

SIGHT DISTANCE:

WORKS 1

As noted the sight distance is unsatisfactory to the East, with only around 80m available due to vegetation and private property assets on the corner property.

SISD from the attached LGAT-IPWEA standard for a 100km/hr vehicle speed on a new road with speed limit above 60 km/hr is preferable at 250m (without specific consideration).

Sight distance to the West, based on existing view lines and vegetation in the adjacent paddock to the West appears generally reasonable, and the 250m+ sight distance exists.

Photos of indicative view for each sight distance for vehicles existing Panshanger are attached.

Some clearance of vegetation, perhaps through negotiation with landowner to the East, may improve current sight distance.

Speed limit reduction on this road at this location may be considered, but the sight distance is unlikely to comply even for a 50 km/hr zone. DSG would also require speed limits to be realistic to ensure drivers obey and can see reason for the speed limit imposed to ensure it is complied with - this may be a barrier to lowering speed limit.

Without specific speed data on the open sections of this road, vehicle speeds may be higher than expected of course - additional enforcement of speed limits is also suggested if anecdotal evidence of higher speeds and unsafe behaviour is reported as a DSG preference to lowering speed limits unless warrants are met.

Various options to improve sight distance may be considered by Council, if changes and upgrade options were considered a priority but many are expensive – some of the options present as higher cost, and this may be a consideration as part of prioritising projects by Council, in the context of no current crash history for this site vs. other sites which may have more pressing deficiencies.

GEOMETRY:

The geometry of the junction is not ideal, with the angle of Panshanger Rd meeting Woolmers Lane being tighter than preferable for new construction standards.

Heavy vehicle turning paths visible on the junction appear to show some HV are using opposing lanes to turn through the junction, exacerbated by sight distance to the East requiring vehicles to come forward further to maximize sight distance, past vegetation and other obstructions on the corner (private property).

However they appear to negotiate this fine, and take appropriate care on the turning manoeuvres from those I observed and from my history at the site generally.

Road volumes are generally fairly low most of the time.

A broken pipe on the left culvert at the junction is noted, with road edge very close to the drain at this point which may require some attention if maintenance can have a look (limited by private property boundary there).

An upgrade option may be to bring the junction alignment further to the West, improving angle, but this should be balanced through design review against sight distance requirements to the East, and any upgrade will likely trigger consideration of how best to meet modern standards for the whole junction arrangement (and thus possibly also improvement cost needed to the East also). Potential for land acquisition cost etc. in each case.

Review of any land acquisition may also consider widening on Woolmers Lane to provide additional width for heavy vehicles, potentially as part of turning manoeuvres and as part of need for any turn widening options/ acceleration lane - although unlikely required for traffic service minor widening/BAL/BAR style options through wider gravel shoulders even may provide some potential for safety improvements. All would require further review and design detail, and are probably (a) costly and (b) not necessarily justified

SIGNAGE & LINEMARKING ETC.

Consideration may be given to a Stop Sign at this location instead of a Give Way, noting Australian Standards for use of Stop Sign will need to be considered further.

Additional T-Junction sign to warn approaching motorists on Woolmers Road approaching Panshanger from EAST may be considered an option.

Line-marking appears to be paint only and could be renewed to provide more clarity of arrangements, and define holding line and centre line alignment through the wider junction space. Line-marking in Thermoplastic preferable.

Traffic Island(s) to similarly delineate vehicle paths and spatial details may also be considered at this location - with consideration of HV turning paths required.

Some immediate improvements may be available:

1. Trim vegetation to the EAST of the junction on private land (likely to require consultation/negotiation) to improve sight distance
2. Consider installation of a STOP Sign on the Panshanger Road approach to Woolmers Lane junction, replacing give way (subject review)
3. Undertake updated line marking to delineate intersection arrangements and vehicle paths, consider also traffic island separation
4. Consider additional T-junction warning sign on approach to Panshanger Road from EAST.

Other upgrade options consider as more complex and potentially costly at this time, but may be considered by Council as Road Authority if desired as a more urgent priority.

Andrew Howell

BEng (Hons), MEng Sci

ID 494709 VCRN 15000227 173 - Right off carriageway into object or parked vehicle
 49292508 18003253 189 - Other curve

CRASH_DATE 05-Aug-2014 CRASH_TIME 15:08 SEVERITY Minor
 12-Jun-2018 06:06 Property Damage Only
 VISITED No SURFACE_TY Sealed LIGHT_COND Daylight
 Yes Sealed Darkness (without street light)

1-266

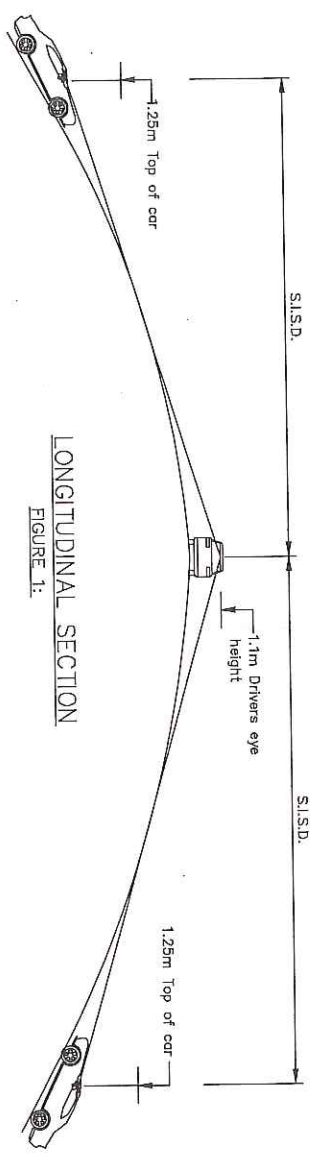
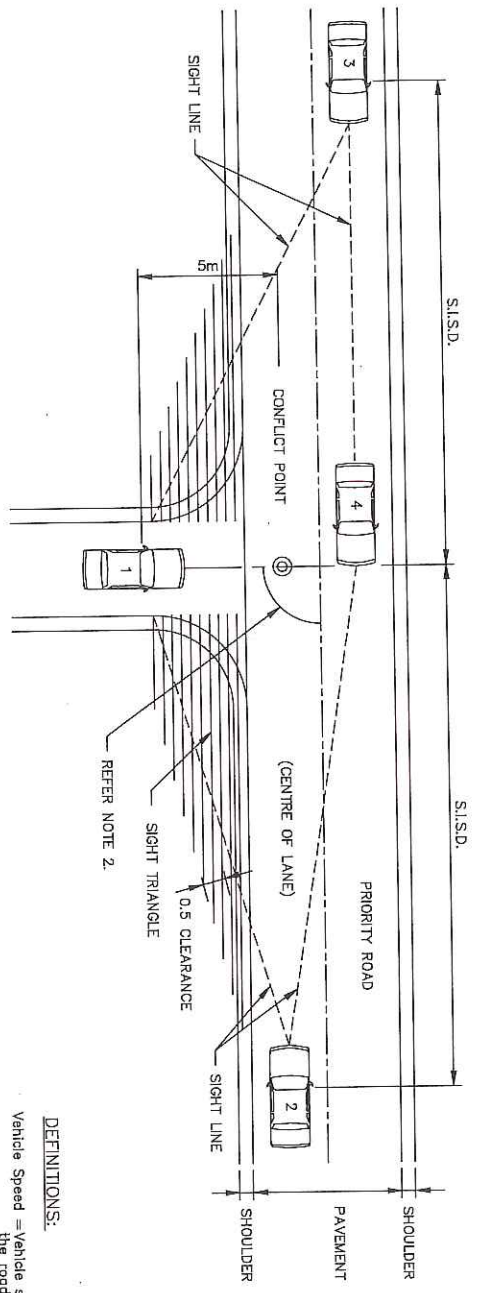


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SIGHT DISTANCES
(2 LANE ROAD ONLY)



LONGITUDINAL SECTION
FIGURE 1.

VEHICLE SPEED (km/h)	SAFE INTERSECTION SIGHT DISTANCE METRES, FOR SPEED LIMITS OF:	
50	80	Greater than 60 km/h
60	105	90
70	130	115
80	165	140
90	210	175
100	250	210
110	290	250

NOTES:

1. - For maximum driveway access slopes refer TSD-R04.
2. - The angle of intersection should be between 70° and 90° to the major road.
3. - Shall be the posted speed limit for assessment of access driveways.
4. - Refer to AGRD04A - Part 4A Unsignalised and Signalised Intersection.

DEFINITIONS:

Vehicle Speed = 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.

S.I.S.D. = Safe Intersection Sight Distance.

Provides sufficient distance for a driver of a vehicle on the major road to observe a vehicle on a driveway approach moving into a collision situation (e.g. in the worst case, stalling across the traffic lanes) and to decelerate to a stop before reaching the collision point.

Is viewed between two points to provide inter-visibility between drivers and vehicles on the major road and minor road approaches. It is measured from a driver eye height of 1.1m above the road to points 1.25m above the road which represents drivers seeing the upper part of cars as illustrated on Figure 1.

Assumes that the driver on the minor road is situated at a distance of 5m (minimum of 3m) from the lip of the channel or edge line projection of the major road. S.I.S.D. allows for a 3s observation time for a driver on the priority leg of the intersection to detect the problem ahead, (e.g. car from driveway stalling on through lane) plus the SSD.

Provides sufficient distance for a vehicle to cross the non-terminating movement on two-lane two way roads, or undertake two-stage crossing of dual carriageways, including those with vehicle speeds of 80 km/h or more.

Should also be provided for drivers stored in the centre of the road when undertaking a crossing or right-turning movement.

Enables approaching drivers to see an articulated vehicle, which has properly commenced a manoeuvre from a leg without priority, but its length creates an obstruction.

Is measured along the carriageway from the approaching vehicle to the conflict point, the line of sight having to be clear to a point 5m (3m minimum) back from the holding line or stop line on the side road.

STANDARD DRAWING

GUIDE TO INTERSECTION AND DOMESTIC ACCESS
SIGHT DISTANCE REQUIREMENTS

18-09-2020 TSD-RF01-v3

SCALES: AS SHOWN
(All scales are correct at A3)

REFERENCES

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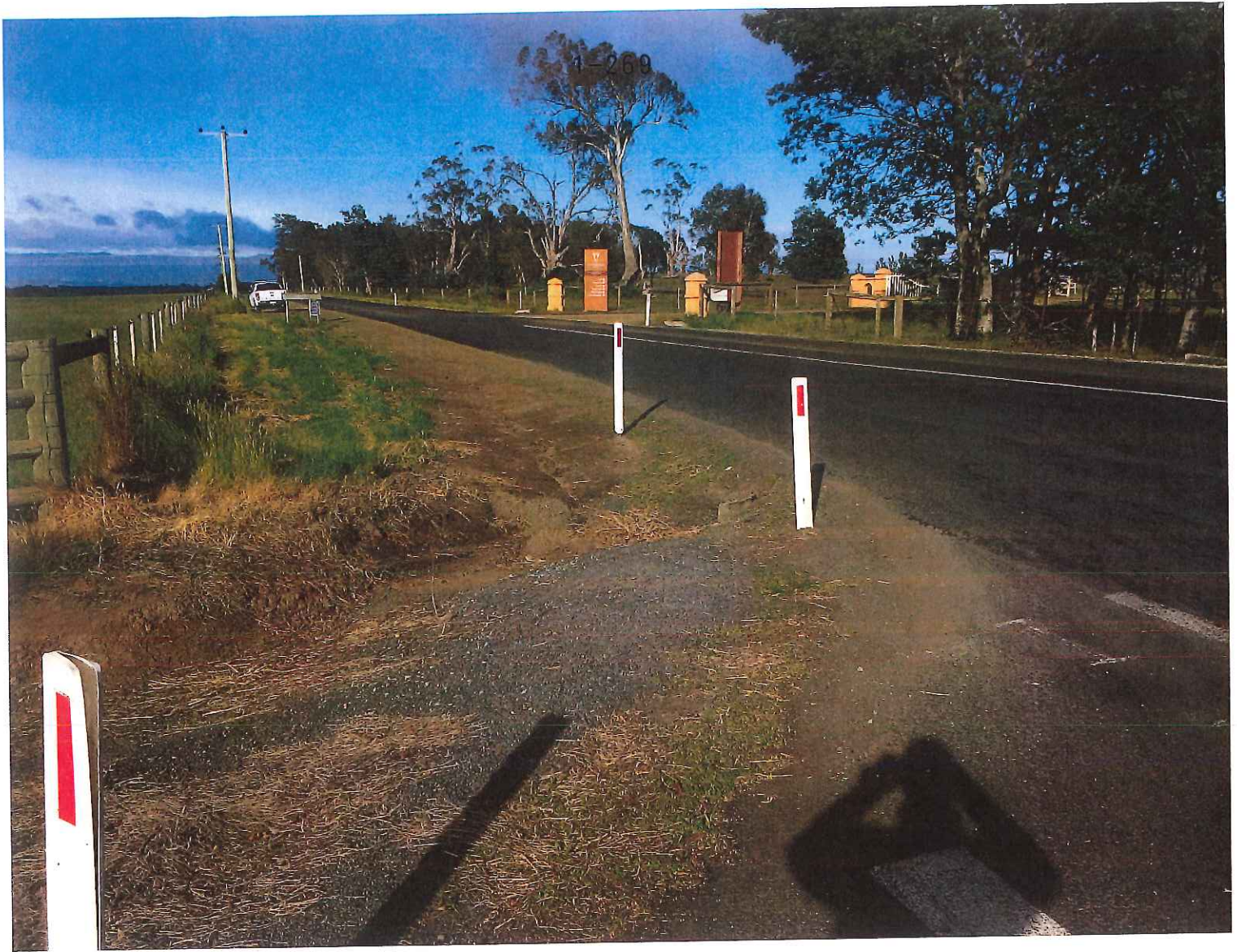
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IPWEA
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Local Government Association
TGAT
Tasmania

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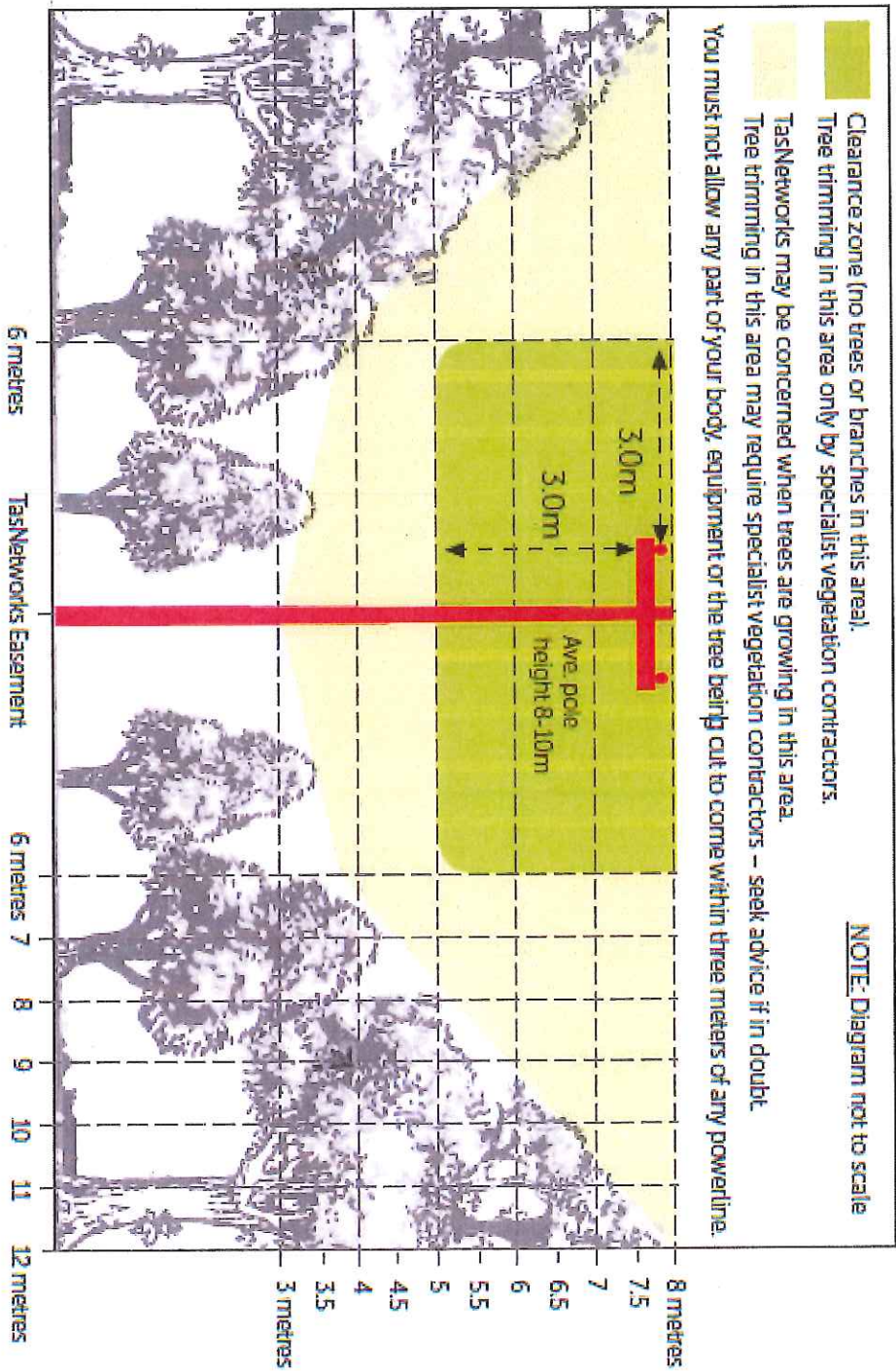


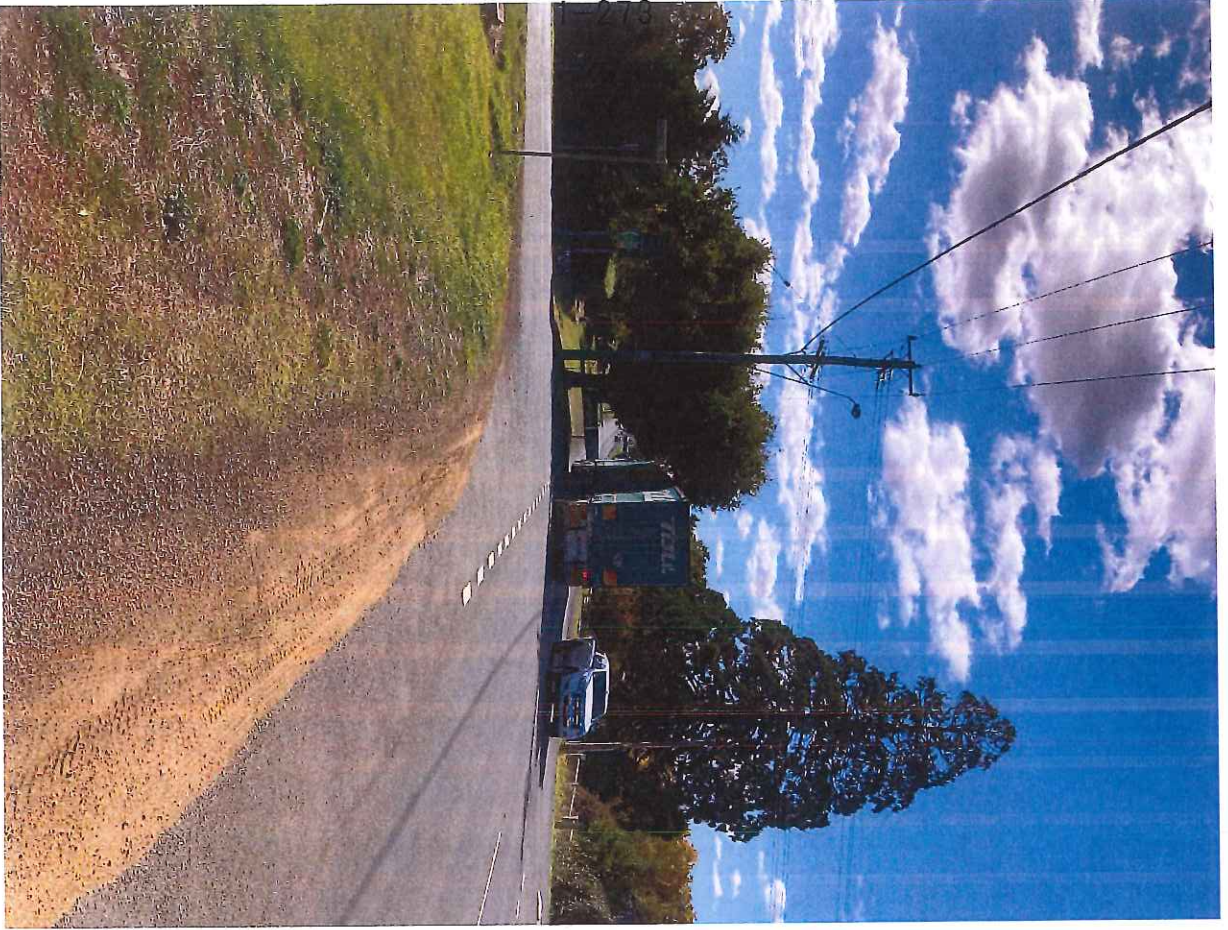
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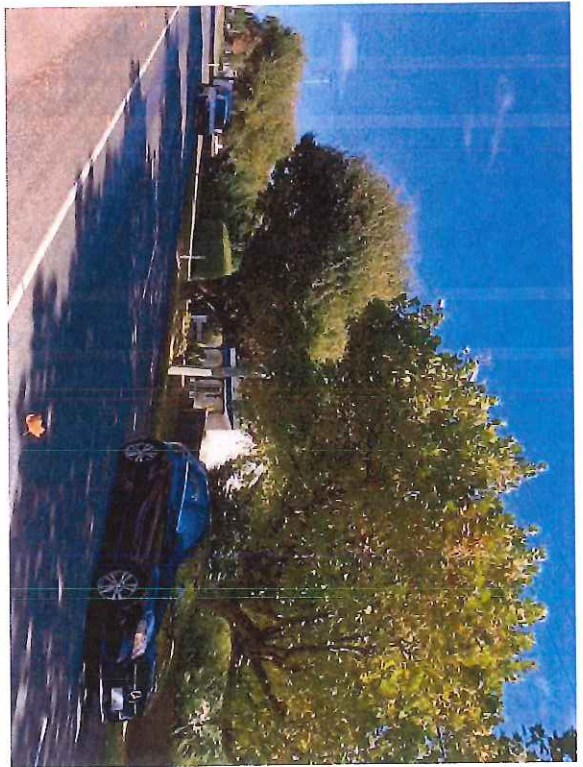
Works 3

Street Trees Campbell Town TasNetworks Audit

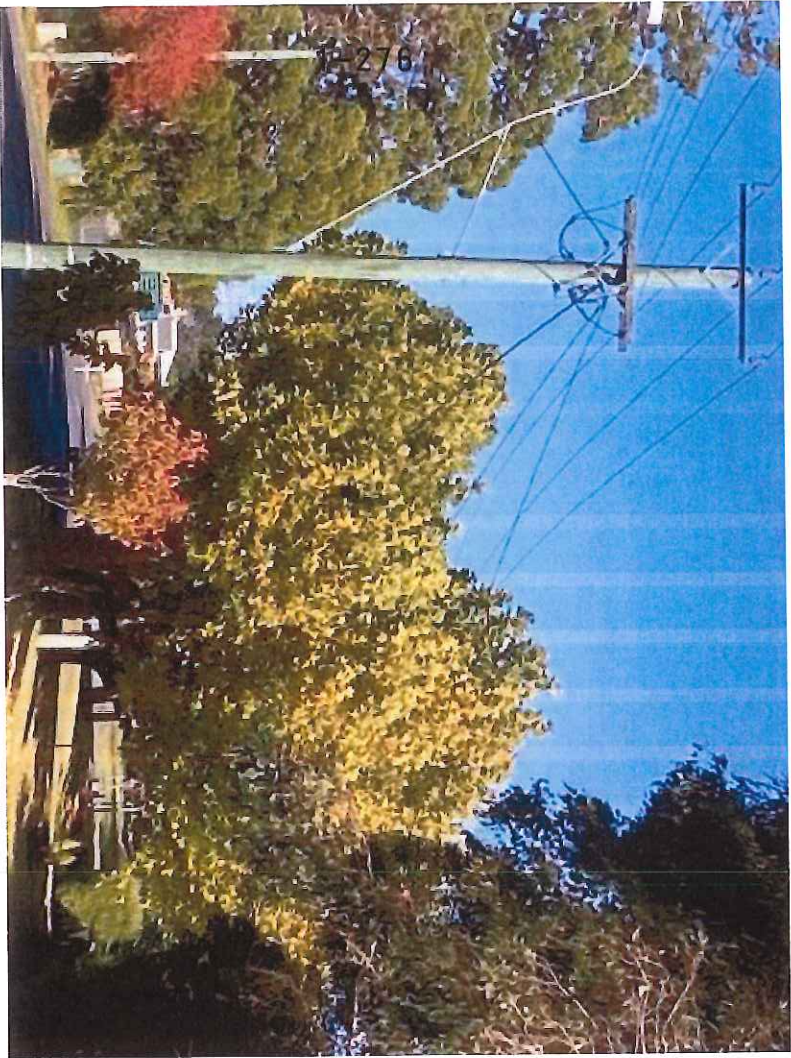


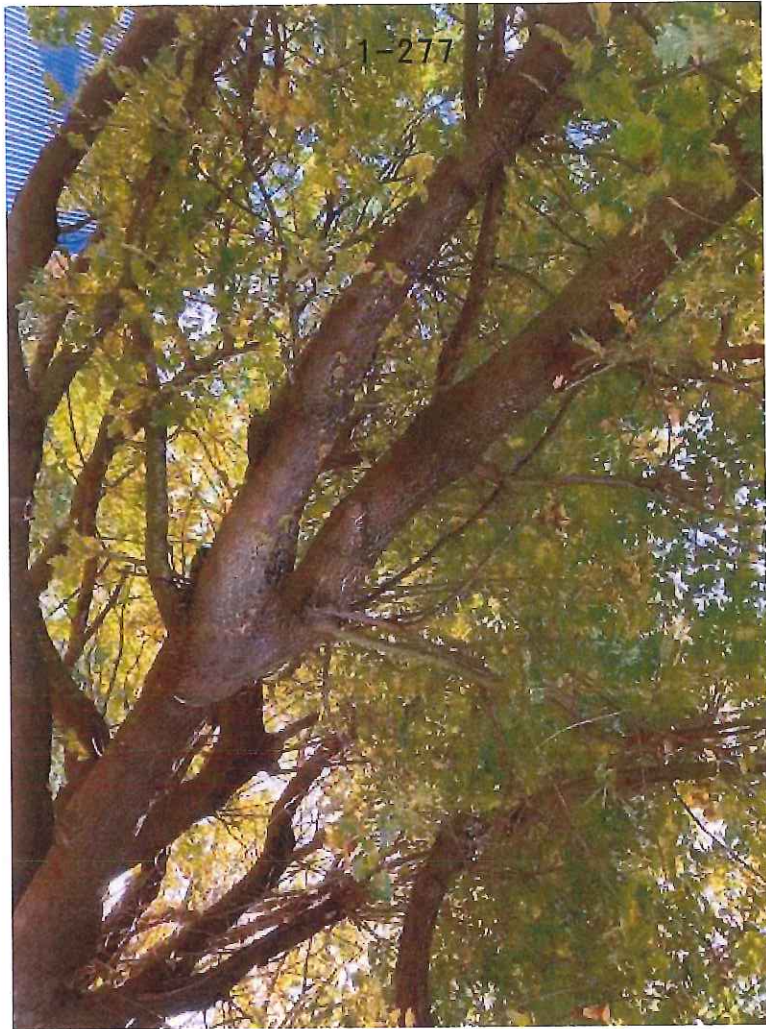


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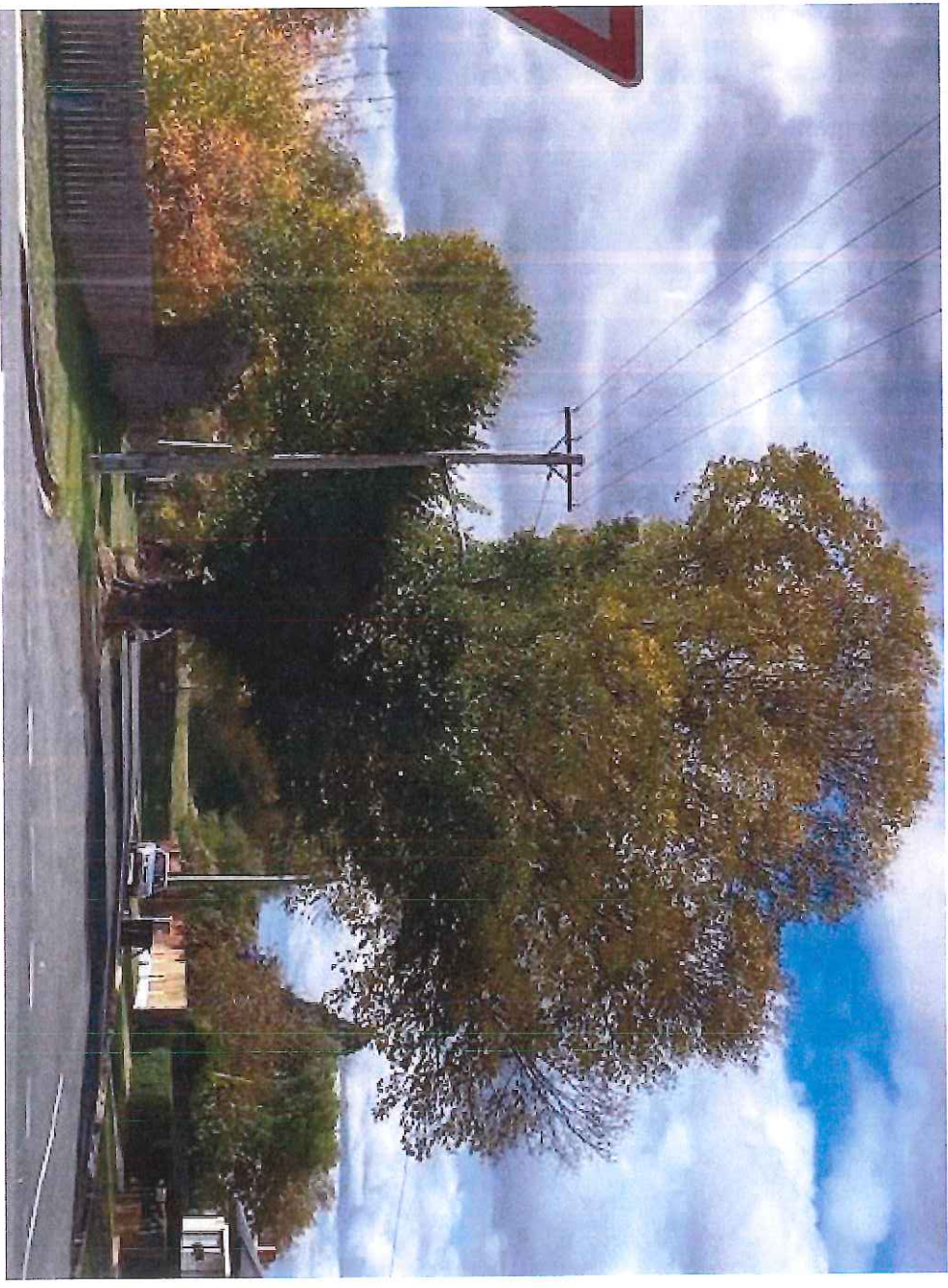






Street Trees Smith Street, Longford

1-278



Tree already pruned by TasNetworks



Overhead powerlines in South Australia





PO Box 156
 13 Smith Street
 Longford TAS 7301
 Email: council@nmc.tas.gov.au
 Web: www.northernmidlands.tas.gov.au

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 Base image by TASMAP, © State of Tasmania
 Where shown, aerial photography is indicative only and should not be used as an accurate comparison of title boundaries.
 Where shown, underground services are diagrammatic only. Actual location of services are to be confirmed on site.

6/05/2021

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