access to individual properties will be handled.

Editor’s note: A permitted road access location means a permitted road access location under a decision in force under section 62(1) of the TIA. All applicants proposing a road access location for the state-controlled road (including limited access roads) will be required to obtain a separate decision under section 62 of the TIA that is consistent with the development application as submitted.

Editor’s note: An approval under section 33 of the TIA will still need to be obtained by the applicant from the chief executive administering the TIA prior to commencement of any works within the state-controlled road.

Editor’s note: The chief executive administering the TIA will issue decisions under sections 62 and 33 of the TIA. Each DTMR regional office has maps showing sections of the state-controlled road that are declared as limited access roads.

Editor’s note: The requirement to obtain a separate decision under section 62 of the TIA is a separate approval process to the process for seeking a development approval for a development application under the *Sustainable Planning Act 2009*. It is recommended that the applicant seek a decision under section 62 of the TIA prior to lodging a development application.

Editor’s note: Guidance for achieving the performance outcomes and acceptable outcomes for this state code are available in the *State Development Assessment Provisions Supporting Information – Access to a state-controlled road*, Department of Transport and Main Roads, 2014.

19.1.2 Criteria for assessment

Development mentioned in column 1 below must be assessed against the assessment criteria in the table mentioned in column 2.

Column 1	Column 2
All development	Table 19.1.1

Table 19.1.1: All development

Performance outcomes	Acceptable outcomes
Location of the direct vehicular access to the state-controlled road	
PO1 Any <u>road access location</u> to the <u>state-controlled road</u> from adjacent land does not compromise the safety and efficiency of the <u>state-controlled road</u> .	AO1.1 Any <u>road access location</u> to the <u>state-controlled road</u> complies with a decision under section 62 of the TIA. OR AO1.2 Development does not propose a new or temporary <u>road access location</u> , or a change to the use or operation of an existing <u>permitted road access location</u> to a <u>state-controlled road</u> .

Performance outcomes	Acceptable outcomes
	<p>OR</p> <p>AO1.3 Any proposed <u>road access location</u> for the development is provided from a <u>lower order road</u> where an alternative to the <u>state-controlled road</u> exists.</p> <p>OR all of the following acceptable outcomes apply</p> <p>AO1.4 Any new or temporary <u>road access location</u>, or a change to the use or operation of an existing <u>permitted road access location</u>, demonstrates that the development:</p> <ol style="list-style-type: none"> (1) does not exceed the acceptable <u>level of service</u> of a <u>state-controlled road</u> (2) meets the sight distance requirements outlined in Volume 3, parts 3, 4, 4A, 4B and 4C of the <i>Road planning and design manual</i>, 2nd edition, Department of Transport and Main Roads, 2013 (3) does not exceed the acceptable operation of an intersection with a <u>state-controlled road</u>, including the <u>degree of saturation</u>, delay, queuing lengths and intersection layout (4) is not located within and/or adjacent to an existing or planned intersection in accordance with Volume 3, parts 4, 4A, 4B and 4C of the <i>Road planning and design manual</i>, 2nd edition, Department of Transport and Main Roads, 2013 (5) does not conflict with another property's <u>road access location</u> and operation. <p>Editor's Note: To demonstrate compliance with this acceptable outcome, it is recommended a traffic impact assessment be developed in accordance with Chapters 1, 4, 6, 7, 8 and 9 of the <i>Guidelines for assessment of road impacts of development (GARID)</i>, Department of Main Roads, 2006, and the requirements of Volume 3, parts 4, 4A, 4B and 4C of the <i>Road planning and design manual</i>, 2nd edition, Department of Transport and Main Roads, 2013, SIDRA analysis or traffic modelling.</p> <p>AND</p> <p>AO1.5 Development does not propose a new <u>road access location</u> to a <u>limited access road</u>.</p> <p>Editor's note: <u>Limited access roads</u> are declared by the chief executive under section 54 of the TIA. Details can be accessed by contacting the appropriate DTMR regional office.</p>
Number of road accesses to the state-controlled road	
<p>PO2 The number of road accesses to the <u>state-controlled road</u> maintains the safety and efficiency of the <u>state-controlled road</u>.</p>	<p>AO2.1 Development does not increase the number of road accesses to the <u>state-controlled road</u>.</p> <p>AND</p> <p>AO2.2 Where multiple road accesses to the premises exist, access is rationalised to reduce the overall number of road accesses to the <u>state-controlled road</u>.</p> <p>AND</p> <p>AO2.3 Shared or combined road accesses are provided for adjoining land having similar uses to rationalise the overall number of direct accesses to the <u>state-controlled road</u>.</p> <p>Editor's note: Shared road accesses may require easements to provide a legal point of access for adjacent lots. If this is required, then the applicant must register reciprocal access easements on the titles of any lots for the shared access.</p>
Design vehicle and traffic volume	
<p>PO3 The design of any road access maintains the safety and efficiency of the <u>state-controlled road</u>.</p>	<p>AO3.1 Any road access meets the minimum standards associated with the design vehicle.</p> <p>Editor's note: The design vehicle to be considered is the same as the design vehicle set under the relevant local government planning scheme.</p>

Performance outcomes	Acceptable outcomes
	<p>AND</p> <p>AO3.2 Any road access is designed to accommodate the forecast volume of vehicle movements in the peak periods of operation or conducting the proposed use of the premises.</p> <p>AND</p> <p>AO3.3 Any road access is designed to accommodate 10 year traffic growth past completion of the final stage of development in accordance with GARID.</p> <p>AND</p> <p>AO3.4 Any road access in an urban location is designed in accordance with the relevant local government standards or <i>IPWEAQ R-050, R-051, R-052 and R-053 drawings</i>.</p> <p>AND</p> <p>AO3.5 Any road access not in an urban location is designed in accordance with <i>Volume 3, parts 3, 4 and 4A</i> of the <i>Road planning and design manual</i>, 2nd edition, Department of Transport and Main Roads, 2013.</p>
Internal and external manoeuvring associated with direct vehicular access to the state-controlled road	
<p>PO4 Turning movements for vehicles entering and exiting the premises via the road access maintain the safety and efficiency of the <u>state-controlled road</u>.</p>	<p>AO4.1 The road access provides for left in and left out turning movements only.</p> <p>AND</p> <p>AO4.2 Internal manoeuvring areas on the premises are designed so the design vehicle can enter and leave the premises in a forward gear at all times. Editor's note: The design vehicle to be considered is the same as the design vehicle set under the relevant local government planning scheme.</p>
<p>PO5 On-site circulation is suitably designed to accommodate the design vehicle associated with the proposed land use, in order to ensure that there is no impact on the safety and efficiency of the <u>state-controlled road</u>.</p>	<p>AO5.1 Provision of on-site vehicular manoeuvring space is provided to ensure the flow of traffic on the <u>state-controlled road</u> is not compromised by an overflow of traffic queuing to access the site in accordance with <i>AS2890 – Parking facilities</i>.</p> <p>AND</p> <p>AO5.2 Mitigation measures are provided to ensure that the flow of traffic on the <u>state-controlled road</u> is not disturbed by traffic queuing to access the site.</p>
Vehicular access to local roads within 100 metres of an intersection with a state-controlled road	
<p>PO6 Development having road access to a <u>local road</u> within 100 metres of an intersection with a <u>state-controlled road</u> maintains the safety and efficiency of the <u>state-controlled road</u>.</p>	<p>AO6.1 The <u>road access location</u> to the <u>local road</u> is located as far as possible from where the road intersects with the <u>state-controlled road</u> and accommodates existing operations and <u>planned upgrades</u> to the intersection or <u>state-controlled road</u>.</p> <p>AND</p> <p>AO6.2 The road access to the <u>local road</u> network is in accordance with <i>Volume 3, parts 3, 4 and 4A</i> of the <i>Road planning and design manual</i>, 2nd edition, Department of Transport and Main Roads, 2013, and is based on the volume of traffic and speed design of both the <u>local road</u> and intersecting <u>state-controlled road</u> for a period of 10 years past completion of the final stage of development.</p> <p>AND</p> <p>AO6.3 Vehicular access to the <u>local road</u> and internal vehicle circulation is designed to remove or minimise the potential for vehicles entering the site to queue in the intersection with the <u>state-controlled road</u> or along the <u>state-controlled road</u> itself.</p>

19.2 Transport infrastructure and network design state code

19.2.1 Purpose

The purpose of this code is to ensure that:

- (1) Development does not compromise the safe and efficient management and operations of state transport infrastructure and transport networks
- (2) Development does not compromise planned upgrades of state transport infrastructure or the development of future state transport corridors
- (3) Upgrade works proposed to mitigate adverse impacts of development on the operation and management of state transport infrastructure are:
 - (a) consistent with applicable design standards
 - (b) consistent with planned upgrades of the state transport infrastructure
- (4) Development does not compromise the safe and efficient operation of the overall road hierarchy by imposing traffic loadings on state-controlled roads which could be accommodated on the local road network.

19.2.2 Criteria for assessment

Development mentioned in column 1 below must be assessed against the assessment criteria in the table mentioned in column 2.

Column 1	Column 2
All development	Table 19.2.1

Table 19.2.1: All development

Performance outcomes	Acceptable outcomes
All state transport infrastructure — except state-controlled roads	
<p>PO1 Development does not compromise the safe and efficient management or operation of <u>state transport infrastructure</u> or <u>transport networks</u>.</p> <p>Editor's note: To demonstrate compliance with this performance outcome, it is recommended that a traffic impact assessment be prepared. A traffic impact assessment should identify any upgrade works required to mitigate impacts on the safety and operational integrity of the <u>state transport corridor</u>.</p>	<p>No acceptable outcome is prescribed.</p>
<p>PO2 Development does not compromise <u>planned upgrades</u> to <u>state transport infrastructure</u> or the development of future <u>state transport infrastructure</u> in <u>future state transport corridors</u>.</p> <p>Editor's note: Written advice from DTMR advising that there are no <u>planned upgrades</u> of <u>state transport infrastructure</u> or <u>future state transport corridors</u> that will be compromised by the development will assist in addressing this performance outcome.</p>	<p>AO2.1 The layout and design of the proposed development accommodates <u>planned upgrades</u> to <u>state transport infrastructure</u>.</p> <p>AND</p> <p>AO2.2 The layout and design of the development accommodates the delivery of <u>state transport infrastructure</u> in <u>future state transport corridors</u>.</p> <p>Editor's note: To demonstrate compliance with this acceptable outcome, it is recommended that a traffic impact assessment be prepared.</p>
<p>PO3 Development does not adversely impact on the safety of a railway crossing.</p>	<p>AO3.1 Development does not require a new <u>railway crossing</u>.</p> <p>OR</p> <p>AO3.2 A new <u>railway crossing</u> is grade separated.</p> <p>OR</p> <p>AO3.3 Impacts to level crossing safety are mitigated.</p>

Performance outcomes	Acceptable outcomes
	<p>Editor's note: To demonstrate compliance with this acceptable outcome, it is recommended that a traffic impact assessment be prepared. An impact on a <u>level crossing</u> may require an Australian Level Crossing Assessment Model (ALCAM) assessment to be undertaken. <i>Section 2.2 – Railway crossing safety</i> of the <i>Guide to Development in a Transport Environment: Rail</i>, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this acceptable outcome.</p> <p>AND</p> <p>AO3.4 Upgrades to a <u>level crossing</u> are designed and constructed in accordance with <i>AS1742.7 – Manual of uniform traffic control devices, Part 7: Railway crossings</i> and applicable rail manager standard drawings.</p> <p>AND</p> <p>AO3.5 Access points achieve sufficient clearance from a <u>level crossing</u> in accordance with <i>AS1742.7 – Manual of uniform traffic control devices, Part 7: Railway crossings</i> by providing a minimum clearance of 5 metres from the edge running rail (outer rail) plus the length of the largest vehicle anticipated on-site.</p> <p>AND</p> <p>AO3.6 On-site vehicle circulation is designed to give priority to entering vehicles at all times.</p>
State-controlled roads	
<p>PO4 Development does not compromise the safe and efficient management or operation of <u>state-controlled roads</u>.</p> <p>Editor's note: A traffic impact assessment will assist in addressing this performance outcome.</p>	No acceptable outcome is prescribed.
<p>PO5 Development does not compromise <u>planned upgrades</u> of the <u>state-controlled road network</u> or delivery of <u>future state-controlled roads</u>.</p> <p>Editor's note: Written advice from DTMR that there are no <u>planned upgrades</u> of <u>state-controlled roads</u> or <u>future state-controlled roads</u> which will be compromised by the development will assist in addressing this performance outcome.</p>	<p>AO5.1 The layout and design of the development accommodates <u>planned upgrades</u> of the <u>state-controlled road</u>.</p> <p>AND</p> <p>AO5.2 The layout and design of the development accommodates the delivery of <u>future state-controlled roads</u>.</p> <p>Editor's note: To demonstrate compliance with this acceptable outcome, it is recommended that a traffic impact assessment be prepared.</p>
<p>PO6 Upgrade works on, or associated with, the <u>state-controlled road network</u> are undertaken in accordance with applicable standards.</p>	<p>AO6.1 Upgrade works for the development are consistent with the requirements of the <i>Road planning and design manual</i>, 2nd edition, Department of Transport and Main Roads, 2013.</p> <p>AND</p> <p>AO6.2 The design and staging of upgrade works on or associated with the <u>state-controlled road network</u> are consistent with <u>planned upgrades</u>.</p>
<p>PO7 Development does not impose traffic loadings on the <u>state-controlled road network</u> which could be accommodated on the <u>local road network</u>.</p>	<p>AO7.1 New <u>lower order roads</u> do not connect directly to a <u>state-controlled road</u>.</p> <p>AND</p> <p>AO7.2 The layout and design of the development directs traffic generated by the development to use <u>lower order roads</u>.</p>

19.3 Reference documents

Department of Transport and Main Roads 2014 [State Development Assessment Provisions Supporting Information – Access to a state-controlled road](#)

Department of Transport and Main Roads 2015 [Guide to Development in a Transport Environment: Rail](#)

Standards Australia [AS2890 – Parking facilities](#)

Department of Main Roads 2006 [Guidelines for assessment of road impacts of development \(GARID\)](#)

Department of Transport and Main Roads 2013 [Road planning and design manual, 2nd edition](#)

19.4 Glossary of terms

Busway see the *Transport Infrastructure Act 1994*, schedule 6.

Editor's note: **Busway** means:

- (1) a route especially designed and constructed for, and dedicated to, the priority movement of buses for passenger transport purposes
- (2) places for the taking on and letting off of bus passengers using the route.

Editor's note: see [DA mapping system](#)– SARA Layers

DA mapping system means the mapping system containing the Geographic Information System mapping layers kept, prepared or sourced by the state that relate to development assessment and matters of interest to the state in assessing development applications.

Editor's note: the [DA mapping system](#) is available at [DA mapping system](#).

Degree of saturation means the operational performance of an intersection based on the volume/ capacity ratio.

Future railway land see the *Transport Infrastructure Act 1994*.

Editor's note: **Future railway land** means land that the chief executive administering the *Transport Infrastructure Act 1994* has, by written notice given to a local government and published in the gazette, indicated is intended to be used for a [railway](#) under that Act (section 242). **Future state-controlled road** see the *Transport Infrastructure Act 1994*, section 42.

Editor's note: **Future state-controlled road** means a road or land that the chief executive administering the *Transport Infrastructure Act 1994* has, by written notice given to a local government and published in the gazette, indicated is intended to become a [state-controlled road](#) under that Act (section 42).

Editor's note: see [DA mapping system](#)- SARA layers.

Future state transport corridor means any of the following:

- (1) a [future state-controlled road](#)
- (2) [future railway land](#)
- (3) a future [public passenger transport corridor](#)
- (4) a future [state-controlled transport tunnel](#)
- (5) a future active transport corridor.

Level crossing means any crossing of a [railway](#) at grade, providing for both vehicular traffic and other road users including pedestrians (*Australian Standard 1742.7 – 2007*).

Level of service means an index of the operational performance of traffic on a given traffic lane, roadway or intersection, based on service measures such as delay, [degree of saturation](#), density and speed during a given flow period.

Light rail see the *Transport Infrastructure Act 1994*, schedule 6.

Editor's note: **Light rail** means:

- (1) a route wholly or partly dedicated to the priority movement of [light rail](#) vehicles for passenger transport purposes, whether or not the route was designed and constructed for those purposes as well as other purposes
- (2) places for the taking on and letting off of [light rail](#) vehicle passengers using the route.

Editor's note: see [DA mapping system](#)– SARA layers.

Limited access road see the *Transport Infrastructure Act 1994*.

Editor's note: **Limited access road** means a [state-controlled road](#), or part of a [state-controlled road](#), declared to be a [limited access road](#) under the *Transport Infrastructure Act 1994*, section 54.

Editor's note: see [DA mapping system](#)– SARA layers.

Limited access policy see the *Transport Infrastructure Act 1994*.

Editor's note: **Limited access policy** means a policy for a [limited access road](#) prepared under the *Transport Infrastructure Act 1994*, section 54(4).

Editor's note: A [limited access policy](#) can be obtained by contacting the appropriate DTMR regional office.

Local road means a road controlled by a local government authority.

Lower order road means a road of a lower order in the road hierarchy than another road within the road hierarchy.

Permitted road access location see the *Transport Infrastructure Act 1994*.

Editor's note: Permitted road access location means a permitted road access location under a decision in force under the *Transport Infrastructure Act 1994*, section 62(1).

Planned upgrade means an extension, upgrade, or duplication of state transport infrastructure or transport networks for which affected land has been identified:

- (1) in a publicly available government document, or
- (2) in written advice to affected land owners.

Editor's note: Government documents are commonwealth, state or local government documents that include a statement of intent for, or a commitment to, a planning outcome or infrastructure provision.

Editor's note: see DA mapping system – SARA layers.

Public passenger transport see the *Transport Planning and Coordination Act 1994*, section 3.

Editor's note: Public passenger transport means the carriage of passengers by a public passenger service using a public passenger vehicle.

Railway see the Sustainable Planning Regulation 2009, schedule 26.

Editor's note: Railway means land on which railway transport infrastructure or other rail infrastructure is situated.

Editor's note: Railway does not include a light rail or light rail transport infrastructure.

Editor's note: see DA mapping system – SARA layers.

Railway crossing see the *Transport Infrastructure Act 1994*.

Editor's note: Railway crossing means a level crossing, bridge or another structure used to cross over or under a railway.

Road access location see the *Transport Infrastructure Act 1994*.

Editor's note: Road access location means a location on a property boundary between land and a road for the entry or exit of traffic.

Road hierarchy is a system of ranking in which roads are ranked in terms of their function, type and capacity to support different types of vehicles and volumes of traffic.

State-controlled road see the Sustainable Planning Regulation 2009, schedule 26.

Editor's note: State-controlled road means:

- (1) a state-controlled road within the meaning of the *Transport Infrastructure Act 1994*, schedule 6, or
- (2) state toll road corridor land.

Editor's note: see DA mapping system – SARA layers.

State-controlled transport tunnel see the Sustainable Planning Regulation 2009, schedule 24.

Editor's note: State-controlled transport tunnel means:

- (1) a tunnel that forms part of a–
 - (a) state-controlled road, or
 - (b) railway, or
 - (c) public passenger transport corridor, or
- (2) a railway tunnel easement.

Editor's note: see DA mapping system – SARA layers.

State transport corridor means any of the following terms (defined under the *Transport Infrastructure Act 1994*, the *Transport Planning and Coordination Act 1994* and the Sustainable Planning Regulation 2009):

- (1) a state-controlled road
- (2) a railway
- (3) a public passenger transport corridor
- (4) a state-controlled transport tunnel
- (5) an active transport corridor.

State transport infrastructure means any of the following terms (defined under the *Transport Infrastructure Act 1994*, the *Transport Planning and Coordination Act 1994* and the Sustainable Planning Regulation 2009)–

- (1) state-controlled road
- (2) busway transport infrastructure
- (3) light rail transport infrastructure

- (4) rail transport infrastructure
- (5) other rail infrastructure
- (6) active transport infrastructure.

Transport network means the series of connected routes, corridors and transport facilities required to move goods and passengers and includes roads, railways, public transport routes (for example, bus routes), active transport routes (for example, cycleways), freight routes and local, state and privately owned infrastructure.

19.5 Abbreviations

DTMR — Department of Transport and Main Roads

GARID — *Guidelines for Assessment of Road Impacts of Development*

IDAS — Integrated Development Assessment System

IPWEAQ — Institute of Public Works Engineering Australia (Queensland)

RPEQ — Registered Professional Engineer of Queensland

TIA — *Transport Infrastructure Act 1994*