



RAILWAY CROSSING POLICY

POLICY POSITION

To avoid building any new at-grade road or pedestrian crossings on arterial roads under the care and control of the Commissioner of Highways or on the Adelaide Metropolitan Passenger Rail Network.

Whilst this policy does not apply to railway crossings on local government roads or on other railway networks, it would be desirable for these authorities to adopt a similar position in the interests of public safety. This policy also applies to the light rail (tram) network where it runs in a dedicated rail corridor, and is not specifically intended to apply where a tram runs on public roads.

BACKGROUND

At-grade railway crossings pose a significant safety risk as they create an interaction between trains and road users, including pedestrians, with significantly differing braking distance, mass and speeds. Whilst the number of injuries and fatalities is low as compared to road crashes, the potential for a collision and catastrophic consequences for both road and rail users, with devastating impacts on families and communities, is ever present.

The risk is compounded by the number of railway crossings. There are 710 at-grade road crossings in South Australia on operational railway lines. Of these, 156 crossings are located on the Commissioner of Highways road network, and 554 crossings are located on roads under the care and control of various local governments. There are a further 502 pedestrian crossings in South Australia, with 364 of these on the Adelaide Metropolitan Passenger Rail Network.

To provide guidance in the implementation of this policy, principles have been developed that are based on the *Road Classification Guidelines in South Australia* and *Functional Hierarchy for South Australia's Land Transport Network*.

PRINCIPLES

- Principle 1** New railway crossings on roads classified as Urban Arterial shall be grade separated.
Urban Arterial roads are defined as those roads within the Adelaide Metropolitan area, or within major regional cities with a population exceeding 10,000 people, which have a main function of forming the principal avenue of connection for large traffic movements.
- Principle 2** New railway crossings on roads classified as Rural Arterial, or on roads with a designated function of Major Traffic Route or Freight Route shall be grade separated.
National research shows that heavy freight vehicles are over represented in collisions on at-grade railway crossings and the likelihood of fatalities is greater in crashes involving heavy freight vehicles compared to other types of road vehicles.
- Principle 3** New pedestrian crossings shall be grade separated.
Where new pedestrian access across a railway is essential, either an under or over-pass shall be provided.
- Principle 4** Developments that impact upon existing at-grade road or pedestrian crossings
Where a development may result in an increase in road or pedestrian traffic volumes or a change in the risk profile to an existing at-grade road or pedestrian crossing, then measures shall be taken to assess the risks in accordance with the "So Far As Is Reasonably Practical" principle.



RAILWAY CROSSING POLICY

Principle 5 All costs shall be borne by the proponent

All costs for the design and installation, including any associated works on both the road and rail networks, must be met by the proponent. Consideration shall also be given to responsibility for ongoing operational and maintenance costs.

Principle 6 Consents

The written consent of the applicable road and rail infrastructure managers must be obtained. New railway crossings must have an Interface Agreement between the relevant road and rail infrastructure managers in accordance with the *Rail Safety National Law (South Australia) Act 2012*. Any decision to either remove an existing crossing or install a new railway crossing needs to have due consideration to the impacts on community connectivity and endorsement shall be sought from the Chief Development Officer.

VARIATION TO POLICY

Variation to this policy and its principles can only be granted by the Rail Commissioner or the Commissioner of Highways, whichever authority is applicable. The proponent must demonstrate that all steps have been taken to consider all possible alternatives to a new at-grade crossing and must provide information including:

- Economic justification, including operational costs and benefits of the crossing.
- Assessment of safety aspects and risks in a Safety Impact Assessment or safety assurance process.
- Implications for traffic management, road network performance and the safety of road users and pedestrians.
- Implications for rail operational performance and safety.
- Implications for community connectivity for vehicles and pedestrians, including urban development outcomes, potential for mode change and offset investment requirements.
- A description of what other options have been considered, including existing crossings and why these have been discounted.
- Details of the features of the proposed crossing and what protective arrangements would be in place to mitigate risks. Note that the minimum treatments are flashing lights and boomgates for road crossings and active gated control for pedestrian crossings.
- Consultation and consents from relevant authorities.

DPTI may request additional information or undertake additional consultation deemed appropriate in order to make a decision.

Michael Deegan

Rail Commissioner
Commissioner of Highways
Chief Executive, Department of Planning, Transport and Infrastructure

7/9/2015