



Government of South Australia

Department for Transport,
Energy and Infrastructure

Temporary Access Tracks

Operational Instruction **20.6**





ROAD MANAGEMENT Operational Instructions

Temporary Access Tracks - 20.6

AMENDMENT RECORD

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1. Scope

This guideline is intended to be used by TSA staff to ensure that local council officers and logging and mining companies are aware of the requirements of installing **temporary** access tracks that intersect TSA roads.

The primary focus of the document relates to the safety of road users and the prevention of damage to roads and structures for which TSA is responsible. If these guidelines are followed and the conditions herein are met there should be no need for TSA Officers to assess individual access tracks.

2. Background

Situations have arisen where temporary access tracks have been provided by companies for the purpose of forestry and mining where little regard has been taken to issues of road safety. Poor access location and lack of warning to motorists create an unsafe environment for road users. Damage has been caused to the road infrastructure due to poorly constructed tracks, and when tracks have been removed necessary repairs have not been carried out.

It is not possible for TSA officers to inspect every access track. For example during peak periods of logging in the south east of the State there may be up to 30 access tracks constructed per month which intersect with TSA maintained roads.

3. Approval to Create a Temporary Access to a TSA Road

The local government authority is the only authority who can approve access to private land, except on controlled access roads, and should consider and approve each application. Council should assess tracks based on their requirements for driveway access and the criteria outlined in clause 5 before approval is granted.

Council is not required to formally consult with TSA however they should endeavour to work in partnership with TSA for the safety of road users.

On roads maintained by TSA the road reserve area between the outer edge of the shoulder and the property boundary/fenceline remains the responsibility of the local government and as such Council may impose any conditions on the use of this area as it deems necessary.

Development approval is not required from the Development Assessment Commission for the construction of temporary access tracks for the forestry and mining industry, as there is no change in land use.

4. TSA maintained roads

4.1 Highways and Arterial Roads

Generally TSA will not object to the provision of a temporary access track adjoining a road, nor is "approval" of TSA necessary if the conditions within this guideline are fully met.

Access locations should ideally be minimised on primary/strategic routes by locating tracks onto local roads where possible. TSA staff may be contacted for help with access track location selection if necessary.

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4.2 Controlled Access Roads

In addition to meeting the guidelines within the instruction the *Highways Act* requires that the Commissioner of Highways give approval. SECT 30D states:

Access to property

30DA. (4) Where the Commissioner is of the opinion that access to a controlled-access road is not reasonably available for land abutting that controlled-access road, he may by permit in writing give permission for the construction and use of a means of access to that controlled-access road from that land.

(5) A permit under subsection (4) of this section may-

(a) be issued subject to such conditions-

(i) as to the type and construction of the means of access;

(ii) as to the location of the means of access;

(iii) as to the times at which the means of access may be used;

(iv) as to persons, vehicles or animals that may use the means of access either generally or at specified times, as to the Commissioner seem necessary or expedient; and

(b) be revoked or amended at any time.

If permission is not sought or granted for the construction of an access track on a controlled access road an offence has been committed and action may be taken against the offending party in accordance with SECT 30E of the Highways Act 1926 which states:

Offences in relation to controlled-access roads

30E. (1) Any person who-

(b) without the consent of the Commissioner constructs, forms or paves any means of access to a controlled-access road or does not comply with the conditions of any consent given in writing by the Commissioner;

(c) removes or damages any fence, wall, post, barrier or other impediment to the passage of traffic erected by the Commissioner across a road or upon any controlled-access road;

(d) obliterates, removes or damages any traffic sign or notice erected by the Commissioner;

(e) obliterates, removes or damages any lines, words or signs marked by the Commissioner upon any road;

(2) The Commissioner may serve on a person who has constructed, formed or paved a means of access in contravention of subsection (1)(b) a notice requiring the person to remove the means of access and to restore the land affected to its former state and condition.

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It should be mentioned again that the conditions in Clause 5 must be met before approval will be given.

Further information regarding controlled access roads is available from the Planning Liaison Section.

5. Criteria

5.1 Sight distance considerations

Sight distance is fundamental to safe road design. Minimum standards should be a safe stopping sight distance as described in "Austroads Guide to Geometric Design of Rural Roads" based on a design speed of not less than the 85th percentile speed.

The 85th percentile speed can be estimated by considering the speed environment for the preceding sections of the road taking into consideration its geographical location and the general topography of the area, and its general condition and standard. The 85th percentile may be higher or lower than the prevailing speed limit. The table below indicates the minimum sight distances required for various speeds.

STOPPING SIGHT DISTANCE ON LEVEL SEALED PAVEMENTS

Approach Speed	Stopping sight distance, metres
31 - 40	35
41 - 50	45
51 - 60	65
61 - 70	85
71 - 80	115
81 - 90	140
91 - 100	170
100 - 110	210
111 - 120	250

Note: This table has been adapted from *Rural Road Design, Austroads, 1989*. Values given for the speed ranges 70 km/h and below are based on a reaction time of 2.0 sec, and those above, of 2.5 sec. The Approach Speed is the representative speed (usually taken as the 85th percentile) of traffic approaching a site.

Vehicles entering or leaving an access track should not obstruct, interfere with or distract drivers' attention from any traffic control devices.

Access Tracks should not be placed:

- near overtaking lanes
- near an existing intersection
- where double barrier lines are present
- where any pavement bars are present on the road
- in the immediate vicinity of bridges
- around curves
- beyond crests in the road
- where sight distance to traffic on the main road is less than the safe stopping sight distance
- where they would interfere with the normal drainage flow, services utilities, vegetation within the road reserve, retaining walls or safety barriers
- adequate clearance should be given to overhead power lines

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Where any of these conditions cannot be met the matter should be referred to the Regional Manager for consideration.

5.2 Warning Signs

Standard "Trucks Entering" warning signs (W5-22C) are normally not considered necessary provided sight distance requirements are met. However in some cases where sight distance is limited or access point relocation is not practicable such signs should be installed. Signs shall only be displayed during the hours of operation and be removed when the track is closed or no longer in use.

5.3 Clear zones

Where possible, storage of logs or plant on the roadside should be limited to 10 metres from the edge of the shoulder to provide a clear zone for errant vehicles. Stockpiles should be clear of maintained drains and culverts.

5.4 Access track construction and carriageway repair

Access tracks should be constructed to the edge of the bitumen to minimise the possibility of damage to the shoulder and edge breaking of the seal. Any damage to seal shall be repaired immediately.

When the track is closed or no longer used the carriageway, including the shoulder, shall be reinstated to its original condition. This includes issues such as pavement condition, shoulder formation, drainage and pavement marking. Loose material shall also be swept from the carriageway.

If necessary TSA will seek compensation for damage caused by industry to TSA roads or structures under SECT 106 of the Highways Act which states:

Damage to roads and works

106. (1) A person must not—

(a) otherwise than by reasonable use, damage a road, bridge, culvert or railway track; or

(b) remove, damage or interfere with a fence, post, barrier, lamp, traffic device or traffic counter erected or placed on a road, bridge, culvert or railway track.

(2) A person who damages a road, bridge, culvert or railway track, or a fence, post, barrier, lamp, traffic device or traffic counter erected or placed on a road, bridge, culvert or railway track, must forthwith give notice of that damage with full particulars to a member of the police force, to the Commissioner of Highways or to the Passenger Transport Board.

(3) In proceedings for an offence against subsection (1), the court may order the defendant to pay such sum as the court thinks just, by way of compensation for damage done by the defendant, to any authority, body or person which or who the court considers to be entitled to the compensation.

(4) In this section—

"traffic device" includes any traffic control device as defined in section 5 and any other signal or sign erected or placed for the purpose of regulating, warning or directing traffic, and includes a gate or barrier at a level crossing and a post or sign indicating the direction or distance of any town or place.

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5.5 Vegetation

Native vegetation should not be removed to locate temporary access tracks. If the removal of any vegetation is necessary, local government permission is required as roadside vegetation is generally under the care and control of local government.

5.6 Roadside Significant Sites

Road reserves often contain items of ecological and cultural significance such as rare plants, significant trees, Aboriginal heritage sites and stone walls.

Transport SA has implemented a management program to ensure the protection of these sites. One element of this program has involved the installation of Roadside Markers at the start and finish of selected Significant Sites which are difficult to identify. Entry to the site is indicated by a small sign with a blue arrow on a white background (with RSSD site number and TSA logo), while exit from the site is indicated by a white diagonal bar across a blue background.

Temporary access tracks should not be located within Roadside Significant Sites. Contact should be made with the Environmental Operations Unit, Transport SA, telephone 8343 2686 if there is any likelihood that one of these sites may be affected.