



MANAGEMENT OF VEHICULAR ACCESS

POLICY

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April 2015
Version 1.0

Owner: Department of Transport

Manager: Transport Infrastructure Planning Division

INTRODUCTION

The Austroads Guides have identified that traffic conflict points, including access points, affect the road safety and traffic efficiency of a road network. International literature also clearly identifies the cumulative adverse impact of vehicular access points on the overall road safety and traffic efficiency of a road network.

Effective vehicular access management used in conjunction with a road hierarchy is necessary to improve road safety, to reduce impacts on traffic efficiency and deliver the best overall outcome for the Territory.

PRINCIPLES OF VEHICULAR ACCESS MANAGEMENT

Table 1 outlines the access principles that have been adopted to minimise the traffic and road safety impact of new or additional land use development on the Territory road network.

Table 1: Vehicular Access Principles

Road Class	Vehicular Access ¹ Principle
Freeway	No direct access from abutting land.
National Highway	Limited access from abutting land to optimise traffic flow. New direct property access normally not permitted.
Urban Arterial	Limited access from abutting land to optimise traffic flow. New direct property access not normally permitted. Access to be provided by service roads.
Rural Arterial	Limited access from abutting land to optimise traffic flow. Access subject to road network limitations and site constraints.
Urban and Rural Sub-arterial (Distributor) and Pastoral 3	Access subject to road network and site constraints. Reduction of traffic conflict points, road safety and impact on traffic efficiency to be considered.
Urban and Rural Collector, Local, and Pastoral 1 and 2	Access permitted subject to site constraints. Number of access points to be minimised to reduce traffic conflicts.

Note 1: "Access" in this Table refers to an individual property access from a road.

Based on the above, the following should be noted:

1. Applications for direct access from a Freeway will be rejected. This is so efficient corridors for high volumes of traffic can be maintained into the future.
2. Development Applications that propose access from a road with a primarily traffic movement function (controlled access roads) shall consider provision of a service road. If a service road is not practical, the access arrangement will be reviewed in terms of road safety, traffic impact and intersection spacing (Refer Performance and Design Standards for Northern Territory Government managed roads), and may be rejected.
3. All developments should aim to reduce traffic impacts by providing individual property access from an existing or new road with an access function and reduce conflict points by minimising the number of individual property accesses.

GENERAL REQUIREMENTS

For all rural subdivisions, it is the responsibility of the Developer to construct an access to each proposed lot. Shared accesses shall be provided for adjoining rural lots where possible.

For urban industrial subdivisions, access provision is the responsibility of the lot owner at the time of development of the lot. It is the responsibility of the Developer to inform a purchaser of an urban industrial lot of this requirement at time of purchase.

Generally, only one access will be permitted to each lot. Any additional access will need to be justified by the Developer and will be assessed based on necessity, serviceability issues and exceptional circumstances. The use of shared accesses and other innovative approaches is strongly encouraged.

Deceleration or turning lanes, or the elimination of certain turning movements, may be required for individual lot developments, based on road safety and traffic management issues.

Where an existing lot has no formal property access, it is the owner's responsibility to provide an access to the property from the road network in accordance with the standards and requirements of the Department. Accesses shall be located such that they do not adversely impact on other property accesses in the vicinity.

For all new, temporary or modified accesses and access removal proposals, an application shall be submitted to the Department for approval prior to works commencing. Any access that does not meet the Department's requirements shall be rejected and removed/ replaced at the property owner's expense.

ACCESS TYPES

Rural Residential

Rural residential property accesses shall be constructed in accordance with Standard Drawing C(S)1206. The access is to be constructed from the edge of the road seal /carriageway and extend to the property boundary, generally traversing at right angles to the road centre line.

Access off a gravel road can be gravel, but access off a sealed road shall be provided with a prime and 14mm aggregate single seal (Refer Performance and Design Standards for Northern Territory Government managed roads), extending from the edge of the road seal to the property boundary. Where the road verge is more than 50 metres wide, the Department may consider reducing the extent of the seal.

Appropriate waterway drainage structures across the road's table drain shall be included in the access (refer Standard Drawing C(S)1206).

Should access culverts be required they should be located outside the road clear zone.

Rural Industrial

Rural industrial accesses shall be designed and constructed with appropriate entry and exit tapers to accommodate the maximum vehicle configuration intended to use the access, in accordance with the relevant Austroads Guides. Swept path diagrams for the design vehicle shall be submitted with the request for access approval.

The pavement shall extend from the edge of the road pavement up to the property boundary and be designed and constructed in accordance with the Austroads *Guide to Pavement Technology*, the Northern Territory Government's *Roadworks Master Specification*, and the policy for Performance and Design Standards for Northern Territory Government managed roads.

Appropriate waterway drainage structures across the road's table drain shall be included in the access and access culverts should be located outside the road clear zone.

Urban Industrial

Urban industrial accesses shall be constructed in accordance with Standard Drawing C(S)1205. The access shall extend from the kerb cross-over to the property boundary, generally traversing at right angles to the road centre line and matching into adjacent footpaths where applicable. For battle axe lots with long, sealed driveways, the area of the access located within the road reserve shall be constructed with concrete.

Accesses shall be designed to accommodate the swept path of the largest vehicle type expected to access the property. In port related industrial development areas, accesses are to be of a standard and design to allow for road trains. If this cannot be achieved, access to the lot will be restricted to the maximum sized vehicle capable of accessing the lot.

Swept path diagrams are to be submitted with the request for access approval to demonstrate that the access is appropriately sized and the design vehicle is capable of entering and leaving the development site in forward gear and shall cause no disruption to traffic, queuing or adverse impact on the safety of the road network.

Urban Residential

Where an urban residential access connect to a Territory road, the access shall be constructed in accordance with Standard Drawing C(S)1205. The access shall extend from the kerb cross over to the property boundary, generally traversing at right angles to the road centre line and matching into adjacent footpaths where applicable.

Where access is provided off a road under the care and control of a local government, the access standards of the applicable local government will apply.

Major Commercial Developments

Accesses to major commercial developments such as shopping centres, caravan parks, hotels, service stations and the like shall be considered as a road intersection (Refer Performance and Design Standards for Northern Territory Government managed roads). The expected type and volume of traffic generated, peak traffic hours, operational traffic impact, commercial vehicle swept paths and any other relevant matters shall be considered as part of the design process.

Extractive, Mining, Agricultural and Pastoral Industries

For sites where a short term (i.e. < 6 months), temporary access to the Territory road network is required for mineral extraction, the Developer must contact the Department to confirm an appropriate location and standard for the access. The Developer may be required to upgrade the nominated access geometry to accommodate road trains, include appropriate drainage, temporary signage and a sealed pavement. The Department may require the temporary access to be removed at the end of the approval period and the area rehabilitated back to the original condition.

Long term access to extractive or mining sites or sites requiring access by the agricultural or pastoral industries, shall be provided in accordance with road intersection requirements (Refer Performance and Design Standards for Northern Territory Government managed roads).

Where a new access to the Territory road network is required in the location of an existing access, whether used by an extractive industry or any other user, the Developer will allow for the combined use and upgrade the access to an appropriate standard for the proposed use, at the Developer's cost.

The Department may require a Financial Security (Bank Guarantee) to cover rectification of any damages to the road network. The value of the Financial Security shall be determined via mutual agreement between the Department and the Developer, prior to the approval of the proposed works.

Gated Accesses

Developments which have gated accesses/ security barriers which remain closed during normal operations shall assess the provision for queuing of entering traffic in accordance with the requirements of the current version of AS/NZS 2890 *Parking Facilities* and Austroads *Guide to Traffic Management Part 12: Traffic Impacts of Development*.

Gates and/or security barriers are to be set back sufficiently to allow the design vehicle to stand clear of through traffic at the closed gate or barrier prior to gaining entry to the site.

Temporary Construction Access

Temporary construction access to/from a Territory road must be referred to the Department for approval. The Developer may be required to provide a high standard temporary access that includes appropriate drainage structures and a sealed pavement to cater for longer term and/or wet season use. Temporary construction accesses shall only be used under construction traffic management and a current "Permit to Work within the Road Reserve".

Upon completion of the construction works, the temporary access shall be removed in its entirety and the road reserve shall be rehabilitated/ reinstated to the requirements and standards of the Department, and in accordance with the Northern Territory Government's *Roadworks Master Specification*.

The contractor may be required to provide a security deposit for the reinstatement of the road reserve. The amount of security will be determined at the time of the application for the "Permit to Work within a Road Reserve". The security will be reimbursed upon satisfactory completion of the reinstatement works.

LOCATION OF PROPERTY VEHICLE ACCESSSES

Access shall be carefully located to avoid the creation of a hazard to the through movement of traffic, pedestrians and cyclists, and to minimise damage to road verge vegetation. The location of the access shall be generally in accordance with the current version of AS/NZS 2890 *Parking Facilities* and at least 15 metres from any road intersection.

Where allotments abut or front onto more than one road, then accesses shall be provided from the road with the lower road hierarchy status. The access shall meet appropriate sight distance criteria for both entry and exit.

Where a property access enters onto a road with constructed footpaths and/or expected pedestrian traffic, the access and fence shall be such that it allows vehicles entering the road reserve to have visibility of pedestrians in accordance with AS/NZS 2890 *Parking Facilities*.

Where new accesses are installed as part of a development, redundant existing accesses are to be removed and the kerb and/or roadside reinstated to match the adjacent kerb and/or roadside. The verge area under the removed access will be reinstated to the condition of the adjacent area.

Accesses near roundabouts shall not be located within the roundabout area, nor within 25 metres of the roundabout entrances or exits.

Accesses to industrial developments on non-arterial roads shall be located as far as practicable from an intersection and no closer than 50 metres from an intersection.

Access to major commercial/ industrial developments shall be a minimum of 100 metres from an intersection.

EXISTING PROPERTY ACCESS

The Department recognises that there are many existing accesses and intersections on the Territory road network which were developed historically, either without approval or under standards applicable at the time.

The Department's objective is to achieve a progressive rationalisation of direct property accesses over time on the higher order roads (National Highways and Arterials) where existing accesses or intersections do not conform to the standards outlined in these Guidelines.

In order to meet the goal of improved road safety and traffic efficiency of the road network as discussed above, the Department will require rationalisation of non-conforming existing accesses when land is subdivided, re-developed or a change of use occurs. This may involve the provision of service roads, or the closure of certain access through negotiation.

CAR PARKING ON ROAD RESERVES

The provision of formal car parking bays is normally not permitted on Territory road reserves. All parking required under the Northern Territory Planning Scheme for a development shall be fully accommodated on-site.

Car parking within road reserves, additional to on-site parking requirements, may be considered by the Department on service roads fronting commercial developments. All car parks on road reserves shall be designed in accordance with AS/NZS 2890 *Parking Facilities* for a User Class 3 and for a B99 vehicle.